

DIRECTION 2045



LONG RANGE
TRANSPORTATION PLAN
APPENDICES A - E

HEPMPO Hagerstown/Eastern Panhandle
Metropolitan Planning Organization





APPENDIX A HEPMPO ORGANIZATION

ORGANIZATION

INTERSTATE COUNCIL

The HEPMPO's Interstate Council (ISC) is the decision-making body of the organization. The group is comprised of representatives from the respective State departments of transportation, public transit operators, and local elected officials. In accordance with the HEPMPO bylaws, the Interstate Council is comprised of 17 members, 15 members of which shall have voting privileges and two that are non-voting members (noted with asterisks next to their name).

CURRENT HEPMPO INTERSTATE COUNCIL MEMBERS

State	Agency	Representative Name	Representative Title
MD	Washington County, MD	Terry Baker	Commissioner
WV	City of Martinsburg	Mark Baldwin	City Manager (Chair)
WV	Berkeley County, WV	Jim Barnhart	Councilperson
MD	Washington County, MD	John Barr (Merle Saville – Alternate)	Commissioner
WV	Jefferson County, WV Municipalities	Andy Blake	City Manager, City of Ranson
MD	City of Hagerstown	Bob Bruchey (Jim Bender – Alternate)	Mayor
MD	Washington County Transit	Kevin Cerrone	Director (Vice-Chair)
WV	Eastern Panhandle Regional Planning and Development Council (Region 9)	Bill Clark	Director
MD	Washington County, MD Municipalities	Megan Clark	Town Manager, Town of Boonsboro
WV	West Virginia Department of Transportation	Perry Keller	Regional Planner
WV	Berkeley County, WV	Elaine Mauck	Councilperson
MD	City of Hagerstown	Vacant	N/A
MD	Maryland Department of Transportation	Heather Murphy	Planning Director
WV	Jefferson County, WV	Patsy Noland	Commissioner
WV	Eastern Panhandle Transit Authority	Doug Pixler	Director
PA	Pennsylvania Department of Transportation	Meribeth Raves*	Program Development
PA	Franklin County Commission	Bob Thomas*	Commissioner



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LONG RANGE TRANSPORTATION PLAN

TECHNICAL ADVISORY COMMITTEE

In accordance with the MPO bylaws, a Technical Advisory Committee (TAC) was established to provide technical assistance and recommendations to the Interstate Council. The TAC is charged with 5 general responsibilities:

1. Oversight of technical work;
2. Coordination of the Long Range Transportation Plan;
3. Compliance with State or Federal regulations;
4. Review and recommendation of TIP projects and amendments; and,
5. Review and recommendation of new projects and proposals.

The TAC shall be made up of 17 voting members and other non-voting members as recommended by the MPO Director and/or ISC members.

CURRENT HEPMPO TECHNICAL ADVISORY COMMITTEE MEMBERS

State	Agency	Representative Name	Representative Title
MD/WV	HEPMPO	Matt Mullenax	Director (Chairperson)
MD	Washington County, MD Planning Department	Jill Baker	Chief Planner
WV	Eastern Panhandle Transit Authority	Elaine Bartoldson	Assistant Director
MD	City of Hagerstown	Jim Bender	Assistant City Engineer
WV	Berkeley County, WV Planning Department	Monique Boots	Planner
WV	Jefferson County, WV Planning Department	Jennifer Brockman	Director
MD	Maryland Transit Administration	Laurie Brown	Planner
MD	Washington County, MD Municipalities	Megan Clark	Town Manager, Town of Boonsboro
WV	Eastern West Virginia Regional Airport	Neil Doran	Manager
WV	City of Ranson	Maria Dula	Planner
PA	Franklin County, PA Planning Department	Elizabeth Grant	Planner
PA	Pennsylvania Department of Transportation	Adam Grimes	Representative
MD	Director City of Hagerstown	Kathy Maher	Planning Director
MD	Maryland Department of Transportation	Heather Murphy	Planning Director
MD	Washington County Transit	Stephanie Overcash	Deputy Director
WV	West Virginia Department of Transportation	Perry Keller	Regional Planner



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CURRENT HEPMPO TECHNICAL ADVISORY COMMITTEE MEMBERS

State	Agency	Representative Name	Representative Title
WV	Eastern Panhandle Regional Planning and Development Council (Region 9)	Matthew Pennington	Air Quality Program Coordinator
WV	City of Martinsburg	Kim Petrucci	City Engineer
MD	Hagerstown Regional Airport	Phil Ridenour	Manager
WV	City of Charles Town	Seth Rivard	City Planner
MD	Washington County, MD Division of Engineering and Construction Management	Merle Saville	Traffic Engineer
MD	Bowman Trucking, Inc.	Jim Ward	Freight Representative

AIR QUALITY ADVISORY COMMITTEE

The Air Quality Advisory Committee (AQAC) is a sub-committee of the Technical Advisory Committee charged with reviewing projects in the TIP, LRTP, or special studies for compliance with transportation conformity. This group meets on an as-needed basis and acts in an advisory capacity to the Interstate Council.

CURRENT AIR QUALITY ADVISORY COMMITTEE MEMBERS

State	Agency	Representative Name	Representative Title
MD/WV	HEPMPO	Matt Mullenax	Director (Chairperson)
-	Federal Highway Administration, MD Division	Dr. Kwame Arhin	Planning Program Manager
MD	Washington County, MD Planning Dept.	Jill Baker	Chief Planner
-	US Environmental Protection Agency, Region III	Gregory Becoat	Region III, Air Program Planning Manager
WV	West Virginia Department of Environmental Protection – Division of Air Quality	David Fewell	Director
MD	Maryland Department of the Environment	Brian Hug	Deputy Program Manager
-	Federal Highway Administration, WV Division	Chandra Inglis-Smith	Planner
MD	Maryland Department of Transportation	Heather Murphy	Program Director
WV	West Virginia Department of Transportation	Perry Keller	Regional Planner
WV	Eastern Panhandle Regional Planning and Development Council (Region 9)	Matthew Pennington	Air Quality Program Coordinator
MD	Maryland Department of Transportation	Colleen Turner	Air Quality Programs Manager
WV	WV Department of Transportation	Tim Sedosky	Environmental Planning
WV	Berkeley County, WV Planning Dept.	Heather Williams	Planner
-	US Federal Transit Administration	Ryan Long	Community Planner



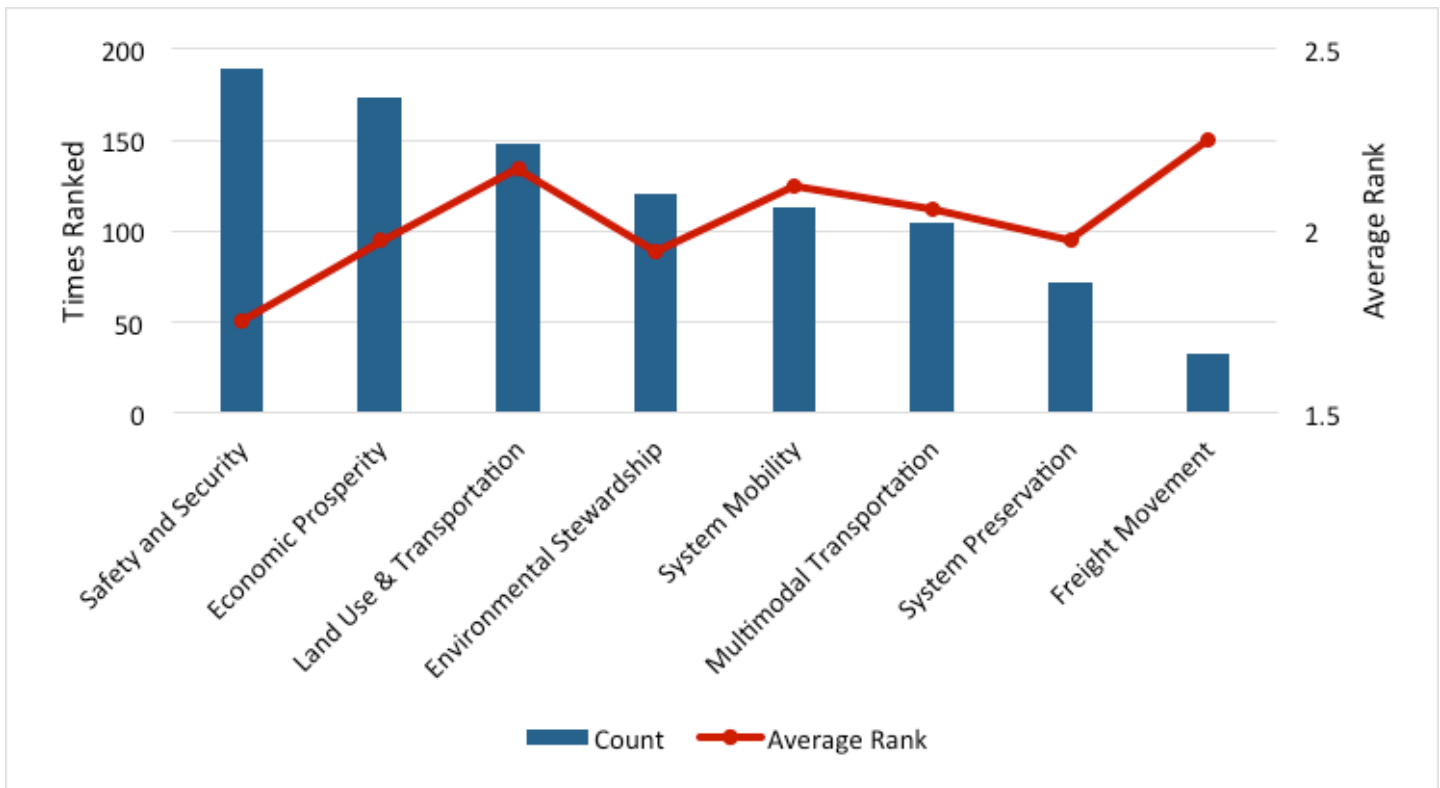


APPENDIX B PUBLIC OUTREACH

SURVEY RESULTS

As discussed in the public outreach section of the document, an interactive online survey (MetroQuest) allowed users to identify transportation priorities, provide suggestions for how to improve transportation in the region, as well as map locations of concerns or areas in need of improvement.

When asked to identify transportation priorities, the public ranked Safety and Security the highest, followed by Economic Prosperity, and Land Use and Transportation. As shown in the table below, the top three priorities were close in the number of times ranked. Environmental Stewardship was also rated strongly in the average rank.





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Next, based on what the respondents ranked as their highest three priorities, they were asked what is most important regarding the respective priority. The tables below show the responses by count and percentage for each of the priorities and the list below shows the top response for each priority:

- Safety and Security: Emphasizing projects that address and improve transportation safety (46%)
- Economic Prosperity: Improving access to employment, education, healthcare, and other essential services (65%)
- Land Use and Transportation: Encouraging coordination and cooperation between neighboring counties and municipalities (36%)
- Environmental Stewardship: Protecting environmentally sensitive areas (40%)
- System Mobility: Reducing traffic congestion on primary commuting corridors (80%)
- Multimodal Transportation: Supporting transit (bus, passenger rail) improvements (57%)
- System Preservation: Maintaining roadways (59%)
- Freight Movement: Prioritizing transportation improvements on freight corridors (63%)

Safety and Security - What is most important to you?	Count	Percent
Emphasizing projects that address and improve transportation safety	79	46%
Improving transportation safety at the region's most dangerous intersections	63	37%
Reducing emergency response times	16	9%
Conducting emergency management and evacuation planning	10	6%
Evaluating multimodal conflicts, such as un-signalized, at-grade rail crossings	3	2%

Economic Prosperity - What is most important to you?	Count	Percent
Improving access to employment, education, healthcare, and other essential services	99	64%
Enhancing travel and tourism connectivity	18	12%
Focusing on transportation projects with the highest return on investment	18	12%
Improving mobility for traditionally disadvantaged populations	11	7%
Providing for the efficient movement of goods by rail and truck	7	5%

Land Use and Transportation - What is most important to you?	Count	Percent
Encouraging coordination and cooperation between neighboring counties and municipalities	47	36%
Supporting local cities and towns to develop complete streets policies to accommodate all users of the transportation system	41	32%
Investing in infrastructure in compact, higher density communities	21	16%
Investing in infrastructure in rural areas	20	16%



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Environmental Stewardship - What is most important to you?	Count	Percent
Protecting environmentally sensitive areas	44	40%
Improving air quality through the reduction of emissions	36	32%
Preserving historic and cultural sites	24	22%
Increasing system resiliency to extreme weather events	7	6%

System Mobility - What is most important to you?	Count	Percent
Reducing traffic congestion on primary commuting corridors	70	80%
Improving reliability for freight, transit, bicycle, and pedestrian modes	14	16%
Utilizing technology, such as electric vehicles, autonomous/connected vehicles	3	4%

Multimodal Transportation - What is most important to you?	Count	Percent
Supporting transit (bus, passenger rail) improvements	54	57%
Improving bicycle facilities (trails, bike lanes, signage)	24	26%
Improving pedestrian facilities (sidewalks, crossings) and ADA compliance	13	14%
Promoting rideshare opportunities and platforms	3	3%

System Preservation - What is most important to you?	Count	Percent
Maintaining roadways	39	59%
Using technology to improve efficiency	14	21%
Repairing bridges	11	17%
Maintaining rail lines	2	3%

Freight Movement - What is most important to you?	Count	Percent
Prioritizing transportation improvements on freight corridors	17	63%
Improving linkages and movement at intermodal facilities	6	22%
Improving freight reliability	4	15%



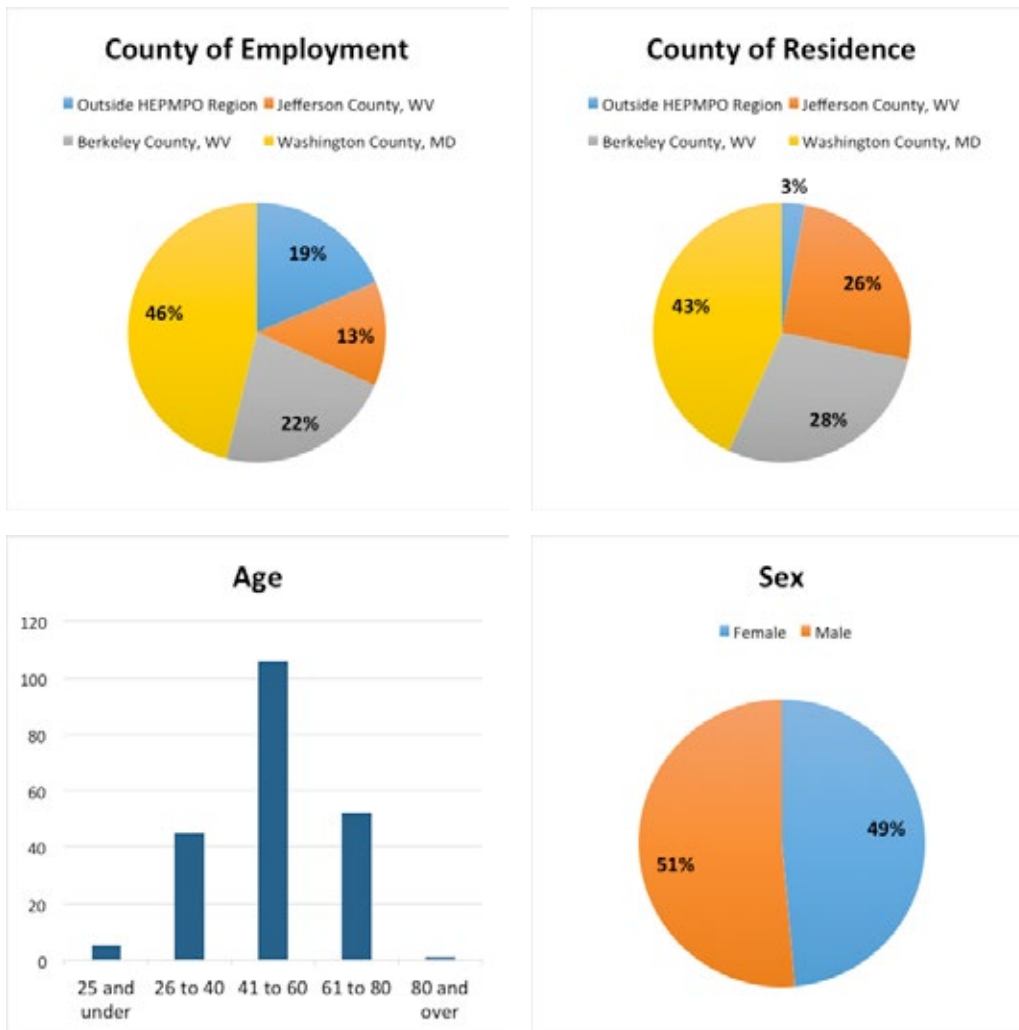
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LONG RANGE TRANSPORTATION PLAN

A map was provided to respondents to mark locations of concern, areas that need improvement, potential bicycle/pedestrian facility, or freight issues. The comments can be found at [this online map](#). The number of comments by type is shown in the table below.

Comment Type	Number
Roadway Improvements	336
Concerns	213
Bike/Pedestrian	118
Transit	79
Freight	56
Other Comments	48

The following graphs show the demographics of the survey respondents.





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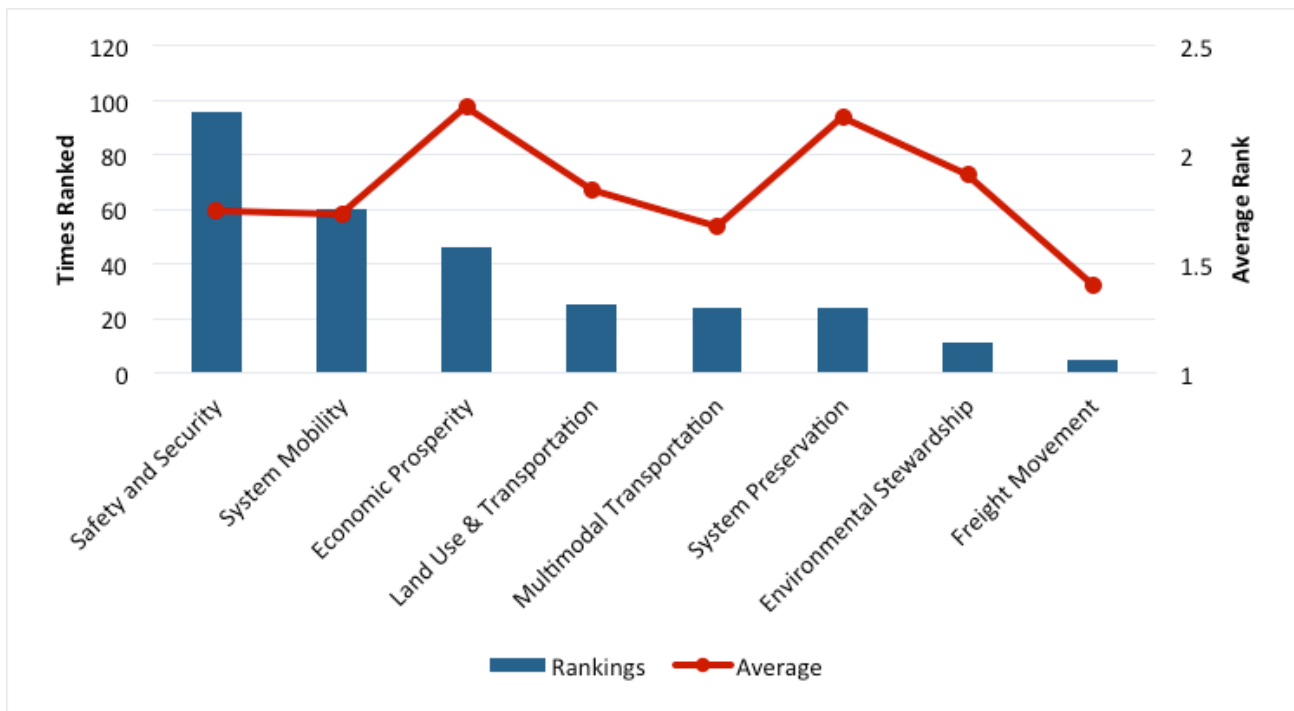
LONG RANGE TRANSPORTATION PLAN

INTERCEPT SURVEY RESULTS

HEPMPO specifically sought out public input from Environmental Justice populations through a series of intercept surveys, which are surveys conducted in-person at business or public place. The survey was similar to the web-based survey but also included questions about access to vehicles, transit, and bicycle/pedestrian conditions. The intercept survey locations were picked due to high transit use and likelihood of Environmental Justice population presence and had 175 responses. The dates and locations of the intercept surveys were:

County	City	Location	Date and Time
Washington	Hagerstown	Wal-Mart	June 30, 2017
Washington	Hagerstown	WCT Bus Transfer Station	June 30, 2017
Washington	Hagerstown	Washington County Free Library	June 30, 2017
Berkeley	Martinsburg	Wal-Mart	June 30, 2017
Berkeley	Martinsburg	Caperton Train Station	June 29, 2017
Berkeley	Martinsburg	Martinsburg-Berkeley County Public Library	June 30, 2017
Jefferson	Charles Town	Wal-Mart	June 30, 2017
Jefferson	Charles Town	Charles Town Library	June 30, 2017

When asked to identify transportation priorities during the intercept survey, the public ranked Safety and Security the highest, followed by System Mobility, and Economic Prosperity, and Land Use and Transportation. As shown in the table below, Safety and Security was ranked over 30 times more than System Mobility, the second most popular choice.

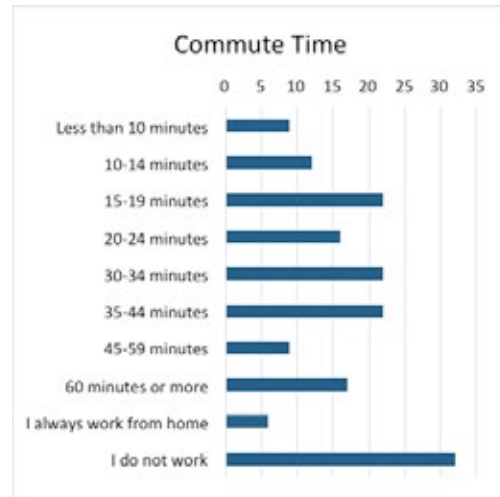
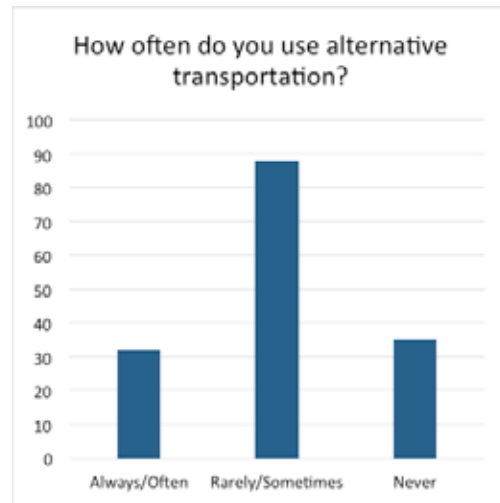
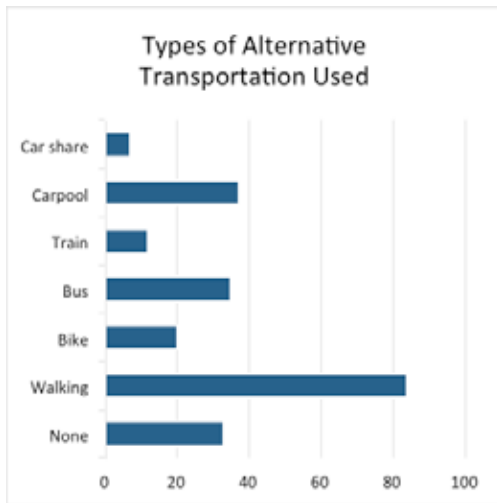
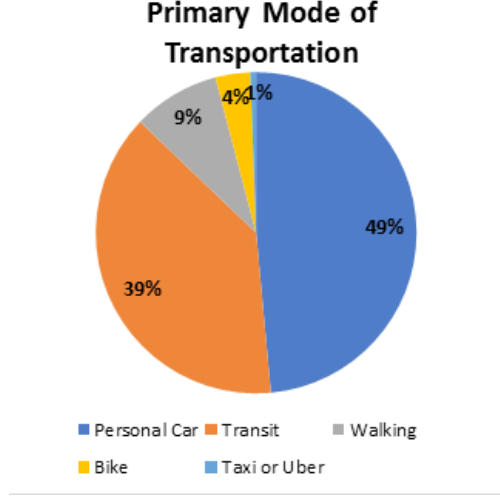
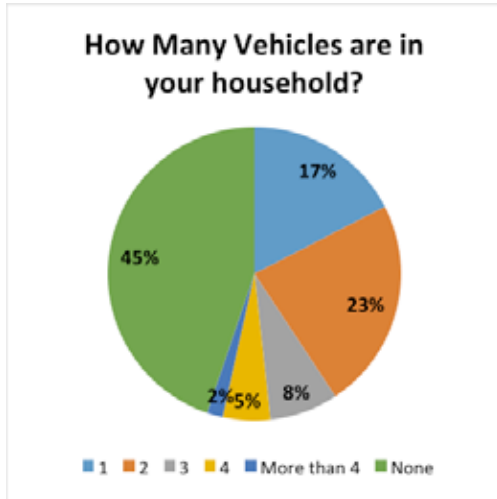




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The following graphs show the responses to the survey questions of the intercept survey.





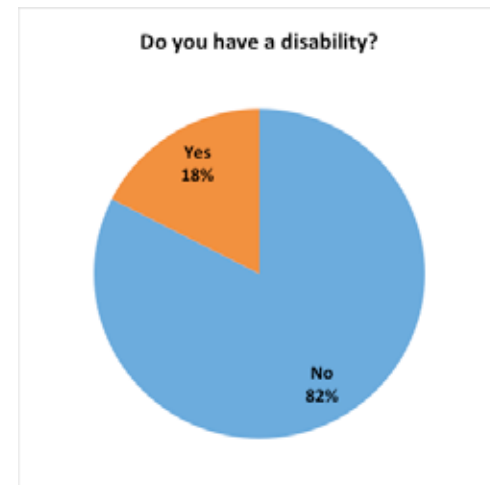
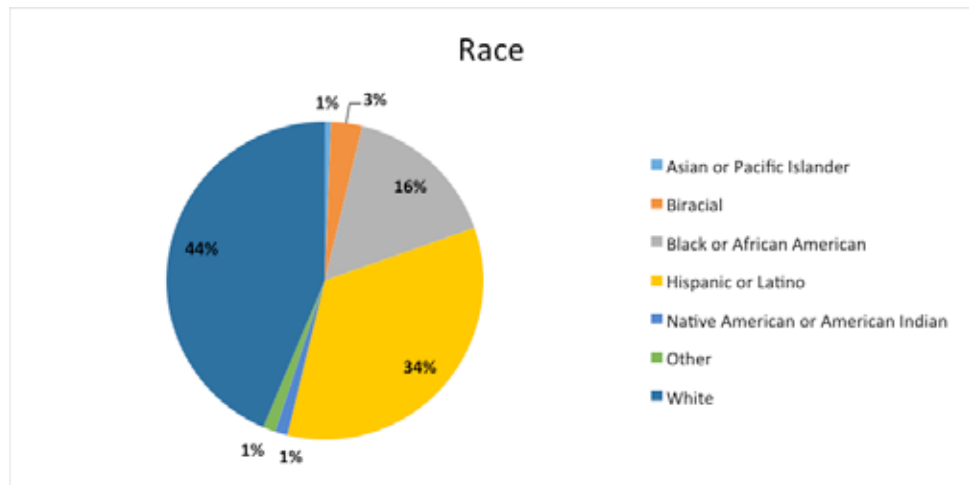
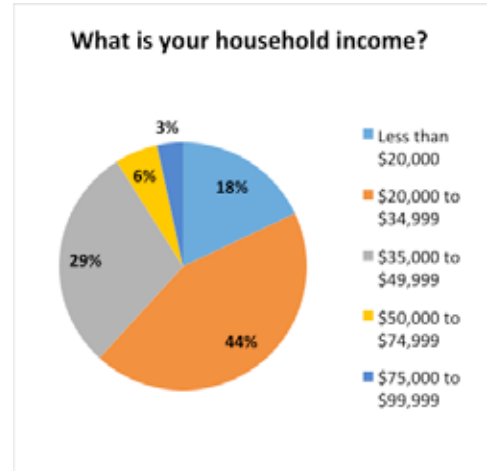
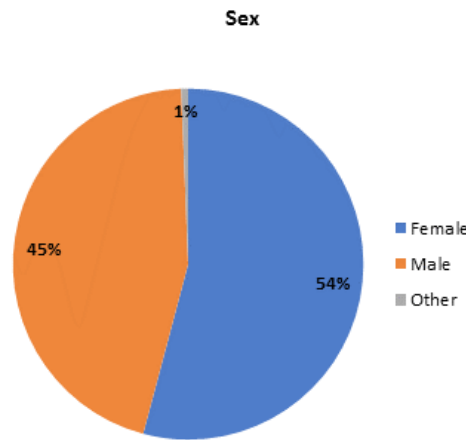
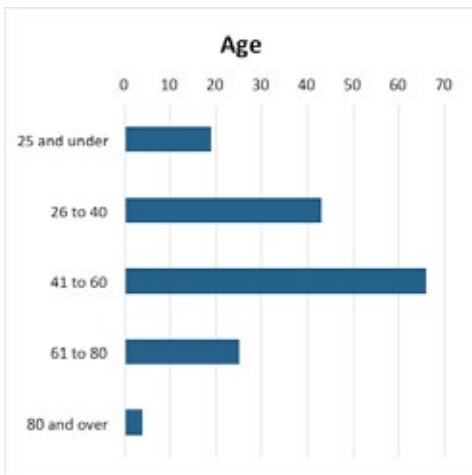
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LONG RANGE TRANSPORTATION PLAN

A map was provided to respondents to mark locations of concern, areas that need improvement, potential bicycle/pedestrian facility, or freight issues. The comments can be found at [this online map](#). The number of comments by type is shown in the table below.

Comment Type	Number
Transit	75
Bike/Pedestrian	48
Roadway Improvements	40
Other Comments	16
Concerns	13
Freight	4

The following graphs show the demographics of the survey respondents.





PUBLIC NOTICE – JANUARY 30, 2018

Public Notice

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) has announced the availability of the Draft Long Range Transportation Plan (LRTP). The HEPMPO is a federally designated regional transportation Planning Organization that includes Washington County, MD; Berkeley and Jefferson Counties in WV; and a small portion of Franklin County, PA. The LRTP evaluates current and projected regional transportation needs for the tri-state region for the next twenty-five years. Conclusions developed from this study will impact future decisions on development and funding of projects related to highways, freight, bicycle and pedestrian facilities, and transit operations for both the short and long term planning periods.

Three identical public workshop meetings will be held throughout the region to introduce the draft documents, answer questions, and take comments. The meetings will be held from 5:00 pm to 7:00 pm at the following locations:

- Thursday, February 15th – Berkeley County WV – Martinsburg Public Library, Martinsburg Room, 101 West King Street, Martinsburg, WV
- Tuesday, February 20th – Jefferson County WV – Charles Town Library, Jefferson County Commissioner’s Meeting Room, 200 East Washington Street, Charles Town, WV
- Thursday, February 22nd – Washington County MD – Washington County Free Library, Community Rooms 308/309, 100 South Potomac Street, Hagerstown, MD

Copies of the draft LRTP are available online at the website www.hepmo.net/direction; on display at the Washington County Free Library-Hagerstown, Martinsburg-Berkeley County Library, Charles Town Library, the three County Commission offices; and Hagerstown and Martinsburg City government offices; the Washington County Transit office, and the Eastern Panhandle Transit Authority office.

The public comment period for the draft LRTP will begin on Tuesday, January 30, 2018 and end at 4:00pm EST on Thursday, March 1, 2018. Written comments may be mailed to the HEPMPO’s office (33 W. Washington Street, Suite 402, Hagerstown MD 21740), sent via email to info@hepmo.net or submitted on-line at www.hepmo.net/comments. Only written comments will be accepted. Questions should be directed to Matt Mullenax at (240) 313-2081.



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LONG RANGE TRANSPORTATION PLAN

PUBLIC ANNOUNCEMENT – MAY 1, 2017



Hagerstown/Eastern Panhandle Metropolitan Planning Organization
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740
Phone: 240-313-2080, Fax: 240-313-2084
www.hepmo.net

May 1, 2017

Dear Resource Agency:

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is in the process of updating the Regional Long Range Transportation Plan. This plan is federally-mandated as a requirement to receive transportation funding. The timeline calls for a draft plan to be presented to the HEPMPO Policy Board by March of 2018.

In preparing this update, the MPO wants to hear from a broad range of groups and organizations that have an interest in the region's transportation system. To that end, you are invited to participate in an innovative online survey at direction.metroquest.com. The survey will be open from May 1-31, 2017.

Our MetroQuest survey is an outreach and mapping tool that will help prepare the update of our Long Range Transportation Plan. While the goal is to involve as many as possible, we particularly want to hear from individuals and organizations that have unique perspectives and needs related to transportation. The purpose of the MetroQuest survey is to allow input on regional priorities, new and planned highway, transit and pedestrian projects, and needs from those that have demonstrated a particular understanding of the spectrum of issues such as safety, freight, congestion and quality of life. Your insights and experience can help us shape a plan that best supports region-wide mobility, accessibility and livability.

HEPMPO understands the importance and benefits of reaching out to resource agencies and local planning partners in the community to provide better insight to the needs and objectives of the region. We hope you or a representative of your agency will be able to participate in our survey and throughout the planning process.

In conjunction with the survey, we will be holding public meetings in late May. Details on the meetings and the entire update process are at our website www.hepmo.net/direction. We look forward to working with you on this important plan that will shape our region's future.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matthew T. Mullenax'.

Matthew T. Mullenax, GISP
Executive Director




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LONG RANGE TRANSPORTATION PLAN

PUBLIC NOTICES AND ARTICLES

CITY OF HAGERSTOWN NEWS FLASH – MAY 1, 2017

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Hagerstown

Maryland

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- Recreation Activities Registration

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Home

Posted on: May 1, 2017

Planning Organization Seeks Input on Long Range Transportation Plan

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is a federally-mandated multi-modal transportation planning organization assigned to assist the Washington (MD), Berkeley (WV) and Jefferson County (WV) regions in planning for future transportation needs. The Long Range Transportation Plan is seeking input on regional priorities, new and planned highway, transit, bicycle and pedestrian projects and public insights on safety, freight, congestion and quality of life.

In order to gain insight about present and future transportation needs in the Region and in Hagerstown, we are asking YOU to help us identify specific issues, concerns and thoughts regarding transportation in the area. The HEPMPPO, in cooperation with local and state agencies, has developed an online survey that seeks input on road improvements, transit routes, sidewalks, traffic, bike paths, maintenance concerns, accessibility and mobility issues. Survey responses will be collected through Please take May 31st.

In addition, HEPMPPO will be holding three public meetings to discuss the plan update and receive survey input:

- May 22nd 5:00-7:00pm - Martinsburg (Martinsburg Public Library, Martinsburg Room)
- May 24th, 5:00-7:00pm - Charles Town (Charles Town Library, Jefferson County Commissioner's Meeting Room)
- May 31st, 5:00-7:00pm - Hagerstown (Washington County Free Library, Conference Room 334)

A link to the survey may also be found at: <http://hepmo.net/direction>. Written comments may be mailed to the HEPMPPO's office (33 W. Washington Street, Suite 402, Hagerstown) or sent via email to info@hepmo.net. All comments must be received by Wednesday, May 31, 2017.

