

Health & Transportation: Partnership Accomplishments

July 2017 – June 2019



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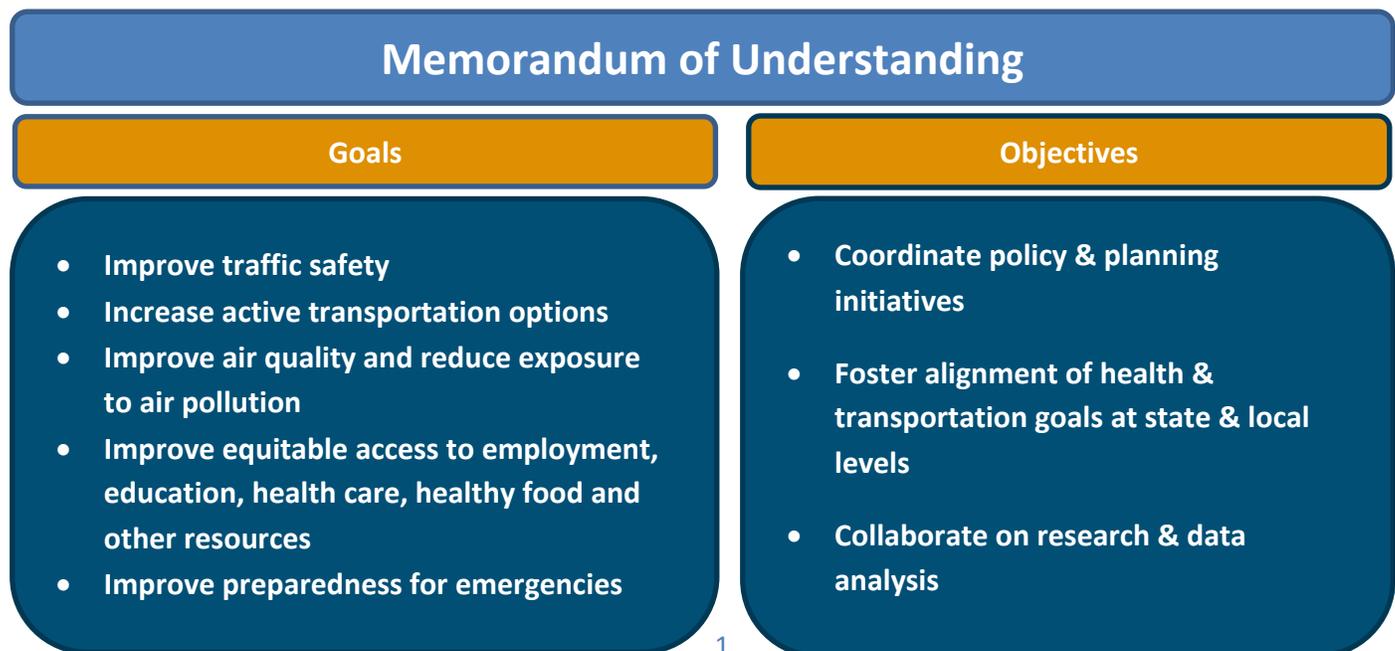
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Introduction

History of the Partnership

Health and transportation are both critical to safe, livable and resilient communities across the state. The Oregon Department of Transportation (ODOT) and Oregon Health Authority – Public Health Division (OHA-PHD) are the two agencies in Oregon specifically dedicated to creating, implementing and maintaining mobility that supports Oregonians equitable access to jobs, schools, health services, community centers and more. By working together and leveraging efforts, ODOT and OHA-PHD can maximize the returns on the public’s investment to improve health, transportation, and quality of life for Oregonians.

Transportation policy, infrastructure and decisions directly impact health in many ways: they affect exposure to air pollution, injury risk, physical activity levels and access to health supportive resources such as food, living wage jobs and education. To address these issues, ODOT and OHA-PHD reconfirmed a voluntary bi-agency agreement in 2018, first established in 2013, committing to work collaboratively to identify, develop and promote connections between public health and transportation. Staff and leadership from both organizations have collaborated to advance shared objectives related to improving the health and livability of Oregon communities, focusing activities consistent with the updated memorandum of understanding.



Notable Partnership Activities

Coordinate Policy & Planning

Convening of Partnership Decision-Making Bodies

In June 2019, The Oregon Transportation Commission (OTC) participated in a joint workshop with Oregon Health Authority's Public Health Advisory Board (OHA-PHAB) to discuss the intersection of transportation, public health and social equity. The workshop had three objectives:

- Establish an understanding of the intersections between transportation, public health and social equity between the two decision-making bodies.
- Demonstrate why these intersections are important for both agencies and how it influences the work they do for communities throughout Oregon.
- Engage in a conversation about how both agencies can address these issues through the bi-agency partnership and memorandum of understanding, reconfirmed in 2018.

