

Acronyms and definitions within the Roanoke Valley Transportation Plan and associated performance-based planning and programming process are organized into three topic areas:

- General Definitions
- Planning & Programming Definitions
- Funding Sources

## General Definitions

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**3-C's** – The Federal-Aid Highway Act of 1962 required that transportation projects in urbanized areas with a population of 50,000 or more must base transportation decisions on a continuing, comprehensive, cooperative process with state and local governments. RVTPO follows this approach through routine 3-C memorandums of agreement with partner state, regional, and local agencies.

**Americans with Disabilities Act (ADA)** - The ADA prohibits discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications. It also applies to the United States Congress... To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment. The ADA does not specifically name all of the impairments that are covered. <https://www.ada.gov/cguide.htm>

**Civil Rights Act of 1964, Title VI** – Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating, on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Subsequent laws and Presidential Executive Orders added handicap, sex, age, or income status to the criteria for which discrimination is prohibited.

**Commonwealth Transportation Board (CTB)** – This Board consists of 17 members appointed by the governor. The board oversees transportation projects and initiatives for the Commonwealth of Virginia, including SMART SCALE the award-winning, performance-based approach used to select the right projects that generate the most benefit for tax dollars invested. (<http://www.ctb.virginia.gov/default.asp>)

**Code of Federal Regulations (CFR)** – CFR Title 23 – Highways, is one of fifty titles comprising the United States Code of Federal Regulations (CFR). The CFR contains the principal set of rules and regulations issued by federal agencies regarding the nation's highway system. It is available in digital and printed form and can be referenced online using the Electronic Code of Federal Regulations (e-CFR). Many of the requirements shaping RVTPO activities and the approach to develop and content within the RVTP are within 23 CFR 450.

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450?toc=1>

**Congestion Management Process (CMP)** – A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet. A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs), such as the Roanoke Valley. Federal requirements state that in all TMAs,

the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process.

<https://rvarc.org/wp-content/uploads/2020/10/Traffic-Congestion-Management-Process-2020.pdf>

**FAST Act (Fixing America’s Surface Transportation)** – On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA). <https://www.fhwa.dot.gov/fastact/summary.cfm>

**Federal Highway Administration (FHWA)** – This is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America’s roads and highways continue to be among the safest and most technologically sound in the world. <https://www.fhwa.dot.gov/about/>

**Federal Transit Administration (FTA)** – This federal agency provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also oversees safety measures and helps develop next-generation technology research. <https://www.transit.dot.gov/>

**Infrastructure Investment and Jobs Act (IIJA)** – On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in the nation’s infrastructure and economy in history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

**MAP-21** – On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country’s vital transportation infrastructure. <https://www.fhwa.dot.gov/map21/summaryinfo.cfm>

**Metropolitan Planning Area (MPA)** - The geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.

**Metropolitan Planning Organization (MPO)** - The policy board of an organization created and designated to carry out the metropolitan transportation planning process. The Roanoke Valley Transportation Planning Organization is the MPO for the Roanoke Valley.

**Metropolitan Transportation Plan (MTP)** – The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. This document is a federally mandated plan that outlines

the region's priority transportation improvements. For the MPO area, also called the Metropolitan Planning Area (MPA), the MTP is a fundamental and critical document that unlocks federal funding for the region's transportation investments.

**Office of Intermodal Planning and Investment (OIPI)** – This Virginia transportation agency is located within the Office of the Secretary of Transportation to support and advise the Secretary of Transportation, which serves as chair of the Commonwealth Transportation Board. OIPI coordinates VTrans updates, transportation performance management activities, and SMART SCALE by working closely with partner transportation agencies. <https://oipi.virginia.gov/default.asp>