[Take the survey here.](#)

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LONG RANGE TRANSPORTATION PLAN

CITY OF RANSON, WV FACEBOOK POST – MAY 1, 2017

City of Ranson shared Hagerstown/Eastern Panhandle Metropolitan Planning Organization's post. 29 mins · 🌐

Hagerstown/Eastern Panhandle Metropolitan Planning Organization 6 hrs · 🌐

LET US KNOW your thoughts for the region's new Long Range Transportation Plan through our survey @ direction.metroquest.com

Hagerstown/Eastern Panhandle MPO
LATEST
HEPMPO.NET

City of Ranson 2 hrs · 🌐

The MPO wants your input on our Region's Long Term Transportation Plans. Learn more and provide public comment through this survey. <http://www.hepmpo.net/direction>

Hagerstown/Eastern Panhandle MPO
LATEST
HEPMPO.NET

1 Like
Like · Comment

Douglas Martin
May 19, 2016 at 3:50pm · 🌐

Can anyone tell me what's going on at the water towers?

2 Comments

People Also Like

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- West Virginia Breaking...** Community · Like
- The Journal, Martinsbu...** Newspaper · Like

Government Organizations in Ranson, West Virginia

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- Ranson Old Town Com...** Like
- U.S. Small Busines...** Like

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LONG RANGE TRANSPORTATION PLAN

HEPMPO WEBSITE SURVEY NOTICE – MAY 1, 2017





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HEPMPO FACEBOOK POST – MAY 1, 2017

Hagerstown/Eastern Panhandle Metropolitan Planning Organization
5 hrs · 🌐

LET US KNOW your thoughts for the region's new Long Range Transportation Plan through our survey @ direction.metroquest.com

Hagerstown/Eastern Panhandle MPO
LATEST
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2 people reached Boost Post

Like Comment Share

Regional Intergovernmental Council
Write a comment...
Press Enter to post.

Hagerstown/Eastern Panhandle Metropolitan Planning Organization added 2 new photos.
April 27 at 2:27pm · 🌐

NEW Hub City Bike Loop signs are going up in Hagerstown! Here are two on Virginia Avenue across from City Park. Hub City Loop maps can be downloaded here:
<http://www.hagerstownmd.org/DocumentCenter/View/4815>

People Also Like

- Panhandle Crush Organization
- Good Looks Barbershop & Salon Hair Salon
- Panhandle Pedalers Social Club

Government Organizations in Hagerstown, Maryland

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LONG RANGE TRANSPORTATION PLAN

HEPMPO WEBSITE PUBLIC MEETING NOTICE – MAY 1, 2017

Hagerstown Eastern Panhandle Metropolitan Planning Organization
Yesterday at 5:10am

GREAT video on how to get involved in our Long Range Plan...take the survey @ <https://direction.metroquest.com> or come out to a meeting!

Public input needed for reg...
Hagerstown Eastern Panhandle Metropol...
YOUR4STATE.COM

May 17, 2017 1:30 PM
Interstate Council Meeting
Washington County Free Library
Community Rooms 308/309
100 South Potomac Street
Hagerstown, MD 21740
[Meeting Agenda](#)

May 22, 2017 5:00PM - 7:00PM
Long Range Plan Public Meeting
Martinsburg-Berkeley County Public Library
Martinsburg Room
101 West King Street
Martinsburg, WV 25401
[Click here to take public survey!](#)

May 24, 2017 5:00PM - 7:00PM
Long Range Plan Public Meeting
Charles Town Library
Jefferson County Commissioner's Meeting Room
200 East Washington Street
Charles Town, WV 25414
[Click here to take public survey!](#)

May 31, 2017 5:00PM - 7:00PM
Long Range Plan Public Meeting
Washington County Free Library
Conference Room 334
100 South Potomac Street
Hagerstown, MD 21740
[Click here to take public survey!](#)

Jun 14, 2017

for highway, transit and other related transportation services that are to be conducted during the 2018 fiscal year throughout the metropolitan area.

The public comment period will begin on Saturday, April 15, 2017 and end on Tuesday, May 16, 2017. Those persons wishing to review the draft document may request a copy by contacting the HEPMPO office before Friday, May 12, 2017. The office is located at 33 W. Washington St., Suite 402, Hagerstown, MD 21740. Business hours are 8:00 am to 4:00 pm.


Questions and all written comments should be directed to Matthew Mullenax at 240-313-2081, mmullenax@hepmo.net, or at the above address. Only written comments will be accepted. All comments must be received by no later than 12:00 Noon Tuesday, May 16, 2017.



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HEPMPO LONG RANGE PLAN UPDATE – MAY 1, 2017



HEPMPO

Hagerstown/Eastern Panhandle Metropolitan Planning Organization

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LONG RANGE PLAN UPDATE

[Translate Page](#)

The Direction 2045 Long Range Transportation Plan (LRTP) Update

will represent a 20-year transportation vision for the HEPMPO region and include:

- A review of all relevant new studies and plans for the three-county HEPMPO region relating to transportation, land use, and economic development.
- A review and adjustment to the current (**Direction 2040**) LRTP goals and objectives.
- Public involvement and stakeholder outreach designed to engage diverse interests.
- The development of an implementation strategy that addresses the region's needs while satisfying HEPMPO's mission.

LATEST:

May 01, 2017

Public survey and meetings announced

For May 1-31, 2017 a public survey will be open at <https://direction.metroquest.com>. All encouraged to participate in this survey to help guide planning our region's future transportation system. Three public meetings will be held in conjunction with the survey to receive input:

- May 22nd, 5:00-7:00pm - Martinsburg (Martinsburg Public Library, Martinsburg Room)
- May 24th, 5:00-7:00pm - Charles Town (Charles Town Library, Jefferson County Commissioner's Meeting Room)
- May 31st, 5:00-7:00pm - Hagerstown (Washington County Free Library, Conference Room 334)

[Click to take the survey!](#)

March 01, 2017

HEPMPO.net website re-launched

HEPMPO's website has been updated and will contain all information related to our Long Range Transportation Plan Update, including project schedule, draft documents, participation opportunities and FAQs.



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HERALD-MAIL ARTICLE ON LRTP SURVEY – MAY 1, 2017

https://www.heraldmillmedia.com/news/local/public-s-help-sought-for-hagerstown-eastern-panhandle-highway-plan/article_d04c9f38-aa76-5ce5-9814-d8f55f2379d.html

Public's help sought for Hagerstown/Eastern Panhandle highway plan

Mike Lewis May 1, 2017



Interstate 81 traffic enters West Virginia after crossing the bridge over the Potomac River in this Herald-Mail file photo.

Buy Now

File photo

Area officials are asking for the public's help this month as they update the region's long-range master transportation plan.

"The long-range plan that we're working on is very important in the federal sense" because the documents are required for funding, said Matt Mullenax, executive director of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization.

"It's very important, especially for the prioritization piece," he said. "It helps us to understand what the most important issues are or continue to be."

With multiple infrastructure needs and limited funding, Mullenax said it is important for planners to identify top priorities.

In a general sense, Interstate 81 "has been our highest regional priority," he said.

The planning organization is a federally mandated body assigned to help plan for transportation needs in Washington County, as well as Berkeley and Jefferson counties in West Virginia.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON LRTP SURVEY (CONT.) – MAY 1, 2017

1/2/2018

Public's help sought for Hagerstown/Eastern Panhandle highway plan | Local News | heraldmailmedia.com

For the long-range plan, the group is seeking response on regional priorities; new and planned highway, transit, bicycle and pedestrian projects; and public insights on safety, freight, congestion and quality of life, according to a news release.

In cooperation with local and state agencies, the planning organization has developed an online survey for people to use. It can be found at <http://direction.metroquest.com>.

The survey also can be accessed at www.hepmpo.net/direction.

In addition, public meetings have been scheduled for:

- May 22, 5-7 p.m., at the Martinsburg Public Library, 101 W. King St., Martinsburg, W.Va.
- May 24, 5-7 p.m., at the Charles Town Public Library, 200 E. Washington St., Charles Town W.Va.
- May 31, 5-7 p.m., at the Washington County Free Library, 100 S. Potomac St., Hagerstown.

Written comments may be mailed to the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, 33 W. Washington St., Suite 402, Hagerstown, 21740, or sent by email to info@hepmpo.net.

All comments must be received by May 31.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

EASTERN PANHANDLE REGIONAL PLANNING AND DEVELOPMENT FACEBOOK POST – MAY 1, 2017

The screenshot shows a Facebook post from the Eastern Panhandle Regional Planning & Development Council. The post is dated 21 hours ago and contains the following text:

HEPMPO Planning survey
<http://direction.metroquest.com>
The survey will be open May 1st-31st.

In support of the initial public survey, we also will be holding three public meetings throughout the region to receive input... See More

The post includes a photo of a road with traffic and a video player for 'Hagerstown/Eastern Panhandle MPO LATEST' from HEPMPO.NET. Below the video is a link to <http://www.westpep.com/> and a map of the region with the instruction 'Click on the county'. The map shows the Eastern Panhandle region of West Virginia, with counties highlighted in different colors.

The Facebook interface also shows the page name 'Eastern Panhandle Regional Planning & Development Council', the user 'Matt', and various interaction options like 'Like', 'Follow', 'Share', and 'Send Message'. The right sidebar features a 'People Also Like' section with organizations such as Morgan County Office, Berkeley Springs-Morg..., JCDA Agriculture, and others.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

YOUR4STATE.COM ARTICLE AND VIDEO ON LRTP SURVEY – MAY 1, 2017

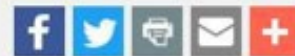
Public input needed for regional transportation plan

HEPMPO asks residents to take survey, attend public meetings and submit feedback

By: BRITTANY MARSHALL

Posted: May 01, 2017 05:29 PM EDT

Updated: May 01, 2017 05:30 PM EDT



WASHINGTON COUNTY, Md. - Hagerstown Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is seeking the public's input as they put together the region's long range transportation plan.

This month, three public meetings will be held in Hagerstown and the Eastern Panhandle as the



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HAGERSTOWN-WASHINGTON COUNTY CHAMBER OF COMMERCE NOTICE – MAY 1, 2017

A screenshot of an email notice. At the top left is the logo for the Hagerstown-Washington County Chamber of Commerce, which includes a grid of blue dots. To its right is a yellow sticky note with the word "Memo" written in cursive. Below these is a dark blue banner with the HEPMPO logo (a small map) and the text "HEPMPO Hagerstown/Eastern Panhandle Metropolitan Planning Organization". The main body of the email contains the following text:

Good Afternoon,

The **Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO)** is in the process of updating the Regional Long Range Transportation Plan. This plan is federally mandated as a requirement for our area to receive transportation funding.

In preparing this update, the MPO wants to hear from a broad range of individuals, groups and organizations that have an



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

MATT MULLENAX LINKEDIN POST – MAY 1, 2017

The image is a screenshot of a LinkedIn post. On the left is the profile of Matt Mullenax, GISP, Executive Director at Hagerstown/Eastern Panhandle Metropolitan Planning Organization, with 471 followers. The post itself, dated 2 days ago, features a video thumbnail with the text "PUBLIC INPUT ON TRANSPORTATION PRIORITIES WASHINGTON COUNTY, MD" and a caption: "Public input needed for region transportation plan your4state.com". The post has 5 likes and 149 views.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

THE MARTINSBURG JOURNAL ARTICLE ON THE SURVEY – MAY 6, 2017

The Journal

May 8, 2017 | Today's Paper | Submit News | Subscribe Today

HEPMPO seeks public input on transportation plan

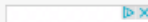
LOCAL NEWS

MAY 6, 2017

JIM MCCONVILLE

Staff writer

jmccoville@journal-news.net



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\$190.00 Prime

MARTINSBURG — The Hagerstown/Eastern Panhandle Metropolitan Planning Organization is looking for public input to update the region's Long Range Transportation Plan, officials said.

HEPMPO is seeking public comment on present and future transportation needs in the region. Working with local and state agencies, HEPMPO developed an online survey for public input on road improvements, transit routes, sidewalks, traffic, bike paths, maintenance concerns, accessibility and mobility issues.

HEPMPO Executive Director Matthew T. Mullenax said gathering thorough and precise public input is essential to HEPMPO in determining its long term development priorities.

"It is very important that we as a region work to prioritize our transportation needs," Mullenax said. "With ongoing discussions at the federal and state level about budgets and infrastructure funding, it's critical to demonstrate —through input and analysis —what are top items are, clearly and concisely."

HEPMPO will hold three public meetings in May where it will provide a plan update and receive any additional survey input. Meeting dates include: May 22 at the Martinsburg Public Library from 5 to 7 p.m.; May 24 at the Charles Town Public Library from 5 to 7 p.m.; May 31 in Hagerstown at the Washington County Free Public Library from 5 to 7 p.m.

Citizens can take the survey at <http://direction.metroquest.com> from now until May 31.

A link to the survey may also be found at: www.hepmo.net/direction. Written comments may be mailed to the HEPMPO's office at 33 W. Washington Street, Suite 402, in Hagerstown, or sent via email to info@hepmo.net. All comments must be received by May 31.

Staff writer Jim McConville can be reached at 304 263 8931, ext. 215, or [Twitter@jmccovilleJN](https://twitter.com/jmccovilleJN).

COMMENTS

0 Comments

Sort by Oldest

BREAST CANCER AWARENESS Cumberland Valley

A local non-profit serving the Eastern Panhandle of West Virginia, Western Maryland and Southern Pennsylvania. Funds raised are used within our local communities. The following programs are offered free of charge.

- Mammogram/Ultrasound • Wig Bank
- Moving Forward after Breast Cancer Surgery Comfort Kit
- Prosthesis Bank • Dinner's Ready
- Special Needs • For our Kids
- Angel Program • Monthly Support Group

Breast Cancer Awareness Cumberland Valley

301-791-5843 800-963-0101

www.beacv.org Courtesy of DR Web

Hager Park Professional Center
322 E. Antcham Street, Suite 101
Hagerstown, MD 21740

MOST READ

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DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

JEFFERSON COUNTY, WV NAACP FACEBOOK POST – MAY 8, 2017

Jefferson County WV NAACP

Like Follow Share

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Posts

Jefferson County WV NAACP shared
Hagerstown/Eastern Panhandle Metropolitan Planning Organization's post.
1 hr · 🌐

Do you want to see something different with transportation options in Jefferson County and beyond?

Hagerstown/Eastern Panhandle Metropolitan Planning Organization
4 hrs · 🌐

MORE GREAT COVERAGE on our survey...please take and share it: <https://direction.metroquest.com>

The Journal

HEPMPO seeks public input on transportation plan | News, Sports, Jobs - Journal News
MARTINSBURG — The Hagerstown/Eastern Panhandle Metropolitan Planning Organization is looking for public input to update the region's...
JOURNAL-NEWS.NET

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Melissa J Hill
Write a comment...
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Jefferson County WV NAACP shared YWCA Charleston's photo.
1 hr · 🌐

Do you know anyone in the Charleson, West Virginia area who would be good for this?

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DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

WASHINGTON COUNTY TRANSIT FACEBOOK POST – MAY 9, 2017

Washington County Transit added a new photo to the album: Timeline Photos. 9 mins · 🌐

What Moves You?

Help Plan Our Region's Transportation Future!

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) assists the Washington (MD), Berkeley (WV) and Jefferson (WV) County regions in planning for future transportation needs. The group is asking for input on regional priorities, new and planned highway, transit, bicycle and pedestrian projects, and public insights on safety, freight, congestion, and quality of life.

TAKE THE SURVEY:
<https://direction.metroquest.com>

Three Public Meetings (5:00 PM - 7:00 PM):

- May 22 - Martinsburg Public Library, Martinsburg Room
- May 24 - Charles Town Library, Jefferson County Commissioner's Meeting Room
- May 31 - Washington County Free Library, Conference Room 334

Written comments may be mailed to the HEPMPO's office (33 W. Washington Street, Suite 402, Hagerstown, MD 21740) or sent via email to info@hepmo.net. All comments must be received by Wednesday, May 31, 2017.

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www2.washco-md.net/transit/index.shtml

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DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

CUMBERLAND VALLEY CYCLING CLUB FACEBOOK POST – MAY 9, 2017





DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

TRI-COUNTY COUNCIL FOR WESTERN MARYLAND FACEBOOK POST – MAY 9, 2017

Tri-County Council for Western Maryland shared Hagerstown/Eastern Panhandle Metropolitan Planning Organization's post. 3 hrs · 🌐

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is in the process of updating the Regional Long Range Transportation Plan. This plan is federally mandated as a requirement for our area to receive transportation funding. In preparing this update, the MPO wants to hear from a broad range of individuals, groups and organizations that have an interest in the region's transportation planning and network. To that end, all are invited to participa... See More

Hagerstown/Eastern Panhandle Metropolitan Planning Organization
May 1 at 8:03am · 🌐

LET US KNOW your thoughts for the region's new Long Range Transportation Plan through our survey @ direction.metroquest.com

Start Here

WELCOME

We want your input!

The Hagerstown / Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is updating the region's long range transportation plan, covering Washington County, Maryland and Berkeley and Jefferson Counties in West Virginia. We need your help to prioritize goals, identify needs, and provide other ideas on regional strategies. Thank you for your time!

YOUR PRIORITIES

YOUR THOUGHTS

MAP YOUR IDEAS

STAY INVOLVED



HERALD-MAIL ARTICLE ON SURVEY RESULTS – MAY 18, 2017

https://www.heraldmalmedia.com/news/local/official-safety-security-top-hagerstown-eastern-panhandle-transportation-survey/article_b84f27fc-30b5-5e40-a43e-ae5c347332af.html

Official: Safety, security top Hagerstown/Eastern Panhandle transportation survey

Mike Lewis May 18, 2017

More than 250 people already have completed an online survey about long-range transportation planning in Washington County and parts of West Virginia.

Matt Mullenax, executive director of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, or HEPMPO, said he is pleased with the number of responses, which will help identify projects for future funding.

HEPMPO is a federally mandated body assigned to help plan for transportation needs in Washington County, as well as Berkeley and Jefferson counties in West Virginia.

As it updates its long-range plan for the region, the group is seeking public input on regional priorities; new and planned highway, transit, bicycle and pedestrian projects; and safety, freight, congestion and quality of life issues.

"We're required to update our long-range transportation plan every four years, which looks 25 years into the future," Mullenax said.

"And so, in this day and age where at the federal level at the state level there's a lot of discussions about how the the budget will look, how it will impact infrastructure, it's very important to have public input into our planning process so that the priorities that are important to our area and our region, for a myriad of reasons, are identified and put forth to be identified for future funding sources," he said.

The area is expected to grow during the next couple of decades. More than 300,000 people live in the HEPMPO region, and about 420,000 are expected to call the area home by 2040, according to the organization's website.

The group also expects a 33 percent increase in annual vehicle miles traveled during the next 30 years.

HEPMPO's Interstate Council met Wednesday in Hagerstown. During that session, Mullenax showed the survey to board members, walking them through the process.

Part of the survey asks people to identify their top three priorities.

So far, the top priority is safety and security, followed by economic prosperity, then land use and transportation, Mullenax said.

The online survey also provides an opportunity for people to identify areas of concern on a map of the region. All along the way, people are encouraged to add their individual comments.

As of Monday morning, 254 people had completed the online survey, mapping more than 600 points of concern, Mullenax said.

Members of the council praised the system as being more detailed and precise than other online surveys.

"It is a very, very useful tool," said Perry Keller of the West Virginia Department of Transportation, noting that he has seen similar surveys.

The online survey is available at <http://direction.metroquest.com> through May 31.



HERALD-MAIL ARTICLE ON FREIGHT CORRIDORS – AUGUST 23, 2017

https://www.heraldmalmedia.com/news/focal/hagerstown-eastern-panhandle-group-adds-4-eight-miles-for-federal-funding/article_ed747ee1-4399-5375-b814-436a00615b4e.html

Hagerstown/Eastern Panhandle group adds freight miles for federal funding

Mike Lewis Aug 23, 2017

Transportation planners Wednesday increased the miles of area roads that could qualify for federal freight funds.

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization, or HEPMPO, revised the list of roads it has recommended as a Critical Urban Freight Corridor in Maryland.

The group also agreed to recommend several stretches of roads in West Virginia.

The corridors are last-mile and first-mile connections. For example, they could be link distribution centers to interstate highways, HEPMPO Director Matt Mullenax said.

Designation as a critical freight corridor has three main advantages, according to Perry Keller, section head for strategic planning for the West Virginia Department of Transportation and a member of the HEPMPO Interstate Council.

In West Virginia's case, the state will be eligible for an additional \$15 million in federal funds, he said.

The designation also "raises the stature" of projects along a corridor.

Finally, the designation is necessary for federal money through the new Infrastructure for Rebuilding America program, which replaces the FASTLANE grants as a way to address critical freight issues.

"The only way you're eligible to apply for that is if you're on this network," Keller said.

Federal highway officials allocated HEPMPO 5 miles to designate in Washington County, Mullenax said.

In May, the HEPMPO Interstate Council provisionally recommended Halfway Boulevard, from Hopewell Road to Interstate 70, as well as Maryland 63 from its I-70 interchange to Elliott Parkway. The stretches totaled 5 miles.

Since then, the organization learned it had included items such as interchange ramps that were to be excluded from the total, Mullenax said.

"We kind of got back 1.4 miles to redistribute," he said.

With that in mind, the Interstate Council Wednesday unanimously agreed to add Maryland 65 from Col. Henry K. Douglas Drive to Oak Ridge Drive, and Oak Ridge Drive from Maryland 65 to Villa Ridge Drive. That segment totals 1.33 miles.

Also, HEPMPO was allocated 9 miles for Critical Urban Freight Corridor in parts of West Virginia. The council unanimously agreed to distribute those miles in four segments, including:

- A route including W.Va. 9, the GM access road, Caperton Boulevard and Harland Springs Road. The 2.4-mile stretch is off Interstate 81's Exit 16W.
- Sections of Business Park Drive, U.S. 11 and Development Drive off I-81's Exit 8. The route totals 3.84 miles.

- Part of W.Va. 45 off I-81, totaling 1.07 miles.

- U.S. 340 from W.Va. 9 to Patrick Henry Way in Jefferson County, totaling 1.61 miles.

Final decisions on the corridors are to be made later this year, Mullenax said.



THE JOURNAL ARTICLE ON INTERCEPT SURVEY RESULTS – AUGUST 24, 2017

The Journal

Survey shows differing transportation opinions

LOCAL NEWS

AUG 24, 2017

JOHN MCVEY

MARTINSBURG — While the overall high-priority goals of a recent transportation survey were similar, there were differences between those who took the survey online and those who took the survey on the street, according to Matthew Mullenax, executive director of the Hagerstown Eastern Panhandle Metropolitan Planning Organization.

“The people who took the intercept surveys (on the street) were more concerned with pedestrian and transit improvements,” Mullenax said. “They were more interested in pedestrian and public transit issues.”

The people who took the survey online were more concerned with safety and traffic congestion.

The HEPMPO is the federal- and state-designated regional transportation and transit planning organization for Berkeley and Jefferson counties and Washington County, Maryland.

Its governing body is called the Interstate Council, which is made up of elected officials and appointed members from the various jurisdictions.

It is in the process of updating its Long Range Transportation Plan, or LRTP, called The Direction 2045. It is a 20-year transportation vision for the HEPMPO region.

As part of the update process, public meetings were held in Berkeley, Jefferson and Washington counties to get residents’ and businesses’ input on highway and public transit issues. Also, in May and June, an online survey was available, and intercept surveys were done.

“The intercept surveys are for populations that are historically under-represented in public input, such as minorities, low-income families, disabled persons,” Mullenax explained. “Street teams went out to locations on Fridays and Saturdays for four hours and asked people if they would take the survey. It was voluntary. The teams were proficient in English as a Second Language.”

The street teams went to Walmarts in Martinsburg and Charles Town, senior apartment buildings, public libraries and other locations, Mullenax said.

He said about 75 percent of those taking the intercept surveys had incomes of less than \$35,000 and about 55 percent were non-white.

There were 515 online surveys completed and 155 intercept surveys completed.

“The two top-rated goals were safety and security, and economic prosperity,” Mullenax said.

Additionally, those taking the online survey could mark electronically a map where they felt issues need to be addressed. There were 1,000 map markers.

For instance, there were a lot of map markers concerned about traffic congestion and safety on Apple Harvest Drive between the entrance to the Commons shopping center to the Winchester Avenue intersection.

Mullenax added that he and his staff reached out to targeted stakeholders, such as freight haulers and tourism promoters, for input.

The anonymous survey results and map markers are available at the HEPMPO’s website at www.hepmo.net.

More public meetings will be scheduled for January and February to present the draft LRTP and the final draft will be presented to the Interstate Council for approval in March. The plan must be submitted to state and federal authorities for approval by the end of June.

Staff writer John McVey can be reached at 304-263-3381, ext. 128, or jmcvey@journal-news.net.

HERALD-MAIL ARTICLE ON SURVEY RESULTS – AUGUST 25, 2017

https://www.heraldmillmedia.com/news/local/survey-safety-security-top-transportation-priorities/article_75a324ac-86db-5121-b6e0-3714fe54dead.html

Survey: Safety, security top transportation priorities

Mike Lewis Aug 25, 2017



North- and southbound traffic on I-81 from the U.S. 40 overpass in Hagerstown.

Buy Now

File photo

Safety and security topped the priority list for people surveyed about area transportation issues, with economic prosperity ranking second.

The results also show differences among those who took the questionnaire online and those who were contacted at public places by street teams for what are called "intercept" surveys.

"Obviously, there's a bit of overlap between the two," said Matt Mullenax, executive director of the Hagerstown Eastern Panhandle Metropolitan Planning Organization, or HEPMPO.

But generally speaking, he said those who took the survey online were more concerned about traffic congestion and highway safety, while intercept survey respondents showed more interest in pedestrian and public transportation issues.

Mullenax provided an overview of the results during HEPMPO's Interstate Council meeting Thursday in Martinsburg, W.Va.

HEPMPO is charged with long-range transportation planning for Washington County, as well as Berkeley and Jefferson counties in West Virginia. The council is HEPMPO's governing body.

In an interview Friday, Mullenax said HEPMPO is still reviewing the 515 survey responses and the comments made by respondents.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON SURVEY RESULTS (CONT.) – AUGUST 25, 2017

1/2/2018

Survey: Safety, security top transportation priorities | Local News | heraldmailmedia.com

The survey was offered online. In addition to answering survey questions, respondents could place markers on a digital map to identify and comment on specific areas. More than 1,000 map markers were placed.

HEPMPO also conducted intercept surveys to get the views of people "who tend to be underrepresented in transportation planning," Mullenax said.

Of the 515 responses, 175 came from intercept surveys at public locations, Mullenax said. He said 75 percent of intercept survey respondents had annual incomes of \$35,000 or less, and 55 percent were nonwhite.

HEPMPO also sought comments from freight companies and tourism officials, he said.

The online comments address a range of issues, from the conditions of sidewalks to traffic congestion to requests for longer bus routes with extended hours.

A few examples of the comments include:

- "Widen the lanes (on I-81 in Maryland)! Unacceptable there are only two lanes! This is the most deadly stretch of highway because of freight vehicles overcrowding the highway and increasing population traffic. How many more housing developments have been built?"
- "Noise pollution in the surrounding rural areas for I-81 and I-70 should be addressed; sound barriers and speed limits."
- "Extending Western Maryland Parkway to Pullman Lane (which is near the Homewood Suites by Hilton hotel at Halfway) would provide a greatly improved route to U.S. 40 from the area's major shopping site and an alternative to using I-81."
- "There needs to be more sidewalks and crosswalk signals (in Martinsburg, W.Va.), especially for people crossing W.Va. 9 to get to Kmart."

The survey is part of HEPMPO's work to update its Long Range Transportation Plan, which expires July 1.

Mullenax said he hopes a draft document will be available for public review early next year. After that, it can be adopted and sent to federal agencies.

"We hope to be able to send the locally approved plan after our March meeting," Mullenax said.

For more details, visit www.hepmo.net. Click on the "Long Range Plan Update" tab, then choose "Latest." For a direct link to the map markers, visit <https://goo.gl/LE9Yfj>.



THE JOURNAL ARTICLE ON FREIGHT CORRIDOR – AUGUST 26, 2017

The Journal

Nine miles of national network for Berkeley, Jefferson counties

[LOCAL NEWS](#)

AUG 26, 2017

JOHN MCVEY

jmcvey@journal-news.net

MARTINSBURG — Out of 75 miles allocated to West Virginia for the Critical Urban Freight Corridor network, 9 miles were designated for Berkeley and Jefferson counties.

At its meeting Wednesday, the Interstate Council of the Hagerstown Eastern Panhandle Metropolitan Planning Organization officially assigned those miles to roadway sections in the two counties.

The Critical Urban Freight Corridor program was mandated by the Fixing America's Surface Transportation, or FAST, Act of 2015. According to the freight management and operations website, the FAST Act required the Federal Highway Administration administrator to establish a National Highway Freight Network to strategically direct federal resources and policies toward improved performance of the freight network.

How many miles were allocated to each state for corridor designation was determined by the FHWA, Matthew Mullenax, executive director of the HEPMPO, explained. The West Virginia Department of Transportation divided the miles among the state's eight MPOs, giving each a baseline of 5 miles, which left 35 miles to be divvied up among the MPOs based on urban population, Mullenax said. The HEPMPO was given a total of 9 miles, he said.

The HEPMPO is the federal- and state-designated regional transportation and transit planning organization for Berkeley and Jefferson counties and Washington County, Maryland. The Interstate Council is its governing body. It is made up of elected officials and appointed members.

Perry Keller of the West Virginia Division of Highways said Wednesday there are three things the state gets through the program.

"The state gets \$15 million in extra money," he said. "Designating routes as freight corridors raises improvement projects' stature in the eyes of the national freight network. And infrastructure grants for freight components are only eligible if they are on the network. There's a national competition for funds."

Keller added that all the interstate highways in West Virginia have been designated Critical Urban Freight corridors.

The HEPMPO staff recommended the roads in Berkeley and Jefferson counties for designation, Mullenax said.

"We looked at the percentage of congested truck traffic, the proximity to trucking facilities and land use," he said.

The routes designated in Berkeley and Jefferson counties for the freight network are W.Va. 9 west of Interstate 81, GM Access Road and Caperton Boulevard, which leads to the Cumbo Yards Industrial Park where Macy's and FedEx are located; Business Park Drive and U.S. 11 in the vicinity of the new Procter and Gamble plant and other development projects; U.S. 340 bypass in Charles Town; and W.Va. 45, or Apple Harvest Drive, between the entrance to the Commons shopping center and South Queen Street in Martinsburg.

Staff writer John McVey can be reached at 304-263-3381, ext. 128, or jmcvey@journal-news.net



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON WIDENING I-81 SOUTH OF MARTINSBURG – OCTOBER 18, 2017

https://www.heraldmillmedia.com/news/tri_state/west_virginia/transportation-group-approves-m-plan-to-widen-i-81/article_6b082b07-d954-5263-b0fb-77ec54c117be.html

Transportation group approves \$75M plan to widen I-81 in W.Va.

Mike Lewis Oct 18, 2017



Southbound Interstate 81 in West Virginia.

From Wikipedia

MARTINSBURG, W.Va. — Two more travel lanes are planned for part of Interstate 81 south of Martinsburg.

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization's Interstate Council unanimously voted Wednesday to put the \$75 million project into its 2017-20 Transportation Improvement Plan. The funding specifically was put into fiscal 2018.

The work will widen I-81 from four to six lanes from about Exit 8 for Tabler Station Road north to where the current six-lane highway starts near Exit 12 at Apple Harvest Drive. The new lanes will be built in the median.

"We do have the funding for it. ... As far as an actual construction timeline, I'm not sure," HEPMPO Director Matthew Mullenax said.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON WIDENING I-81 SOUTH OF MARTINSBURG (CONT.) – OCTOBER 18, 2017

1/2/2018

Transportation group approves \$75M plan to widen I-81 in W.Va. | West Virginia | heraldmailmedia.com

Earlier this month, West Virginians approved the sale of \$1.6 billion of bonds to build and upgrade roads and bridges. The four-mile I-81 project was among those in Gov. Jim Justice's Roads to Prosperity program.

"This was one of the projects we had suggested," Mullenax said.

Federal money also could be put toward the work if the funds become available, said Perry Keller, section head for strategic planning for the West Virginia Department of Transportation and a member of the HEPMPO Interstate Council.

The plan can be amended later to reflect funding changes, he said.

"We don't have any problem matching federal funds, ever," he said.

Mullenax said the additional lanes will make travel safer and more reliable, particularly considering the number of trucks that will be going to and from the new Procter & Gamble plant.

The P&G facility is being built on a 458-acre site off Tabler Station Road. The first products, Bounce dryer sheets, are expected to be produced early next year.

The company is investing about \$500 million in the new plant, and expects to eventually employ 700 at the facility.

On a related note, Keller said the road bonds will finance many more projects in the state. He said the money will help finance "just south of \$3 billion" in projects, in addition to the usual funding of about \$450,000 per year.

"We'll have our state flower out. The orange cones will be out for awhile," Keller told council members.

HEPMPO is the federal- and state-designated regional transportation planning body for Washington County, Berkeley and Jefferson counties in West Virginia, and a small portion of Franklin County, Pa., according to its website.

The Interstate Council is HEPMPO's decision-making body. It met Wednesday at Hagerstown Regional Airport.

The council's next meeting is tentatively scheduled for Jan. 17 in Martinsburg.

HERALD-MAIL ARTICLE ON SAFETY TARGETS – OCTOBER 19, 2017

https://www.heraldmillmedia.com/news/local/maryland-highway-planners-aim-at-safety-targets/article_8b6be466-b526-11e7-9db1-514666d638f.html

Maryland highway planners aim at safety targets

Mike Lewis Oct 19, 2017



This 2016 Herald-Mail file photo shows northbound traffic on I-81 as seen from the Salem Avenue overpass in Hagerstown.

Buy Now

Herald-Mail file photo

State and area planners have set goals to reduce the number of highway fatalities and injuries.

They hope to see the number of Maryland fatalities fall from 442 in 2016 to 391 in 2020. In West Virginia, the goal is to see fatalities drop from 302 in 2016 to 267 in 2020.

The targets are part of complying with new federal regulations. The numbers will be tied to road-improvement projects and funding, according to Meredith Hill, transportation planner with the Maryland State Highway Administration.

Hill outlined some of those regulations and state targets during this week's meeting of the Hagerstown Eastern Panhandle Metropolitan Planning Organization's Interstate Council.

"All of this is new to all of us," Hill said.

The paperwork outlines three performance measures:



HERALD-MAIL ARTICLE ON SAFETY TARGETS (CONT.) – OCTOBER 19, 2017

1/2/2018

Maryland highway planners aim at safety targets | Local News | heraldmailmedia.com

- Safety, which addresses fatalities, serious injuries, the fatality rate (deaths per 100 million vehicle miles traveled), the serious injury rate and non-motorized fatalities and serious injuries (involving pedestrians, for example).
- Infrastructure condition, which deals with the percentages of bridges and pavement listed in good and poor condition.
- System performance, freight movement and air quality, which deals with reliable travel times, hours of peak-time delays, truck travel times and other factors.

Hill said it is important for federal, state and local officials to collaborate closely on the highway performance measurements and plans.

HEPMPO's Interstate Council tackled the safety measurements during its meeting Wednesday at Hagerstown Regional Airport.

Hill presented statewide safety targets that have been adopted for Maryland and West Virginia.

Under the rules, area planning organizations like HEPMPO could establish their own targets, HEPMPO Director Matt Mullenax told the group. But he said that would be a time-consuming and expensive process.

"I feel confident in the targets the states have arrived at," he added.

