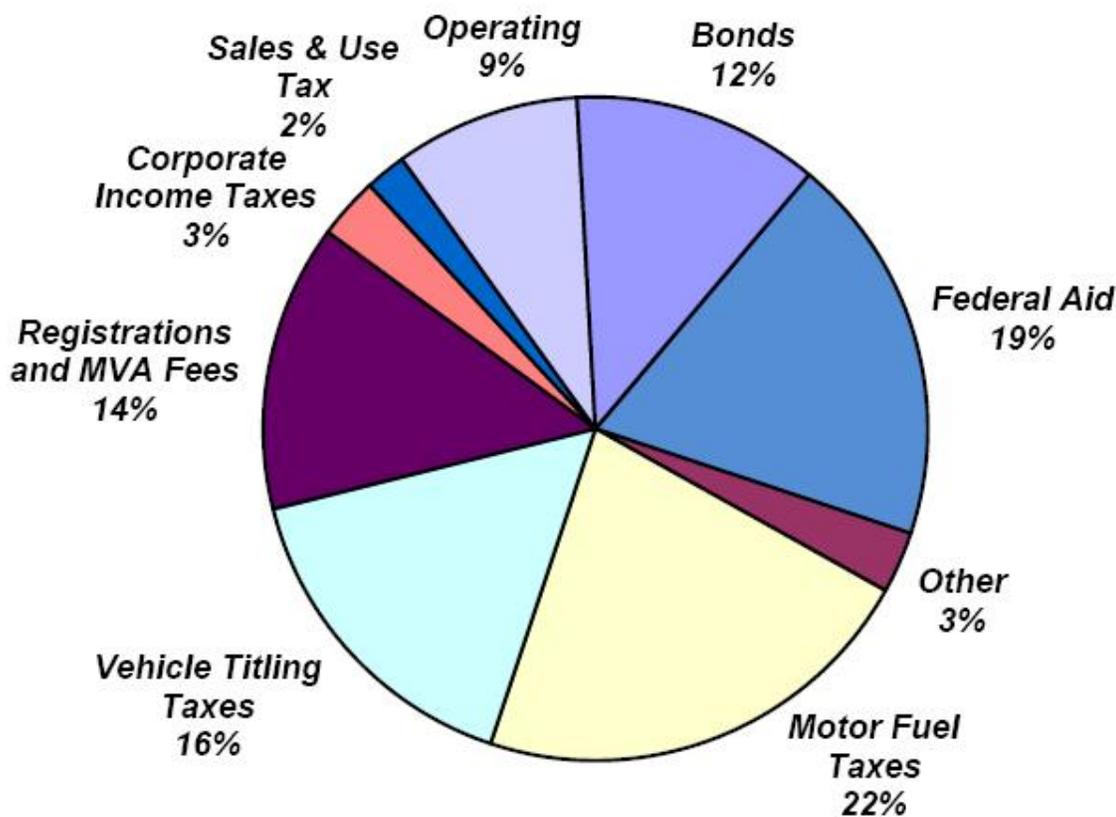


Projects from all Modal Administrations and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary difference between the CTP and the STIP is that the CTP also includes projects that are not Federally funded. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

Figure 3.1 Transportation Trust Fund Sources, 2014 – 2019

Where The Money Comes From



In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the CTP/STIP. The resulting Maryland State law, Chapter 725, requires MDOT and other proposing entities clarify the relationship between their prioritized projects and the overarching state goals for transportation as articulated in the MTP. In addition, full consideration of related goals and policies must be considered in the selection criteria.

The final component of the SRT is the *Annual Attainment Report on Transportation System Performance (AR)*. During the 2000 General Assembly session the Legislature passed a law requiring MDOT to submit the (AR) to accompany the MTP and CTP. The purpose of the AR is to demonstrate progress towards achieving the goals and objectives of the MTP and the delivery of the CTP. The AR tracks performance measures for each