**Six-Year Improvement Program (SYIP)** – The Six-Year Improvement Program (SYIP) is a document that outlines planned statewide spending for transportation projects proposed for construction development or study for the next six years. The SYIP is updated annually and is the means by which the Commonwealth Transportation Board (CTB) meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year. The SYIP also identifies planned program funding for the succeeding five fiscal years. The CTB allocates funds for the first fiscal year of the SYIP, but the remaining five years are estimates of future allocations. [https://www.virginiadot.org/projects/syip/virginia's\\_transportation\\_funding.asp](https://www.virginiadot.org/projects/syip/virginia's_transportation_funding.asp)

**Statewide Transportation Improvement Program** – (STIP) means a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

**Transportation Improvement Program** – (TIP) means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.

**Transportation Performance Management (TPM)** – FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Through rulemakings following MAP-21 and the FAST Act, FHWA and FTA have institutionalized processes for states, MPOs, and transit operators to track performance measures and set performance targets across a suite of measures addressing safety, asset management, reliability, congestion, and emissions. <https://www.fhwa.dot.gov/tpm/about/tpm.cfm>

**Virginia Department of Transportation (VDOT)** – This agency is responsible for building, maintaining and operating the state's roads, bridges and tunnels. And, through the Commonwealth Transportation Board, it provides funding for airports, seaports, rail, and public transportation. <https://www.virginiadot.org/>

**Virginia Department of Rail and Public Transportation (DRPT)** – This agency is the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers. The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. <http://www.drpt.virginia.gov/>

**VTrans** – This is the statewide multimodal transportation plan. The latest version was completed in January of 2022. The plan establishes a framework to guide the state's investment decisions and is

strongly connected to the SMART SCALE scoring process. The latest version represented a significant step forward in the state's pivot towards a performance-based planning approach.

<https://www.vtrans.org/>

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## Planning & Programming Definitions

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**Actual Obligations** – the federal funding that was obligated during the preceding year.

**Administrative Modification** – means a minor revision to the metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint.

**Administered By** – within the funded project sheets, indicates whether the project is being administered and managed by VDOT, a local government, or another organization.

**Amendment** – means a revision to the metropolitan transportation plan or TIP that involves a major change to a project included in the metropolitan transportation plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope. Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint.

**Construction (CN)** - means the building of infrastructure.

**Federally Eligible Project** – A project that anticipates using federal dollars in part or in full that is not identified by the state and federal agency to be Federally Eligible with Program Exempt or Federally Eligible with Exception.

**Federal Fiscal Year (FFY)** - refers to the Federal Government's financial operating calendar which runs from October 1 through September 30 the following year.

**Financial Plan** – means documentation required to be included with a metropolitan transportation plan and transportation improvement program that demonstrates the consistency between available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

**Financially Constrained or Fiscal Constraint** – means that the metropolitan transportation plan (MTP) and transportation improvement program (TIP) includes sufficient financial information for demonstrating that projects in the MTP and TIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being operated and maintained. For the TIP financial constraint/fiscal constraint applies to each program year.

**Fiscal Year (FY)** - refers to the Commonwealth of Virginia financial operating calendar which runs from July 1 through June 30 the following year.

**Funding Source** – within the funded project sheets, indicates which source(s), including federal, state, or regional/local are providing money for the project.

**Future Factors** – Potential future need or consideration

**Goals** – Broad statement of desired results, given an understanding of the needs.

**Grouped Projects** – projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.

**Match** – indicates the amount of state and/or local matching funds needed to obtain federal funding.

**Need** – the problem people or businesses experience getting to where they are going or moving what they are selling/receiving; could be solved by multiple possible solutions.

*Addressed Need* – A need with a recently funded solution to be reviewed for performance outcomes prior to any further solutions identification, if needed.

*Prioritized Needs* – RVTP developed and applied a process to score needs based on data that helped assess how critical the needs were relative to the RVTP goals. The outcome was an ordered list of needs sorted by priority score. Priority needs were then compared to projects to determine if they were addressed or a gap.

*Gap Need* – A need without a funded project or service.

**Objective** – A specific desired result, as it relates to making progress toward a goal, that may be accomplished by multiple strategies/solutions.