The workshop featured a nationally recognized speaker, Charles T. Brown, known for encouraging social equity in transportation. This was the first time the governance bodies convened to discuss opportunities of the partnership. A similar discussion was held with staff representing both agencies, further refining the dialogue that took place between the governance bodies.



Source: Charles Brown Workshop. June 20, 2019.

Joint Committee Participation

OHA-PHAB staff, as well as, other public health stakeholders served on ODOT convened committees that provide guidance for transportation funding, program and project decision-making, and policy development. These committees advise on topics related to active transportation program delivery, transportation system improvements, public transportation

policy framework, and data sharing coordination. Some of the advisory committees that public health is participating on include, but are not limited to:

- Area Commissions on Transportation
- Public Transportation Advisory Committee
- Transportation and Growth Management Advisory Committee
- Safe Routes to School Advisory Committee
- Traffic Records Coordinating Committee
- Liaison to Governor’s Advisory Committee on DUII
- Liaison to Governor’s Advisory Committee on Motorcycle Safety
- Congestion Management and Air Quality Committee
- Oregon Modeling Steering Committee

Conversely, ODOT staff and other transportation partners have served on committees that provide guidance and oversight to the public health system. These committees have advised on topics related to health assessment:

- State Health Assessment Subcommittees

OR-Plan Statewide Planning Database

[OR-Plan](#) is an online resource that centralizes all of the transportation policies and strategies from ODOT’s nine statewide modal and topic plans. OR-Plan provides a comprehensive view of how the statewide plans relate to one another and illustrates the policy framework related to specific transportation issues and modes.

Ten fundamental issue areas are identified across the modal and topic plans that further describe the vision for the transportation system. Health is identified as a fundamental issue area that focuses on the outcomes of transportation infrastructure and choices of personal and public health, such as physical activity associated with walking or biking, or the impact of vehicle pollutants on chronic disease.



ODOT and OHA-PHD collaborated in the development of a [Healthy Communities Policy Brief](#) that is incorporated into the tool. The Policy Brief demonstrates how statewide policies and strategies that support a safe, accessible and sustainable transportation system can also support Oregon’s health system transformation efforts by reducing chronic disease rates and improving health and well-being in all Oregon communities.

Safe Routes to School

[Safe Routes to School](#) (SRTS) refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. ODOT has two main types of SRTS programs: infrastructure and non-infrastructure grants and technical assistance. Infrastructure programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Non-infrastructure programs focus on education and outreach to assure awareness and safe use of walking and biking routes. Investments include developing SRTS Action Plans, educating students on walking and biking options and how to do use them safely (laws, rules, and guidelines), among other efforts.¹

In 2017, the Oregon Legislature passed the landmark transportation funding package (House Bill 2017) which dedicates infrastructure funding to SRTS. The purpose of the funding is to build projects within a one-mile radius of schools to make it safer and easier for students to walk and bicycle to school.² The SRTS infrastructure program receives \$10 million state highway dollars annually increasing to \$15 million annually in 2023. The non-infrastructure program received \$1 million annually. Figure 1 and Table 1 summarize the funded competitive construction projects for 2018-2020.