The council unanimously endorsed the targets for Maryland and West Virginia.

HEPMPO is the federal- and state-designated regional transportation planning body for Washington County, Berkeley and Jefferson counties in West Virginia, and a small portion of Franklin County, Pa., according to its website.

The Interstate Council is HEPMPO's decision-making body.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

THE HERALD-MAIL PUBLIC NOTICE – JANUARY 24, 2018



RECEIVED 2/14/18

-Affidavit-

P.O. Box 439, 100 Summit Avenue
Hagerstown, MD 21740
301-733-5131

It is hereby certified by the undersigned that the Herald-Mail is a daily newspaper of general circulation, printed in the English language and published in the City of Hagerstown in said County and State; and that the attached order, notice, publication or advertisement of

HEPMPO
33 W WASHINGTON ST STE 402
HAGERSTOWN, MD 21740

was duly published as noted.

Account #: 131608
Contact:
Telephone: (240) 313-2080
Fax:

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Herald Mail: 01/24/18, 02/07/18; HM
Online: 01/24/18, 02/07/18.

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DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

THE HERALD-MAIL PUBLIC NOTICE (CONT.) – JANUARY 24, 2018

Notices

Public Notice

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) has announced the availability of the Draft Long Range Transportation Plan (LRTP). The HEPMPO is a federally designated regional transportation Planning Organization that includes Washington County, MD; Berkeley and Jefferson Counties in WV; and a small portion of Franklin County, PA. The LRTP evaluates current and projected regional transportation needs for the tri-state region for the next twenty-five years. Conclusions developed from this study will impact future decisions on development and funding of projects related to highways, freight, bicycle and pedestrian facilities, and transit operations for both the short and long term planning periods.

Three identical public workshop meetings will be held throughout the region to introduce the draft documents, answer questions, and take comments. The meetings will be held from 5:00 pm to 7:00 pm at the following locations:

- Thursday, February 15th – Berkeley County WV – Martinsburg Public Library, Martinsburg Room, 101 West King Street, Martinsburg, WV
- Tuesday, February 20th – Jefferson County WV – Charles Town Library, Jefferson County Commissioner's Meeting Room, 200 East Washington Street, Charles Town, WV
- Thursday, February 22nd – Washington County MD – Washington County Free Library, Community Rooms 308/309, 100 South Potomac Street, Hagerstown, MD

Copies of the draft LRTP are available online at the website www.hepmo.net/direction; on display at the Washington County Free Library-Hagerstown, Martinsburg-Berkeley County Library, Charles Town Library, the three County Commission offices; and Hagerstown and Martinsburg City government offices; the Washington County Transit office, and the Eastern Panhandle Transit Authority office.

The public comment period for the draft LRTP will begin on Tuesday, January 30, 2018 and end at 4:00pm EST on Thursday, March 1, 2018. Written comments may be mailed to the HEPMPO's office (33 W. Washington Street, Suite 402, Hagerstown MD 21740), sent via email to info@hepmo.net or submitted on-line at www.hepmo.net/comments. Only written comments will be accepted. Questions should be directed to Matt Mullenax at

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DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

THE JOURNAL PUBLIC NOTICE – JANUARY 24, 2018

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Questions should be directed to Matt Mulonax at (240) 313-2081. (2)

Certificate of Publication

HEPMPO

This is to certify the annexed advertisement

L RTP Plan - Jefferson Co

appeared for 2 consecutive days/weeks in The Journal Publishing Company, a newspaper in the City of Martinsburg, WV in it's issue beginning:

24 Jan 2018
and ending

7 Feb 2018

The Journal
207 W. King Street
Martinsburg, WV 25401

Fee (\$) 120.41

THE STATE OF WEST VIRGINIA
COUNTY OF BERKELEY

The foregoing instrument was acknowledged before me this 12 Feb 2018 by

Saul Phillip

My commission expires Apr 29 2018

Carol Bush

Notary Public



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

THE JOURNAL PUBLIC NOTICE (CONT.) – JANUARY 24, 2018

The Journal Print Ad Proof

PAGE: 1

ADNo: 537317 Customer Number: L41100
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 City/St/Zip: HAGERSTOWN, MD 21740
 Phone: (301) 313-2080 Solicitor: SP
 Category: 70 Class: 110 Rate: LE-0 Start: 1-24-2018 Stop: 2-7-2018
 Lines: 110 Inches: 11.49 Words: 331

Credit Card: Expire:
 Order Number:
 Cost: 120.41 Adjustments: .00
 Payments: .00 Discount: .00
 Balance: 120.41

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THE JOURNAL PUBLIC NOTICE (CONT.) – JANUARY 24, 2018

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Please publish on January 24 and February 7, 2018

Please send bill to: HEPMPPO
33 W. Washington Street
Suite 402
Hagerstown, MD 21740



THE JOURNAL ARTICLE ON LRTP MEETINGS – JANUARY 31, 2018

3/5/2018

Long Range Transportation Plan available for comment | News, Sports, Jobs - Journal News

The Journal

Long Range Transportation Plan available for comment

MARTINSBURG — All the highway projects that perhaps should be done in Berkeley and Jefferson counties over the next 25 years would cost \$1.2 billion, but the amount of money expected to be available is \$219 million.

“In light of this funding shortage, a prioritization process was used to identify the most beneficial (and cost effective) projects for this region,” according to the draft of Direction 2045 Long Range Transportation Plan prepared by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization.

The LRTP is the vision for maintaining and enhancing the regional multimodal transportation system from 2018 through 2045, the introduction to the plan states. The plan identifies the region’s critical needs and challenges, providing a framework to guide decision-making for future transportation investments, the introduction continues.

The HEPMPO is the federal- and state-designated transportation and transit planning agency for Martinsburg and Berkeley and Jefferson counties, and Hagerstown and Washington County, Maryland.

It is required by the Federal Highway Administration to update the LRTP every four years.



THE JOURNAL ARTICLE ON LRTP MEETINGS (CONT.) – JANUARY 31, 2018

3/5/2018

Long Range Transportation Plan available for comment | News, Sports, Jobs - Journal News

Prioritizing projects was done by the HEPMPO Technical Advisory Committee, which is made up of transportation professionals on the state and local levels, and representatives of local jurisdictions.

Safety enhancements, existing congestion, traffic volume, environmental impact and public input were some of the categories used to prioritize projects.

Some of the categories were weighted, such as safety enhancements, giving them more importance in the final standings.

With these priority projects identified, they were then scored on their benefit cost.

In Berkeley County, widening W.Va. 45 to six lanes at \$23.3 million and intersection improvements on U.S. 11 at \$17.4 million scored highest on the initial prioritization list, but not as high on the benefit cost list.

Improving the Raleigh Street and Race Street intersection in Martinsburg scored the highest on in the benefit cost analysis. The estimated cost of the project is \$400,000.

In Jefferson County, extending turn lanes on U.S. 340 at \$5.8 million scored the highest in the initial prioritization, but improving the intersection at W.Va. 9 and Fairfax Boulevard at \$300,000 had the highest benefit cost score.

The draft plan is available on the HEPMPO website at www.hepmo.net/direction.

Copies are available at the Martinsburg Public Library and Charles Town Library; Berkeley County Council and Jefferson County Commission offices; Martinsburg city hall; and the Eastern Panhandle Transit Authority office.



THE JOURNAL ARTICLE ON LRTP MEETINGS (CONT.) – JANUARY 31, 2018

3/5/2018

Long Range Transportation Plan available for comment | News, Sports, Jobs - Journal News

Written public comments will be taken through 4 p.m. March 1. They can be mailed to the HEPMPO office at 33 W. Washington St., Ste. 402, Hagerstown, MD 21740, emailed to info@hepmo.net, or submitted online at www.hepmo.net/comments.

Public workshops will be held in Berkeley and Jefferson counties to introduce the draft plan, answer questions and take comments. All three workshops will be from 5-7 p.m.

The first workshop will be in the Martinsburg Room at the Martinsburg Public Library, 101 W. King St., Martinsburg, on Feb. 15.

The second workshop will be in the Jefferson County Commissioners' meeting room at the Charles Town Library, 200 E. Washington St., Charles Town, on Feb. 20.

"We've worked on this for the past year and a half. I encourage everyone to review the plans and come to the public meetings," Matt Mullenax, HEPMPO executive director, said.

Staff writer John McVey can be reached at 304-263-3381, ext. 128, or [twitter@jmcveyJN](https://twitter.com/jmcveyJN).



HERALD-MAIL ARTICLE ON LRTP MEETINGS – FEBRUARY 9, 2018

3/5/2018

What will driving be like in 2045? | Local News | heraldmailmedia.com

What will driving be like in 2045?

Mike Lewis Feb 9, 2018 (1)

Driverless shuttles at Harpers Ferry, W.Va. Fewer parking headaches in Hagerstown. More charging stations for electric vehicles.

Those are some possibilities envisioned in the area's draft long-range transportation plan, called Direction 2045.

Matt Mullenax, the executive director of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, said Direction 2045 considers a number of factors, from job growth to residential development to technological and climate changes. Three public hearings are scheduled this month to review and take comment on the 162-page document.

Once finalized, the plan will help officials make decisions and set priorities for safety and improvement projects, from bicycle and pedestrian facilities to interstate work to bus programs, Mullenax said. Current transportation projects, such as widening Interstate 81 over the Potomac River, started as items on a long-range transportation plan.

The plan also helps prioritize and match projects with funding.

"Often, what we need and what we want are not the same thing," Mullenax said.

In addition to items such as road and bridge work, the new plan looks at the impact of technology, Mullenax said. The section addresses services like Uber and Lyft, as well as autonomous vehicles and what are known as "connected vehicles" that can communicate with each other and/or the road.

For example, the plan notes:



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON LRTP MEETINGS (CONT.)— FEBRUARY 9, 2018

3/5/2018

What will driving be like in 2045? | Local News | heraldmailmedia.com

- "There could be opportunities for an autonomous shuttle pilot program at Harpers Ferry, Antietam Battlefield, or at large regional shopping and entertainment centers, such as the Valley Mall and Hollywood Casino." The shuttle could be similar to the Olli service at National Harbor.
- "As more people use mobility-on-demand services (such as Uber or Lyft), there may be less need for street parking and surface parking lots, particularly in cities like Hagerstown, Martinsburg (W.Va.) and Charles Town (W.Va.). This reduction in parking demand could offer tremendous opportunities to repurpose urban space for landscaping purposes and/or active transportation uses."
- "Several freight stakeholders suggested that autonomous trucking could impact freight operations within six to 10 years. If so, I-81 and I-70 could benefit from early deployment of connected and automated trucks, particularly since interstates will likely be the first locations for 'mainstream' ... deployment."

HEPMPO is the federally designated regional transportation planning organization for Washington County, Berkeley and Jefferson counties, W.Va., and part of Franklin County, Pa. As such, it is required to develop the plan, Mullenax said.

The public can see Direction 2045 on the HEPMPO website, www.hepmo.net/direction.

Copies also are on display at the Washington County Free Library in Hagerstown, the Martinsburg-Berkeley County Library and the Charles Town Library; the three county commission offices; Hagerstown and Martinsburg city government offices; the Washington County Transit office and the Eastern Panhandle Transit Authority office.

HEPMPO is accepting comments on the draft plan until 4 p.m. March 1. Written comments may be mailed to HEPMPO's office at 33 W. Washington St., Suite 402, Hagerstown, MD 21740; emailed to info@hepmo.net; or submitted online at www.hepmo.net/comments.



WDVM ARTICLE AND VIDEO ON LRTP MEETING – FEBRUARY 15, 2018



Long Range Transportation Plan presented to public

By: Jonathan Hunter ✉ (mailto:jhunter@whag.com)

Posted: Feb 15, 2018 11:25 PM EST

Updated: Feb 15, 2018 11:29 PM EST

(Interactive Media Not Supported by Print)

The Long Range Transportation Plan, called Direction 2045, has been released. Many top priorities on the plan deal with the widening of I-81, along with making improvements on West Virginia 45 at exit 12, and U.S. 11 and U.S. 340. There are also plans to tackle problems in towns.

"In Charles Town and Ranson, we talk about improvements on West Washington Street and South Mildred. In Hagerstown, it's the dual highway, it's Washington Street, it's Franklin Street, a lot of safety concerns on Locust and a few other areas", said Matt Mullenax, executive director of the Hagerstown/ Eastern Panhandle Metropolitan Planning Organization

The plan was presented Thursday in Martinsburg at a public meeting. The plan was released to the public online where they had to the opportunity to make comments. Safety and security, along with economic prosperity, were major concerns from the public.

"I-81 obviously is the highest priority that we've been working with. Not only it is a safety concern, but also the increase in freight traffic in the region," said Jim Frazier, project manager with Michael Baker International.

And the plan also accounts for growth in the area. Berkeley County is projected to see a major growth in population, so creators of the plan wanted to take that into consideration.

"As we look at where we believe that will happen, that dictates what sort of existing and forecasted needs the transportation system has and what projects would need to be implemented there to help manage that growth the most efficient and safe way possible," said Mullenax.

Direction 2045 also looked at local transit providers to see where the existing service gaps usually occur.

"Much like highways, some of the needs, the funding isn't keeping pace with it, so we're trying to make the recommendations working with our transit providers that will get the most bang for their buck," said Mullenax.




HERALD-MAIL ARTICLE ON DRAFT LRTP MEETINGS – FEBRUARY 15, 2018

3/5/2018 Transportation hearing reviews regional needs, funding | Tri-State | heraldmailmedia.com

Transportation hearing reviews regional needs, funding

Mike Lewis Feb 15, 2018 (0)



Matt Mullenax, executive director of the Hagerstown Eastern Panhandle Metropolitan Planning Organization, opens a public hearing on the region's long-range transportation plan in Martinsburg, W.Va., Thursday.

By Mike Lewis [Buy Now](#)

MARTINSBURG, W.Va. — The public got a first look at the draft long-range transportation plan for a large part of the Tri-State area Thursday night.

The Hagerstown Eastern Panhandle Metropolitan Planning Organization conducted the session in the Martinsburg-Berkeley County Public Library. Among other things, the document spells out dozens of transportation projects, their costs and whether there could be money to pay for them.



HERALD-MAIL ARTICLE ON DRAFT LRTP MEETINGS (CONT.) – FEBRUARY 15, 2018

3/5/2018

Transportation hearing reviews regional needs, funding | Tri-State | heraldmailmedia.com

"It's kind of a jigsaw puzzle" to match projects with available funding, said Matt Mullenax, HEPMPO's executive director.

The long-range plan, called Direction 2045, covers items from freight traffic on interstate highways to public transportation and bicycle paths.

Some of the high-priority projects in Berkeley County include:

- improving the interchange at Exit 13 of Interstate 81
- widening W.Va. 45 from I-81 to W.Va. 9 (Queen Street in Martinsburg)
- widening W.Va. 9 to six lanes from Harlan Springs Road to Industrial Park.

Annie Otto of Hedgesville, W.Va., and Brad Noll of Tomahawk, W.Va., came to the meeting with specific questions about congestion on W.Va. 9 in the Hedgesville area.

"We're bumper to bumper," Otto said.

In her view, the road is important part because it leads to Interstate 68 near Hancock, and travelers can head from there to Charleston, W.Va. She said improvements were mapped out years ago.

"To be honest, nothing has happened," Mullenax said.

But he said improvement plans are on the books and addressed in Direction 2045.

During Thursday's session, Jim Frazier of Michael Baker International, the consulting firm that helped develop on the plan, presented statistics and maps and other supporting information.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON DRAFT LRTP MEETINGS (CONT.) – FEBRUARY 15, 2018

3/5/2018

Transportation hearing reviews regional needs, funding | Tri-State | heraldmailmedia.com

Among other things, the figures show population and job growth estimates through 2045 and how they will affect transportation needs. For example, if current trends continue, Berkeley County's population will be larger than Washington County's by 2045. The plan also looks at advances in technology, such as automated vehicles and mobility-on-demand services, such as Lyft and Uber.

Less money is available for the long-range plan projects than in previous versions, he said.

HEPMPO is the federally designated regional transportation planning organization for Washington County, Berkeley and Jefferson counties, W.Va., and part of Franklin County, Pa.

Public comment

Two more public hearing have been scheduled to get input on the plan:

- Tuesday, Feb. 20, from 5 to 7 p.m. at the Charles Town Library, 200 E. Washington St., Charles Town, W.Va.
- Thursday, Feb. 22, from 5 to 7 p.m. at the Washington County Free Library, 100 S. Potomac St., Hagerstown.

The public can see Direction 2045 on the HEPMPO website at www.hepmo.net/direction.

Copies are on display at the Washington County Free Library in Hagerstown, the Martinsburg-Berkeley County Library and the Charles Town Library; the three county commission offices; Hagerstown and Martinsburg city government offices; the Washington County Transit office; and the Eastern Panhandle Transit Authority office.

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HERALD-MAIL ARTICLE ON DRAFT LRTP – FEBRUARY 22, 2018

3/5/2018

Transportation officials look at long-range issues with Tri-State-area highways | Tri-State | heraldmailmedia.com

Transportation officials look at long-range issues with Tri-State-area highways

Dave McMillion Feb 22, 2018 (0)

Emerging technologies that motorists might see on Tri-State-area highways include driverless cars and "freight platooning," where tractor-trailers will move down the highway in groups, local transportation officials said.

The possibilities were outlined Thursday night, when officials with the Hagerstown/Eastern Panhandle Metropolitan Planning Organization outlined a proposed long-range transportation plan that highlights priorities in the region through 2045.

HEPMPO is the federally designated regional-transportation planning organization for Washington County, Berkeley and Jefferson counties in West Virginia, and part of Franklin County in Pennsylvania.

Congestion problems along Interstate 81 in Washington County are among the top concerns.

Trucks now account for about 30 percent of traffic on the interstate, and truck-traffic increases are expected through 2045, Matt Mullenax, HEPMPO's executive director, said during a meeting at the Washington County Free Library.

"Freight platooning" will eliminate individual trucks making movements along interstates, Mullenax said. While truck traffic is expected to increase, there might be increased safety through freight platooning, he said.

Platooning cuts costs because trucks drive close together at a constant speed, saving on fuel consumption, according to eutruckplatooning.com. It also will result in less carbon-dioxide emissions, the website said.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

HERALD-MAIL ARTICLE ON DRAFT LRTP (CONT.) – FEBRUARY 22, 2018

3/5/2018

Transportation officials look at long-range issues with Tri-State-area highways | Tri-State | heraldmailmedia.com

Among a list of transportation projects that HEPMPO is focusing on in the plan, called Direction 2045, Interstate 81 upgrades are at the top of the list. Widening of the interstate already is underway in the area of the Maryland/West Virginia state line.

Upgrades identified in the plan include an \$83.5 million project to widen I-81 to six lanes from Exit 1 to Interstate 70. Another \$83.5 improvement phase would widen the interstate to six lanes from I-70 to U.S. 40.

A third \$91.5 million project calls for an interchange reconstruction at Md. 65 and I-70.

Numerous other projects eyed in the plan involve improvements to roads such as Col. Henry K. Douglas Drive, Crayton Boulevard, East Oak Ridge Drive, Eastern Boulevard, Halfway Boulevard, Marsh Pike, Newgate Boulevard, Professional Boulevard, Showalter Road and Underpass Way.

HEPMPO is accepting public comments on its plan until March 1. The organization's policy board is expected to meet March 21 at Hagerstown Regional Airport to consider approval of it, Mullenax said.

It then would go to the federal government for review.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Date	Comment	From	Response
1/30/18	Congrats on the long range plans. FYI - our runway at the Eastern WV Regional Airport is 8,815' x 150'. You could also say the 167th airlift wing provides global strategic air cargo capability with their fleet of eight C-17 Globemaster III aircraft.	Neil Doran	Corrected in LRTP Document
1/30/18	My interest lies in Jefferson County road improvements. I saw where they plan on replacing the 340 bridge in Washington County with a duel lane bridge. Has VA expressed interest in expanding 340 to duel lanes or is there a way to bypass 340 around VA if they prove difficult. Also has any consideration been given to upgrading 51 in Jefferson county to duel lanes. The survey indicates this is a high accident area. I would imagine traffic between southern Berkeley County and Jefferson County will only increase over the next 25 years.	Brian McGuinn	Hi Brian, thank you for your comments on our Draft Long Range Transportation Plan. At this point there is no schedule or designs for replacing the US340 Potomac River bridge in Maryland but it is something they definitely have their eye on. Currently, WV, MD and VA are involved in an Operational Improvements Study that will have recommendations to improve US340 through the Harpers Ferry area. These recommendations will ultimately be part of the US340 project on WV's Roads to Prosperity program that will be moving forward sometime in the near future. For WV51, the draft plan does propose intersection improvements from Tarico Heights to Charles Town, including pedestrian projects in town and farther east at the Jefferson Avenue intersection. The Summit Point Rd intersection is also a project on the WV Roads to Prosperity program that hopefully will be implemented in the near future as well. As you mention, WV51 is identified as a high crash location and we propose in the Future Studies section a more in depth analysis to better understand these crashes' contributing factors to then seek appropriate countermeasures. Thanks again, Matt



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Date	Comment	From	Response
2/2/18	<p>I tried searching the 95 page TIP document and cannot find Novak Connector. Can you please help narrow the search in the TIP?</p> <p>We may need information regarding the project for the FAA, especially as we consider projects for RPZ. There is at least 1 real estate acquisition that could come into play in the near future.</p> <p>I was somewhat incredulous to find improvement to the route 11 intersection in the long range plan and no other mention of Novak in any other document.</p>	James Klein	<p>Hello Jim, thank you for providing comments on our draft Transportation Improvement Program (TIP) and draft Long Range Transportation Plan (LRTP). I apologize for the late reply. Your comments specifically on the LRTP will be included for its public comment record. As you noted, the proposed Novak Drive Connector project is not listed in our draft TIP. This is because the project does not have any federal funds programmed in the next four fiscal years for any phase (ROW, ENG or CON). Once a project has committed funding it is programmed into our TIP (as well as the WVDOH's STIP). You are correct too that improvements to Novak Drive/US11 intersection are recommended in the draft LRTP. This intersection has a greater crash rate when compared to other intersections in the area. Based on my observations it is not certain if WVDOH will move forward with the Novak Drive Connector project, and if so, when/ if a more comprehensive environmental evaluation of potential alternatives will be performed in accordance with the National Environmental Policy Act. While the Novak Drive Connector is not listed in our draft LRTP, it is also absent from Berkeley County's Comprehensive Plan. The Novak Drive Connector Study is nearly finalized and I hope it will be published soon. Long Range Plans are updated overall every two years and can be amended at any time should it be needed and the project advance. Once the study is finalized I will be sure to notify you so EWVRAA has the information for all future endeavors.</p> <p>Thank you again for your comments.</p>



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Date	Comment	From	Response
2/2/18	<p>I'm just checking to see what has been decided on the Novak Dr. Study or when you expect decisions/recommendations will be made?</p> <p>Any idea if or when the improvements from the Apple Harvest Dr / Rt 45 study will be funded?</p>	Mike McGinnis	<p>Good morning Mike, hope all is well and you enjoyed the weekend! To date WVDOH is reviewing a draft of the Novak Drive Connector Study consultants have prepared. WVDOH will provide comments to the consultant, who will then incorporate at which point I believe the study will be ready for public release. As far as a timetable on this remaining process, I'm hopeful it will happen within a month's time but am not certain. In terms of recommendations in the WV45 Traffic Operations and Safety Study, WVDOH is in the final stages of programming funding for the right-of-way, engineering and construction phases. I'm not sure when exactly the funds will appear in the Statewide Transportation Improvement Program (STIP) but believe it's very close, hopefully we'll know soon. Thanks, Matt</p>
2/2/18	<p>I reviewed the project list for Berkeley County in the 2045 Long Range plan and was happy to see none of the "new road" options for the Novak Drive Study was on the list. Is that because the study has not finished? Or because we don't have enough \$ in WV to fix and make improvements to our existing roads?</p>	Mike McGinnis	<p>Hello Mike, thank you for your comments. The Novak Drive Connector Study is nearly finalized but unfortunately I don't have a timeline on when exactly it will be published. Based on my observations it is not certain if WVDOH will move forward with the Novak Drive Connector project, and if so, when/if a more comprehensive environmental evaluation of potential alternatives will be performed in accordance with the National Environmental Policy Act. Because those items are not satisfied today the Novak Drive Connector is not identified in the draft Long Range Transportation Plan. That being said, Long Range Plans are updated overall every four years and can be amended at any time should the need arise. Thank you again for your comments. - Matt</p>



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Date	Comment	From	Response
2/4/18	<p>An ever-growing problem in Berkeley County is that, with the continued building of residences, the roads in the area are becoming more and more crowded. Route 9 and Route 901 seem to have more traffic weekly. It is all but impossible for us to get out of our development at times onto Route 9, especially if we have to turn left. More thought needs to be given to the impact of traffic on local roads, not to mention schools, as development continues. It's great for the local economy to have more people move here and it's good for young families to be able to afford a home. But, if traffic becomes gridlock and schools become overcrowded, the quality of life will go down and people will begin to find other places to live.</p>	Kate Lewis Brown	<p>Good morning Ms. Brown, thank you for providing comments on transportation planning needs in our area, specifically on WV9 and CR901. These will be included as part of the Long Range Transportation Plan development and will be provided to WV Division of Highways, as well as our local planning partners.</p> <p>Sincerely, Matt Mullenax</p>
2/4/18	<p>I am following up on John McVey's JOURNAL story about TIP. Based on the feedback that I receive from many locals, I would recommend ALL of the improvements to Apple Harvest Drive be funded. I am referring to the various "fixes" that the WV DoH planned. Show & Tell of several planned fixes were presented to public at the Orchard View Elementary school on Delmar Orchard Road, a year or so ago. Several of the fixes are to keep traffic off of Apple Harvest Dr. ie: a new "back door" road from Winchester Ave. to Foxcroft , that would be North of the Lowe's store. Crossing the RR would probably be the most serious issue, but there are crossings at every block in downtown.(Race, Martin, Burke, King, John Streets as example). The North bound exit 12 ramp that could wrap around behind McDonald's and align with Foxcroft, was another big improvement. With the growth already there or planned (BRCTC Expansion, Hilton Garden Inn with more behind, The Crossings, a new Ford dealership, Weis with plus+plus+plus) and City water/ services available , i feel the need for those improvements is already past due. Matt, please let me know if these comments need to be in a different format.</p>	Buzz Poland	<p>Good morning Buzz, good to hear from you. Thank you for providing your comments. There is no formal format for comment submission so they are perfectly acceptable in this form. If you are not adverse, I will include these comments for the record of our draft Long Range Transportation Plan. My understanding on the latest of the WV45 Corridor Traffic Operations and Safety Study is all the improvements recommended (except for Exit 12 ramp realignment and US11-Foxcroft connector behind Lowe's) are in the process of having funding programmed by WVDOH. Hopefully we will receive word soon that work is moving forward from planning phase to engineering/construction. The Exit 12 realignment of the northbound exit ramp will require more, as this type of work must be reviewed by the Federal Highway Administration via an Interchange Modification Report as part of the Interstate System. I am hopeful this required planning work will start soon as well. In terms of the US11-Foxcroft connector behind Lowe's, I am uncertain how much discussion WVDOH has had with Winchester & Western RR. I believe W&W's current policy is for every new at-grade crossing, three existing crossings must be closed and if so careful consideration will be given to best move forward. Thank you, Matt</p>



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LONG RANGE TRANSPORTATION PLAN

Date	Comment	From	Response
2/16/18	As a temporary fix, change the stop light so traffic from the west gets it then the east. One side could get the arrow and straight first and then the other gets the arrow and straight at the end.	George Bridgeman	Good morning Mr. Bridgeman, thank you very much for your comments and interest in our area's transportation, specifically on WV9 and CR901. These will be included as part of the Long Range Transportation Plan development and will be provided to WV Division of Highways, as well as our local planning partners. Sincerely, Matt Mullenax
2/22/16	Ron Agnir's photo of stopped I-81 traffic in Thursday's The Journal is a classic. The northbound lanes have miles of large trucks. I plan to submit the photo to the Hagerstown Eastern Panhandle Metropolitan Planning Organization (HEPMPO) as public input for creating the Direction 2045 Long Range Transportation Plan. Has anyone calculated the number of trucks simply passing though West Virginia on three-lane I-81? Also, does anyone ever talk about how many trucks Procter & Gamble and others will add to I-81 each day?	David Weaver	Good afternoon Mr. Weaver, thank you very much for your comments and interest in our area's transportation, specifically highway safety on I-81. To your questions, yes WVDOT does traffic counts on I-81 and separates by vehicle class. In 2014 WVDOT reported an average daily traffic volume of 71,149 vehicles on I-81 (near the Broad Lane overpass) with 32.8% being trucks. The DRAFT Long Range Plan includes the federal forecast for truck volume on I-81. This forecast sufficiently covers the projected truck traffic based on Procter and Gamble's approved Traffic Impact Study, and was one reason further widening I-81 from Exit 8 to Exit 12 was funded under the WV Roads to Prosperity Highway Program. This accident is terribly, terribly tragic and I hope when the widening work underway is completed this section of I-81 will be safer for all. We found in our research accidents between Exits 12-23 fell more than 60 percent after the widening to three lanes from two in 2011. We have heard many concerns for safety on I-81 and appreciate your insights. Your comments will be included as part of the Long Range Transportation Plan development and will be provided to WVDOT, as well as our local planning partners. Sincerely, Matt Mullenax



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LONG RANGE TRANSPORTATION PLAN

Date	Comment	From	Response
2/20/18	<p>In my life here in Martinsburg for 14 years, I've always noticed how everyone drives everywhere. I realize that the city's overall walkability and residential and commercial zones are sprawled and unconnected. The best way to get cars off the road is to make a walk worth the time. Many parts of the city don't have sidewalks where there should be. Decrease the traffic by increasing walkability. Key areas in need of sidewalks:</p> <ul style="list-style-type: none"> • W. King St. from Foxcroft Ave. to Delmar Orchard Rd. • Foxcroft Ave. <p>Roads that should be connected in Martinsburg:</p> <ul style="list-style-type: none"> • Alonzo Dr. to Foxcroft Ave. <ul style="list-style-type: none"> o Will help reduce traffic on Rt. 9/45 to I-81 • Washington St. to Mall Dr. <ul style="list-style-type: none"> o Will help connect downtown to Foxcroft Towne Center <p>Long Range Transportation Ideas</p> <ul style="list-style-type: none"> • Connector from Martinsburg to Berkeley Springs/Hancock/Morgantown 	Christopher Salgado	<p>Thank you for the comment Mr. Salgado. We appreciate your insights on transportation within Berkeley County and the region. Walkability is important for many reasons including access to economic activity, general safety and security of city sidewalks, property values, as well as the health of the citizens. While there are sidewalks in some locations along Foxcroft Ave. and W. King St, a more comprehensive network of sidewalks, as well as other pedestrian safety improvements, would be helpful. Regarding access to Foxcroft Ave. and Mall Dr, widening WV 45 from I-81 to Queen Street is included as a fiscally constrained project and should help alleviate the congestion focused between US 11 and I-81. Regarding your idea about better connecting Martinsburg with points west, we do recognize the need for it and have recommended a new four lane alignment for WV 9. At this time, however, the project is not funded in this LRTP. Your comments will be included as part of the Long Range Transportation Plan development and will be provided to WVDOT, as well as our local planning partners.</p>



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LONG RANGE TRANSPORTATION PLAN

BERKELEY COUNTY SIGN-IN SHEET – FEBRUARY 15, 2018

Long Range Transportation Plan Public Meeting

Berkeley County
February 22, 2018

Name	Email	Phone
Mary Elizabeth Stiefel-Matthews	—	—
Elaine Beardsdon		
Douglas Baker		
HERBERT KISTLER		
Annie Otto	Rumeri36@frontier.com	304-754-3802
Fias McMillan -WEPA		
Brad Noll	bnoll@g5.com	(304) 433-0900

Michael Baker
INTERNATIONAL





DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

JEFFERSON COUNTY SIGN-IN SHEET – FEBRUARY 20, 2018

Long Range Transportation Plan Public Meeting

Jefferson County
February 20, 2018

Name	Email	Phone
Michael George	mgeorge@charlestown.wv.us	703 599 0488
Audj Blok	ablok@corinnwv.us	304 904 3872
Chris Kinsey	chris.j.kinsey@wv.gov	704-419-0600
DON MEADOWS	DONALD R. MEADOWS, GOV	304-558-9453
KEVIN SULLIVAN	KEVIN.W.SULLIVAN@WV.GOV	304-558-9619
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Minda Bastian	minda.bastian@yahoo.de	
Mary Sel	mrsell@bhfs.com	202-302-2789

Michael Baker
INTERNATIONAL



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

WASHINGTON COUNTY SIGN-IN SHEET – FEBRUARY 22, 2018

Long Range Transportation Plan Public Meeting

Washington County
February 22, 2018

Name	Email	Phone
Charles Baker, Sr.	cbaker@wvstate-mt.net	240-313-4372
Jordan Jackson	jjackson@wvmt.net	301-737-3550
Neil Williams	niw300@comcast.net	304-279-1209
Brandon Shank	brandon.shank@ibs91.com	301-223-1330
JIM BENDER	JBENDER@HAGERSTOWNMD.ORG	301-739-8577 X124
Jeri DeYoung	jeri-deyoung@wps.gov	301-714-2210

Michael Baker
INTERNATIONAL





APPENDIX C PROJECT PRIORITIZATION PROCESS

Project prioritization remains an integral part of the region’s long-range transportation plan and was used in concert with stakeholder and community input to identify projects for the fiscally constrained plan. The fiscally constrained plan includes the top-10 highest scoring projects (by benefit-cost score) in Jefferson and Washington counties and 8 of the top-10 highest scoring projects in Berkeley County.

This section recaps the prioritization process and shows the raw scores and benefit cost scores for all projects (constrained and unconstrained) in Berkeley, Jefferson, and Washington counties.



SUMMARY

Direction 2045 reintroduces a prioritization process for scoring and evaluating potential transportation improvement projects within the region. Projects were awarded individual scores for various measures (or criteria), with several criteria providing additional weight or influence (**Table 1**). The project scores were then aggregated to calculate total raw scores for each project where a higher total score indicates a higher prioritization ranking. From there, the project scores were divided by the project costs, yielding a “benefit-cost” score. The raw project prioritization scores and benefit-cost scores are identified for Berkeley, Jefferson, and Washington counties in **Table 2**, **Table 3**, and **Table 4**.

Category	Criteria	Weight (multiplier)
Safety Enhancements	Addresses high-crash location	2
Existing Congestion	Existing congestion based on TomTom data	2
Traffic Volume	Traffic volumes (reflecting the number of vehicles impacted)	1
Transit Service Improvement	Improve transit travel times and/or provides supporting infrastructure	1
Bicycle/Pedestrian	Project includes bicycle/pedestrian accommodations OR aligns with a project from Regional Bike Plan	1
Freight Mobility	Project aligns with a Critical Freight Corridor	2
Growth Management	In vicinity of employment and housing growth (using trip growth surrogate)	2
Resiliency	Environmental Features (wetlands, Floodplains, Historic, Parks)	1
Pubic Input	Map comments	1
Travel and Tourism*	Improve mobility and accessibility to travel and tourism sites, venues	1

Table 1: Prioritization Categories, Criteria, and Weights



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LONG RANGE TRANSPORTATION PLAN

How are projects scored?

- A project is scored on a scale of 0-1 for each category.
- The individual category scores are then multiplied by the relevant weights (1 or 2).
- The weighted category scores are then summed to yield a final project score.
- The project score is then divided by the project cost to yield a Benefit-Cost (BC) score.