**Obligated Projects** – means strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the State or designated recipient authorized and committed the supporting Federal funds in preceding or current program years and authorized by the FHWA or awarded as a grant by the FTA.

**Performance-Based Planning and Programming** – (PBPP) - The Federal Highway Administration (FHWA) defines performance-based planning and programming as “the application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system.” More simply stated, performance management is a strategic approach that uses system information to inform investment and policy decisions to achieve transportation system performance goals.

**Performance Measure** – means an expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets (e.g., a measure for flight on-time performance is percent of flights that arrive on time, and a corresponding metric is an arithmetic difference between scheduled and actual arrival time for each flight). The quantitative link to objectives, performance measures assess the degree to which past investments have addressed transportation needs and meet acceptable thresholds. Performance measures guide strategies/ solutions and selection of projects/services to best address transportation needs and meet objectives. Measures are different from prioritization criteria used for prioritizing needs, solutions, or projects though they may be related or similar in some cases.



**Performance Target** – means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration.

**Preliminary Engineering** – (PE) means the location, design, and related work preparatory to the advance of a project to physical construction.

**Planned Obligations** – the amount of federal funds requested in the TIP.

**Previous Funding** – refers to funds which were obligated to a project in an earlier fiscal year(s).

**Project** – an undertaking with a specific scope of work describing how the solution will be implemented including start/end points, length, and cost. Conducted by a transportation-related agency which may include preliminary engineering, acquisition of rights-of-way and actual construction, or for any other work or activity to carry out the provisions of the Federal laws for the administration of Federal aid for highways.

**Project Allocations** – are the funds approved by the Commonwealth Transportation Board in the Six-Year Improvement Program by fiscal year. Allocation amounts are provided by source of federal funds, state funds and local/state matching funds. Funds for some capital projects are allocated for specific project phases: Preliminary Engineering (PE), Right-of-Way Acquisition (ROW), and Construction (CN).

**Project Obligations** – is the federal government’s legal commitment to pay the federal share of a project cost. An obligated project is one that has been authorized by the federal agency and for which funds have been committed. Projects for which funds have been obligated or not necessarily initiated or completed during the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For projects under the auspices of the FTA, obligation occurs when the FTA grant is awarded. For projects under the auspices of the FHWA, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

**Public Transportation Operator** – means the public entity or government-approved authority that participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and is a recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include sightseeing, school bus, charter, certain types of shuttle service, intercity bus transportation, or intercity passenger rail transportation provided by Amtrak.

**Released Obligation** - An obligation removed from a project, or released, is usually the result of a decrease in the cost estimate, a project awarded for a lesser amount than originally authorized at advertisement, or an FHWA Financial Integrity Review and Evaluation (FIRE) project level review.

**Regionally Significant Project** – means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network.

**Right-of-Way** – (RW) is the legal right to pass over or through real property owned by someone else.

**Service** – an offering with a specific scope of work describing how the solution will be implemented including start/end points, length, and cost. Provided to the public by a transportation agency which may involve, for example, fares, hours of operation, or use eligibility criteria.

**Solution** – An idea of how the region can achieve desired results. Solutions address specific transportation needs and contribute to the realization of a regional objective. Some transportation solutions may be simple enough to lead directly to a project whereas others may require further study/analysis.

**Unique Solution** – A transportation solution that is not currently used or typical in the Roanoke Valley or one that may not be related to transportation.

