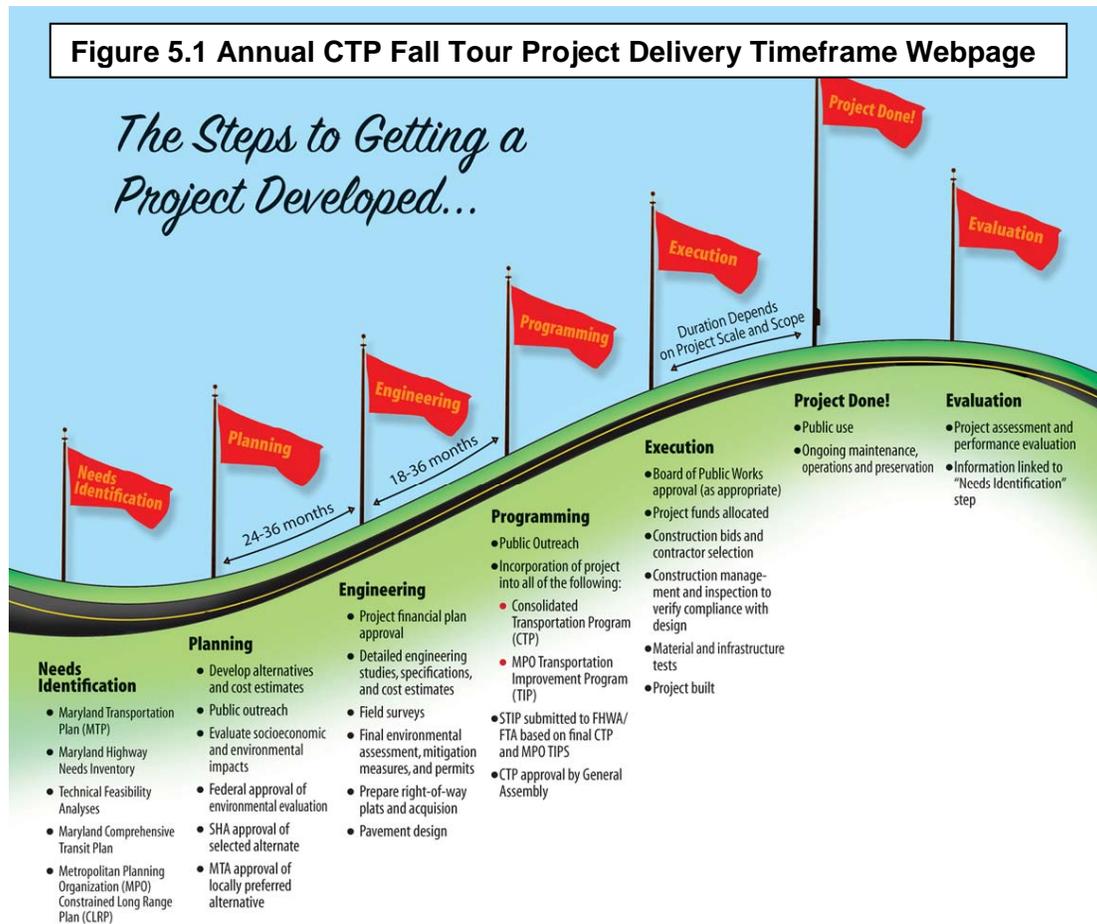


plans that needed to be developed as a result of SAFETEA-LU, including a Statewide Highway Safety Plan and a Coordinated Public Transit Human Services Plan.

Finally, a notable challenge facing the transportation field is communicating to the public the time required to conceptualize, plan, and build transportation projects. To address this challenge, the CTP website included a webpage titled “Project Delivery Timeframe” (see Figure 5.1⁴) to better communicate these ideas. The 2012 – 2017 CTP website provided an ideal venue through which the project process could be further clarified.



(g) Capital and Non-Capital Project for Specific Federal Funds: The CTP separately lists bicycle and pedestrian projects programmed annually and can be found on page A-28. In addition, MDOT tracks a set of bicycle and pedestrian performance measures identified in the Maryland Bicycle and Pedestrian Master Plan and will continue to document progress in the AR. Appendices B and C contain an annual lists of projects for which funds have been obligated in the previous year.

(h) Regionally Significant Projects: The 2013 STIP includes projects of regional significance. For example, the CTP includes a section on transportation improvements related to the U.S. Department of Defense’s BRAC process. For conformity purposes, all

⁴ Posted on MDOT website during 2011 Fall Tour.