

Chapter 12 –Implementation

The federal funds allocated under SAFETEA-LU, are very flexible and can be used to finance a wide range of transportation investments.

How the LRTP is implemented will depend on the staging of each project. The implementation of projects will be based on a number of factors including: availability of funds, project studies, project development, and construction schedules. Therefore, the actual implementation of projects will be accomplished through the TIP process that takes phases of project development into account when programming projects. A highway or bridge project may be programmed in one or all five years of the TIP depending on where a particular phase of the project has progressed in the development process.

As with the highway and bridge projects, the programming and implementation of transit projects will take place on the TIP. A number of factors will determine staging on the TIP including: available funds, grant preparation time, and grant approval.

The programming and implementation of transportation projects other than highways, bridges, or transit will be made on individualized basis. Bicycle and pedestrian projects, for example, will be considered as part of all highway and bridge project designs and included with the project as appropriate. Rail, canal, and aviation projects will also be programmed on an individual basis on relative priority and funding availability. These projects will be added to the updated LRTP following study and recommendation by the Transportation Planning Committee (TPC) and the Governmental Policy & Liaison (GP&L) Committee.

All the Corridors and recommendations presented in the LRTP represent opportunities and concepts that may be developed into specific projects for TIP consideration. This plan will be amended as needed to include specific projects to be advanced to the TIP.