**Common Transportation Solution** – A solution that is used currently within the Roanoke Valley:

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|--|--|---|
| Access Management  | Bridge Rehabilitation/Replacement  | ITS for Transit (AVL, signal prioritization, etc...)  |
| Lane Reconfiguration - Road Diet   | Stormwater management/transportation infrastructure resilience (flooding prevention, etc...)   | Transit Equipment (Vehicles, Hardware, Maintenance Items, etc.)                               |
| Lane Reconfiguration - Lane Narrowing  | At-Grade Rail Crossing Improvement or Grade Separation   | Existing Vanpool Expansion  |
| Shoulder Improvement (rumble strips, other shoulder treatments)  | New Rail Line / Siding   | New Vanpool   |
| New Shoulder   | Transit Stop/Rail Station Amenities  | New Micromobility Service (scooters, bike share, etc...)                                      |
| New Turn Lane  | New Transit Stop   | Micromobility Service Expansion/Modification  |
| New Through Travel Lane  | Transit Route/Service Continuation   | New TDM Incentive Program (vanpool, carpool, trip reduction/telework programs and incentives) |
| New Auxiliary Travel Lane  | New Transit Route (local, commuter, intercity)   | Park and Ride Lot Improvement   |
| New Bridge (grade-separated railroad crossing, etc...)   | New Transit Service (ex. Elderly/disable on-demand transportation, flexible on-demand transit service, taxi vouchers, destination specific shuttle services, etc.) | New Park and Ride Lot   |
| Roadway Reconstruction   | Transit Route Realignment/Expansion/Modification   | Multimodal Transportation Study   |
| Signal Coordination/Re-timing  | Transit/Rail Service Frequency Change  | New Bike Lane   |
| Intersection Reconfiguration (install new signal or innovative intersection)   | Transit/Rail Service Hours of Service Change   | New Shared-Use Path/ADA Accessible Greenway Trail   |
| Interchange Reconfiguration  | New Transit Transfer Facility/ Passenger Rail Station  | New Sidewalk  |
| Safety Improvements for Motorists - Street Lighting  | Transit Facility Renovation/ Rehabilitation  | Shared-Use Path/ADA Accessible Greenway Trail Crossing Improvement                            |
| Safety Improvements for Motorists - Pavement Markings  |  | Pedestrian Crossing Improvement   |
| Safety Improvements for Motorists - Signage  |  | Streetscape Improvements (lights, benches, landscaping, bike parking, etc...)                 |
| Traffic Calming  |  | New Bridge (Bicycle/Pedestrian)   |
| ITS for Roadways (cameras, variable message signs/speed limits, signal preemption, road weather management, other sensors, etc...) |  | Get a ride from a friend/family/taxi/ride-hailing   |
| Pavement Repair/Repaving   |  |   |

**State ID** – is a number assigned to each project or service that aligns with the state financial tracking system.

**Study** – planning and research activities to support development of a project.

**Technical Corrections** – Minor changes that do not require RVTPO Policy Board approval. Examples may include editorial/narrative language that serve to clarify content or conform with federal regulations, typographical, grammatical, or syntactical errors.

**Ungrouped Projects** – are individually identified projects of appropriate scale in the TIP due to project scale, environmental regulations, total cost, funding source, or MPO Policy Board interest. Any project phase or obligation additions must come to the RVTPO for consideration either as an administrative modification or an amendment.

**Universal Product Code** – (UPC) is a number assigned by the State to funded roadway, bicycle, or pedestrian projects.

**Update** – means making current the metropolitan transportation plan (MTP) or Transportation Improvement Program (TIP) through a comprehensive review. Updates require public review and comment, a 20-year horizon for MTPs or a 4-year program period for TIPs demonstration of fiscal constraint.

**Vision** – Describes the desired future state.

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## FUNDING SOURCES

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**Advance Construction funds** – (AC) Advance construction can be used to fund emergency relief efforts and for any project listed in the Statewide TIP, including surface transportation, interstate, bridge, and safety projects. As with any Federal-aid project, to remain eligible for reimbursement, the agency must be able to meet project funding requirements to complete the project and follow all other Federal requirements as the project advances.

**AC Conversion** – refers to the repayment of Advance Construction Funds.

**ARRA - American Recovery and Reinvestment Act of 2009** – provides federal funds to invest in transportation and other infrastructure projects that will provide long-term economic benefits, preserving and creating jobs and promoting economic recovery.

**BR/BROS - Bridge Rehabilitation and Replacement** – program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge condition by VDOT as a candidate for upgrading.