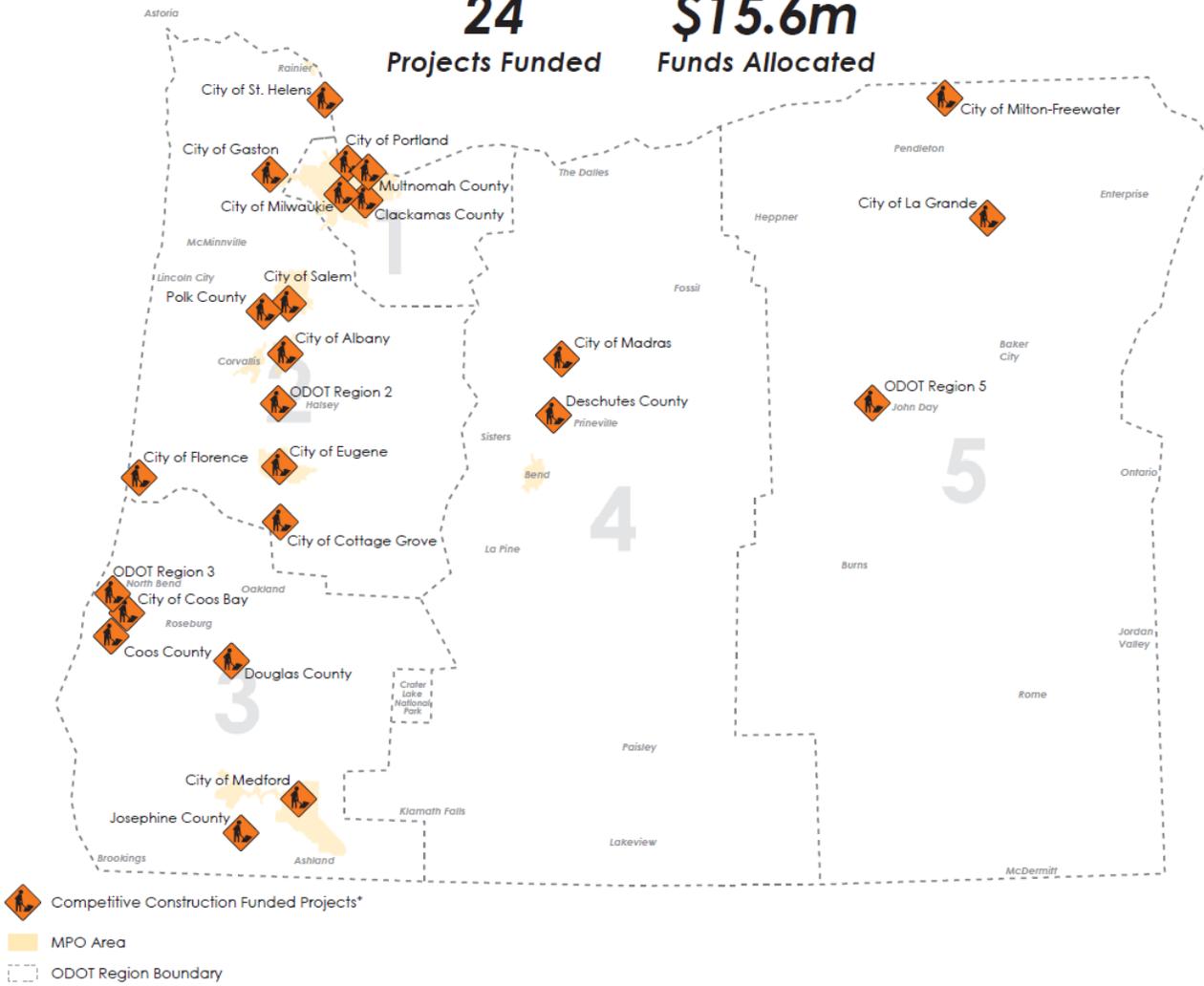
¹ Oregon Department of Transportation. Safe Routes to School Programs. November 14, 2019. <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

² Oregon Department of Transportation. Safe Routes to School Competitive Infrastructure Grant program. November 14, 2019. <https://www.oregon.gov/ODOT/Programs/TDD%20Documents/SRTS-Competitive-Program-One-Page.pdf>.

Figure 1: 2018-2019 SRTS Funded Competitive Construction Projects

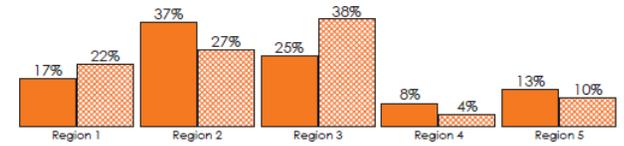
Funded Competitive Construction Projects 2018 - 2020

24 Projects Funded
\$15.6m Funds Allocated

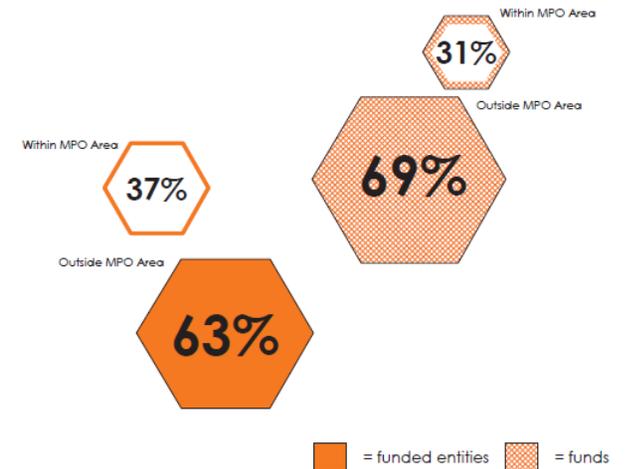


Funded Applicants

Oregon Department of Transportation (ODOT) Region Distribution



Metropolitan Planning Organization (MPO) Distribution



*Rapid Response Applicants and Funded Projects will be included in the 2020 map update

Produced by ODOT GIS Unit | October 2019 | GIS No. 20-100 | odotgis@odot.state.or.us | map not to scale | This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user.

