

Guidelines for identifying significant activities and expenditure for Regional Land Transport Programmes

Significance	Criteria
National significance	<ul style="list-style-type: none"> • improvement projects on state highway and/or local road networks that are large and/or complex (over \$20 million estimated construction cost including property, and/or are of very high risk and/or have strategically significant network, economic and/or land use implications) • improvement activities that are innovative and may have application outside the region • improvement activities that have a high level of risk or a high reliance on new technology that have a 95% probability of costing more than \$20 million • road tolling proposals, and • any other activity that the RTC considers to be nationally significant.
Regional significance	<ul style="list-style-type: none"> • Improvement projects on state highway and/or local road networks that are large and/or complex (over \$5 million estimated construction cost including property, and/or are of high risk and/or have significant network, economic and/or land use implications). • Other improvement activities that are large and/or complex (over \$5 million estimated construction cost including property, and/or are of high risk and may have significant network, economic and/or land use implications). • Improvement activities that have a high level of risk or a high reliance on new technology that have a 95% probability of costing more than \$5 million. • Any activity that is not consistent with the NZTA's Planning and Investment Principles. • Any other activity that the RTC considers to be regionally significant.
Inter-regional significance	<ul style="list-style-type: none"> • Improvement projects between regions on state highway and/or local road networks that are large and/or complex (totalling over \$5 million estimated construction cost including property, and/or are of high risk and/or have significant network, economic and/or land use implications for other regions). • Other improvement activities that are large and/or complex (over \$5 million estimated construction cost including property, and/or are of high risk and may have significant network, economic and/or land use implications for other regions). • Inter-regional improvement activities that have a high level of risk or a high reliance on new technology that have a 95% probability of costing more than \$5 million.

	<ul style="list-style-type: none"> • Any strategic option for which cooperation is required with other regions • Any inter-regional activity that is not consistent with the NZTA's Investment and funding principles. • Any other activity that the RTC considers to be regionally significant.
Significant expenditure from other sources	<ul style="list-style-type: none"> • any expenditure greater than \$5 million on individual transport activities, whether the activities are included in the RLTP or not, from: • financial expenditure by Approved Organisations • in-kind donations of goods and/or services • third party contributions.