**DEMO - Federal Demonstration funds** – included in federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

**EB - Equity Bonus** – ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality



Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

**Flexible STP** – Federal Highway Administration Surface Transportation Program (STP) funds provide flexible funding that may be used by States and localities for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and bus terminals and facilities.

**HES - Hazard Elimination funds** – contingent upon VDOT conducting and maintaining engineering surveys of all public roads to identify hazardous locations, sections, and elements, which may constitute a danger to motorists, bicyclists. VDOT may also develop and implement projects and programs to address the hazards. Federal funds are available for expenditure on: any public road; any public surface transportation facility or any publicly owned bicycle or pedestrian pathway or trail; or any traffic calming measure.

**HPD - Highway Priority Demonstration** – TEA-21 High Priority Funds are federal funds made available to carry out high priority projects as set forth in the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21) legislation.

**HSIP - Highway Safety Improvement Program** – data-driven, strategic approach program for infrastructure improvements for all highway travel modes. Emphasis is placed on strategies and actions with expected performance outcomes as documented in Virginia's Strategic Highway Safety Plan. There are three components to Virginia's HSIP program: 1) Highway Safety Program, 2) Bicycle and Pedestrian Safety Program, and 3) Highway-Rail Grade Crossing Safety Program.

**IM - Interstate Maintenance** – program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

**NHPP - National Highway Performance Program** – provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in VDOT's asset management plan for the NHS.

**NHS - National Highway System** – projects can be funded only if they are on the National Highway System, which is established by Congress.

**Non-Federal** – any funding that does not come from federal sources is grouped into the non-federal funding category.

**Section 5303** – Federal Transit Administration formula grants for metropolitan transportation planning assistance in urbanized areas.

**Section 5307** – Federal Transit Administration formula grants for transit capital and operating assistance in urbanized areas.

**Section 5310** – Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.

**Section 5311** – Federal Transit Administration funds formula grants providing funding for public transit in non-urbanized areas with a population under 50,000.

**Section 5314** – Federal Transit Administration funds for research and demonstration programs to study, design, and demonstrate transit policies and advanced technologies.

**Section 5339** – Federal Transit Administration capital funding to replace, rehabilitate and purchase buses, vans and related equipment, and to construct bus-related facilities.

**STBG - Surface Transportation Block Grant Program** – provides federal funding that may be used by states and localities for a wide range of highway and transit projects. STBG funds are STP funds that are apportioned to Transportation Management Area MPOs within a state. As a TMA MPO, the Roanoke Valley TPO Policy Board is responsible for awarding STBG funds for RVTPO candidate projects according to the RVTPO's STBG Project Development and Selection Procedures.

**SMART SCALE** – the System Management and Allocation of Resources for Transportation (Safety, Congestion, Accessibility, Land Use Coordination, Environment, Economic Development) is a competitive grant program whereby localities, PDCs, MPOs, and transit providers apply for capacity expansion transportation projects which will be fully funded in the Six-Year Improvement Program. Candidate projects are scored based on the six above listed factors and awarded by the Commonwealth Transportation Board.

**STP - Surface Transportation Program** – can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

**SRTS - Safe Routes to School** – was a competitive grant program to enable and encourage children to safely walk and bicycle to school that via the FAST Act was incorporated under TAP. SRTS funds are used for infrastructure improvements and educational programs.

**TA or TAP - Transportation Alternatives Set-Aside Program** – funds made available for bicycle and pedestrian facilities through MAP-21. The Transportation Alternatives Program redefines the former Transportation Enhancement (TE) Program and consolidates these eligibilities with the Safe Routes to School and Recreational Trails program eligibilities. The program is intended to help local sponsors fund community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historical and environmental aspects of the transportation infrastructure. The program does not fund traditional roadway projects or provide maintenance for these facilities. Instead, it focuses on providing for pedestrian and bicycle facilities, community improvements and mitigating the negative impacts of the highway system. Projects with EN have previous Transportation Enhancement funds attached to them.