Table 1: SRTS Funded Competitive Construction Projects

Region	Applicant Agency	Project Name	Grant Award Request
5	ODOT- Region 5	Sidewalk and ramps for Grant Union Junior High School students	\$1,136,000
5	City of Milton-Freewater	Crosswalks and sidewalks for Gib Olinger Elementary School students	\$249,599
5	City of La Grande	Sidewalks and ramps for Central Elementary School students	\$140,000
		Region Sub-Total	\$1,525,598
4	Deschutes County	Sidewalks for Terrebonne Elementary School students	\$349,271
4	City of Madras	Sidewalks and ramps for Madras Elementary School students	\$212,000
		Region Sub-Total	\$561,271
3	ODOT Region 3	Rapid Flashing Beacon and pedestrian refuge island for North Bend Middle School students	\$97,400
3	Josephine County	Sidewalks for Williams Elementary School students	\$154,000
3	Douglas County	Sidewalks and bike lanes for Green Elementary School students	\$2,000,000
3	Coos County	Sidewalks, curb ramps, and bike lanes for Winter Lakes Elementary School students	\$1,499,034
3	City of Medford	Sidewalks, ramps, and safety enhancements at crosswalks for Wilson and Washington Elementary School students	\$208,000
3	City of Coos Bay	Sidewalk, ramps, crosswalk, rapid flashing beacon, and bike lanes for Millicoma and Eastside Elementary Schools students	\$2,000,000
		Region Sub-Total	\$5,958,434
2	Polk County	Bike lanes and crossing enhancements for Ash Creek Elementary School students	\$704,400
2	ODOT Region 2	Enhanced crossings, rapid flashing beacons, and refuge island for Central Linn Elementary School students	\$346,467

2	City of St. Helens	Sidewalk for McBride Elementary School students	\$322,536
2	City of Salem	Median crossing island, and rapid flashing beacon for Liberty Elementary School students	\$140,000
2	City of Gaston	Sidewalk and crosswalk for Gaston Elementary School students	\$189,738
2	City of Florence	Enhanced crossing, and sidewalks for Siuslaw Elementary School students	\$346,400
2	City of Eugene	Speed zone flashers, enhanced crossings, pedestrian islands, curb extensions and rapid flashing beacons for Cesar Chavez Elementary School students	\$750,246
2	City of Cottage Grove	Sidewalk, ramps, and crosswalks for Lincoln Middle School students	\$1,272,143
2	City of Albany	Sidewalks, ramps, and crossings for South Shore Elementary	\$100,000
		Region Sub-Total	\$4,171,930
1	Multnomah County	Crossing enhancements for Reynolds Middle School students	\$90,957
1	Clackamas County	Sidewalks, ramps, rapid flashing beacons, and pedestrian refuge islands for Whitcolmb Elementary School students	\$148,470
1	City of Portland	Sidewalks for Alder Elementary School students	\$2,000,000
1	City of Milwaukie	Sidewalks, enhanced crossings, crossing beacons, and bike lanes for Linwood Elementary School students	\$1,152,330
		Region Sub-Total	\$3,391,757
		Total	\$15,608,990

Statewide Transportation Improvement Fund

With the passage of House Bill 2017, the Oregon Legislature made a significant investment in transportation to help advance public transportation. A centerpiece of House Bill 2017 is the [Statewide Transportation Improvement Fund](#) (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon. A new state payroll tax of one-tenth of one percent funds STIF transportation improvements in Oregon.³

Fund distribution includes:

- **Formula Program:** 90% of STIF funds will be distributed to qualified entities based on taxes paid within their geographic area.
- **Discretionary Program:** 5% of STIF funds will be awarded to eligible public transportation providers based on a competitive grant process.
- **Intercommunity Discretionary Program:** 4% of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant program.
- **Technical Resource Center:** ODOT will use 1% of STIF funds to create a statewide resource center to assist public transportation providers in rural areas with training, planning and information technology and fund ODOT administration of STIF.

The first funding cycle for STIF Formula Fund's had two submittal deadlines, November 1, 2018 and May 1, 2019. Eighteen of the 42 eligible qualified transit entities submitted STIF service improvement plans that were approved for funding by the OTC in March 2019. The timing of the staggered review and funding approval process enabled the 18 qualified transit entities to receive their first disbursement of STIF Formula funds in May 2019. This was the only disbursement of STIF funds during the 2017-2019 biennium. During the coming biennium ODOT anticipates distributing over \$200 million to local public transportation providers through both STIF Formula and Discretionary funding programs.

