

MINUTES

Data Committee
December 3, 2013



Next steps from call:

Nominate and elect new Data Committee Chair

- Self-nominations requested by Dec. 10

ATP Program and Definition of “Disadvantaged Communities”

- Test out the preliminary guidelines for “Disadvantaged Communities” by looking at which communities would qualify by each of the different criteria proposed.
- Consider what measures of deficiency in the build environment could be built into a definition of “disadvantaged communities” more closely customized for this program.

HCI Gaps and Recommendations

- Schedule future call to address areas of data uncertainty identified by HCI project, including topics related to the retail food environment index, and collecting better data on Active Transportation mode split and miles traveled.

Call Attendees:

Participant	Organization
Deirdre Browner	San Diego
Dan Gallagher	SANDAG
Danyte Mockus	Riverside
Trav Ichninose	Orange County
Patty Ochoa	Coalition for Clean Air
Erin Coleman	Advancement Project
Carla Blackmar	Alliance Staff
Tracy Delaney	Alliance Staff

Minutes:

1. **Welcome/ Updates**— Danyte Mockus
 - **Announcement from Danyte:** Danyte announced that she’s taken a new position as prevention manager with the County of San Diego Behavioral Health Services. She will continue to participate in the Data Committee, and looks forward to bringing some of the behavioral health perspective to the work. Her new job is not an epi job, however, so she will not be serving as chair. She encouraged others to consider serving.

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- **Chair Elections:** Participants were encouraged to nominate themselves to serve as Data Committee chair. As stated in the Alliance Charter (section IX.C.ii.f), **the Chair must be a LHD representative**, and should be willing to carry out the following duties:
 - Working with Alliance staff to develop agendas for monthly Data Committee calls.
 - Leading Data Committee meetings.
 - Communicating with other Priority Initiative Chairs to understand their data needs.
 - Representing the Data Committee at in-person Leadership Council meetings.

Anyone interested in the position was asked to consider nominating themselves by Tuesday December 10.

- **Meeting times for the coming year:** There seemed to be general agreement that the existing time (first Tuesday of each month from 2-3pm) worked well for participants.
 - **Active Transportation Program and SRTS webinar:** Neil and Carla presented on the feasibility of gauging the effects of the ATP on health on the Statewide SRTS Network call on 12/5/13. The presentation is available at <http://wp.me/a16qn2-2cU>
2. **Active Transportation Program**—The group continued their discussion of the Active Transportation program guidelines (background provided in the meeting minutes for November). In particular, the group is focusing on the definition of “disadvantaged communities” for this program.

Carla asked if anyone had had a chance to try out/review the CalEnviroScreen tool. Trav had done so, and expressed concern that the tool seemed tailored to define “disadvantaged communities” for programs more focused on pollutant exposure than on provision of AT options.

He suggested looking back at the goals of the ATP program as we work to propose an alternative methodology for defining “disadvantaged communities” under this program.

The goals of the ATP program are:

Increase the proportion of trips accomplished by biking and walking.

- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.

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- Provide a broad spectrum of projects to benefit many types of active transportation users.

The group suggested possibly building some built-environment measures related to the goals of the program into the “disadvantaged community” definition. Could it possibly look like a combination of Sociodemographic + SWITRS + PA SmartLocation Database*?

*PA SmartLocation Database was released early November-- standardized database from EPA for Smart Urban Planning Interventions.

Deidre suggested that how projects are built and targeted in “disadvantaged communities” is important. Many of these communities may already suffer negative impacts from transportation infrastructure, so it’s important to think about how these existing problems might be addressed with these funds.

Update on ATP Preliminary Recommendations: As of 12/11, California Transportation Commission has released some *preliminary* guidelines for “disadvantaged communities,” please see [Preliminary Guidelines](#) Page 11 (document page number 6).

The current definitions don’t rely CalEnviroScreen alone, but have an assortment of other methods by which projects can qualify.

Next steps: We may work at doing a test to see how community eligibility fluctuates according to each of these criteria. It seems this work would likely need to be done by the end of December or early January.

3. **Discussion of process for describing and documenting data gaps from the Healthy Community Indicator Project:** In prior calls, the group had discussed documenting and possibly beginning to address some of the data gaps identified through our work of the Healthy Community Indicator project. The limitations of the Food Retail Environment Indicator were provided as an example (i.e., detailed methodology about how CDC produced this indicator is not available).

Next Steps:

A slightly different approach may be demanded by each of the different categories of indicator, with the transportation indicators requiring a different approach than the food environment indicators. We will focus on these in upcoming calls.

Retail Food Environment may be a topic for the February call (possibly in conjunction with HFP working group). Deidre was going to look at what data San Diego had produced for this indicator. Carla was going to loop back with Sabrina Rossetti from San Bernardino to get more detail on their work.

Better Data on AT modes: The lack of data about AT modes at smaller geographies has been a persistent theme in the HCI Project. Deidre mentioned that San Diego might be able to share their results of the NHTS oversample they paid for, and that it could potentially lead to a broader discussion of how this level of oversample could be extended across the region. Also

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mentioned was Sherry Ryan's work with the regional bike counters in San Diego as another way of collecting data about non-motorized modes. This could also be a topic for a future call.

4. **Discussion of High Priority Policy Platform Document Data statements:** This document has been discussed on past calls. In essence it is a statement of policy opportunities related to each of the Alliance priority areas. The hope is that this document will guide some of our goals in the year to come. The group reviewed the statements on the call, and some working group members provided final revisions and commentary by email.

Next Steps:

The document has been modified to take DC member revisions and suggestions into account, and will be discussed at the 12/13 Leadership Council meeting. A final version will be routed to the group pending approval.

5. **Wrap-up/ Next Call:** The next Data Committee call is scheduled on 1/7/14 from 2-3pm