Findings:

- The top-10 highest scoring projects in Jefferson County were selected for the fiscally constrained plan
- 8 of the top-10 highest scoring projects in Berkeley County were selected for the fiscally constrained plan
- The top-10 highest scoring projects in Washington County were selected for the fiscally constrained plan

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
B308.0	Raleigh St. / Race St.	Intersection Improvements	\$.4M	7.8	19.2*
B204.0	WV 115 / Charles Town Rd. / Baker Heights Rd.	Intersection Improvements	\$.7M	5.1	7.8*
B202.0	Giles Mill Rd. Bridge	Widen to 2 Lanes	\$1.3M	3.2	2.5*
B304.0	King St.	Intersection improvements	\$4.6M	9.1	2.0*
B107.0	WV 45	Widen to six lanes	\$8.4M	12.1	1.4*
B307.0	North-South Connector	Construct new roadway	\$2.0M	2.4	1.2*
B106.0	WV 9	Widen to six lanes	\$9.9M	9.2	0.9*
B203.0	Novak Rd.	Intersection Improvements	\$7.6M	6.6	0.9
B301.0	Commercial Road Connector	Construct new roadway	\$2.0M	1.6	0.8*
B103.0	US 11	Intersection improvements	\$17.4M	12.1	0.7*
B108.0	WV 45	Intersection improvements	\$13.6M	9.3	0.7*
B112.0	WV 51	Intersection improvements	\$7.6M	4.1	0.5
B305.0	Lutz Ave. Extension	New two-lane roadway	\$4.1M	2.1	0.5
B303.0	East-West Connector	Construct new roadway	\$4.9M	2.4	0.5
B102.0	US 11	Intersection improvements	\$29.4M	9.4	0.3*
B104.0	US 11	Widen to four lanes	\$41.8M	13.2	0.3

* Denotes fiscally constrained project

Table 2: Berkeley County Prioritization Scores (Sorted by Benefit-Cost Scores)



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LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
B302.0	Delmar Orchard Rd.	Reconstruction (two lanes)	\$22.7M	6.9	0.3
B105.0	WV 9	New four-lane alignment	\$30.1M	8.8	0.3
B309.0	Residential through Road	Construct new roadway	\$10.0M	2.9	0.3
B113.0	WV 901	Widen to four lanes	\$38.9M	6.9	0.2
B306.0	Main Residential Road	Construct new roadway	\$13.6M	1.6	0.1
B101.2	I-81 - Phase 2	Widen to six lanes	\$72.0M	7.6	0.1*
B201.0	CR 1	Widen to four lanes	\$87.1M	8.6	0.1
B110.0	WV 45	Reconstruction of roadway	\$87.3M	6.4	0.1
B101.3	I-81 - Phase 3	Widen to six lanes	\$105.9M	7.5	0.1
B109.0	WV 45	Widen to four lanes (divided)	\$144.2M	9.4	0.1

* Denotes fiscally constrained project

Table 2: Berkeley County Prioritization Scores (Sorted by Benefit-Cost Scores) (continued)

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
J105.0	WV 9 / Fairfax Blvd.	Intersection Improvements	\$.3M	9.2	34.2*
J308.0	Huyett Rd. / Augustine Ave.	Intersection improvements	\$.4M	5.1	12.7*
J104.1	US 340 / Country Club Rd. - Phase 1	Restriping / Turn Lanes	\$.8M	8.1	10.0*
J402.0	New Frontage Road	US 340 frontage road	\$.4M	2.5	5.7*
J305.0	CR 34 / Washington St.	Intersection improvements	\$1.2M	6.7	5.6*
J312.0	Washington St.	Traffic Safety and Pedestrian Mobility Improvements	\$.9M	5.1	5.4*
J107.0	WV 115	Access management improvements	\$.9M	4.4	4.7*
J208.0	Flowing Springs Rd. / Country Club Rd.	Intersection Improvements	\$2.0M	5.7	2.9*
J301.0	5th Ave. / Route 9 / Flowing Springs Rd.	Intersection Improvements (2)	\$3.0M	7.6	2.6*

* Denotes fiscally constrained project

Table 3: Jefferson County Prioritization Scores (Sorted by Benefit-Cost Scores)



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
J310.0	Mildred St. / Old Leetown Pk. / 16th Ave.	Travel lane alignment and turn lane improvements	\$3.3M	8.4	2.5*
J309.0	Mildred St.	Complete Street Corridor	\$3.4M	7.2	2.1*
J101.0	US 340	Extension of turn lanes	\$5.8M	11.7	2.0*
J207.0	Flowing Springs Rd. / WV 230	Intersection Improvements	\$2.9M	5.5	1.9*
J403.0	New Frontage Road	US 340 frontage road	\$1.4M	2.4	1.7*
J206.0	New North-South Roadway	New two-lane roadway	\$2.1M	3.3	1.6
J404.0	New Roadway	New two-lane roadway	\$1.9M	2.3	1.2*
J201.0	New East-West Roadway	New two-lane roadway	\$5.9M	4.8	0.8
J307.0	Currie Rd. / Old Leetown Pike	Safety improvements	\$5.8M	4.2	0.7
J106.0	WV 51	Intersection Improvements	\$11.0M	6.8	0.6
J205.0	New North-South Roadway	New two-lane roadway	\$4.7M	2.6	0.5*
J405.2	Rockwool Blvd. - Phase 2	New two-lane roadway	\$4.7M	2.5	0.5
J401.0	Jefferson Terrace Ext.	New north-south roadway	\$3.9M	1.9	0.5
J203.0	New Frontage Road	US 340 frontage road	\$3.8M	1.7	0.5
J202.0	New Frontage Road	US 340 frontage road	\$11.6M	5.1	0.4
J302.0	16th Street Extension	New two-lane roadway	\$17.9M	4.2	0.2
J104.2	US 340 / Country Club Rd. - Phase 2	Grade Separate Interchange	\$36.3M	8.2	0.2
J304.0	Beltline Ave.	Streetscape	\$7.5M	1.6	0.2*
J204.0	New Frontage Road	US 340 frontage road	\$4.2M	0.6	0.1
J303.0	Beltline Ave.	New two-lane roadway	\$26.9M	2.0	0.1
J102.2	US 340 - Phase 2	Widen to four Lanes	\$240.4M	9.9	0.0
J306.0	Currie Rd.	New two-lane roadway	\$22.4M	0.9	0.0
J311.0	New Roadway	Improved road connections	0.0M	4.0	*

* Denotes fiscally constrained project

Table 3: Jefferson County Prioritization Scores (Sorted by Benefit-Cost Scores) (continued)



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
W204.0	E. Oak Ridge Dr. / South Pointe Dr.	Construction of a traffic signal	\$.3M	4	12.0*
W217.0	Burnside Bridge Rd.	Spot Improvements	\$.5M	2.9	5.3*
W216.0	Underpass Way / Halfway Blvd.	Roundabout construction	\$1.0M	4.9	4.9*
W212.0	N. Main St.	Widen road	\$1.2M	5.7	4.7*
W201.0	Bucky Ave.	New two-lane roadway	\$.4M	1.2	3.4*
W209.0	Marsh Pike	Widen to four lanes	\$1.8M	5.9	3.2*
W205.0	Eastern Blvd. / Antietam Dr.	Intersection improvement	\$2.5M	6.5	2.6*
W213.0	Newgate Blvd.	New two-lane roadway	\$2.0M	4.4	2.2*
W214.4	Professional Blvd. Extended - Phase 4	New four-lane roadway	\$1.8M	3.8	2.1*
W214.3	Professional Blvd. Extended - Phase 3	New four-lane roadway	\$1.7M	2.9	1.7*
W308.0	Wesel Blvd.	Widen to four lanes	\$5.1M	7.7	1.5*
W203.2	Crayton Blvd. - Phase 2	New connector road	\$2.0M	2.9	1.5*
W202.3	Colonel Henry K. Douglas Dr. Extended - Phase 3	New two-lane roadway	\$2.4M	2.6	1.1*
W202.4	Colonel Henry K. Douglas Dr. Extended - Phase 4	New two-lane roadway	\$3M	2.6	1.0*
W202.2	Colonel Henry K. Douglas Dr. Extended - Phase 2	Bridge	\$2.8M	2.6	0.9*
W111.0	MD 65	Intersection improvements	\$6M	5.6	0.9
W207.0	Halfway Blvd. Phases 2 & 3	Roadway extension and culvert	\$4.0M	3.7	0.9*
W218.0	Western Maryland Parkway Extended	New two-lane roadway	\$8M	7.7	0.9
W304.1	Monroe Blvd. / Warrior Blvd. Extension Road Extension (North)	New two-lane roadway	\$6.1M	5.3	0.9*
W214.2	Professional Blvd. Extended - Phase 2	New four-lane roadway	\$5.5M	4.3	0.8*
W210.0	Maugans Ave.	Widen to three lanes	\$7.9M	6.2	0.8

* Denotes fiscally constrained project

Table 4: Washington County Prioritization Scores (Sorted by Benefit-Cost Scores)



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
W305.0	Northwest Connector	New minor collector road	\$5M	4	0.8*
W301.0	Edgewood Dr.	Widen to four lanes	\$10M	6.9	0.7
W304.2	Monroe Blvd. / Warrior Blvd. Extension Road Extension (South)	New two-lane roadway	\$5.9M	4.2	0.7
W302.0	Haven Rd.	Reconstruction	\$6.4M	4.5	0.7
W120.0	US 40	Widen to six lanes (divided)	\$17.3M	11.5	0.7
W208.1	Longmeadow Rd. - Phase 1	Widen to five lanes	\$9.8M	6.5	0.7
W208.2	Longmeadow Rd. - Phase 2	Widen to five lanes	\$9.8M	6.5	0.7
W108.0	MD 65	Widen to four lanes	\$19.6M	11.8	0.6
W211.0	Maugans Ave.	New two-lane roadway	\$10.7M	5.3	0.5
W214.1	Professional Blvd. Bridge - Phase 1	Bridge and four lane road construction	\$8.6M	3.8	0.4*
W206.3	Eastern Blvd. Extended - Phase 3	Two-lane highway w/ center turn lane and signal	\$14.0M	5.3	0.4*
W306.0	Paul Smith Blvd.	New two-lane collector	\$7.5M	2.8	0.4*
W303.0	MD 60	Multi-lane urban reconstruction	\$40.1M	10.3	0.3
W118.0	US 340 - Potomac River Bridge	Widen to four lanes across	\$34.9M	8.5	0.2
W215.0	Showalter Rd.	New road construction	\$15.3M	3.1	0.2*
W123.0	US Alt. 40	Two lane reconstruction	\$43.0M	6.2	0.1
W105.0	MD 60	Widen to four lanes	\$44.6M	6.3	0.1
W119.0	US 40	Widen to four lane (divided)	\$50.0M	5.5	0.1
W106.0	MD 63	Widen to four lane (divided)	\$58.6M	6.3	0.1
W122.0	US Alt. 40	Two lane reconstruction	\$56.9M	5.9	0.1
W101.3	I-81 - Phase 3	Widen to six lanes	\$83.5M	7.9	0.1*
W101.2	I-81 - Phase 2	Widen to six lanes	\$83.5M	7.5	0.1*
W112.0	MD 65 / I-70	Interchange Reconstruction	\$91.5M	6.9	0.1*
W117.0	US 11	Widen to four lanes	\$152.1M	10.8	0.1

* Denotes fiscally constrained project

Table 4: Washington County Prioritization Scores (Sorted by Benefit-Cost Scores)



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost	Raw Prioritization Score	Benefit Cost Score
W116.0	US 11	Widen to four lanes	\$144.8M	9.6	0.1
W114.0	MD 66	Widen to four lanes	\$77.6M	5.1	0.1
W101.4	I-81 - Phase 4	Widen to six lanes	\$129.7M	8.5	0.1
W109.0	MD 65	Widen to five lanes	\$170.2M	10.4	0.1
W121.0	US 522	Widen to four lane (divided)	\$92.7M	5.6	0.1
W107.0	MD 64	Multi-lane reconstruction	\$155.0M	8.8	0.1
W115.0	MD 68	Two lane reconstruction	\$60.0M	3.3	0.1
W113.0	MD 66	Two lane reconstruction	\$101.1M	5.2	0.1
W102.0	I-70	Widen to six lanes	\$144.4M	7.2	0.0
W110.0	MD 65	Widen to four lane (divided)	\$126.3M	5.1	0.0
W103.0	I-70	Widen to six lanes	\$291.7M	8	0.0
W307.2	Southern Blvd. - Phase 2	New four-lane connector	\$13.2M	0.3	0.0
W104.0	I-70	Widen to six lanes	\$2.6B	6.2	0.0

* Denotes fiscally constrained project

Table 4: Washington County Prioritization Scores (Sorted by Benefit-Cost Scores)

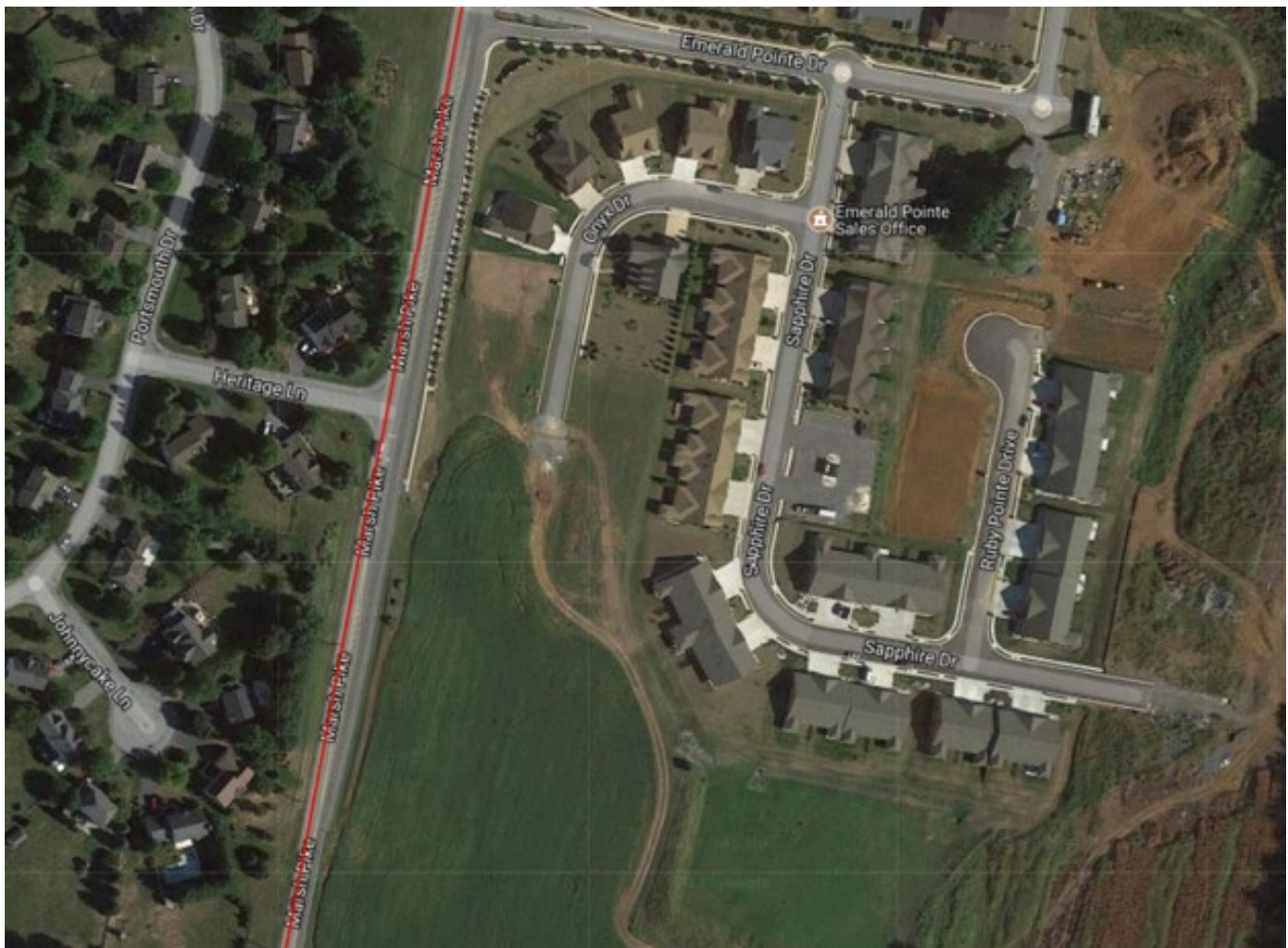




APPENDIX D

HEPMPO PROJECTS

Appendix D documents the E+C network, those projects which are under construction or funded, and lists the unconstrained (“vision”) projects. The section provides additional detail on the Direction 2045 fiscally constrained projects and includes tables and maps, summarizing the projects and identifying their locations. Visit the [project web map](#) for detailed aerial views of individual projects. Type a project ID in the map’s search bar and the map will automatically pan/zoom to that area.





DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

THE EXISTING + COMMITTED NETWORK

The proposed projects with anticipated funding allocations comprise the existing + committed (E+C) network. These projects are documented in Table 1 and can also be found in the project [web map](#).

TIP ID#	Project Name	Cost (2017 \$)	County
B2010-05	East Burke Street Bridge	\$1.6M	Berkeley
B2010-11	Gerrardstown Bridge	\$.9M	Berkeley
B2014-02	Oak Street Bridge	\$1.3M	Berkeley
B2014-05	North High St Traffic Signal	\$.8M	Berkeley
B2014-08	I-81 Bridge over Potomac River	\$39.1M	Berkeley
B2014-13	Broad Lane Improvements	\$.5M	Berkeley
B2014-14	Campus Drive RTL	\$.3M	Berkeley
B2011-09	Inwood Bypass	\$10.8M	Berkeley
B2016-04	Martinsburg Signal System	\$1.8M	Berkeley
B2016-07	Marlowe I/C Improvements	\$.8M	Berkeley
B2016-08	Tavern Road Railroad Crossing	\$.1M	Berkeley
B2017-02	Rock Cliff I/S Improvements	\$.6M	Berkeley
B2017-01	Nadenbousch Lane Signal	\$.2M	Berkeley
B101.1	I-81 - Phase 1	\$75.0M	Berkeley
B111.0	WV 51	\$14.7M	Berkeley
J2014-04	Citizens Way Intersection Improvements	\$.9M	Jefferson
J2016-02	Charles Town CBD Signal System	\$1.0M	Jefferson
J2016-03	Bakerton Road Bridge	\$1.0M	Jefferson
J2008-08	US 340 South of Charles Town	\$60.0M	Jefferson
J102.1	US 340 - Phase 1 -Operational Improvements	\$11.0M	Jefferson
J405.1	Rockwool Blvd. - Phase X	\$2.2M	Jefferson
W2009-01	WM Railway Lift Bridge Restoration	\$2.2M	Washington
W2017-07	Garis Shop Road Bridge	\$1.8M	Washington
W2017-07	Crystal Falls Drive Bridge	\$1.6M	Washington
W2017-07	Keedysville Road Bridge	\$1.5M	Washington
W2017-07	Poffenberger Road Bridge	\$2.0M	Washington

Table 1: Existing + Committed (E+C) Projects



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

ID	Project Name	Cost (2017 \$)	County
W2017-07	Old Roxbury Road Bridge	\$3.1M	Washington
W2017-07	Halfway Boulevard Bridges	\$2.1M	Washington
W2017-08	Eastern Boulevard Widening Phase II	\$5.3M	Washington
W2017-01	Paramount Elementary School Safe Routes To School (in design)	\$.5M	Washington
W2014-09	I-81 Widening and Bridge Rehabilitation	\$71.3M	Washington
W2016-01	Crayton Boulevard - Phase I	\$3.3M	Washington
W2017-11	Colonel Henry K. Douglas Drive Extended Phase 1	\$3.2M	Washington
W2014-01	I-70 Interchange Improvements at MD 65 - PE	\$1.5M	Washington

Table 1: Existing + Committed (E+C) Projects (continued)

THE UNCONSTRAINED NETWORK

Direction 2045 includes an extensive list of “vision” projects. These projects, ranging from minor intersection improvements to significant interstate widening efforts, constitute the “unconstrained” project network – a “needs list” of projects that require additional evaluation, from both a benefit standpoint and a financial standpoint.

The unconstrained projects, shown in Table 2, Table 3, and Table 4 for Berkeley County, Jefferson County, and Washington County, respectively, include planning-level cost estimates (2017 dollars) that were derived from several sources, including: Capital Improvement Plans (CIPs); the Maryland Highway Needs Inventory; and the Direction 2045 team.

Project ID	Facility	Description	From	To	Cost (2017)
B101.3	I-81 - Ph.3	Widen to six lanes	Exit 5 / WV51	Virginia	\$105.9M
B104.0	US 11	Widen to four lanes	Tabler Station Rd.	WV 45/9	\$41.8M
B105.0	WV 9	New four-lane alignment	Morgan County	CR 1	\$30.1M
B107.0	WV 45	Widen to six lanes	I-81	WV 9 (Queen Street)	\$8.4M
B108.0	WV 45	Intersection improvements	WV 9	Shepherdstown	\$13.6M
B109.0	WV 45	Widen to four lanes (divided)	WV 9	Shepherdstown	\$144.2M
B110.0	WV 45	Roadway reconstruction, safety improvements	I-81	WV 51	\$87.3M
B112.0	WV 51	Intersection improvements	Gerrardstown	I-81	\$7.6M
B113.0	WV 901	Widen to four lanes	Ramps from I-81 South	CR 1	\$38.9M
B201.0	CR 1	Widen to four lanes	WV 9	WV 901	\$87.1M

Table 2: Berkeley County Unconstrained Projects



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Description	From	To	Cost (2017)
B203.0	Novak Rd.	Intersection Improvements	US 11	Novak Rd.	\$7.6M
B302.0	Delmar Orchard Rd.	Two-lane reconstruction	Klee Dr.	W. King St.	\$22.7M
B303.0	East-West Connector	Construct new roadway	Klee Dr.	Proposed Commercial Dr.	\$4.9M
B305.0	Lutz Ave. Extension	New two-lane roadway	Existing Lutz Ave.	Raleigh St. Ext.	\$4.1M
B306.0	Main Residential Rd.	Construct new roadway	Residential loop connecting	Delmar Orchard Rd.	\$13.6M
B309.0	Residential through Road	Construct new roadway	Arden-Nollville Rd.	Delmar Orchard Rd.	\$10.0M

Table 2: Berkeley County Unconstrained Projects (continued)

Project ID	Facility	Description	From	To	Cost (2017)
J102.2	US 340 - Ph.2	Widen to four Lanes	Washington St.	Virginia State Line	\$240.4M
J104.2	US 340 / Country Club Rd. - Ph.2	Grade Separate Interchange	US 340	Country Club Rd.	\$36.3M
J106.0	WV 51	Intersection Improvements	CR 26	W. Washington St.	\$11.0M
J201.0	New East-West Roadway	New two-lane roadway	Old Country Club Road	Shepherdstown Pk.	\$5.9M
J202.0	New Frontage Roadway	US 340 frontage road	Jefferson Terrace Rd.	Halltown Rd.	\$11.6M
J203.0	New Frontage Roadway	US 340 frontage road	Shipleigh School Rd.	Bakerton Rd.	\$3.8M
J204.0	New Frontage Roadway	US 340 frontage road	Bakerton Rd.	W. Washington St.	\$4.2M
J205.0	New North-South Roadway	New two-lane roadway	Alstadts Hill Rd.	Bakerton Rd.	\$4.7M
J206.0	New North-South Roadway	New two-lane roadway	Keyes Ferry Rd.	Somerset Blvd.	\$2.1M
J302.0	16th Street Extension	New two-lane roadway	16th St.	5th Ave. Roundabout	\$17.9M
J303.0	Beltline Ave.	New two-lane roadway	Extend west	Currie Ln.	\$26.9M
J306.0	Currie Rd.	New two-lane roadway	Old Leetown Pk.	WV 51	\$22.4M
J307.0	Currie Rd. / Old Leetown Pk.	Safety improvements	Currie Rd.	Old Leetown Pk.	\$5.8M
J401.0	Jefferson Ter. Extension	New north-south roadway	Deep Creek Rd.	Jefferson Ter.	\$3.9M

Table 3: Jefferson County Unconstrained Projects



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Description	From	To	Cost (2017)
W101.4	I-81 - Ph.4	Widen to six lanes	US 40	Pennsylvania	\$129.7M
W102.0	I-70	Widen to six lanes	Frederick County	US 40	\$144.4M
W103.0	I-70	Widen to six lanes	US 40	I-81	\$291.7M
W104.0	I-70	Widen to six lanes	I-81	I-68	\$2,639.4M
W105.0	MD 60	Widen to four lanes	Marsh Pike	Longmeadow Rd.	\$44.6M
W106.0	MD 63	Widen to four lane (divided)	I-70	North of US 40	\$58.6M
W107.0	MD 64	Multi-lane reconstruction	Eastern Blvd	Little Antietam Rd.	\$155.0M
W108.0	MD 65	Widen to four lanes	I-70 Interchange	Wilson Blvd.	\$19.6M
W109.0	MD 65	Widen to five lanes	I-70	Poffenberger Rd.	\$170.2M
W110.0	MD 65	Widen to four lanes (divided)	Poffenberger Rd.	MD 68	\$126.3M
W111.0	MD 65	Intersection improvements	MD 68	Shepherdstown Pike	\$6.0M
W113.0	MD 66	Two-lane reconstruction	US 40 Alt.	0.6 mi south of I-70	\$101.1M
W114.0	MD 66	Widen to four lanes	I-70	MD 64	\$77.6M
W115.0	MD 68	Two-lane reconstruction	Pinesburg	US 11	\$60.0M
W116.0	US 11	Widen to four lanes	Burhans Blvd.	Terminal Dr.	\$144.8M
W117.0	US 11	Widen to four lanes	Hagerstown	Williamsport	\$152.1M
W118.0	US 340 - Potomac River Bridge	Widen to four lanes	Virginia	Existing Divided Highway	\$34.9M
W119.0	US 40	Widen to four lane (divided)	MD 63	MD 144	\$50.0M
W120.0	US 40	Widen to six lanes (divided)	I-70	Eastern Blvd.	\$17.3M
W121.0	US 522	Widen to four lane (divided)	West Virginia	I-70	\$92.7M
W122.0	US Alt. 40	Two-lane reconstruction	W. of MD 67	Frederick County	\$56.9M
W123.0	US Alt. 40	Two-lane reconstruction	Funkstown	MD 67	\$43.0M
W208.1	Longmeadow Rd. - Ph.1	Widen to five lanes	Halifax Dr.	Marsh Pike	\$9.8M
W208.2	Longmeadow Rd. - Ph.2	Widen to five lanes	Marsh Pike	MD 60	\$9.8M
W210.0	Maugans Ave.	Widen to three lanes	I-81	Main St.	\$7.9M

Table 4: Washington County Unconstrained Projects



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Description	From	To	Cost (2017)
W211.0	Maugans Ave.	New two-lane roadway	Main St.	Garden View Rd.	\$10.7M
W218.0	Western Maryland Parkway Extended	New road construction	Railway Lane	Western MD Parkway	\$8.4M
W301.0	Edgewood Dr.	Widen to four lanes	Haywood Circle	US 40	\$9.6M
W302.0	Haven Rd.	Reconstruction	Pennsylvania Ave.	End	\$6.4M
W303.0	MD 60	Multi-lane reconstruction	Northern Ave.	Marsh Pk.	\$40.1M
W304.2	Monroe Blvd. / Warrior Blvd. Extension (South)	New two-lane roadway	MD 34	MD 67	\$5.9M
W307.2	Southern Blvd. - Ph.2	New four-lane collector	Edgewood Drive	Frederick St.	\$13.2M

Table 4: Washington County Unconstrained Projects (continued)



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

FISCALLY CONSTRAINED PROJECTS

Due to the gap between future needs and anticipated funding, not all unconstrained (or “vision”) projects can be included in the Fiscally Constrained Plan. The tables and maps below provide additional detail on the Fiscally Constrained Projects, those projects which can reasonably expect to be funded based on this plan’s budgetary guidance. The projects can also be viewed in this [interactive web map](#).

Project ID	Facility	Recommendation	2017 Cost
B101.2	I-81 - Phase 2	Widen I-81 to six lanes from Exit 8 (WV 32) to Exit 5 (WV 51)	\$72.0M
B102.0	US 11	Improve intersections from Edwin Miller Boulevard to Falling Waters	\$29.4M
B103.0	US 11	Improve intersections and utilize transportation systems management (TSM) approaches to enhance capacity	\$17.4M
B106.0	WV 9	Widen to six lanes from CR 1 (Harlan Springs Road) to Industrial Circle	\$9.9M
B107.0	WV 45	Widen to six lanes from I-81 to WV 9 (Queen Street)	\$8.4M
B108.0	WV 45	Improve intersections from WV 9 to Shepherdstown	\$13.6M
B202.0	Giles Mill Rd. Bridge	Widen the Giles Mill Road Bridge over Operquon Creek to 2 lanes (bridge is currently 16' wide)	\$1.3M
B204.0	WV 115 / Charles Town Rd. / Baker Heights Rd.	Improve intersection of WV 115 (Charles Town Road) and Baker Heights Road	\$.7M
B301.0	Commercial Road Connector	Construct new roadway from Delmar Orchard Road to the proposed Commercial Drive	\$2.0M
B304.0	King St.	Improve intersections on King Street between I-81 and US 11 (Winchester Avenue)	\$4.6M
B307.0	North-South Connector	Construct new roadway from proposed East-West Connector (unconstrained project) to the proposed Commercial Road Connector	\$2.0M
B308.0	Raleigh St. / Race St.	Improve intersection of Raleigh Street and Race Street	\$.4M

Table 5: Berkeley County Fiscally Constrained Project Descriptions



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

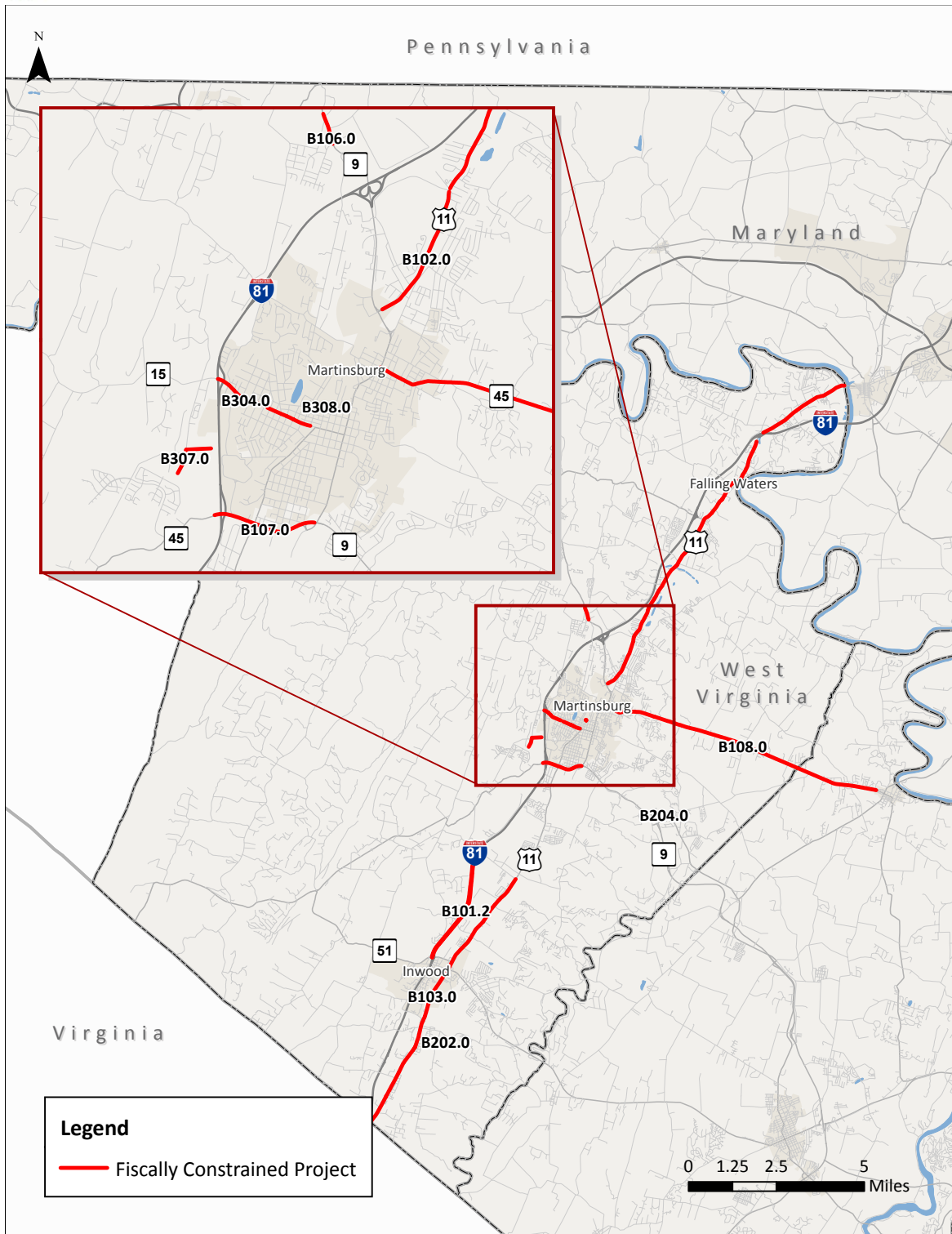


Figure 1: Berkeley County Fiscally Constrained Projects



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost
J101.0	US 340	Extend turn lanes on US 340 between Flowing Springs Road and Jefferson Terrace Road to provide additional storage	\$5.8M
J104.1	US 340 / Country Club Rd. - Phase 1	Restripe turn lanes at the intersection of US 340 and Country Club Road	\$.8M
J105.0	WV 9 / Fairfax Blvd.	Improve the intersection of WV 9 and Fairfax Boulevard	\$.3M
J107.0	WV 115	Improve access management on WV 115 between US 340 and Mission Road	\$.9M
J207.0	Flowing Springs Rd. / WV 230	Improve the intersection of Flowing Springs Road, Gardners Lane, and WV 230 (Shepherdstown Pike)	\$2.9M
J208.0	Flowing Springs Rd. / Country Club Rd.	Improve the intersection of Flowing Springs Road and Old Country Club Road	\$2.0M
J301.0	5th Ave. / Route 9 / Flowing Springs Rd.	Improve the intersections of 5th Avenue and Route 9 and 5th Avenue and Flowing Springs Road	\$3.0M
J304.0	Beltline Ave.	Perform streetscape improvements between North George Street and Michelle Drive	\$7.5M
J305.0	CR 34 / Washington St.	Improve the intersection of WV 51 (Washington Street) and CR 34 (Jefferson Avenue)	\$1.2M
J308.0	Huyett Rd. / Augustine Ave.	Improve the intersection of Huyett Road and Augustine Avenue	\$.4M
J309.0	Mildred St.	Implement complete streets improvements from rail crossing to Beltline Road	\$3.4M
J310.0	Mildred St. / Old Leetown Pk. / 16th Ave.	Install a roundabout at the intersection of Mildred Street, Old Leetown Pike, and 16th Avenue	\$3.3M
J311.0	New Roadway	Construct new roadways (paid by developers)	0.0M
J312.0	Washington St.	Implement traffic and pedestrian safety improvements from West Street to M.L.K. Jr. Boulevard	\$.9M
J402.0	New Frontage Road	Construct new frontage road along US 340, connecting Alstadts Hill Road and Old Taylor Lane	\$.4M
J403.0	New Frontage Road	Construct new frontage road along US 340, connecting Rison Hall Farm Road to Blair Road	\$1.4M
J404.0	New Roadway	Construct a new two-lane roadway between US 340 and Keyes Ferry Road	\$1.9M
J405.2	Rockwool Blvd. - Phase 2	Construct a new two-lane roadway between Rockwool Boulevard (E+C project) and WV 480 (Kearneysville Pike)	\$4.7M

