

Regional Transportation Improvement Program (RTIP) Project Selection Priorities
Adopted by the SRTA Board of Directors October 22, 2013
Amended December 13, 2021

The Regional Transportation Improvement Program (RTIP) is a candidate listing of transportation projects proposed for funding with State Transportation Improvement Program (STIP) monies. The Shasta Regional Transportation Agency (SRTA) makes transportation funding decisions based on the availability of its regional share of STIP funds, called Regional Improvement Program (RIP) funds, while Caltrans makes funding decisions for the Interregional Improvement Program (IIP) funds a portion of the STIP. The RTIP must be submitted by December 15th of odd-numbered years to the California Transportation Commission (CTC) for approval and incorporation into the STIP. As SRTA's share of RIP funds is insufficient to meet all needs of the region, the board of directors hereby adopts the following priorities for assessing and selecting RTIP candidate projects:

1) Project consistency with Regional Transportation Plan (RTP) and other transportation plans.

The project must be consistent with the SRTA Board of Directors-approved RTP, in accordance with state and federal regulations. Projects must also be consistent with other SRTA plans such as the Sustainable Communities Strategy (SCS), the GoShasta Regional Active Transportation Plan, the Long-Range Transit Plan, and the Resilient Shasta Climate Adaptation Plan.

2) Project ability to leverage other funds for the region. Due to limited RTIP funding availability, the project should be able to leverage other funds, such as state Interregional Transportation Improvement Program (ITIP) funds, local funds, state grants, federal grants, and/or State Highway Operation and Protection Program (SHOPP) dollars.

3) Regional multi-modal benefit. Priority will be given to projects that serve wide-spread regional mobility needs – as opposed to ones that serve localized areas and/or individual development projects. Regional significance is evaluated using the travel model, functional road classifications, and joint project sponsorships among local agencies and/or Caltrans.

4) New Construction or reconstruction. RTIP funding priority will be for new multi-modal facilities, or major reconstruction to create complete streets. RTIP funds will generally not be used for operations maintenance and/or safety which have other dedicated transportation funding sources.

5) Likelihood of full project funding. RTIP projects will not be programmed unless full funding can be reasonably expected.

6) Other eligible funds. Projects more appropriately funded through other eligible programs shall have low priority for RTIP funding. Examples of other eligible funding include bridge, safety, and/or rehabilitation programs.

7) Cost-sharing. Priority should be given to projects where there is appropriate cost-sharing among local, state and/or federal fund sources considering project benefits and agency responsibilities/needs.