



Fact Sheet: State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is adopted every two years by the California Transportation Commission (CTC). Each STIP adds two new years to a five-year program. STIP funds, funded with a portion of gas taxes, are divided:

- 75% to regional agencies, like the Shasta Regional Transportation Agency (SRTA), through Regional Improvement Program (RIP) funds; and
- 25% to the state through Interregional Improvement Program (IIP) funds, which do not include any regional shares.

Both RIP and IIP funds are programmed in the STIP.

Regional County Shares:

For each new STIP, SRTA is provided about \$3.0M of RIP funds to program for projects. This amount, known as county shares, can be carried over or be advanced. To maximize funding to the region, SRTA strives to leverage state Interregional Improvement Program funds to supplement its regional shares.

Programming:

SRTA's projects for RIP funding are identified in the RTIP and submitted to the CTC for their approval and programming in the STIP.

Project Types:

STIP projects (RIP- or IIP-funded) typically add capacity to the state's transportation system: state and regional highways, intercity rail, and regional transit.

RTIP Project Selection Priorities

- ✓ Regional Transportation Plan (RTP) consistency
- ✓ Ability to leverage other funds
- ✓ Regional congestion-relief benefit
- ✓ Capacity-increasing benefit
- ✓ Likelihood of full project funding
- ✓ Other funding not available
- ✓ Cost sharing

Prior SRTA RTIP Projects

- State Route (SR) 44 Dana to Downtown



SR 44 Dana to Downtown Opening, October 2010



Fact Sheet: State Highway Operation and Protection Program (SHOPP)

By April 1st every two years, the California Transportation Commission (CTC) adopts a State Highway Operation and Protection Program (SHOPP), in cooperation with the California Department of Transportation (Caltrans). Each updated SHOPP adds two new years to a four-year program.

Project Types:

The SHOPP includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include projects to add through lanes to increase capacity.

Statewide Funding:

The primary sources of funds for the SHOPP are the state and federal excise taxes on motor vehicle fuels. Funding for the last several SHOPPs has been estimated at over \$10 billion each. There is no designated "share" amount specifically designated for any county.

Programming:

From the SHOPP fund estimate, Caltrans develops a statewide list of SHOPP projects in consultation with regional and local agencies. SHOPP projects are ultimately selected at the discretion of the CTC and Caltrans, and include projects like road overlays, guardrails, bridge replacements, rest areas, and curve realignments.



Interstate 5 Antlers Bridge Replacement, June 2013