Table 6: Jefferson County Fiscally Constrained Project Descriptions



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

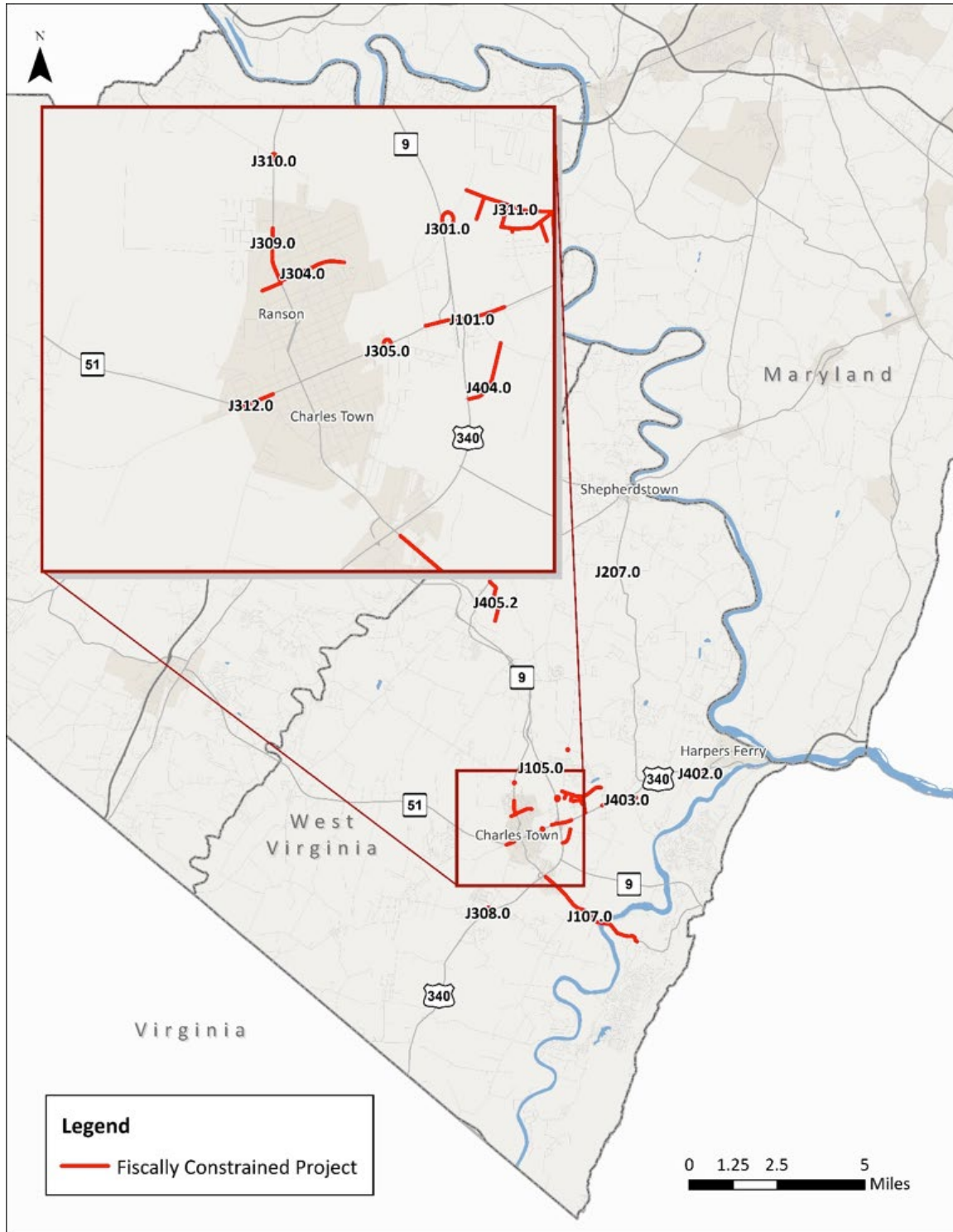


Figure 2: Jefferson County Fiscally Constrained Projects



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost
W101.2	I-81 - Phase 2	Widen I-81 to six lanes from Exit 1 to I-70	\$83.5M
W101.3	I-81 - Phase 3	Widen I-81 to six lanes from I-70 to US 40	\$83.5M
W112.0	MD 65 / I-70	Reconstruct the MD 65/I-70 interchange and adjacent approaches	\$91.5M
W201.0	Bucky Ave.	Construct new two-lane roadway from MD 144 (West Washington Street) to completed section of Bucky Avenue	\$.4M
W202.2	Colonel Henry K. Douglas Dr. Extended - Phase 2	Construct new two-lane bridge over Antietam Creek as part of larger roadway construction project	\$2.8M
W202.3	Colonel Henry K. Douglas Dr. Extended - Phase 3	Construct new two-lane roadway from Antietam Creek to the rail line, connecting to Phase 1 of the project	\$2.4M
W202.4	Colonel Henry K. Douglas Dr. Extended - Phase 4	Construct new two-lane roadway from Antietam Creek to Alt. Route 40 (Old National Pike)	\$2.7M
W203.2	Crayton Blvd. - Phase 2	Construct new roadway from Showalter Road to Crayton Boulevard - Phase 1 (E+C project)	\$2.0M
W204.0	E. Oak Ridge Dr. / South Pointe Dr.	Install traffic signal at the intersection of East Oak Ridge Drive and South Pointe Drive	\$.3M
W205.0	Eastern Blvd. / Antietam Dr.	Improve the intersection of Eastern Boulevard and Antietam Drive	\$2.5M
W206.3	Eastern Blvd. Extended - Phase 3	Construct new two-lane roadway with a center-turn lane; signalize intersections	\$14.0M
W207.0	Halfway Blvd. Phases 2 & 3	Complete the extension of Halfway Blvd. by linking to Phase 1 of the project, which is in the E+C network. Phase 2 includes 750' of 4-lane roadway; Phase 3 includes 250' of 4-lane roadway and a large culvert	\$4.0M
W209.0	Marsh Pike	Widen Marsh Pike to four lanes from MD 60 to Longmeadow Road	\$1.8M
W212.0	N. Main St.	Widen North Main Street to 3 lanes (2 lanes with center turn lane) from Geiser Way to Smithsburg Elementary School	\$1.2M
W213.0	Newgate Blvd.	Extend Newgate Boulevard (2 lanes) from existing terminus to US 40	\$2.0M
W214.1	Professional Blvd. Bridge - Ph. 1	Construct new four-lane bridge over Antietam Creek as part of the larger roadway construction project	\$8.6M
W214.2	Professional Blvd. Extended - Ph. 2	Construct new four-lane roadway from Antietam Creek to Yale Drive	\$5.5M
W214.3	Professional Blvd. Extended - Ph. 3	Construct new four-lane roadway from Yale Drive to Professional Boulevard - Phase 2	\$1.7M
W214.4	Professional Blvd. Extended - Ph. 4	Construct new four-lane roadway from Professional Boulevard - Phase 3 to O'Neals Place	\$1.8M

Table 7: Washington County Fiscally Constrained Project Descriptions



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Project ID	Facility	Recommendation	2017 Cost
W215.0	Showalter Rd.	Extend Showalter Road east (2 lanes) from US 11 (Pennsylvania Avenue) to Paradise Church Road	\$15.3M
W216.0	Underpass Way / Halfway Blvd.	Install a roundabout at the intersection of Underpass Way and Halfway Boulevard	\$1.0M
W217.0	Burnside Bridge Rd.	Perform spot improvements at the intersection of Burnside Bridge Road and Mills Road	\$.5M
W304.1	Monroe Blvd. / Warrior Blvd. Extension (North)	Extend Monroe Boulevard/Warrior Boulevard north (2 lanes), connecting MD 68 and MD 34	\$6.1M
W305.0	Northwest Connector	Construct new two-lane collector from Haven Road to MD 58	\$5.2M
W306.0	Paul Smith Blvd.	Construct a new two-lane collector roadway from US Alt. 40 to US 40	\$7.5M
W308.0	Wesel Blvd.	Widen Wesel Boulevard to four lanes from US 11 (Burhans Boulevard) to the existing four-lane section of Wesel Boulevard	\$5.1M

Table 7: Washington County Fiscally Constrained Project Descriptions (continued)

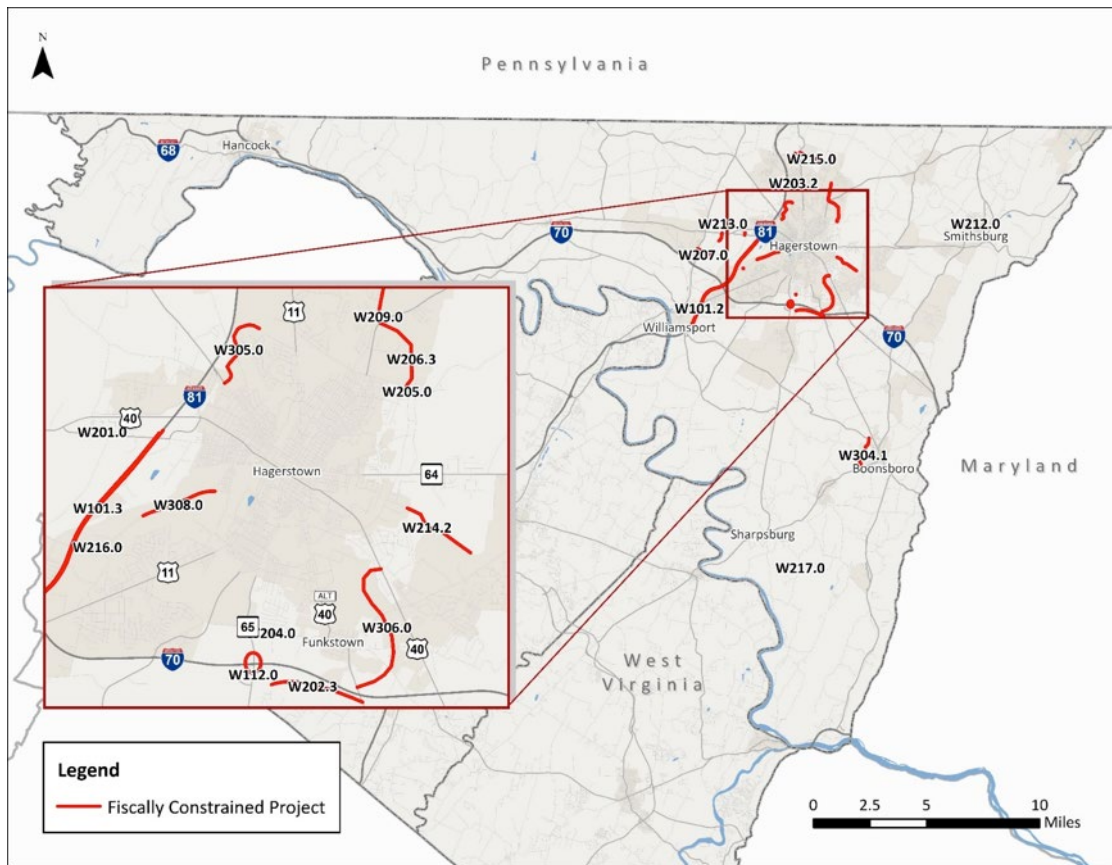


Figure 3: Washington County Fiscally Constrained Projects





APPENDIX E

PUBLIC TRANSIT

INTRODUCTION

This section reviews the existing transit systems, facilities, and services; transit performance measures; analyzes the transit service gaps; and estimates the overall transit demand within the study area. This information was used in the development of transit strategies and services to meet the demand and service gaps for the transit-dependent and general public populations throughout the region. The last section of the transit element lists the projects, details the services by transit agency, and estimates the overall operational and capital costs for the next 28 years.

TRANSIT PERFORMANCE MEASURES

Transit Asset Management (TAM) performance measures were established by FTA under the aegis of MAP-21, and this mandate was reauthorized by the 2015 FAST Act. The current rules were established effective October 1, 2016. The rules define a State of Good Repair (SGR), require FTA grantees to develop a TAM plan, establish performance measures and targets, coordinate performance targets with states and MPOs, and establish annual reporting requirements to the National Transit Database. A future addition to these rules will also establish a Transit Safety Performance Measure. To comply with these regulations, HEPMPO must describe TAM performance targets in this LRTP, and evaluate current efforts to meet those targets in this LRTP.

Both EPTA and WCT are classified as Tier II providers under FTA regulations, as each operates less than 101 vehicles in revenue service at their peak of regular service. As Tier II providers, they have four performance measures:

- **Rolling Stock:** Within each asset class, the percentage of revenue vehicles that meet or exceed useful life benchmarks.
- **Facilities:** The percentage of facilities with a condition rating below 3.0 on the FTA's Transit Economic Requirements Model (TERM) scale.
- **Guideway Infrastructure:** The percentage of guideway directional route miles with performance restrictions, by guideway class. This performance measure is not applicable to the HEPMPO region, as neither WCT nor EPTA provide any fixed-guideway service.
- **Equipment:** The percentage of non-revenue vehicles that have met or exceeded useful life benchmarks.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

EPTA			
Category	Class	2016 Actual	2017 Target
Rolling Stock	12 Year/500,000 Miles	100%	100%
	10 Year/350,000 Miles	93%	95%
	7 Year/200,000 Miles	89%	91%
	5 Year/150,000 Miles	98%	99%
	4 Year/100,000 Miles	66%	68%
Facility	Administrative/Maintenance/Storage	100%	100%
	Transfer Center	100%	100%
Equipment	Support Vehicles	61%	63%
	Maintenance Equipment	100%	100%

Table 1: EPTA Performance Measures and Targets

Table 1 shows EPTA's performance on these benchmarks in 2016. EPTA came close to or met all 2017 benchmarks. In no category did they fall more than 2% below their 2017 goal, and in four categories—12 year rolling stock, both facility categories, and maintenance equipment—they achieved a perfect rating.

Table 2, Table 3, and **Table 4** demonstrate that WCT has met its performance targets in every single category, including all types of rolling stock, equipment, and facilities.

WCT		
Asset Class (NTD)	Baseline (% Past Useful Life)	Initial Target
Bus (Heavy Duty)	23.8%	23.8%
Bus (Medium Duty)	17.0%	17.0%
Cutaway Bus	59.5%	59.5%
Ferryboat	0%	0%
Automobile	50%	50%
Van	69.1%	69.1%

Table 2: WCT Rolling Stock Performance Measures and Targets

WCT		
Asset Class (NTD)	Baseline (% Past Useful Life)	Initial Target
Trucks	31.3%	31.3%
Other Rubber Tire Vehicles (Service)	59.5%	59.5%

Table 3: WCT Equipment (Non-Revenue Vehicles) Performance Measures and Targets



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WCT		
Asset Class (NTD)	Baseline (% Past Useful Life)	Initial Target
Administrative Facility	25.0%	25.0%
Maintenance Facility	11.1%	11.1%
Administrative and Maintenance Facility	25.0%	25.0%

Table 4: WCT Facilities Performance Measures and Targets

SAFETY PERFORMANCE MEASURES

The FTA has established a final rule necessitating the creation of a Public Transportation Agency Safety Plan (PTASP). The PTASP needs to include a Safety Management System (SMS), information on safety risk identification, minimizing exposure to hazards, an annual review and update to the plan, performance targets, the establishment of a Safety Officer, and a comprehensive training program. FTA has introduced four categories of safety performance measures:

- Fatalities: total number of reportable fatalities and rate per unlinked passenger trip
- Injuries: total number of injuries and rate per unlinked passenger trip
- Safety Events: total number of events and rate per vehicle mile
- System Reliability: mean distance between failures

Measures for each EPTA and WCT in FY2016 for safety events, injuries, and fatalities are summarized in Table 5. Measures for system reliability were not tracked for either agency.

Each agency will be required to set safety performance targets and submit them to the state and MPO so that they can be used as input to the state and MPO plans. WCT will draft its own Safety Plan, however EPTA's will be drafted by the state with EPTA's input.

Measure	Rate Per:	EPTA		WCT	
		TOTAL	RATE	TOTAL	RATE
Safety Events	Vehicle Mile	4	0.000007	1	0.000002
Injuries	Passenger Trip	4	0.000021	1	0.000002
Fatalities	Passenger Trip	0	0.000000	0	0.000000
System Reliability (Mean Distance Between Failures)	-	-	-	-	-

Table 5-2: Safety Performance Measures for EPTA and WCT in FY2016



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TRANSIT PROVIDERS OVERVIEW

This section reviews the existing transit systems within the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) area. This information will be used in the development of transit strategies to meet the demand and service gaps for transit-dependent populations and the general public.

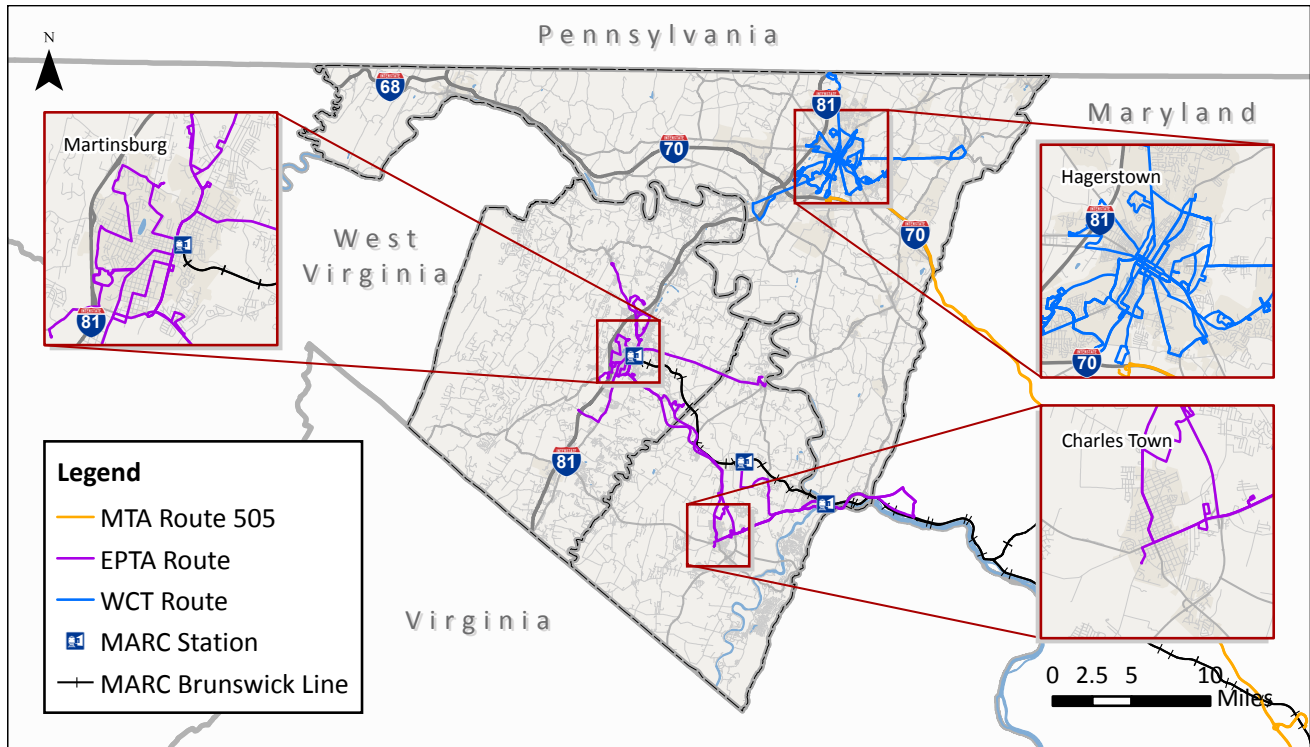


Figure 1: Transit Services in the HEPMPO Region



WASHINGTON COUNTY TRANSIT

Washington County Transit is the public transit provider for Washington County, MD. The service primarily serves the communities of Hagerstown, Smithsburg, and Williamsport. Four types of transit service are provided: fixed route service on nine routes, demand-response service on the Job Opportunity Bus Shuttle (JOBS), demand-response ADA paratransit service, and a contracted ride-assist voucher program funded by the Statewide Special Transportation Assistance Program (SSTAP).

The Washington County Transit fixed-route service operates nine daily routes on weekdays:

- Funkstown,
- Long Meadow,
- Maugansville,
- Premium Outlets,
- Robinwood,
- Smithsburg,
- Valley Mall,
- West End, and
- Williamsport.

All routes also operate on Saturdays except for the Robinwood Route. There is no service on Sundays or on holidays. **Figure 2** illustrates the fixed routes in the system.

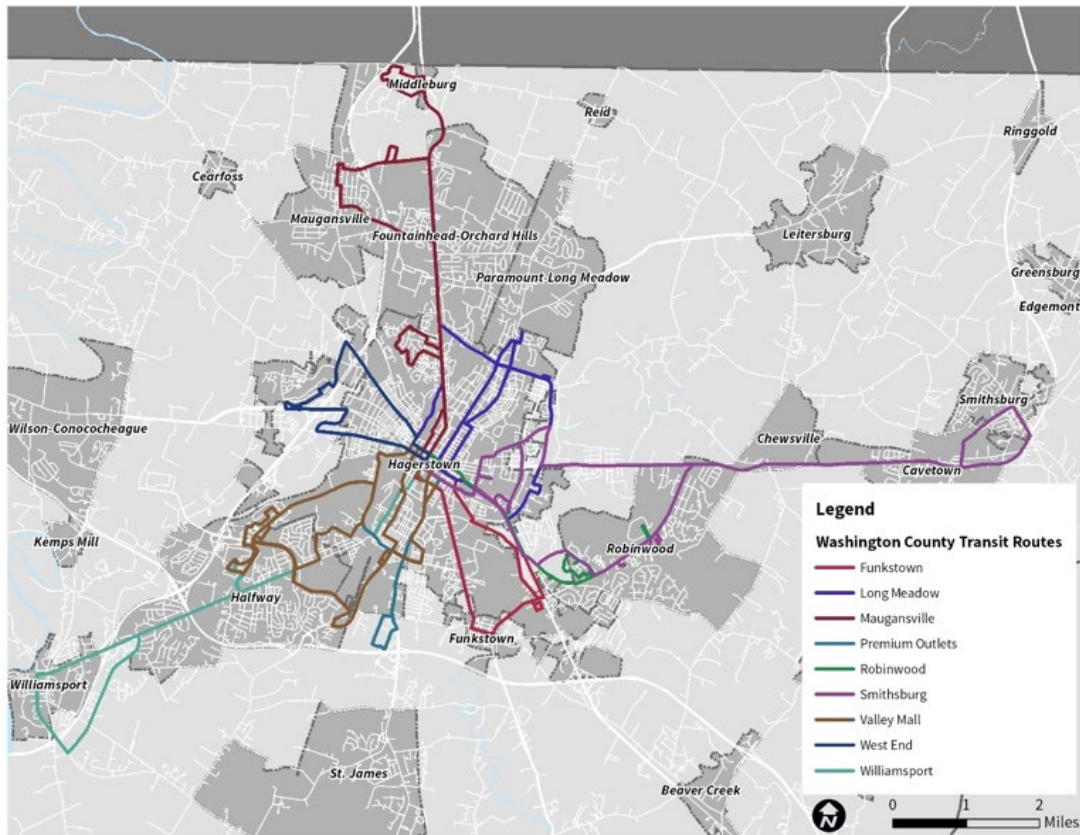


Figure 2: Washington County Transit System



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JOB S is operated in partnership with the Washington County Department of Social Services. JOB S provides eligible riders with transportation to and from work and childcare facilities. ADA paratransit service provides curb-to-curb transportation for eligible persons with disabilities who cannot access regular fixed-route transit services. The paratransit service area includes any trip origin or destination within 3/4 mile of the fixed-route transit system. The SSTAP ride-assist voucher program is designed to help the elderly and those with disabilities to meet their transportation needs and is not limited to any specific trip purpose.

FARES

The base fare on the Washington County Transit system is \$1.25. Discounted fares are available for students and seniors, with further discounts during off-peak times. Additionally, stored ride cards and unlimited ride passes are available.

OPERATING CHARACTERISTICS AND PERFORMANCE MEASURES

Table 5 summarizes operating characteristics and performance measures on the Washington County Transit system. Approximately 70,000 people and nearly 33,000 jobs are served by the system’s fixed routes. Overall, the system sees just over 450,000 passenger trips per year.

Operating Characteristics		Performance Measures	
Passenger Trips	456,523	Cost/Service Hour	\$68.72
Fleet Size	19 vehicles	Cost/Passenger Mile	\$4.51
Service Span	Weekdays: 6:15am – 9:45pm Saturdays: 7:45am – 9:45pm	Passenger Trips/Mile	0.89
Annual Passenger Miles	513,716	Passenger Trips/Hour	13.5
Annual Passenger Hours	33,699	Jobs within 1/4 Mile of Fixed Routes	32,789
		Population within 1/2 Mile of Fixed Routes	70,496

Table 5: Washington County Transit Operating Characteristics and Performance Measures (FY2016)



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LONG RANGE TRANSPORTATION PLAN

RIDERSHIP TRENDS

Figure 3 summarizes the ridership trend for the past five fiscal years on the Washington County Transit system. Overall, ridership has decreased since 2013 except for a slight increase in 2015.

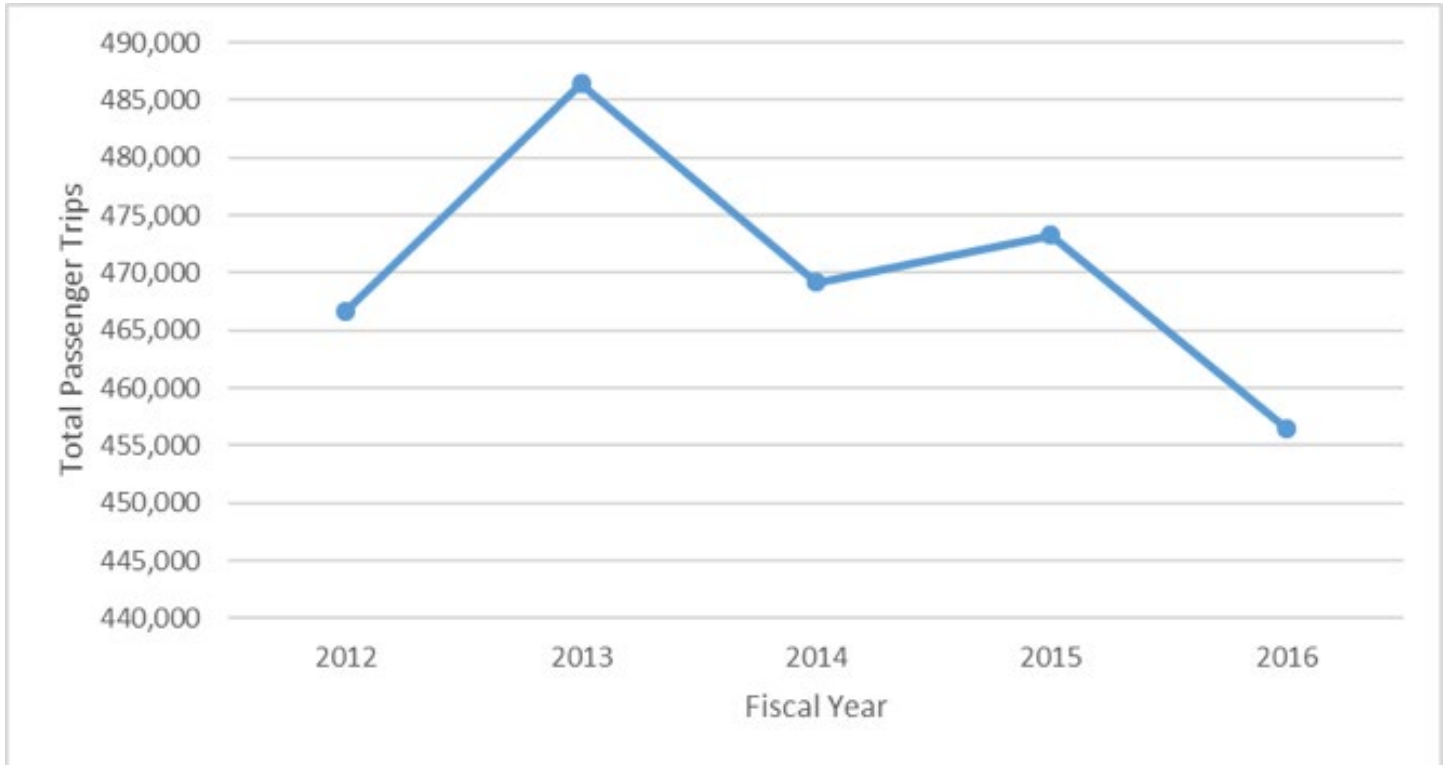


Figure 3: Annual Ridership Trend on the Washington County Transit System



EASTERN PANHANDLE TRANSIT AUTHORITY

The Eastern Panhandle Transit Authority (EPTA) operates fixed-route deviated and demand-response service Berkeley County and Jefferson County, WV. The fixed-route deviated service primarily serves the communities of Martinsburg, Shepherdstown, Charles Town, Ranson, and Harpers Ferry. Demand-response service is available throughout Berkeley and Jefferson Counties.

EPTA fixed-route deviated service consists of eight weekday routes and two Saturday routes. Weekday routes include:

- Red North (north Martinsburg)
- Red South (Martinsburg),
- Yellow (Martinsburg),
- Silver (Martinsburg),
- Green (Martinsburg/Inwood),
- Blue (Martinsburg/Berkeley County),
- Orange (Jefferson County), and
- Shepherdstown Circulator (Shepherd University).

The two Saturday routes operate within Berkeley County and combine the Red North, Red South, Blue, and Yellow routes. **Figure 4** illustrates the EPTA fixed routes.

EPTA offers deviated service on all fixed routes that provides pickups and drop-offs up to ¾ mile from fixed-route service, with reservations required 24 hours in advance. Demand-response service is available to people who live between ¾ and 1 ½ miles from fixed-route service and people living in parts of Hedgesville and Inwood. Reservations are required 24 hours in advance and trips cost \$4.00. EPTA is also a provider for non-emergency medical transportation trips throughout Berkeley and Jefferson Counties, which provides free trips to medical appointments for Medicare recipients. EPTA is reimbursed for the Medicare trips through the Non-Emergency Medical Transportation Program.

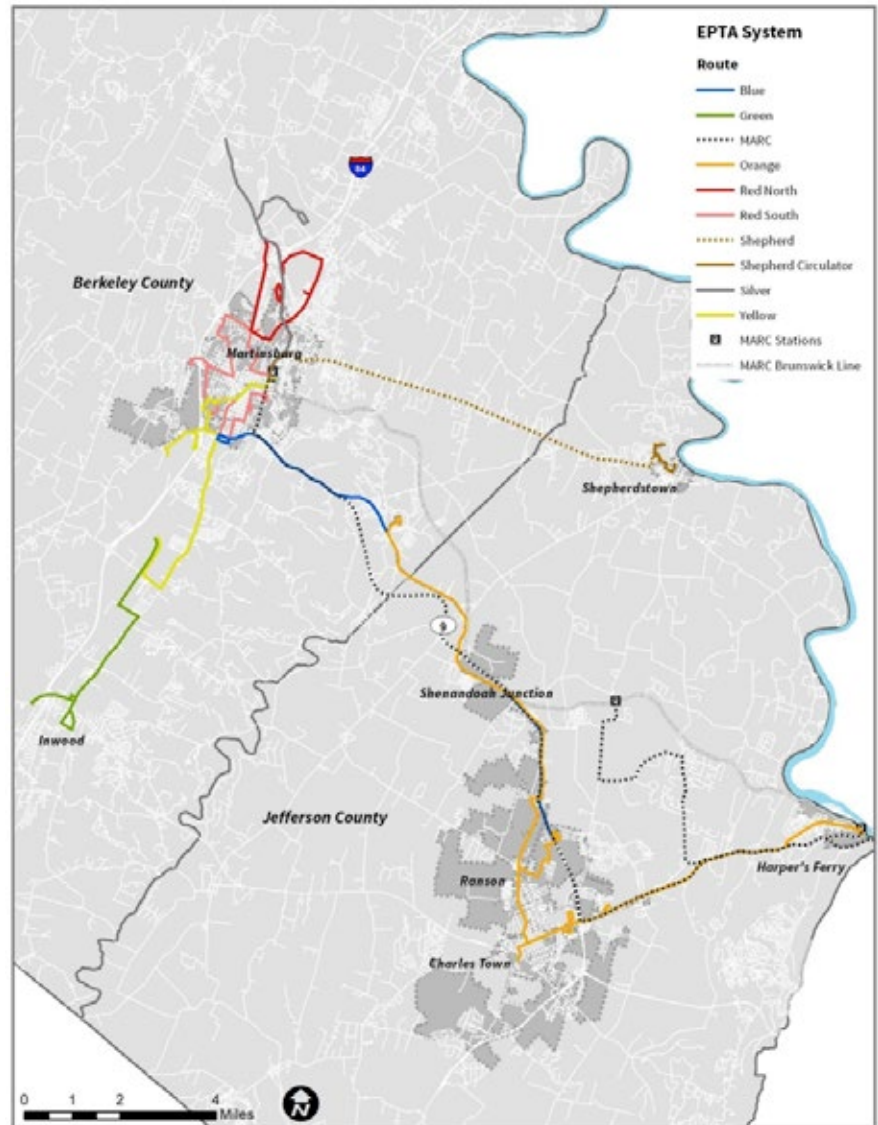


Figure 4: Eastern Panhandle Transit Authority System



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LONG RANGE TRANSPORTATION PLAN

FARES

EPTA uses a zone fare system. The base fare for riding within a single zone is \$2.00, and travel through each additional zone is an additional \$0.50. Deviated service pick-ups and drop-offs require an additional \$2.00, and demand-response service costs \$4.00. Discounted fares are available for seniors and persons with disabilities, and multi-ride and monthly passes are also available.

OPERATING CHARACTERISTICS AND PERFORMANCE MEASURES

Table 6 summarizes operating characteristics and performance measures on the EPTA system. Over 45,000 people and 21,000 jobs are served by EPTA's fixed routes. Overall, the system sees over 190,000 passenger trips annually.

Operating Characteristics		Performance Measures	
Passenger Trips	193,113	Cost/Service Hour	\$52.79
Fleet Size	26 vehicles	Cost/Passenger Mile	\$2.74
Service Span	Weekdays: 5:00am – 8:20pm Saturdays: 9:00am – 5:30pm	Passenger Trips/Mile	0.34
Annual Passenger Miles	554,606	Passenger Trips/Hour	6.6
Annual Passenger Hours	28,775	Jobs within ¼ Mile of Fixed Routes	21,643
		Population within ½ Mile of Fixed Routes	45,903

Table 6: Eastern Panhandle Transit Authority Operating Characteristics and Performance Measures (FY2016)

RIDERSHIP TRENDS

Figure 5 summarizes the ridership trend for the past five fiscal years on the Eastern Panhandle Transit Authority system. Overall, ridership has increased nearly 30 percent between 2014 and 2016. No data was available for 2013.