³ Oregon Department of Transportation. Statewide Transportation Improvement Fund. November 14, 2019.
<https://www.oregon.gov/ODOT/RPTD/RPTD%20Committee%20Meeting%20Documents/STIF-Fact-Sheet-2018.pdf>

Table 2: STIF Disbursements to Qualified Entities (May 2019)

Entity	Amount	Entity	Amount
Baker County	\$88,257	Morrow County	\$133,158
The Confederated Tribes of the Umatilla Indian Reservation	\$50,000	Salem Area Mass Transportation District	\$3,572,003
Coos County	\$389,800	Tillamook County Transportation District	\$164,842
The Coquille Indian Tribe	\$50,000	Tri County Metropolitan Transportation District	\$25,768,419
Curry County	\$100,266	Umatilla County	\$535,094
Grant County Transportation District	\$50,000	Union County	\$172,131
Harney County	\$50,000	Wallowa County	\$50,000
Hood River County Transportation District	\$239,175	Wasco County	\$209,267
Josephine County	\$441,075	Yamhill County	\$652,535

Transportation System Plan Guidelines

ODOT’s Transportation Planning Unit, in partnership with OHA-PHD representatives, local staff and other

stakeholders, updated the Transportation System Plan (TSP) Guidelines. The [TSP Guidelines](#) are an online tool that assist local jurisdictions in the preparation and update of TSPs, providing detailed direction on scoping, developing and administering TSPs. The TSP Guidelines answer the “What, Why, When and How” questions surrounding TSPs, and incorporates guidance for how to better integrate health considerations, amongst many other issues into local long-range planning.



Many of the highlighted opportunities to integrate health were new additions to the planning guidance, including:

- How to consider community health objectives when evaluating the need for an updated TSP.
- Involving local public health officials or health organizations in the development of the TSP, through active participation on advisory committees and targeted stakeholder engagement.

- Reflecting goals and objectives of other community plans and studies, including community health assessments and improvement plans in the TSP.
- Considering public health impacts and outcomes when conducting multi modal existing conditions inventory and developing solutions for the TSP.

The planning guidance is useful to jurisdictions of all sizes, geographies and mobility needs. A locally approved TSP provides a necessary linkage to the Statewide Transportation Improvement Program (STIP) to secure funding for the implementation of projects; it also provides the policy foundation and documentation of need to support other transportation funding decisions and requests. Opportunities have been identified to better link the TSP Guidelines to TSP assessment services and planning grant resources, such as the [Transportation and Growth Management Program](#) (TGM).



State Health Assessment and State Health Improvement Plan

The [State Health Improvement Plan](#) (SHIP) is a primary strategic initiative for the OHA-PHD. The SHIP identifies our state’s health priorities with strategies and measures to monitor progress. Two of the seven priorities of the 2015-2019 SHIP rely on partnership with the transportation system, slowing the increase of obesity and reducing harms associated with alcohol and substance use. Shared activities related to increasing active transportation options and reducing the number of people driving under the influence of alcohol and other drugs have been beneficial to these priority areas.

The OHA-PHD published the [2018 State Health Assessment](#) (SHA) and revised State Health Indicators (SHIs), an effort undertaken every five years to comprehensively describe health in our state. The SHA and SHIs are intended to be tools for local partners developing assessments and plans. Grounded in quantitative data and a community voice, issues related to transportation, air quality and climate change, and motor vehicle related deaths were highlighted as health-related concerns. ODOT staff participated on both the Health Status

Subcommittee and Themes and Strengths Subcommittee, helping to elevate transportation related data.

Emergency Preparedness and Response

ODOT and OHA participated together in Operation OX, a statewide exercise based on a response to an intentional plague outbreak across the entire state. ODOT partnered with OHA-PHD's Health Security Preparedness and Response (HSPR) to distribute medical countermeasures received from the Federal Strategic National Stockpile (SNS). On April 30th, 2019 the SNS shipment of medical countermeasures arrived in Oregon, as part of the exercise, and ODOT in conjunction with OHA-PHD initiated their distribution plan, staffing an emergency warehouse or Receipt, State, Store. The shipment was processed through and distributed out to counties, with Oregon State Police escort. The exercise was a culmination of years of joint planning and training on emergency preparedness, bringing the OHA-PHD and ODOT plans to validation.



Source: Operation OX. April 30, 2019.

Foster Alignment of Health & Transportation Goals at the State & Local Levels

Place Matters Conference Collaboration

The 2018 Oregon Place Matters Conference convened public health professionals to develop new insights, skills and connections to help address the leading preventable causes of death in Oregon, including, tobacco, poor nutrition, physical inactivity, and excessive alcohol use. Transportation has a significant influence on the built environment affecting people's choice to walk, bike or take active transportation. ODOT's Transportation Planning Unit served on a panel with local public health authorities to discuss the relationship between transportation and public health, and the benefits of coordinating efforts.