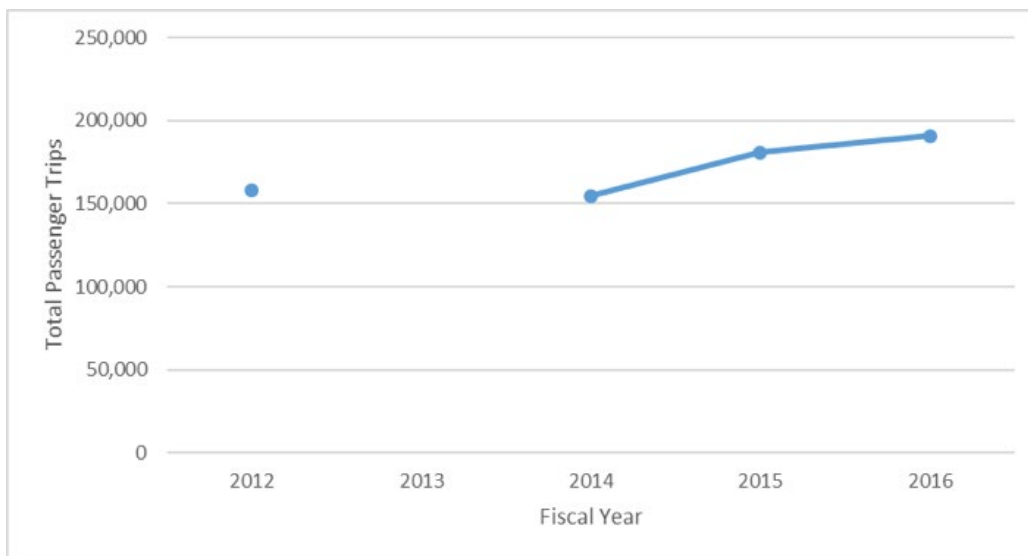


Figure 5: Annual Ridership Trend on the Eastern Panhandle Transit Authority System



MTA COMMUTER BUS

The Maryland Transit Administration (MTA) operates commuter bus service between Hagerstown, Shady Grove, and the Rock Spring Business Park on Route 505. Eight inbound trips (to Shady Grove/Rock Spring) are provided in the AM Peak and 10 outbound trips are provided in the PM Peak. Connections are available to the Metrorail system at Shady Grove station. The route also serves the Myersville Park and Ride in Frederick County (see **Figure 6**).

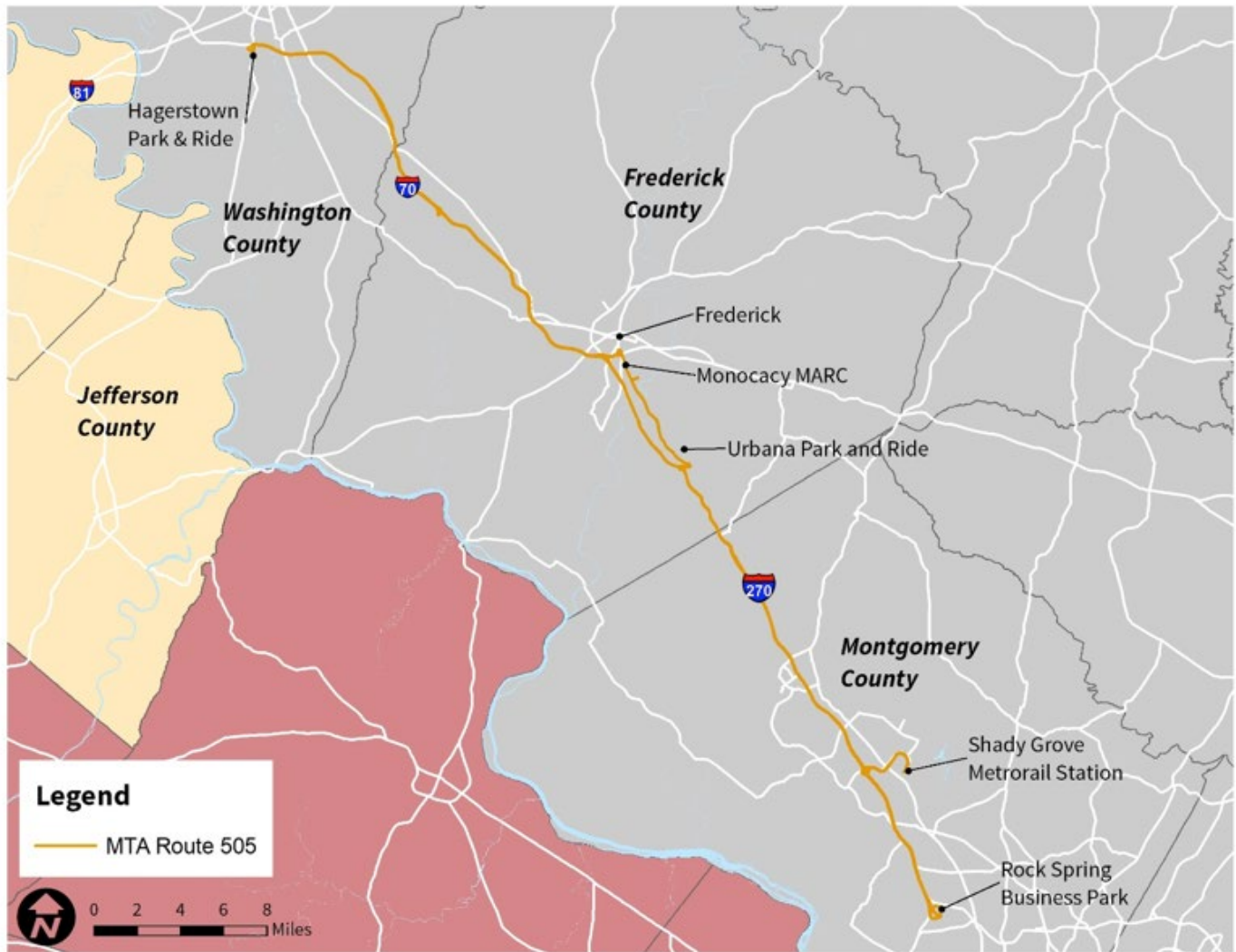


Figure 6: MTA Commuter Bus Route 505



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FARES

MTA Route 505 has a zone fare system. Fares between Hagerstown and Rock Spring cost \$7.00 per trip while fares between Hagerstown and Shady Grove cost \$6.00. Discounted fares are available for seniors and persons with disabilities. Multi-ride discounts are also available, as well as monthly passes.

OPERATING CHARACTERISTICS AND PERFORMANCE MEASURES

Table 7 summarizes operating characteristics and performance measures on MTA Route 505. Overall, the route sees just under 100,000 passenger trips per year.

Operating Characteristics		Performance Measures	
Passenger Trips	97,986	Cost/Service Hour	\$256.29
Fleet Size	-	Cost/Passenger Mile	\$5.27
Service Span	4:05am – 8:42am; 1:10pm – 8:21pm Weekdays Only	Passenger Trips/Mile	0.36
Annual Passenger Miles	270,322	Passenger Trips/Hour	17.6
Annual Passenger Hours	5,554	Jobs within ¼ Mile	-
		Population within ½ Mile	-

Table 6: MTA Operating Characteristics and Performance Measures (FY2016)

RIDERSHIP TRENDS

Figure 7 summarizes the ridership trend for the past five fiscal years on MTA Route 505. Overall, ridership was steady on Route 505's predecessor, Route 991, between FY12 and FY14. In FY15, Route 991 was split into Routes 505 and 515, with Route 515 operating only to Frederick, MD. This accounts for the perceived drop in ridership on the route.

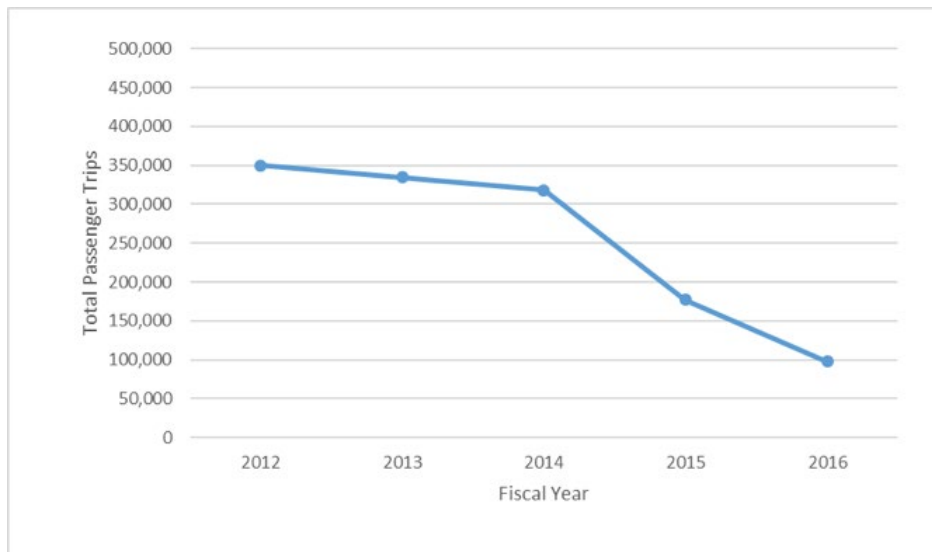


Figure 7: Annual Ridership Trend on MTA Route 505



MARC BRUNSWICK LINE

The Maryland Transit Administration (MTA) operates the Maryland Area Regional Commuter (MARC) train service, consisting of three commuter rail lines that serve the Baltimore and Washington areas. The MARC system is fixed-route and is open to the general public. The MARC Brunswick Line runs between Martinsburg, WV and Union Station in downtown Washington, DC, with stops at Martinsburg, Duffields and Harpers Ferry in the HEPMPO region. Major stops within Maryland include Gaithersburg, Rockville and Silver Spring. Frederick, MD is also served by a spur on this line.

Three morning inbound trips (to Washington, DC) serve Martinsburg, Duffields, and Harpers Ferry stations. Three afternoon outbound trips serve Martinsburg, Duffields, and Harpers Ferry. Additionally, EPTA provides continuing service between Brunswick station and Martinsburg, Duffields, and Harpers Ferry stations for the outbound trips ending at Brunswick at 4:51pm and 8:42pm.

FARES

MARC uses a zone fare system, with fares from the HEPMPO region to Washington Union Station ranging from \$12.00 to \$13.00 per one-way trip. Discounted tickets are available for seniors and person with disabilities. Weekly and monthly discounted passes are also available.

OPERATING CHARACTERISTICS AND PERFORMANCE MEASURES

Table 8 summarizes operating characteristics and performance measures on the MARC Brunswick Line. Nearly 3,000 people and 600 jobs are located within ½-mile and ¼-mile, respectively, of MARC stations in the HEPMPO region.

Operating Characteristics	
Passenger Trips	75,125
Service Span	4:50am – 9:21am; 1:30pm – 8:42pm Weekdays Only
Jobs within ¼ Mile of Stations	568
Population within ½ Mile of Stations	2,848

Table 8: MARC Brunswick Line West Virginia Station Operating Characteristics and Performance Measures (FY2017)



RIDERSHIP TRENDS

Figure 8 summarizes the ridership trend on the MARC Brunswick Line at West Virginia Stations between 2012 and 2017. Overall, ridership has steadily decreased through 2016 but rebounded slightly in 2017. The Martinsburg Station had the highest ridership through 2016, however in 2017 the Duffields Station had slightly more riders than the Martinsburg Station.

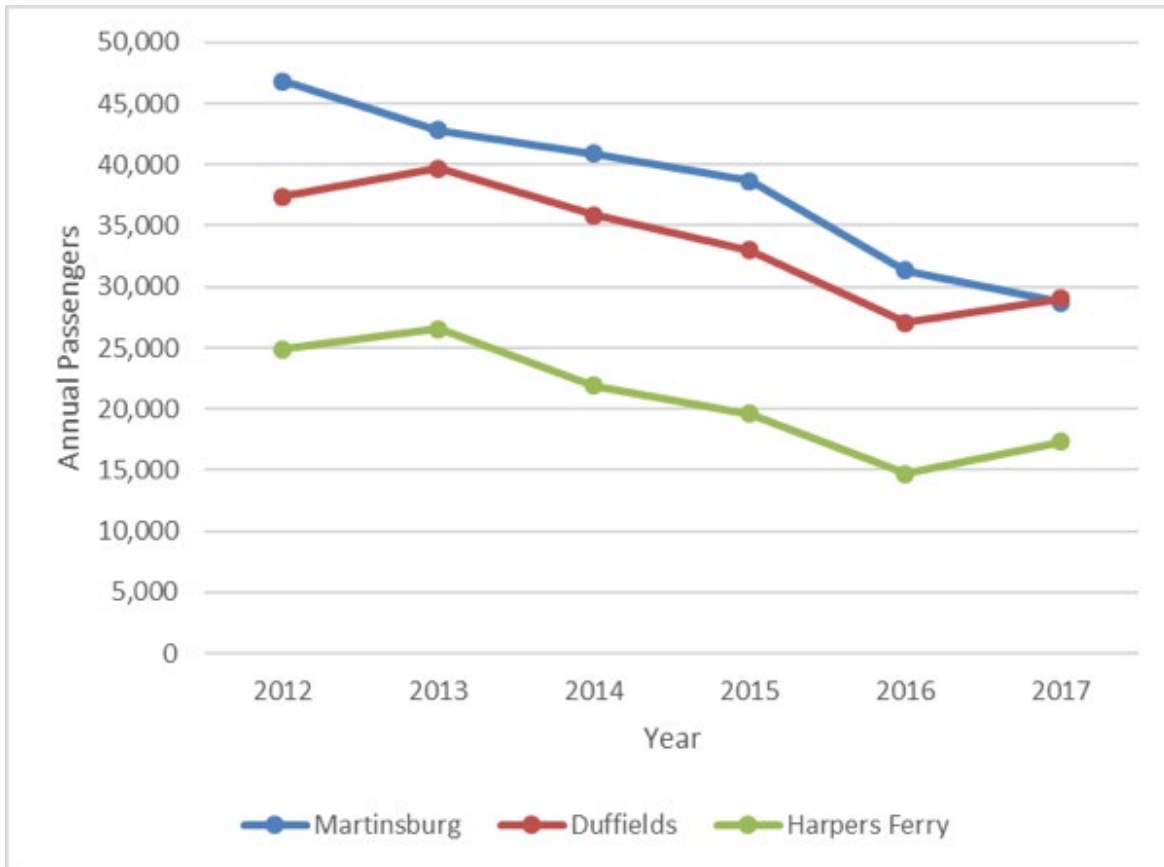


Figure 8: Annual Ridership Trend on the MARC Brunswick Line West Virginia Stations

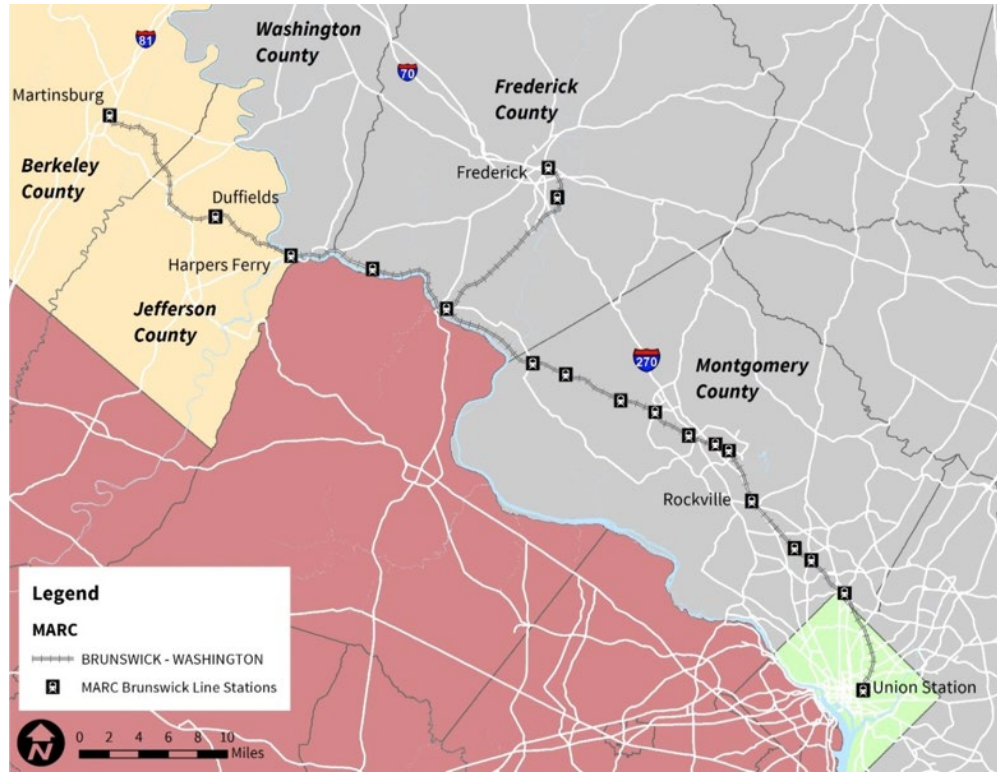


Figure 9: MARC Brunswick Line

OTHER PROVIDERS (5310 RECIPIENTS)

Numerous other entities provide service in the HEPMPO region and are the recipients of Section 5310 funding, which provides funding for transportation for seniors and people with disabilities. These entities include the following:

- Maryland Providers
 - o ARC of Washington County, Inc.
 - o Diakon Child, Family, and Community Ministries
 - o Easter Seals of Hagerstown
 - o Goodwill Industries Inc of Hagerstown
 - o Star Community, Inc
 - o Unified Community Connections, Inc
 - o Washington County Community Action Council, Inc
 - o Washington County Human Development Council, Inc
- West Virginia Providers
 - o Berkeley Senior Services
 - o Good Shepherd Interfaith Volunteer Caregivers
 - o Jefferson County Council on Aging (JCCOA)



PUBLIC TRANSIT INITIATIVES

WASHINGTON COUNTY

Washington County has several planned initiatives related to public transit, including new paratransit software, improvements to its garage, a bus stop initiative, and a “mini-hubs” initiative.

The bus stop initiative involves formalizing bus stop locations at major locations across the WCT service area. Currently, the system is a “flag stop” system, meaning passengers can board at any safe location along a route. While flag stops will still exist, the agency hopes to identify high ridership locations to target for formal bus stops with passenger amenities such as bus shelters. Currently, there is no funding in place for this initiative.

The “mini-hubs” initiative involves formalizing transfer points outside of the main transit center in downtown Hagerstown and providing additional passenger amenities at these locations. More information on this initiative can be found in the Recommendations section.

Table 9 Summarizes these initiatives, their proposed implementation year, and their proposed funding.

Initiative	Description	Year	Funding
Garage Improvements	New pressure washer, fuel monitoring system, and lift system	2018-2020	\$303,000
Paratransit Software	New route match software	2018-2020	\$418,000
Bus Stops	Formalize bus stops	-	-
“Mini-Hubs”	Provide additional amenities at major transfer locations	-	-

Table 9: WCT Initiatives



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LONG RANGE TRANSPORTATION PLAN

EPTA

EPTA has several initiatives underway that have funding in place over the next five years, including a bus shelter initiative, new driver pads, new bus radios, new fare and data collection systems, and a relocation of its transit center. **Table 10** summarizes these initiatives, their proposed implementation year, and their proposed funding.

Initiative	Description	Year	Funding
Bus Shelters	Bus shelters at high ridership stops	2017-2018	\$350,000
Driver Pads	New driver pads for data collection	2018	\$60,000
Bus Radios	New bus radios	2020	\$28,000
Fare and Data Collection System	New fare and data collection system	2018	\$350,000
Replace Equipment	Replace various equipment in garage	2018	\$25,000
Relocation of Transfer Center, Garage, and Administration Building	Consolidation of all three function at one site	2020	\$14,000,000 (applied for 5339 grant)

Table 10: EPTA Initiatives

Recommendations for bus shelter locations were developed as part of this long-range plan. More details can be found in the Recommendations section.

DEMOGRAPHIC TRENDS

POPULATION GROWTH

Population has grown slightly in the entire HEPMPO area, and in each of the HEPMPO's constituent counties, since 2010. In 2015, the most recent year for which American Community Survey data was available, the three-county area's population was 2.66% higher than it was in 2010. This growth was concentrated in the two West Virginia counties: Washington County, Maryland grew by just 1.25% in that time frame, while Berkeley and Jefferson Counties in West Virginia grew by 4.37% and 3.21%, respectively.

	Washington County, MD	Berkeley County, WV	Jefferson County, WV	HEPMPO Planning Area Totals
2010	147,430	104,169	53,498	305,097
2015	149,270	108,724	55,214	313,208
Change	1,840	4,555	1,716	8,111
Percent Change	1.25%	4.37%	3.21%	2.66%

Table 11: Population Growth in HEPMPO Counties, 2010-2015



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LONG RANGE TRANSPORTATION PLAN

EMPLOYMENT GROWTH

Employment grew significantly faster than population in both the entire HEPMPO area, and in each HEPMPO county. At the end of the second quarter of 2016, the most recent quarter for which data is available, the number of jobs in the planning area had grown by seven percent over the end of 2010. Employment growth, like population growth, was concentrated in the West Virginia counties: While Washington County, Maryland, saw a three percent increase the number of jobs, the percent growth in Berkeley County, WV was 16 percent and the percent growth in Jefferson County, WV was eight percent.

	Washington County, MD	Berkeley County, WV	Jefferson County, WV	HEPMPO Planning Area Totals
2010 Q4	58,456	22,811	11,954	93,221
2016 Q2	60,317	26,554	12,906	99,777
Change	1,861	3,743	952	6,556
Percent Change	3.2%	16.4%	8.0%	7.0%

Table 12: Employment Growth in HEPMPO Counties, Q4 2010-Q2 2016

TRANSIT NEED ANALYSIS

In order to help determine transit need in the HEPMPO region, a transit need analysis was performed. This analysis uses a number of different demographic factors to determine geographic areas of high transit origin and destination need. The analysis consists of two transit indexes: All-Day Service Need and Peak Service Need. The analysis combines a number of different metrics that are typically used to describe transit setting, including population density, employment density, household density, and the locations of transit-dependent populations.

Each index is comprised of weighted categories, and each weighted category is comprised of individual data sets obtained from the 2011 – 2015 American Community Survey (ACS) or the Longitudinal Employer-Household Dynamic (LEHD) at the block group level. Weighting is based on the expected overall contribution of each category to the overall index. Data sets typically include both raw totals and densities to ensure the most comprehensive scoring. The end result for each index is a score from 0 to 100 for each block group in the HEPMPO area. The scores are calculated by comparing the figures for each block group in each data set to all the block groups analyzed.

ALL-DAY SERVICE NEED

The need for All-Day Service is determined using two transit indexes: the Transit-Oriented Population Index and the Non-Work Index. When combined, these two indexes show where populations that are likely dependent on transit live and what non-work destinations transit riders will likely want to access.



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TRANSIT-ORIENTED POPULATION INDEX

The transit-oriented population index consists of six categories: population, age, households, income, vehicle ownership, and disabled persons. The data sets that contribute to these categories are all indicative of higher population or household density, or persons that are likely to be more reliant on transit. Therefore, this index is indicative of where transit-dependent populations live. The weights for each category are based on the projected impact of each in defining transit-oriented populations. **Table 13** summarizes the data sets that are inputs to the transit-oriented populations index.

Washington County, MD		Dataset
Population	30	Total Population
		Population Density
Age	10	Total Seniors (65+)
		Senior Density
		Seniors % of Population
		Total Youth (<24)
		Youth Density
		Youths % of Population
Households	20	Total Households
		Household Density
Income	10	Low-Income Households
		Low-Income Household Density
		% Low-Income Households

Table 13: Transit-Oriented Population Index



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Washington County, MD		Dataset
Vehicle Ownership	20	Total Zero-Car Households
		% Zero-Car Households
		Zero-Car Household Density
		Total One-Car Households
		% One-Car Households
		One-Car Household Density
Disabled Person	10	Disabled Population
		Disabled Population Density
		% Disabled Persons

Table 13: Transit-Oriented Population Index (continued)

NON-WORK INDEX

The non-work destination index has five categories: retail/restaurant, recreation, healthcare/social assistance, education, and government. These categories are weighted based on the typical trip purpose proportions for transit commuters. The data sets that make up these categories are employment in the sectors represented by these categories (i.e. the recreation category contains data sets from the entertainment sector and the recreation sector). The employment by sector data sets serve as proxies for how much travel demand businesses that fall into these sectors would produce, and therefore, this index is indicative of where people make non-work trips. **Table 14** summarizes the non-work destination index categories, weights, and the data sets that contribute to each category.

CATEGORY	Weight	Data Set
Retail/ Restaurant	20	Retail Jobs/Density
		Restaurant Jobs/Density
Recreation	10	Entertainment/ Recreation Jobs/Density
Healthcare/ Social Assistance	35	Healthcare & Social Assistance Jobs/Density
Education	25	Education Jobs/Density
Government	10	Public Admin. Jobs/Density

Table 14: Non-Work Index

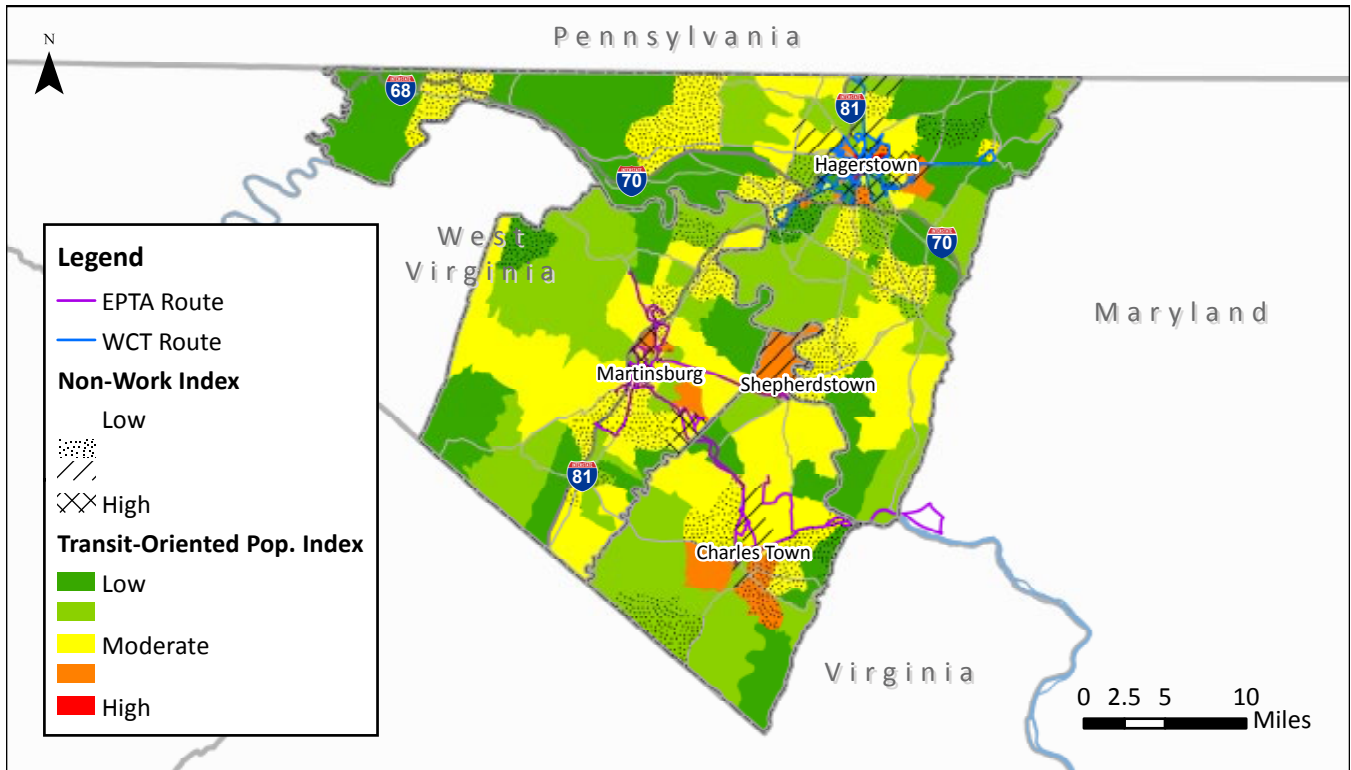


Figure 10: Map of All-Day Transit Index

Figure 10 illustrates the results of the analysis of all-day transit need. Locations of highest need are generally clustered around city centers, particularly Hagerstown and Martinsburg. Neighborhoods just northeast and just south of downtown Hagerstown combine medium-high levels of expected non-work trips with very high proportions of populations likely to be dependent on transit. The area just north of downtown Martinsburg (near Berkeley Medical Center) combines high levels of projected non-work trips with moderately high proportions of likely transit-dependent populations. Shepherdstown has moderately high levels of both expected non-work trips and populations likely to need access to transit. The area just north of Charles Town and Ranson, including the centers of each town, feature moderately high expected levels of non-work trips, while the neighborhoods immediately southeast and southwest of these communities have moderately high proportions of transit-dependent populations.



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PEAK SERVICE NEED

The need for Peak Period Commuter Service is determined using two transit indexes: the Commuter Index and the Workplace Index. When combined, these two indexes show where commuter populations live and work.

COMMUTER INDEX

The commuter index consists of two categories: labor force and commute mode. Employed persons, commuters, and transit commuters all contribute to this index, which is indicative of where traditional peak hour commuters live, and where those that currently use transit to commute live. **Table 15** summarizes the commuter index categories, weights, and the data sets that contribute to each category.

CATEGORY	Weight	Data Set
Labor Force	70	Labor Force Size
		Labor Force Density
		Employed Persons
		Employed Person Density
		% Employed
		Total Commuters
		Commuter Density
Commute Mode	70	Total Transit Commuters
		% Transit Commuters
		Transit Commuter Density

Table 15: Commuter Index

WORK INDEX

The workplace index has a single category: employment. Total employment and employment density contribute to this index, which is indicative of where people commute to for work purposes. **Table 16** summarizes the workplace index categories, weights, and the data sets that contribute to each category.

Category	Weight	Data Set
Employment	100	Total Employment
		Employment Density

Table 16: Workplace Index

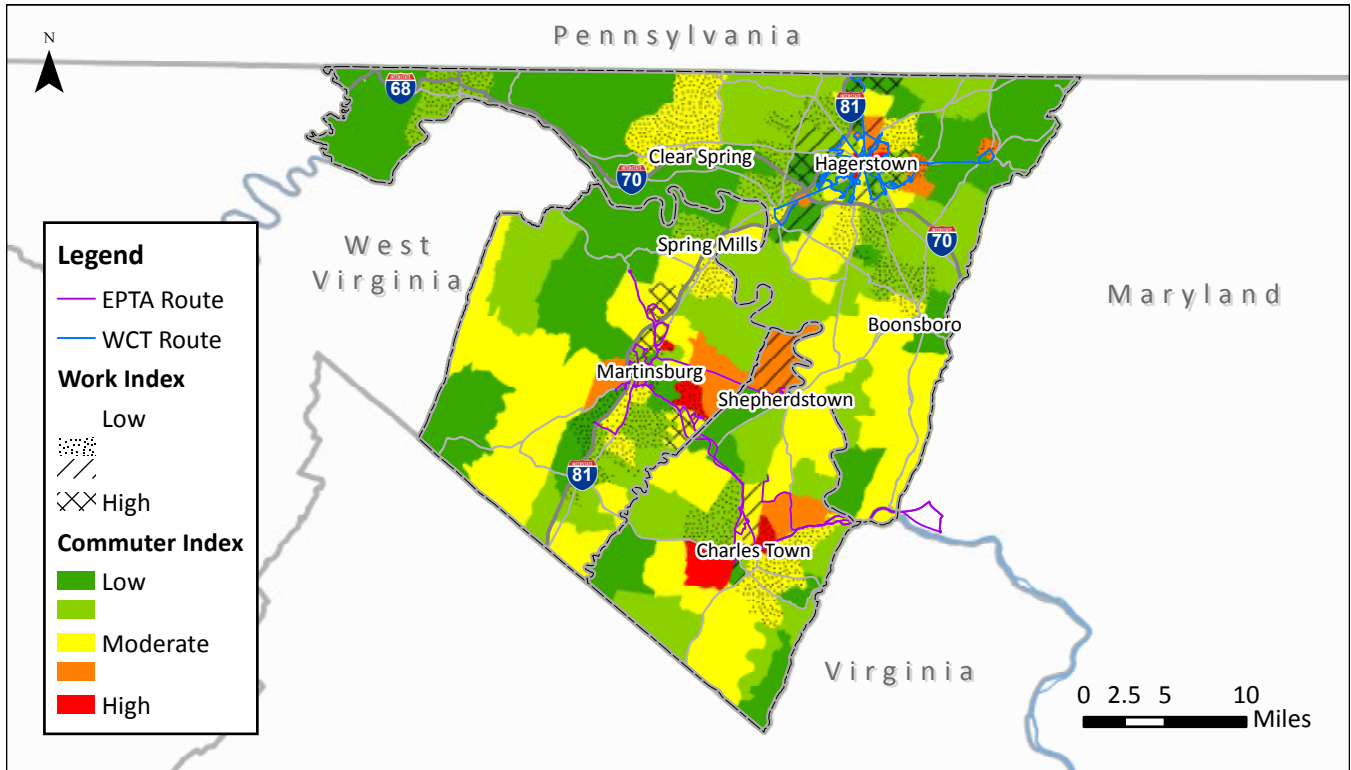


Figure 11: Map of Peak Hour Transit Index

Figure 11 illustrates the results of the peak period transit need analysis. The highest concentrations of jobs can be found near the center of Hagerstown and Martinsburg, as well as along Route 9 in between Martinsburg and Charles Town (near the VA Hospital). The highest volumes of potential transit commuters can be found in Charles Town, northeast and southern Martinsburg, and in northeast Hagerstown, Robinwood, and Smithsburg. The area around Shepherdstown features moderately high numbers of potential transit commuters and jobs.



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LONG RANGE TRANSPORTATION PLAN

CURRENT TRAVEL FLOW ANALYSIS

WORK TRAVEL FLOWS

Home to work travel flows from the Longitudinal-Employer Household Dynamic (LEHD) were analyzed for the three counties in the HEPMPO region. The results are illustrated in **Figure 12**.