Public Health Active Transportation Accountability Measure

In June 2017, Oregon's Public Health Advisory Board (PHAB) established a set of [accountability metrics](#) to track progress towards improved health outcomes resulting from a modernized public health system. These metrics emphasize Oregon's population health priorities and help identify when goals aren't being met. These metrics also identify where public health can work with other sectors to achieve shared goals. Active transportation is one of two public health accountability metrics for environmental public health.

To support the accountability measures, a series of process measures have also been developed. The process measure related to active transportation measures local public health authority (LPHA) participation in leadership or planning initiatives related to active transportation, parks and recreation or land use. A survey was fielded to LPHAs in 2018 and found that just over half of LPHAs participate in leadership and planning initiatives. The survey also collected information on each LPHA's role in these initiatives, as well as barriers to involvement, and highlighted areas where ODOT and PHD may be able to work together to provide technical assistance to strengthen local collaborations. The LPHA active transportation survey will be fielded annually.

Oregon Avenue Protected Bicycle Lane Case Study

In an effort to increase opportunities for physical activity Klamath Falls, Oregon; a local health care provider collaborated with transportation planners and community members to generate ideas that would reimagine mobility to support active transportation. This effort resulted in [The Oregon Avenue Protected Bicycle Lane Project](#). The purpose of this project was to combat high rates of chronic diseases by addressing a key social determinant of health and to serve as an economic growth engine for the area, attracting additional commercial activity to an emerging downtown business district.

Funding for the project was also collaborative, Cascade Health Alliance, a Coordinated Care Organization (CCO) provided grant funds leveraged with other funding sources to deliver the project. CCOs have flexibility to address member’s health needs outside traditional medical services—recognizing that health is not just a clinical field, but is largely affected by our environment and policies.⁴



AN INNOVATIVE STRATEGY THAT COORDINATED CARE ORGANIZATIONS ARE BEGINNING TO EMPLOY SEEKS TO MITIGATE HEALTH PROBLEMS BEFORE THEY BECOME CHRONIC AND HARDER TO TREAT BY LOOKING UPSTREAM TO IMPACT AREAS WHERE PEOPLE LIVE, WORK, LEARN AND PLAY.

⁴ Oregon Department of Transportation. Oregon Avenue Protected Bicycle Lane: A Case Study of a Health & Transportation Partnership in Klamath Falls, Oregon. <https://www.oregon.gov/ODOT/Programs/TDD%20Documents/Oregon-Avenue-Protected-Bicycle-Lane-Case-Study.pdf>. June 2018.

Collaborate on Research & Data Analysis

Linking Crash Data with Emergency Medical Service Data

ODOT has worked closely with PHD to address injuries and fatalities related to motor vehicle, pedestrian, and bicycle crashes and have provided funding to support a project to develop methods for reporting injury surveillance data in the state Emergency Medical Service (EMS) information system. This project seeks to move ODOT and PHD closer to a coordinated data management process by merging and supplementing ODOT crash data with information in the EMS data system.

Findings will be disseminated in an interactive, public-facing display to detail burden by region, patient, built environment or agency characteristic. This project would build on previous work completed by both agencies, as well as, efforts from other states and public entities that are already making these data connections.

Data integration will continue to be a strong priority of the partnership. Data available in the EMS information system could eventually link a whole sequence of events, from a crash to on-the-scene medical attention, to emergency transport, to hospital care, enabling better response to crash-related injuries. The link to each step of the emergency trauma process would be available to both OHA and ODOT for research, planning and quality improvement efforts.

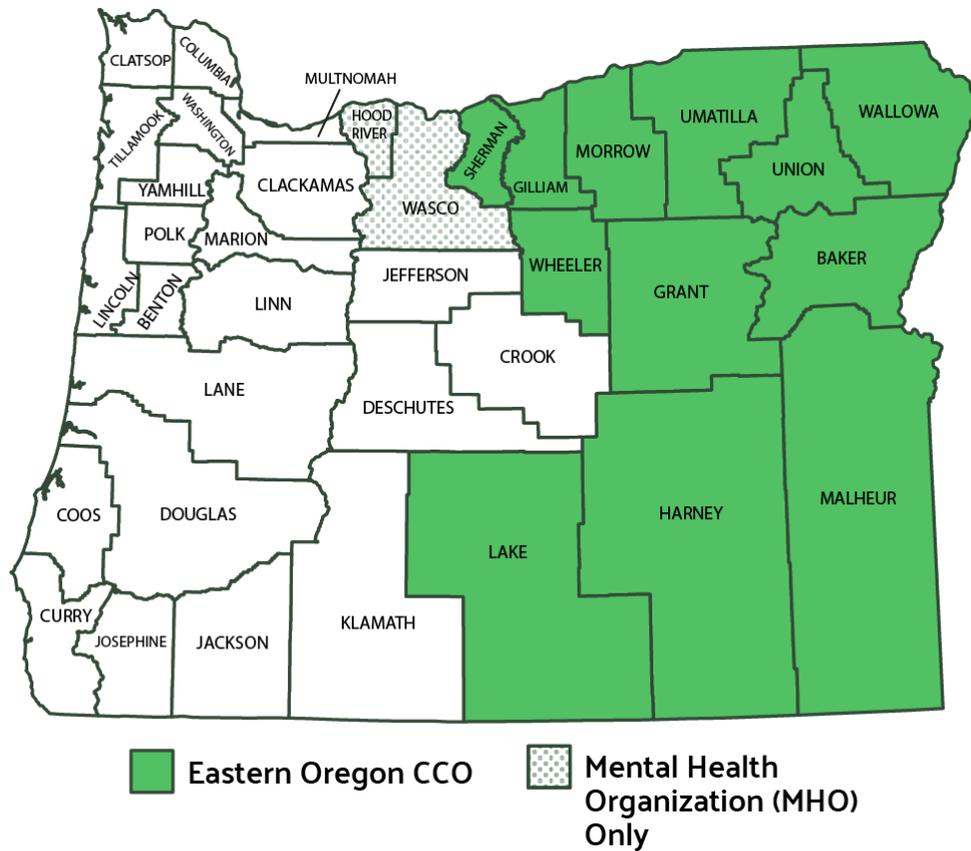
Non-Emergency Medical Transportation Trip Optimization Pilot Project

Greater Oregon Behavioral Health Institute (GOBHI) provides Non-Emergency Medical Transport (NEMT) in 14 counties in eastern and central Oregon through its brokered Medicaid network. NEMT rides can be disproportionately costly because they default to one of the most expensive modes of local access.

In order to optimize service and conserve resources, ODOT Region 5 in partnership with GOBHI, is testing a software (REMIX—an intuitive web-based platform for route modeling, development and optimization) to identify origin and destination pairs within a fourth-mile of public scheduled route service. Medicaid members within this zone who are medically able

can be assigned to a scheduled route by default. While not every recommendation may be a good fit, using technology to actively engage more stakeholders is likely to improve long term local delivery strategies. The pilot project is set to run through summer 2021 and will collect aggregated data from GOBHI about the impact of scheduled routes on NEMT; including estimated savings realized from assigning NEMT to scheduled routes.

Figure 2: GOBHI Service Area



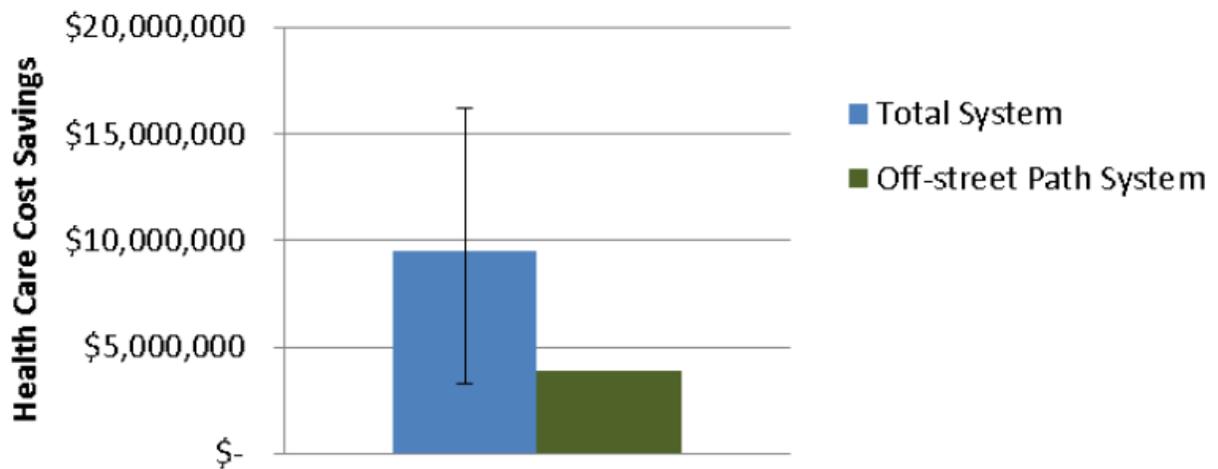
Bicycle Travel Activity Study

A [Bicycle Travel Activity Study](#)⁵ was conducted, by the ODOT Research Section, in the Central Lane Metropolitan Planning Organization planning area to document the use of bicycle traffic volume data for the purposes of travel monitoring, crash analysis, and health impact assessment. The study showcases a new method for utilizing bicycle traffic estimates in crash analysis to highlight the injury-crash risk disparity between motorized and bicycle travel.