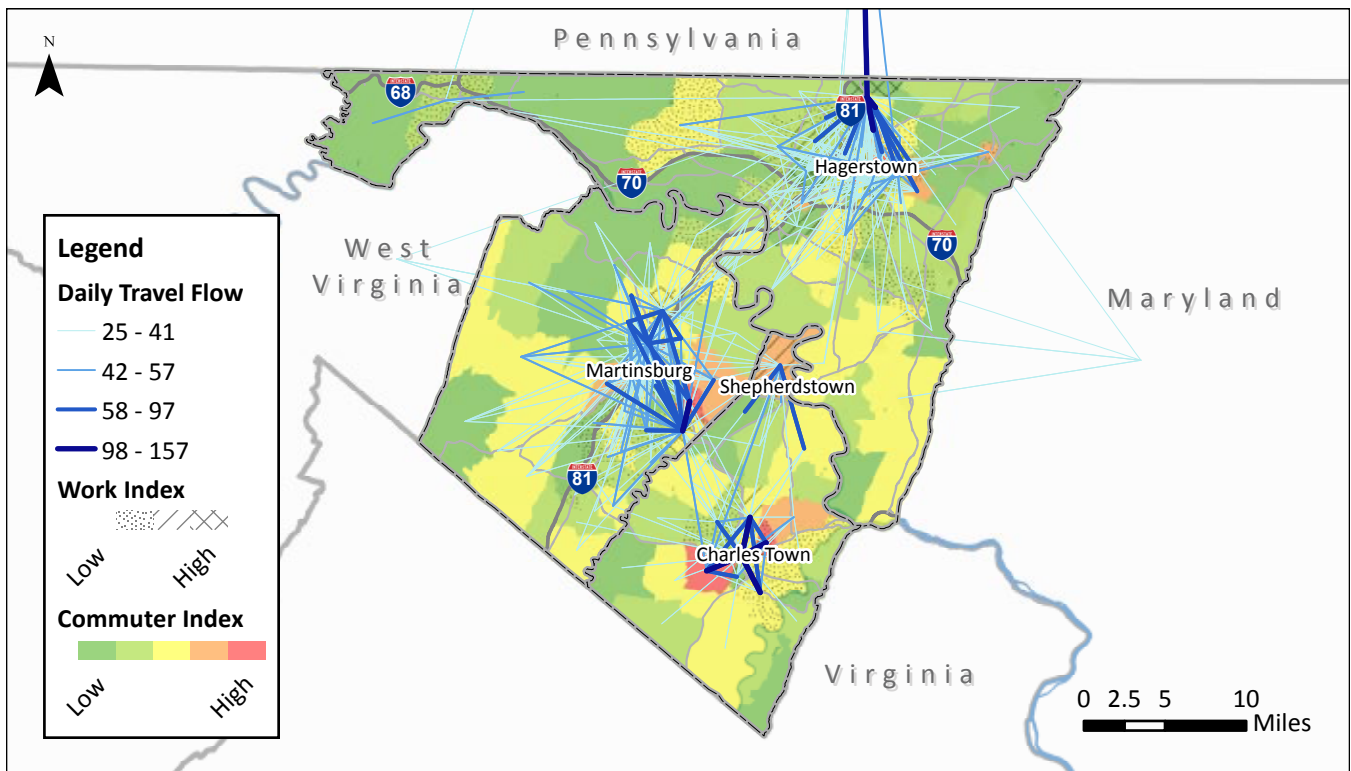


Figure 12: Home to Work Travel Flow Analysis

Overall, home to work travel flows are highest in Jefferson County between Charles Town and Ranson and the areas just outside those towns (including to the southwest and southeast), as well as between Ranson and Shepherdstown. Travel flows in Berkeley County are highest in between the center of Martinsburg and the VA Hospital to its southeast, as well as between that hospital and the areas surrounding Martinsburg. In Washington County, travel flows are highest in between the area just north of Hagerstown and the area around the Meritus Medical Center southeast of the city, as well as between that area north of Hagerstown crossing the border into Pennsylvania. Notably, the highest traffic flows in this county do not start or end in downtown Hagerstown.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

When paired with the peak period transit need analysis, demand for several new services becomes evident, including:

- Service to southeast Charles Town and southwest Charles Town,
- Service between eastern Berkeley County (along Route 51) and Martinsburg,
- Service between Martinsburg and Spring Mills/Hagerstown,
- Service between Shepherdstown and Charles Town/Ranson,
- Service to southwest Martinsburg, including the Delmar Orchards Area, and
- Service between Clear Spring and Hagerstown.

While this analysis shows peak period demand, all-day demand would also exist in several of these areas, including southeast Charles Town, between Martinsburg and Spring Mills, and in southwest Martinsburg.

HOUSEHOLD AND EMPLOYMENT GROWTH PROJECTIONS

Household and employment projections for 2045 were developed for the HEPMPO Regional Travel Demand Model. The household projections by traffic analysis zone (TAZ) are illustrated in Figure 13, while employment projections are illustrated in Figure 14.

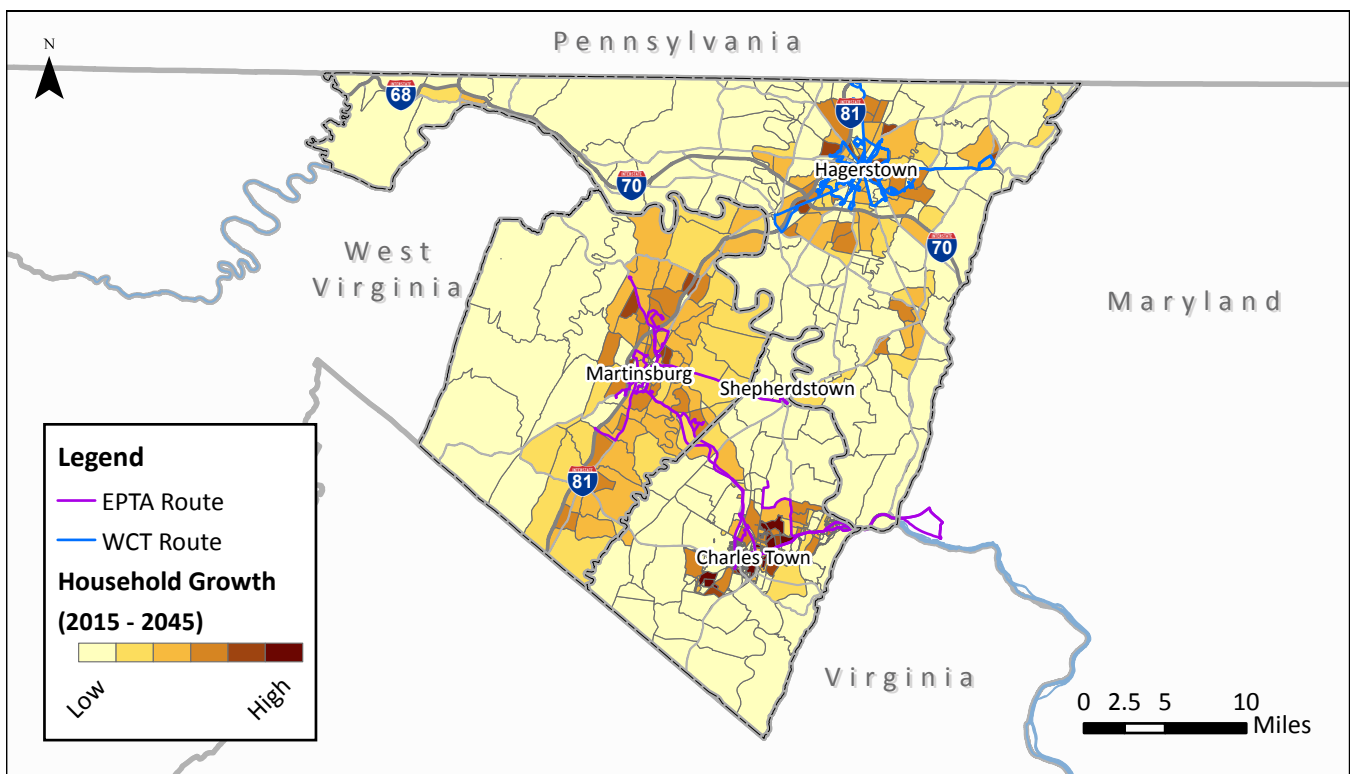


Figure 13: Projected Household Growth, 2017-2045



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

In Berkeley County, household growth is projected to be highest around the edges of the county, with the most growth taking place in the Spring Mills area near the Potomac River. Other areas of relatively high projected population growth are on the outskirts of Martinsburg. In Jefferson County, most growth is projected to take place around the edges of Charles Town and Ranson, particularly the areas just north of Charles Town and just east of Ranson. Most of the rest of the county is projected to have little or no population growth. In Washington County, household growth is expected to be concentrated in northeast Hagerstown, Smithsburg, Clear Spring, and within a small pocket along Sharpsburg Pike just south of the city. Little growth is projected for the Interstate 70 corridor west of Hagerstown and population is expected to remain stable at the county's southern edge as well.

Figure 14 shows projections of employment growth (and loss) in the HEPMPO area between the present and 2045. In Berkeley County, employment growth is projected to be concentrated along the Interstate 81 corridor south of Martinsburg, with additional pockets of growth just north of the city and around the VA Hospital at the county's eastern edge. The remainder of the county is projected to see job losses or minimal gains. In Jefferson County, employment growth is projected to be concentrated along Route 9 just north-east of Ranson, in and around an existing industrial park, as well as along the Route 340 corridor in between Charles Town and Harper's Ferry. The rest of the county is projected for job losses or minimal gains.

In Washington County, job growth is projected to occur in a ring around the center of Hagerstown, particularly near the airport to the north of the city and along the US 40 corridor both east and west of the city. One tract near the center of town is projected for particularly large job losses, driven mostly by the recent closure of Washington County Hospital. Most of the rest of the county is projected for job losses or minimal job gains.

Overall, some of the higher growth areas also show a need for transit service based on the transit needs analysis, including southwest Martinsburg, northeast Charles Town, Clear Springs, and Spring Mills.

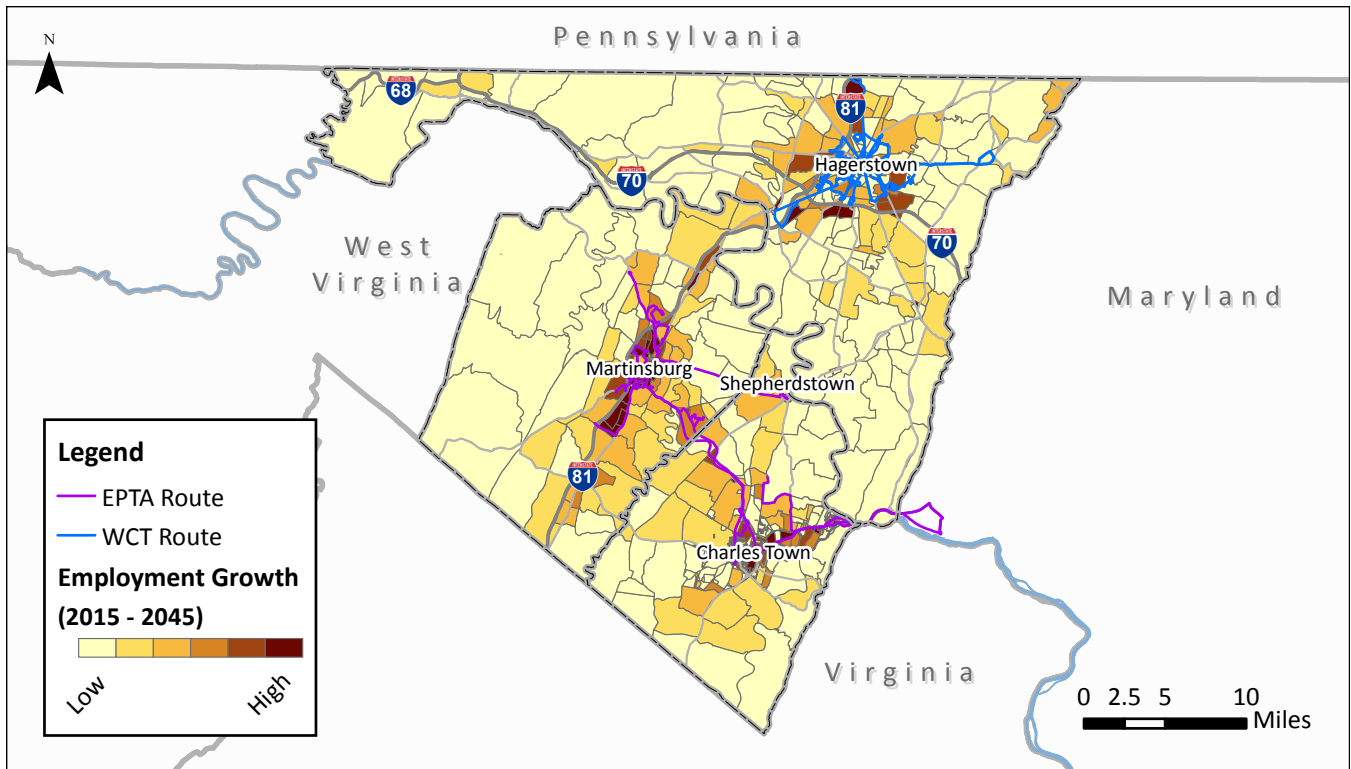


Figure 14: Projected Employment Growth, 2017-2045



LOW-PERFORMING ROUTES

Several routes in both systems perform below average in terms of passengers per revenue hour. For the most part, however, these routes provide “lifeline” service that is essential for transit-dependent populations to reach services and jobs. Therefore, none of these routes are recommended for elimination, and rather should be restructured to improve performance or monitored for future declines in performance.

All four of these routes provide access to jobs from areas with high concentrations of transit-oriented populations, and likely perform poorly in part due to their limited service levels.

Agency	Route Name/Number	Passenger Trips per Hour
WCT	Smithsburg	7.0
	Premium Outlets	7.7
EPTA	Yellow PM	3.8
	Orange PM	3.9

Table 17: Low-Performing Routes in the EPTA and WCT Systems

SUMMARY OF PUBLIC INPUT

To gather public feedback on transit services, HEPMPO used an online Metroquest survey, available from May 1st, 2017 to June 1st, 2017. It followed up with a passenger intercept survey, conducted on June 29 and 30, 2017. The results of that public engagement are illustrated in Figure 15. In Washington County, there were two clusters of requests: one in the center of Hagerstown, and a larger one to the south of it. In the center of Hagerstown, almost all respondents requested either new service or extended hours on an existing service. South of Hagerstown, requests were more mixed: in addition to requests for new services and extended hours for existing services, there were also requests for more frequent services or new bus stops or shelters. This area south of Hagerstown is the only area in the HEPMPO area with a high volume of responses to this survey that currently lacks fixed-route bus service, suggesting that there may be untapped demand for bus service in this area.

In Berkeley County, most of the comments came from Martinsburg-area residents. Many of them also requested new routes or services, but a significant number of comments also asked for longer service hours or more frequent service. In Jefferson County, most of the comments were from people living in or just southeast and southwest of Charles Town, and they were overwhelmingly concerned with adding new services to that area. These areas in particular were also identified in the all-day transit need analysis and the travel flow analysis as needing service.

In Washington County, a large cluster of comments were received on the Old National Pike corridor between Hagerstown and Boonsboro, most of which were requesting new service or new bus stops. Overall, the responses suggest that there is unmet demand for bus service in the more densely populated areas of the HEPMPO region.



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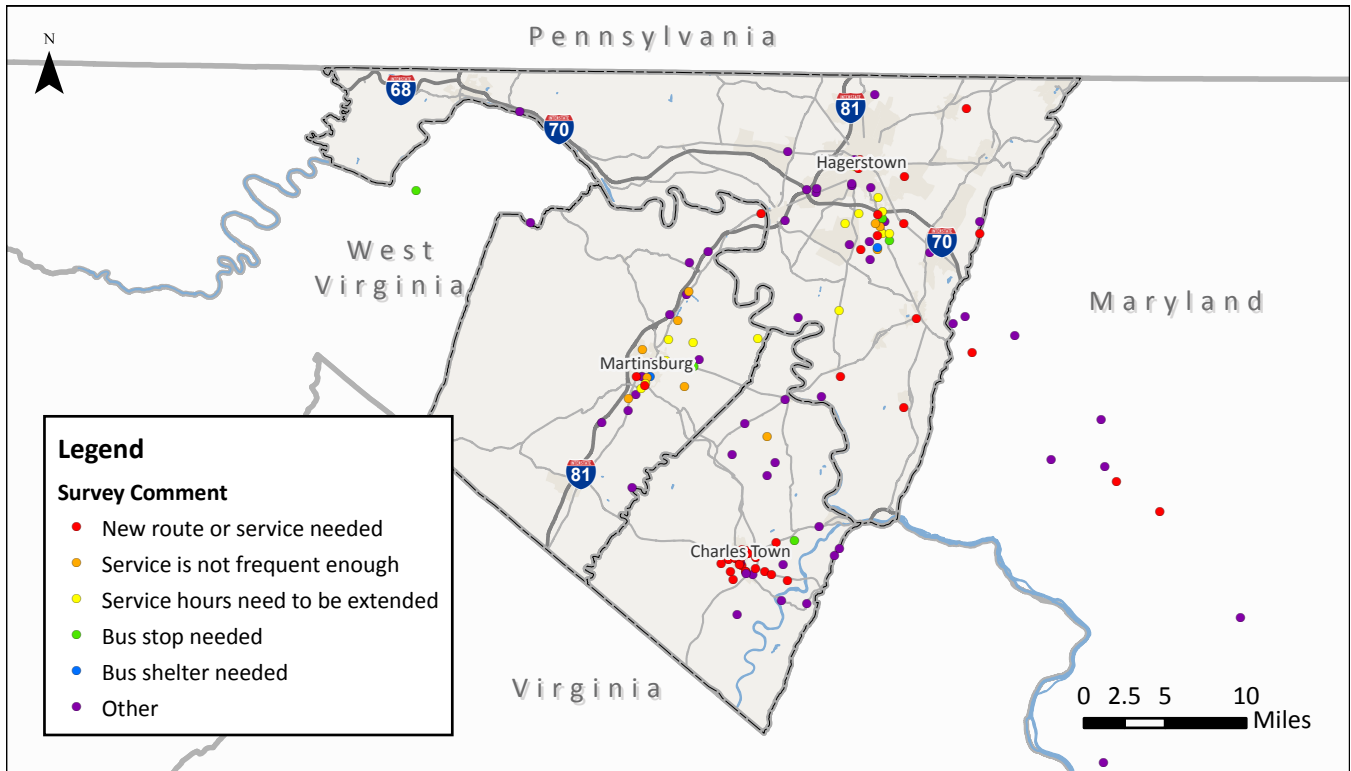


Figure 15: Results of Metroquest Survey



TRANSIT GAP ANALYSIS

Based on the transit indexes, future population and employment growth projected for the HEPMPO region, public input, and existing route performance, a number of gaps in transit service were identified. These gaps can be categorized into three types:

- Geographic: areas with demonstrated transit need but no transit service
- Connection: connection with a demonstrated transit need but no direct transit service between the two points
- Service Level: existing route with inadequate transit service levels (headways or span of service) based on demand

Table 18 summarizes the gaps identified.

Coverage and connection gaps are illustrated in Figure 16 and Figure 17. The majority of these gaps are between the major municipalities of the region, including Hagerstown, Martinsburg, Shepherdstown, Charles Town, and Ranson.

Asset Class (NTD)	Location	Description of Gap
Coverage	Delmar Orchards area of Martinsburg	No service/high all-day need
	Southwest Charles Town along Augustine Ave	No service/high all-day need
	Southeast Charles Town along Charles Town Rd	No service/high all-day need
	Sharpsburg Pike Walmart	No service/high all-day need
	Martinsburg to Spring Mills Walmart	No service/high all-day need, projected population and employment growth
Connection	Martinsburg to Hagerstown	No service, peak connection need, projected population and employment growth
	Clear Spring to Hagerstown	No service, peak connection need, projected population growth
	Boonsboro to Hagerstown	No service, peak connection need, projected population growth
	Charles Town to Shepherdstown	No service, peak connection need, projected population growth
Level of Service	WCT West End Route	Inadequate weekday headway (60 minutes)
	WCT Funkstown Route	Inadequate weekday headway (60 minutes)
	WCT Robinwood Route	Inadequate weekday headway (60 minutes)
	WCT Premium Outlets	No Sunday service to major retail area
	WCT Valley Mall	No Sunday service to major retail area
	EPTA Yellow Route	Inadequate weekday headway (90 minutes)
	EPTA Yellow Route	No Sunday service to major retail area
	EPTA Shepherdstown Route	No peak service to Martinsburg

Table 18: Transit Gaps in the HEPMPO Region



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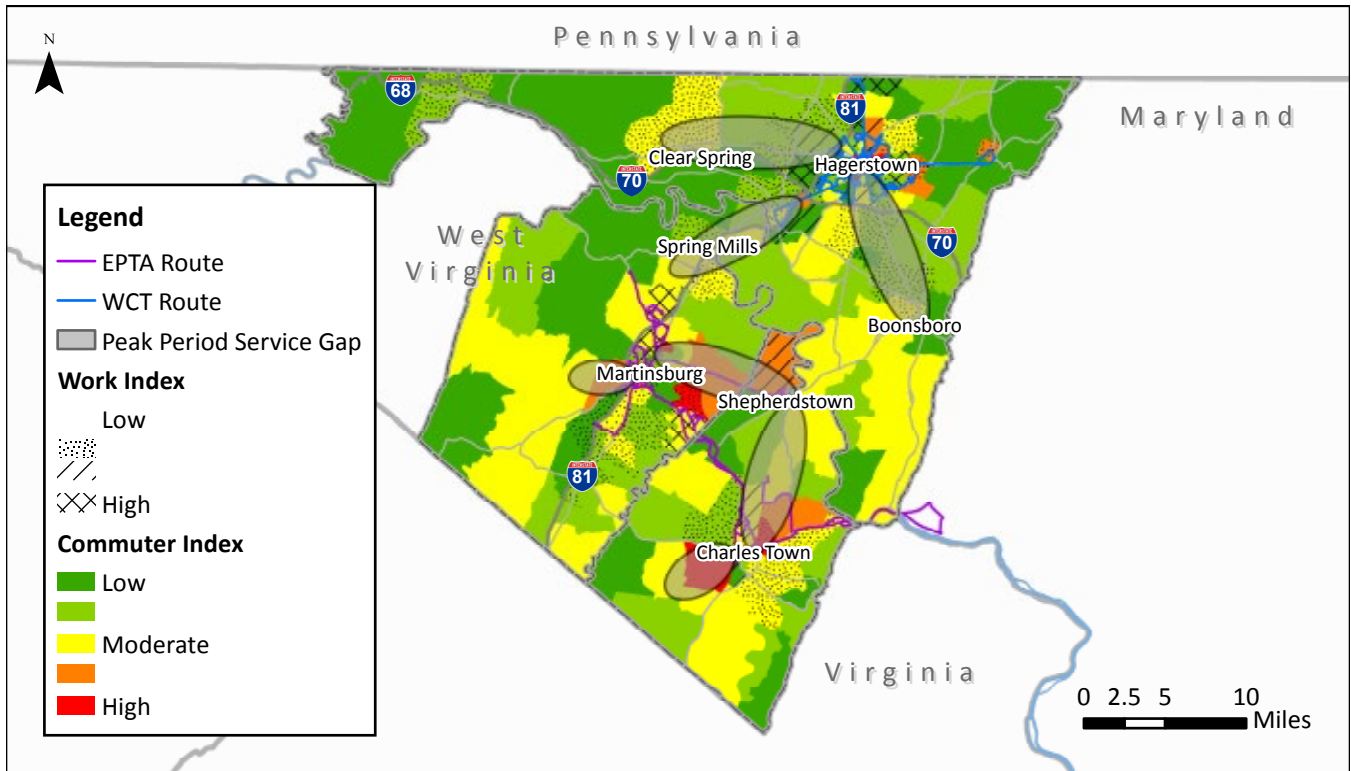


Figure 16: Peak Period Coverage and Connection Gaps



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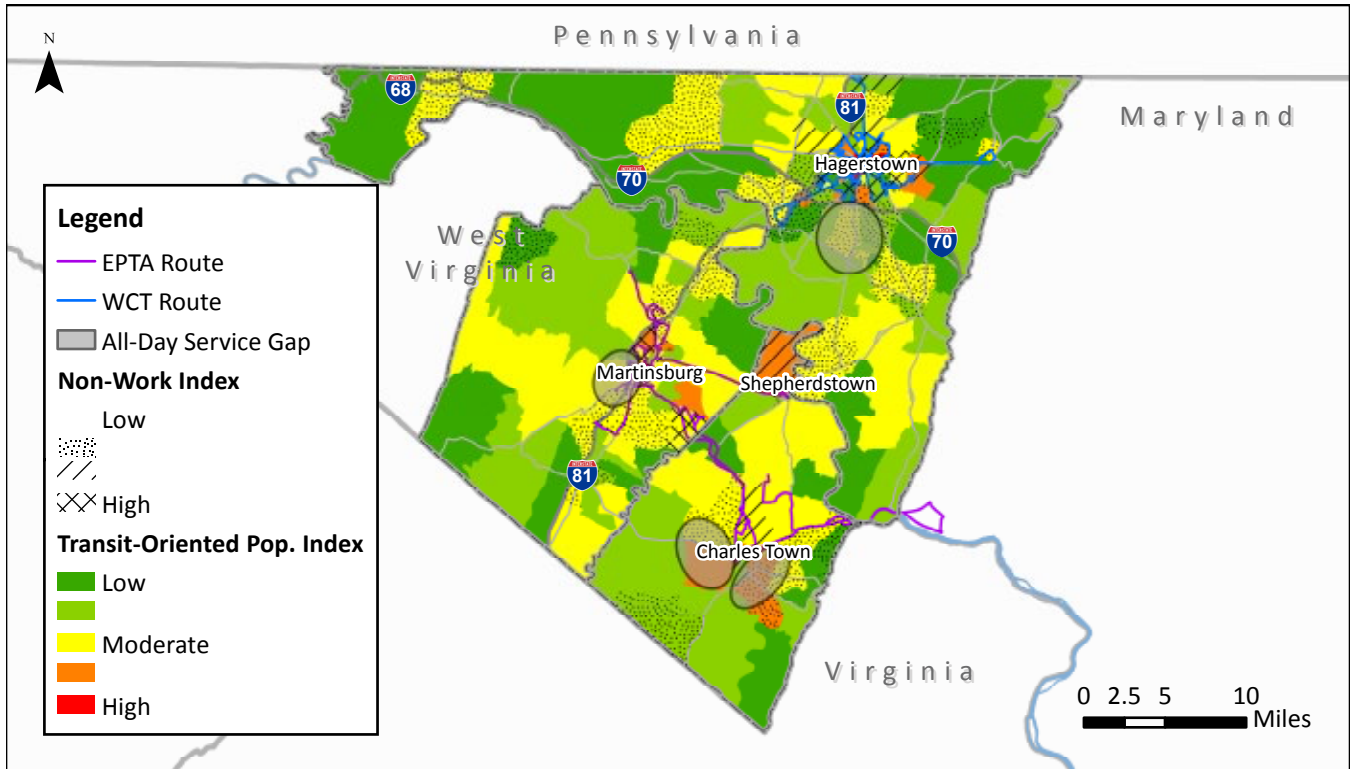


Figure 17: All-Day Coverage and Connection Gaps



SUMMARY OF TDP RECOMMENDATIONS

WASHINGTON COUNTY TRANSIT (2017)

The Washington County TDP was underway at the time of publication.

EPTA (2015)

SUMMARY OF RECOMMENDATIONS

The EPTA TDP was completed in 2015. The near-term recommendations from the plan included:

- New schedules for the Red, Blue, and Orange Routes;
- The new Yellow Route, with direct service between the Martinsburg Train Station, the Martinsburg Mall, the Commons Shopping Center, and Blue Ridge Technical College;
- Realignment of the Blue Route to provide more direct service to the VA Hospital;
- Orange Circulator, with service between Harpers Ferry, Charles Town, Ranson, and Kohls in Ranson; and
- The new Green Route, with service between Martinsburg and Development Drive.

In addition to these recommendations, a long-term recommendation to implement a new Brown Route to connect Martinsburg to the Walmart in Spring Mills was also included.

OPERATING AND CAPITAL COSTS

While the TDP recommended a gradual implementation over a five-year period, EPTA was able to implement all of the near-term recommendations in 2015 with the exception of the Green Route which was implemented in 2017. The un-implemented recommendations from the TDP and their annual operating cost estimates are summarized in **Table 19**.

	Annual Hours	Annual Cost
Green	3,247	\$262,931
Brown	3,036	\$248,923

Table 19: 2015 EPTA TDP Un-Implemented Recommendation Operating Statistics and Costs



IMPROVEMENTS IMPLEMENTED SINCE THE TDP

Since the publishing of the TDP and the implementation of the majority of its near-term recommendations, EPTA recently implemented the following additional changes to its fixed routes in order to better serve the rapid growth in Berkeley County:

- New Green Route between Procter and Gamble (Development Drive) and Inwood;
- A new branch of the Yellow Route to operate between the Martinsburg Train Station and Procter and Gamble;
- Truncate off-peak Blue Route trips at Kmart in Martinsburg;
- Replace the peak period Orange Route trips to the Train Station in Martinsburg with extended Blue Route trips between the Train Station and the VA Hospital;
- Extend the Red South Route to the new Berkeley County Health Department on Waverly Court in Martinsburg; and
- Extend the Red North to operate along Rock Cliff Drive in Martinsburg in order to extend service to an area with high transit need.

These changes are reflected in **Figure 4**.

RECOMMENDATIONS

This section recommends a number of improvements to the transit network in the HEPMPO region in order to fill gaps that have been identified and also improve the transit experience for existing and future riders. There are several types of recommendations, including:

- New or improved services to fill gaps in the transit network,
- Capital improvements, including new passenger amenities and new infrastructure,
- Coordination strategies, and
- Staffing.

NEW OR IMPROVED SERVICES

To fill the gaps identified in the regional transit system, a number of new or extended services are recommended for both the EPTA and the WCT systems. Additionally, improvements to existing routes are recommended to better match demand. The recommendations and their implementation periods are summarized in **Table 20** and illustrated in **Figure 18**, **Figure 19**, and **Figure 20**. Near-term implementation would be prior to 2030, mid-term implementation would be between 2030 and 2040, and long-term implementation would be between 2040 and 2045. These implementation years are based on the overall expected need and priority level of the service.

New services are recommended adjacent to existing services in Martinsburg and Charles Town, as well as between Martinsburg and Hagerstown, Martinsburg and Shepherdstown, and Charles Town and Shepherdstown. These recommendations fill several gaps identified in the transit need analysis. In Washington County, service between Hagerstown and Clear Spring is recommended, also to fill an identified gap.

Level of service improvements are recommended on several WCT and EPTA routes in the form of improved headways and service spans on weekdays. Additionally, Sunday service is recommended on several routes that serve retail destinations in both systems. The improved headways are based on needs identified by each agency. The increased span and improved headways on the WCT Robinwood Route would provide better service to Hagerstown Community College.



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LOCATION	LOCATION	Necessary Improvement	Priority/ Implementation
Coverage	Delmar Orchards area of Martinsburg	All-day service on weekdays	Near
	Southwest Charles Town along Augustine Ave	All-day service on weekdays	Mid
	Southeast Charles Town along Charles Town Rd	All-day service on weekdays	Mid
	Sharpsburg Pike Walmart	Extend Premium Outlets route	Near
Connection	Martinsburg to Spring Mills Walmart	All-day service on weekdays	Near
	Martinsburg to Hagerstown	Peak period service on weekdays	Near
	Clear Spring to Hagerstown	Peak period service on weekdays	Mid
	Boonsboro to Hagerstown	Peak period service on weekdays	Mid
	Charles Town to Shepherdstown	Peak period service on weekdays	Long
Level of Service	WCT West End Route	Improve weekday headway	Near
	WCT Robinwood Route	Increase weekday span of service	Near
	WCT Funkstown Route	Improve weekday headway	Mid
	WCT Robinwood Route	Improve weekday headway	Mid
	WCT Premium Outlets	Add Sunday service	Mid
	WCT Valley Mall	Add Sunday service	Mid
	EPTA Yellow Route	Improve weekday headway	Near
	EPTA Yellow Route	Add Sunday service	Mid
	EPTA Shepherdstown Route	Peak period service on weekdays	Long

Table 20: New or Improved Services to Fill Gaps in the Transit Network



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LONG RANGE TRANSPORTATION PLAN

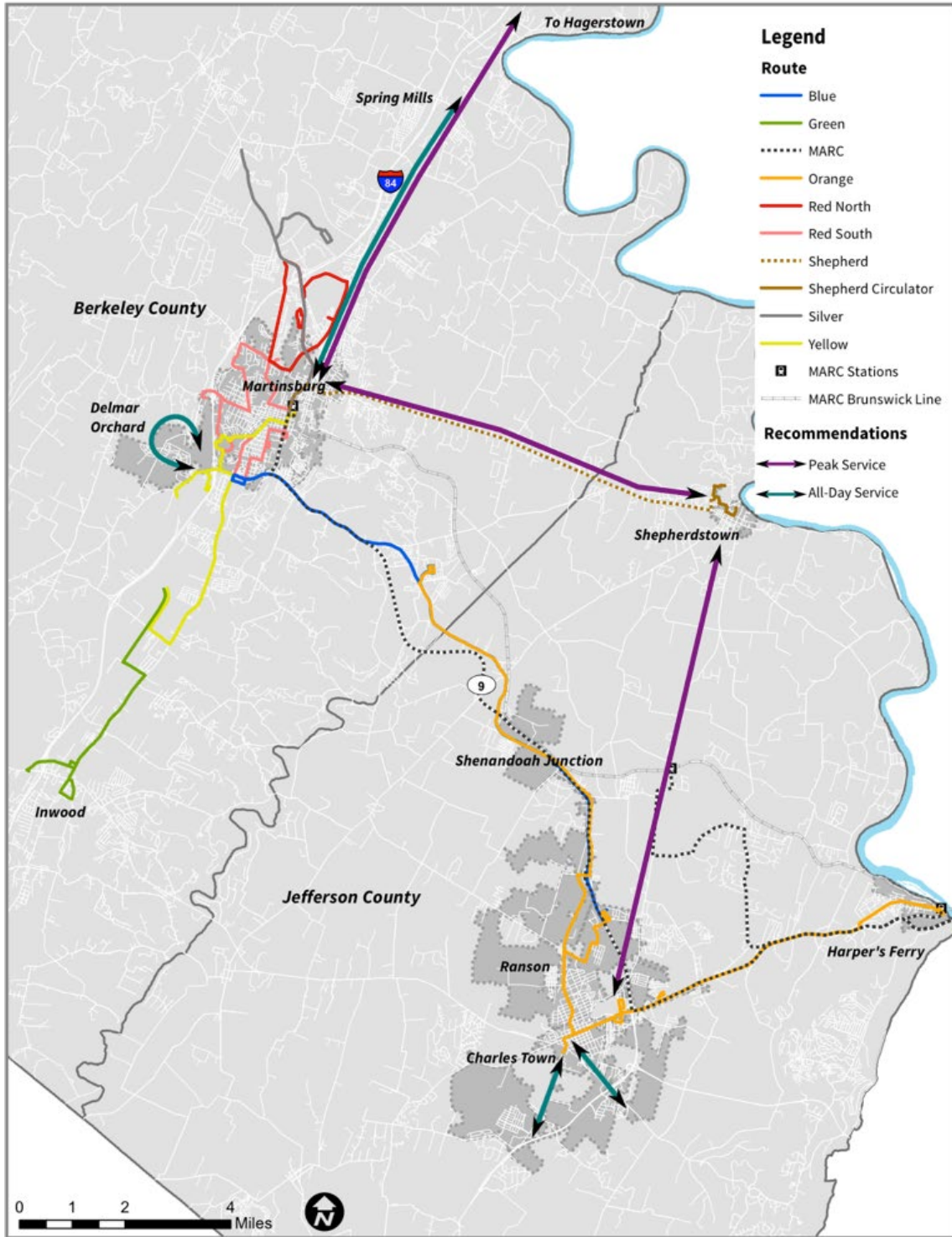


Figure 18: Recommendations to Fill Gaps in the EPTA Service Area



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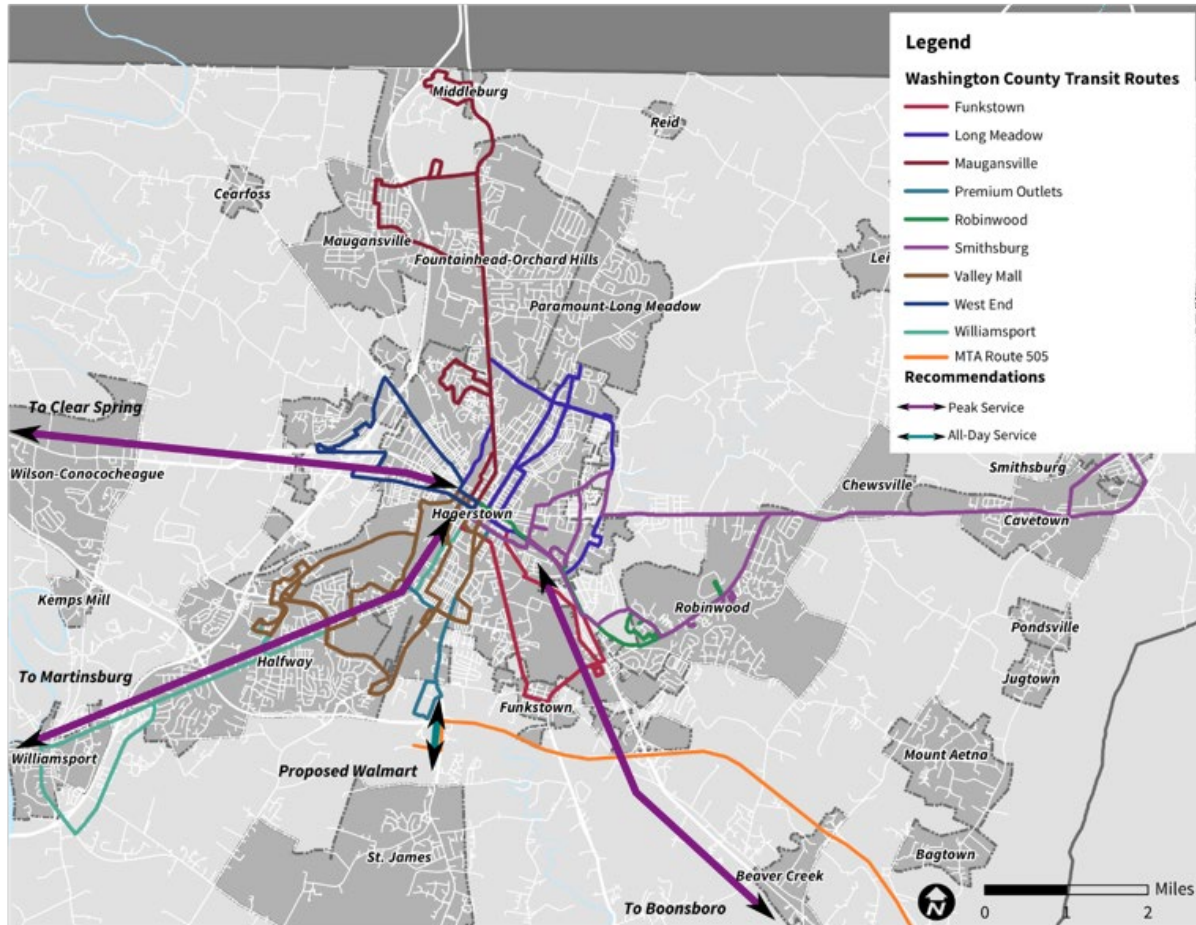