⁵ Oregon Department of Transportation. Bicycle County Data: What is it Good for? A Study of Bicycle Travel Activity in Central Lane Metropolitan Planning Organization. June 2018. <https://www.oregon.gov/ODOT/Programs/Pages/Research-Publications.aspx>

An analysis of the health benefits associated with the bicycle activity was also conducted in order to highlight the positive health outcomes derived from the physical activity related to bicycling. The positive health outcomes were then quantified using a cost of illness methodology to reveal the health care cost savings associated with the estimated bicycle travel activity in the study area.

Figure 3: Central Lane Metropolitan Planning Organization Bicycle System Related Healthcare Cost Savings⁶



⁶ Health outcomes translate into at least \$3.5 million in health care cost savings for the total system, after accounting for fatal and severe bicycle injury associated costs. The off-street path system alone accounts for nearly \$5 million in health care cost reductions.

Moving Forward

New initiatives have continued to take shape as the partnership continues work. Staff, senior managers and leaders of both agencies are committed to being responsive to emerging issues and opportunities.

Transportation, Public Health & Social Equity

ODOT and OHA will continue to work together on the intersection of transportation, public health and social equity; especially as these connections support marginalized and vulnerable communities. There is opportunity to continue a dialogue between the agency decision making-bodies related to equity, and strengthen coordination of efforts between state agencies.

The OHA-PHD will continue to advance health equity through implementation of the 2020-2024 State Health Improvement Plan (SHIP) and public health modernization investments that will enable local public health authorities to develop and execute health equity plans. Similarly, the PHD will implement a strategic plan to recruit and retain diverse employees.



Source: Robert Wood Johnson Foundation. Visualizing Health Equity: One Size Does Not Fit All

Executive leaders at ODOT selected equity as an agency core value, this is supported by the creation of an Equity Officer position within the Director’s Office. The Equity Officer is responsible for providing direction and advancing this initiative both internally—in terms of ODOT’s workforce, as well as, externally—how we influence and involve the community in the work the agency does. Transportation is the enabling network that provides for equitable access and must be attentive to the needs of all community members. OHA also has an established Office of Equity and Inclusion that works with diverse communities to eliminate health gaps and promote optimal health in Oregon. As ODOT and OHA continue in the

partnership the next step is to develop an understanding of how work overlaps between the agencies related to these issues.

Statewide Policy Development

ODOT and OHA are initiating work on significant policy efforts including updates to the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHA), Oregon Transportation Safety Action Plan (TSAP) and the State Health Improvement Plan (SHIP). Each of these plans will conduct collaborative processes that will include new areas of work to advance policies that support both health and transportation goals.

Climate Change Adaptation Framework

The Climate Change Adaptation Framework is an inter-agency and cross sector effort that identifies climate impacts and risks, and helps identify policy priorities and a range of actions the state should consider to prepare for and adapt to climate change. ODOT and OHA will address public health and built environment considerations and are featured sectors that will be tasked with addressing this work.

Partnership Goals

The ODOT-OHA partnership Memorandum of Understanding (MOU) outlines five key goal areas that both agencies have agreed to communicate, coordinate, and collaborate on activities that support the link between public health and transportation. The partnership goals include:

- Improve traffic Safety
- Increase active transportation options
- Improve air quality and reduce exposure to air pollution
- Improve equitable access to employment, education, health care, healthy food and other resources
- Improve preparedness for emergencies

The partnership conducts quarterly meetings between agency leadership and staff with the primary purpose of furthering the goals of the MOU.

Appendix A: Acronyms

CCO: Coordinated Care Organization
DUII: Driving Under the Influence of Intoxicants
EMS: Emergency Medical Services
GOBHI: Greater Oregon Behavioral Health Institute
HSPR: Health Security Preparedness and Response
LPHA: Local Public Health Authority
MOU: Memorandum of Understanding
NEMT: Non-Emergency Medical Transportation
ODOT: Oregon Department of Transportation
OHA: Oregon Health Authority
OHA-PHD: Oregon Health Authority – Public Health Division
OHP: Oregon Highway Plan
OTC: Oregon Transportation Commission
OTP: Oregon Transportation Plan
PHAB: Public Health Advisory Board
SHA: State Health Assessment
SHI: State Health Indicators
SHIP: State Health Improvement Plan
SNS: Strategic National Stockpile
SRTS: Safe Routes to School
STIF: Statewide Transportation Improvement Fund
STIP: Statewide Transportation Improvement Program
TGM: Transportation and Growth Management Program
TSP: Transportation System Plan
TSAP: Transportation Safety Action Plan