Figure 19: Recommendations to Fill Gaps in the WCT Service Area



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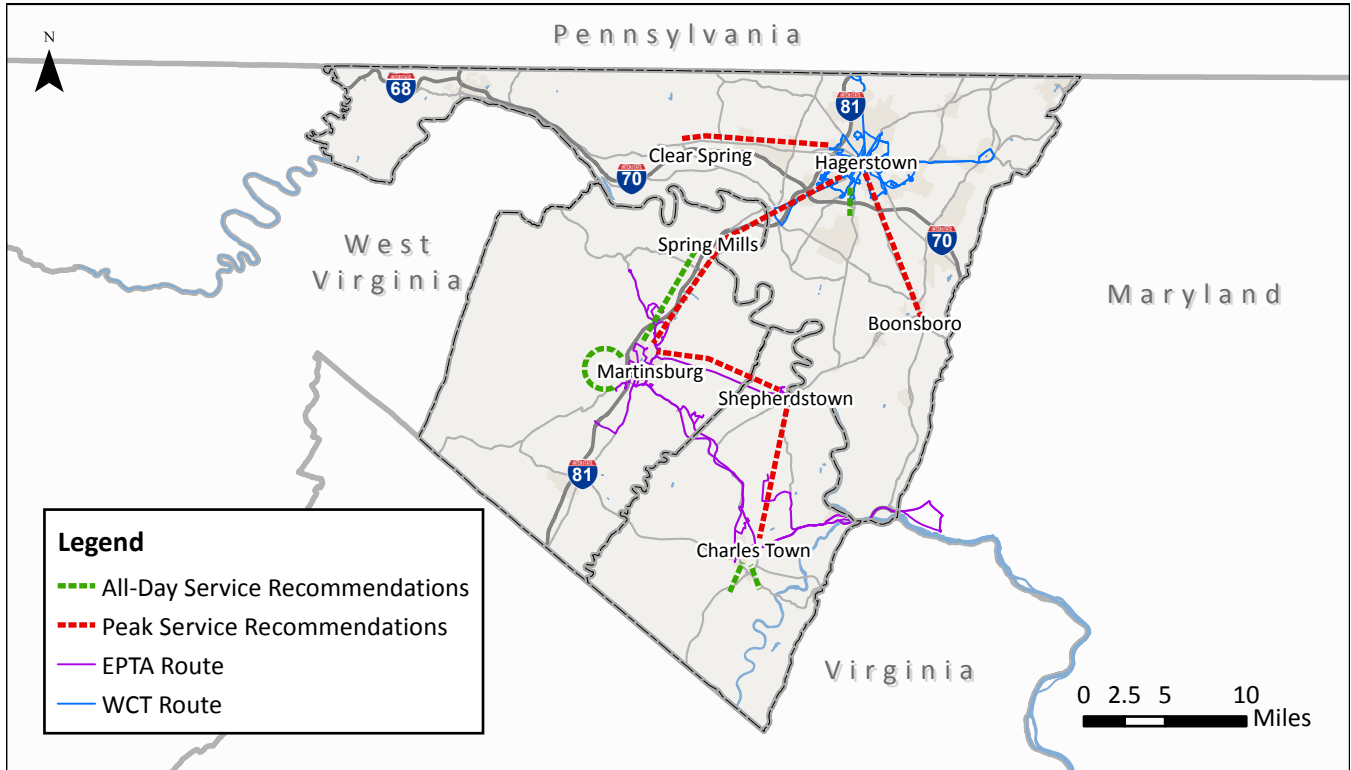


Figure 20: Recommendations to Fill Gaps in the HEPMPO Region



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LONG RANGE TRANSPORTATION PLAN

The operating costs associated with the recommended service improvements are summarized in **Table 21**. Further details on these improvements, including associated increases in revenue hours and vehicles can be found in the Route Recommendations Section.

LOCATION	LOCATION	Necessary Improvement	Operating Cost (2018 \$)
EPTA	Delmar Orchards area of Martinsburg	All-day service on weekdays	\$274,045
	Charles Town	Provide service along Augustine Ave	\$153,098
	Charles Town	Provide service along Charles Town Road southeast of Charles Tower.	\$191,882
	Martinsburg to Spring Mills Walmart	All-day service on weekdays	\$304,970
	Martinsburg to Hagerstown	Peak period service on weekdays	\$294,571
	EPTA Yellow Route	Improve weekday headway	\$124,268
	EPTA Yellow Route	Add Sunday service	\$25,848
	EPTA Shepherdstown Route	Peak period service on weekdays	\$146,415
	Charles Town to Shepherdstown	Peak period service on weekdays	\$131,125
WCT	Sharpsburg Pike Walmart	Extend Premium Outlets route	\$18,720
	Clear Spring to Hagerstown	Peak period service on weekdays	\$116,811
	Boonsboro to Hagerstown	Peak period service on weekdays	\$98,083
	WCT West End Route	Improve weekday headway	\$137,317
	WCT Funkstown Route	Improve weekday headway	\$117,700
	WCT Robinwood Route	Improve weekday headway	\$215,783
	WCT Robinwood Route	Increase weekday span of service	\$117,700
	WCT Premium Outlets	Add Sunday service	\$8,161
	WCT Valley Mall	Add Sunday service	\$34,682

Table 21: Operating Costs of Recommended Improvements (2018 dollars)



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LONG RANGE TRANSPORTATION PLAN

OTHER FUTURE DEVELOPMENTS

A significant development has been proposed for the Fort Ritchie site in Washington County, known as Cascade Town Centre. The site is located approximately 16 miles east of Hagerstown, and is proposed for 269 acres of residential and commercial development (see **Table 22**). While all plans for the development are still conceptual in nature, the proposal is large enough that it would warrant transit service in the future.

Use	Size (Acres)
Academic	28
Retail	21
Office	9
Mixed Use (office and retail)	20
Health and Wellness	37
Residential	100
Civic/Entertainment	54

Table 22: Cascade Town Centre Proposed Land Uses and Size

CAPITAL

VEHICLES

Table 23 summarizes the total funding needs for both systems in order to continue to replace vehicles at the end of their useful life and implement the additional recommendations in **Table 20**. Useful life definitions were obtained from the Federal Transit Administrations useful life benchmark guidance.

Cumulative Capital Cost by 2045 Size (Acres)	
EPTA	
Recommended Improvements	\$6,189,356
Maintain Existing Fleet	\$14,689,340
EPTA Total	\$20,878,696
WCT	
Recommended Improvements	\$3,821,178
Maintain Existing Fleet	\$15,209,576
WCT Total	\$19,030,754
Region Total	\$39,909,450

Table 23: Capital Needs by Agency



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LONG RANGE TRANSPORTATION PLAN

Figure 21 illustrates the total funding needs for both systems for vehicle replacement and new vehicle cost estimates by year through 2045.

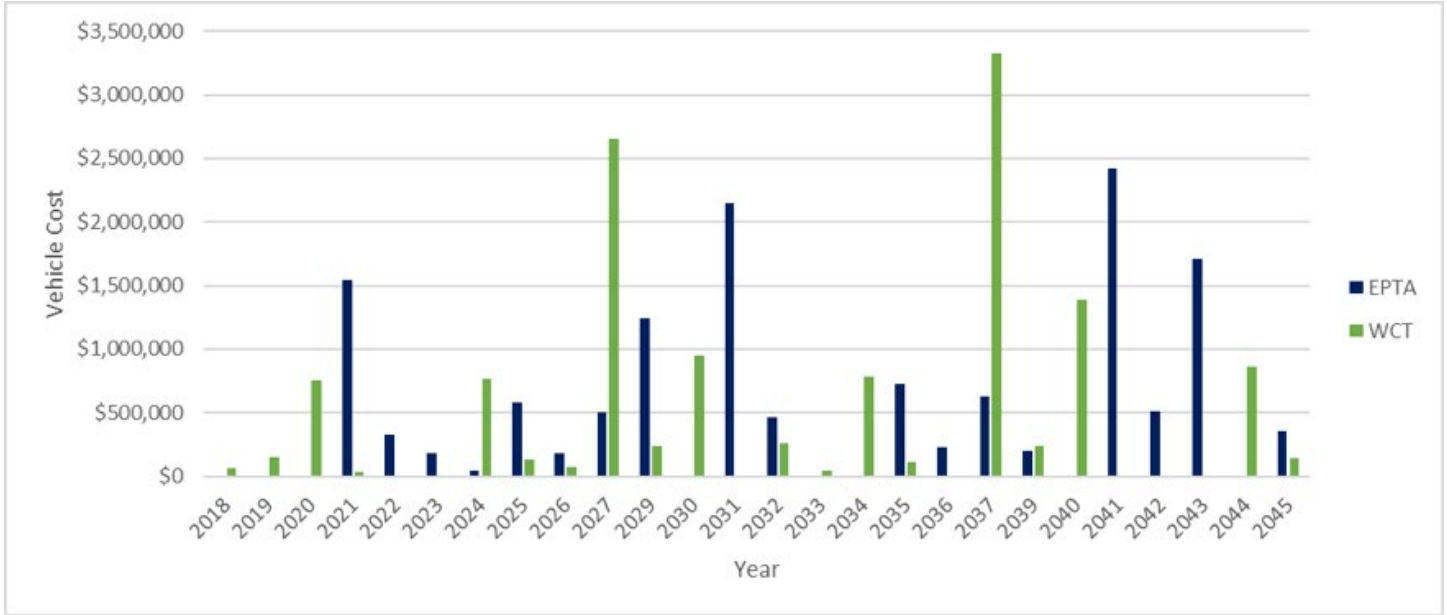


Figure 21: Vehicle Replacement and New Vehicle Costs by Year and Agency

NORTHPORT STATION

Northport Station is a new MARC transit station and EPTA bus transfer center envisioned for the City of Ranson on the Jefferson Orchards property abutting Route 9 and the CSX railroad line. The station is proposed to replace the current Duffields Station and would include a stand-alone building and a pedestrian bridge across the railroad tracks. The station will also serve as an EPTA bus transfer center that can be integrated with enhanced service to Martinsburg, Ranson, Charles Town and Harpers Ferry. The station will include bike and pedestrian facilities providing access to planned transit-oriented development (TOD) adjacent to it, as well as the regional bike path along Route 9.

The station is expected to cost between \$12.6 and \$16.3 million, including engineering design and construction.



EPTA TRANSFER CENTER AND GARAGE/ADMINISTRATION FACILITY

In conjunction with HEPMPO, EPTA conducted a transfer center relocation study in 2016 that identified potential sites to relocate the current transfer center located at the Caperton Transportation Center. The transfer center would also house EPTA's administration building and garage and maintenance facility.

The ideal facility would be approximately four acres in size and contain the following elements:

- 24,000 square foot vehicle storage building
- 5,400 square foot maintenance area with bus wash
- Two-pump fuel station
- 70 surface parking spaces for employees, visitors, and potential park and ride
- 6,700 to 7,200 square foot administration building
- Six to eight bay transit center

EPTA recently applied for a \$14 million Section 5339 grant for the transfer center. If awarded, acquisition and design could begin in 2018.

EPTA BUS SHELTERS

EPTA is implementing a bus shelter program, where eight to ten bus shelters would be installed at high ridership stops throughout the service area. The program will run through 2023, and will cost \$228,770 (see **Table 24**). EPTA has \$350,000 in funding committed for bus shelters in FY2017 and FY2018.

The locations of each shelter by implementation year are illustrated in **Figure 22**.

Year	Routes	Number	Cost
2018	Red North	8	\$53,330
2019	Red South	10	\$50,340
2020	Blue	4	\$26,165
2021	Yellow	6	\$34,810
2022	Green	3	\$17,705
2023	Orange	7	\$46,420

Table 24: EPTA Bus Shelter Program



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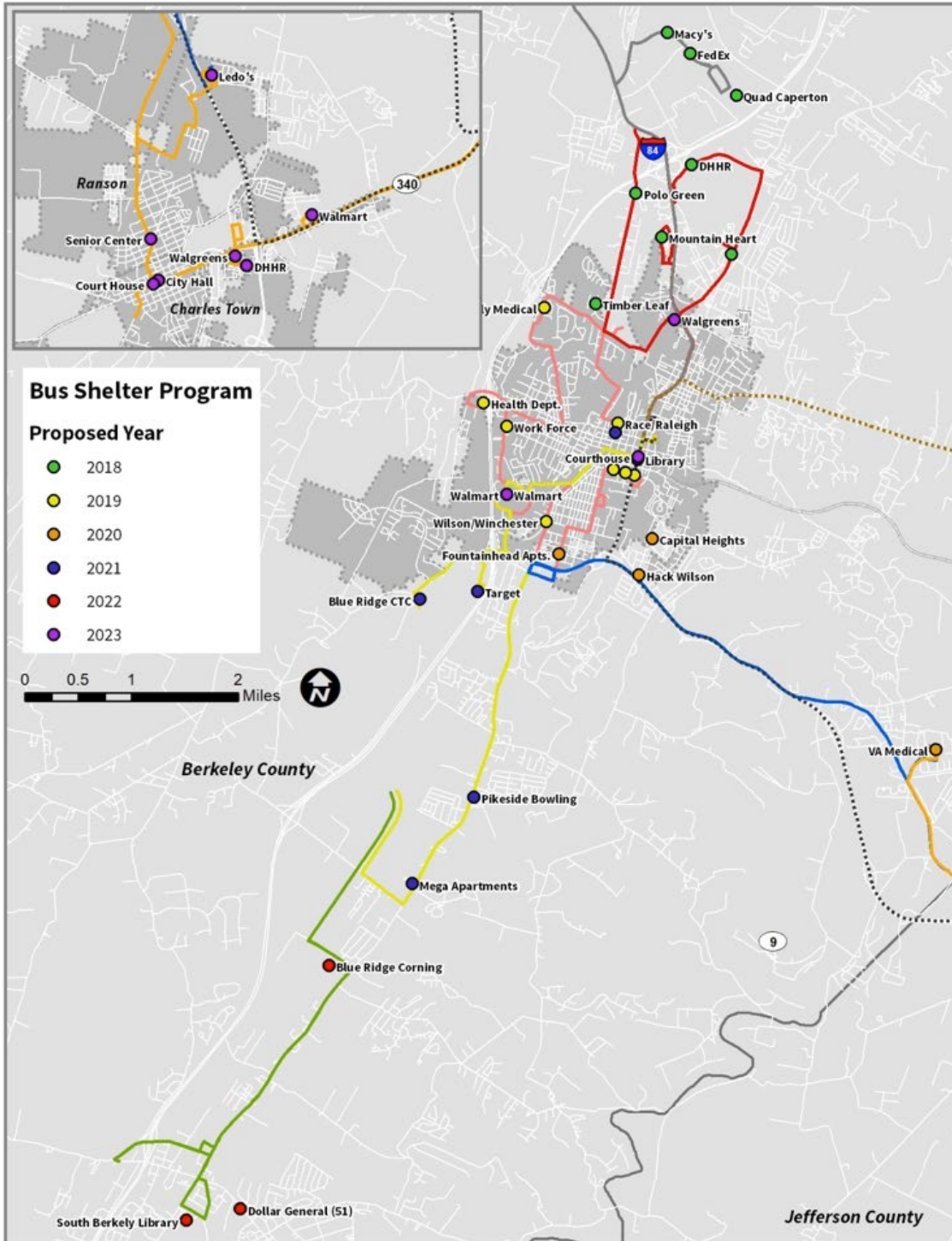


Figure 22: Recommended Locations for Bus Shelter Installation



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LONG RANGE TRANSPORTATION PLAN

WASHINGTON COUNTY MINI-HUBS

WCT currently has a single transit center in downtown Hagerstown where all WCT routes begin and end. Several other locations throughout the area also function as transfer points, however, and would benefit from additional passenger amenities. These locations include:

- Valley Mall – Valley Mall Route and Williamsport Route
- Hagerstown Park and Ride/Sharpsburg Pike Walmart – Premium Outlets Route and MTA Route 505

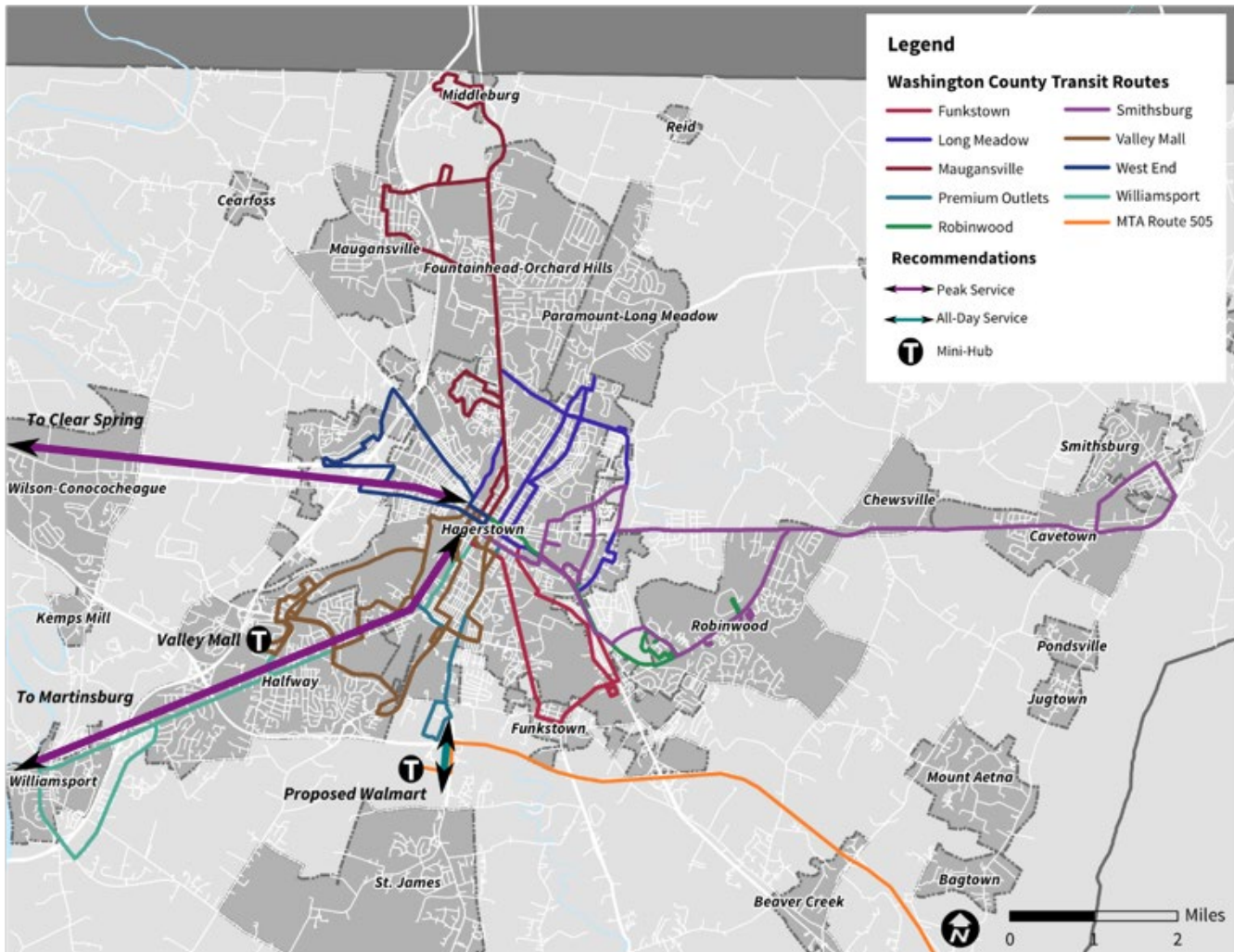


Figure 23: Recommended Mini-Hubs for WCT System



COORDINATION STRATEGIES

There are several general coordination strategies that can ultimately improve transit services in the area. The following discussion presents appropriate strategies that can be implemented within the region, and the timeframe in which they could be implemented.

Coalitions	A coalition is a group of agencies and organizations that are committed to coordinating transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition can be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad based purposes (such as to educate local communities about transportation needs).
Benefits	<ul style="list-style-type: none"> • Develops a broad base of support for the improvement of transit services in the region. • Allows the coalition to speak with the community and region's decision-makers, thereby increasing support for local funding.
Implementation Steps	<ul style="list-style-type: none"> • Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition. • Set up a meeting of these individuals in order to present the needs and issues that face the agencies. • The agencies need to work with the coalition in order to provide base information/data on the existing and future needs of transit across the region.
Timeframe	1 to 3 years

Common Fare Instruments	Common fare instruments between agencies in a single region maximize simplicity in using multiple transit services. This will become especially important when service between Martinsburg and Williamsport is implemented, as riders will now be able to transfer between two separate transit systems. While Washington County currently utilizes electronic farecards, EPTA does not. EPTA should investigate adopting an electronic farecard system compatible with the Washington County system in order to allow smooth and simple transfers between the two systems. Coordination with MTA should be undertaken as well to allow for seamless transfers to MTA services in the region, including MTA Route 505 and the MARC Brunswick Line.
Benefits	<ul style="list-style-type: none"> • Allows riders to use a single farecard for travel in all three counties.
Implementation Steps	<ul style="list-style-type: none"> • Investigate feasibility of installing fareboxes with farecard reading capabilities on EPTA vehicles connecting to Washington County. • Purchase and install new fareboxes and farecards.
Timeframe	5 to 10 years



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Joint Planning and Marketing	This level of coordination involves agencies working cooperatively with either other similar agencies or a local provider in order to make known the needs of their clients and become involved in the local planning and marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operating and marketing plans which attempt to meet the needs of the agencies' clients.
Benefits	<ul style="list-style-type: none"> • Reduces the need for expensive planning documents for each transit agency. • Allows for more complex coordination in capital development and operational functions. • Reduces the duplication of service among the coordinating agencies
Implementation Steps	<ul style="list-style-type: none"> • The coordinating agencies should meet with regional transit and transportation planners to develop a scope of work for the planning process. • The scope of work should identify the goals and objectives. • A time line should be developed for completion of the planning document. • The planning and marketing documents should develop recommendations for making decisions regarding operations, services, capital, funding, coordination, and administration.
Timeframe	3 to 5 years

One-Call Center	A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area.
Benefits	<ul style="list-style-type: none"> • Reduces administrative costs for the participating agencies. • Provides the first step to centralized dispatching. • Streamlines the information sharing process, thereby improving customer service.
Implementation Steps	<ul style="list-style-type: none"> • The agencies need to meet in order to determine which agency will house the call center, how the call center will be funded, and what information will be provided to the customer. • Set up the telephone line and purchase the needed communications equipment. • Develop a marketing brochure that details the purpose of the call center, hours of service, and telephone number.

Joint Grant Applications	The transit providers in the region can agree that they will submit a single grant to the state and/or FTA for transit funding for their capital and operational needs.
Benefits	<ul style="list-style-type: none"> • Reduces the amount of time that each agency needs to spend in developing a grant on their own. • Allows for a possible increase in local match funds for state and FTA transit funding. • Offers agencies opportunities to share knowledge in the grant application process.
Implementation Steps	<ul style="list-style-type: none"> • The agencies need to review their needs and create a list of capital and operational requirements. • The agencies need to itemize their lists and determine a priority of needs. • The grant needs to be developed based on priority lists. • The grant and local match need to be approved by each of the agency's boards/councils. • An interagency agreement needs to be approved to allow the grants to be passed through a single agency. • The agencies should submit one final joint grant.



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LONG RANGE TRANSPORTATION PLAN

Joint Training Programs	Joint training programs between agencies in everything from preventative maintenance to safe wheelchair tie-down procedures can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each have a specialized trainer who can be responsible for one or more disciplines. For example: one agency can provide Passenger Assistance Training (PATs), and one agency can specialize in preventative maintenance training. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. The joint training costs are shared between the agencies.
Benefits	<ul style="list-style-type: none"> • Reduces each agency's training budget. • Increases the opportunities for drivers and staff to learn from each other.
Implementation Steps	<ul style="list-style-type: none"> • Identify the training needs of each agency's staff. • Identify the training courses that meet the greatest needs. • Identify the agency or organization/company that can provide the needed training. • Identify the state and federal grants that can assist in paying for the training.

Contracts for Service	Contracts for service are created with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public transportation provider. The contract revenue can then be used as local match for the local public transportation provider using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aides or teachers.
Benefits	<ul style="list-style-type: none"> • Increases the amount of local match that can be used to pull additional state and federal funding for transit services into the region. • Reduces the duplication of transportation services in the region, thereby creating an economy of scale and improving the overall transit performance level.
Implementation Steps	<ul style="list-style-type: none"> • The agencies should meet to identify the needs and capacity of the contract parties. • Develop a contract that details the responsibility of each party.
Timeframe	3 to 6 years

STAFFING

Washington County Transit has identified staffing issues that currently prevent the agency from implementing new programs, including capital programs such as the installation of new shelters and formalizing bus stops in the system. Relative to other small systems, WCT has a significantly lower operating cost per revenue hour, which is indicative of the need for an increase in staff and subsequent increase in funding.

For the purposes of this plan, recommendations developed for WCT will be costed using \$75.00 per revenue hour, a figure that is closer to what is typically experienced among small agencies. This will ensure that new recommendations take into account the fact that WCT is currently understaffed and requires additional funding solely to reach full staffing levels.



FEDERAL LEGISLATION

Then-President Obama signed the Fixing America's Surface Transportation Act ("FAST Act") into law in December of 2015. The bill authorizes \$305 billion in federal expenditures on transportation over five years (FY 2016-FY 2020). Of this funding, \$225.2 billion is slated to go to highways, \$60.9 billion to mass transit, and \$8 billion to highway and vehicle safety programs. It mostly maintains existing pre-existing program structures, though it does contain some changes, including a streamlined project approval process and new safety and freight programs.

Like its predecessors, the FAST Act requires MPOs to adopt fiscally-constrained long-range transportation plans every four years. The legislation adds a requirement that these plans must now provide for the development and management of intermodal facilities for intercity transportation, and identify existing public transportation facilities and intercity bus facilities. MPOs are required to include strategies to reduce natural disaster-related vulnerabilities. MPOs are also expected to consider systems resiliency and storm water mitigation as factors in the plans they produce.

New programs include:

- **Section 1105: Nationally Significant Freight and Highway Project Grants**
 - o Offers funding to States, MPOs, and local governments, with grant amounts starting at \$25 million
 - o Funding can be used for construction of highway, bridge, freight rail, or port projects, including intermodal projects and rail/highway grade separation projects.
- **Section 1116: National Highway Freight Program**
 - o Requires the Federal Highway Administrator to establish a national freight policy, including a National Highway Freight network, which consists of the 41,000-plus mile network established under MAP-21, as well as critical urban and rural freight corridors and sections of the Interstate Highway network not included in the MAP-21 network.
 - o Sets criteria for differentiating urban and rural freight networks
 - o In planning areas with populations below 500,000, states and MPOs work together to designate urban freight corridors.
 - o States are required to develop a freight plan within two years of the enactment of the legislation, failure to do so restricts states from using certain funding streams to improve their sections of the National Highway Freight network



Alterations to existing programs include:

- **Section 1109: Surface Transportation Block Grant Program**
 - o Transportation Alternatives Projects (TAPs) are eliminated, to be replaced by this program
 - o Allocations for this program are based on the amounts that states were required by law to spend on TAPs in 2009.
 - o Funding is split 50/50 between states and MPOs.
- **Subtitle C: Acceleration of Project Delivery**
 - o Allows agencies to use a single document, prepared in accordance with NEPA, to satisfy all Federal permitting and review processes whenever practicable.
 - o Allows operating administrations within USDOT to act as the lead agency on a transportation project
 - o Allows lead or cooperating agencies to use part or all of an existing planning document in NEPA proceedings
- **Section 1404: Design standards**
 - o Allows local jurisdictions to set and adhere to design standards different from their states under certain conditions
- **Section 3004: Urbanized Area Formula Grants**
 - o Allows two or more public transportation systems operating in areas over 200,000 in population to share operating funds under written agreements: these funds do not have to be based on vehicle revenue hours
- **Section 3005: Fixed Guideway Capital Investment Grants**
 - o Eliminates the requirement for bidirectional weekend service on corridor-based BRT services.
 - o Increases the size of projects eligible for Small Starts funding to \$300 million in total net capital costs, and increases the maximum federal assistance for these projects to \$100 million
 - o Sets the maximum federal share of a full funding grant agreement for a new fixed guideway capital project at 60%

FISCALLY-CONSTRAINED PLAN

Table 25 summarizes the total funding available for each agency versus the cost of the projected cost of the recommended services through 2045. The operating costs take into account each agency's ongoing planning work to carry out the services outlined in this plan in addition to the development of regional transit services, updating route schedules, planning new routes to continue to fill gaps in the transit network, and updating Transit Development Plans. These efforts will continue through the course of the plan. The assumptions used in generating these forecasts include:

- A 2.28% annual growth rate in operating costs, maintenance costs, and capital costs
- A 5% growth rate in funding through 2022, and a 2.28% growth rate from 2023-2045

These figures are based on funding guidance for the development of the Transportation Improvement Program (TIP) through 2022 (5 percent), and the average annual increase in the consumer price index for the greater Washington, DC region over the past 20 years (2.28 percent).



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Agency	Type	Subcategory	Costs	Funding	Surplus/Deficit
EPTA	Operating	Existing Services	\$58,670,970	\$64,717,798	\$6,046,828
		Service Expansion	\$46,392,726	0	-\$46,392,726
	Maintenance	All	\$13,785,495	\$13,785,495	\$0
	Capital	Vehicle Replacement	\$14,689,340	\$12,780,481	-\$1,908,859
		Vehicles for Service Expansion	\$6,189,356	\$0	-\$6,189,356
		Other	\$14,427,645	\$20,661,777	\$6,234,132
WCT	Operating	All	\$99,351,987	\$100,987,098	\$1,635,111
		Service Expansion	\$24,061,363	0	-\$24,061,363
	Maintenance	All	\$11,608,937	\$11,608,937	\$0
	Capital	Vehicle Replacement	\$15,209,576	\$9,745,117	-\$5,464,460
		Vehicles for Service Expansion	\$3,821,178	\$0	-\$3,821,178
		Other	\$721,000	\$4,375,185	\$3,654,185

Table 25: Funding versus Costs Through 2045

OPERATING CONSTRAINTS

Given the financial constraints that exist, the majority of the improvements recommended for EPTA and WCT will not be able to be implemented without increases from existing funding sources or the identification of new sources.

EPTA will only have a surplus in operating funds in the amount of \$6.05 million beyond the costs associated with operating its existing services. The highest priority recommendations for the EPTA system are the expansions of service to Spring Mills and the Delmar Orchards area of southeast Martinsburg, neither of which could be implemented in the near term for under \$6.05 million. Implementation could be delayed, however, to a later year in order to fit these recommendations into the long-term budget.

WCT will have a surplus in operating funds in the amount of \$1.6 million beyond the costs associated with operating its existing services at increased staffing levels. The planned extension of the Premium Outlets route to the Sharpsburg Pike Walmart will cost around \$700,000, leaving only \$900,000 remaining. The highest priority recommendation that could be implemented within this amount is the addition of Sunday service to the Valley Mall route, which would cost around \$867,000 through 2045.

Additional federal operating funding would be available under Section 5307 to cover 50 percent of the operating costs associated with the service expansion for both agencies, however, a local match would need to be provided in order to receive this funding. Additionally, the ability to use Section 5307 funding for operating costs is only available to urbanized areas with populations under 200,000. It is expected that the Hagerstown urbanized area will exceed 200,000 people by 2022.

Through 2022, the estimated total operating costs for service expansions is \$2.3 million, with a necessary local match of \$1.15 million (see **Table 26**).



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

	Service Expansion Total Operating Cost Through 2022	Potential Additional Federal Funding	50% Local Match
EPTA	\$1,859,176	\$929,588	\$929,588
WCT	\$457,182	\$228,591	\$228,591
Total	\$2,316,358	\$1,158,179	\$1,158,179

Table 26: Service Expansion Operating Costs Through 2022

CAPITAL CONSTRAINTS

The “other” capital costs and funding represent funding for things like garage improvements, bus radio upgrades, fare collection systems, and bus shelters. The funding projected for these improvements is based on what each agency is projected to receive in the next five years, expanded out to 2045. While there are only a few planned projects that would utilize this funding at this point, it is expected that others will be identified in the future and therefore, a surplus in this funding will not exist. The planned projects that would utilize this funding include those listed in the public transit initiatives section.

Overall, additional capital funding will be necessary in order for the agencies to simply maintain their fleets, as the funding levels for vehicle replacements do not meet the needs projected based on each agency’s vehicles’ useful life. Additionally, the additional vehicles needed to expand service will need additional funding.

MAINTENANCE CONSTRAINTS

The preventative maintenance costs and funding are expected to be constrained through 2045, as adequate funding has been available for the past five years.

ROUTE RECOMMENDATION DETAILS

Table 27 summarizes the net number of vehicles, annual revenue hours, and operating costs associated with the route recommendations outlined in the Recommendations section. The base system statistics for each agency are also included for comparison.



DIRECTION 2045

LONG RANGE TRANSPORTATION PLAN

Agency	Type	Service	Description	Vehicles	Annual Revenue Hours	2018 Operating Cost	Cumulative Operating Cost Thru 2045
EPTA	Fixed	EPTA Base Fixed	-	-	20,826	\$1,519,140	\$58,670,970
EPTA	DR	EPTA Based DR	-	-	7,949	\$0	\$0
WCT	Fixed	WCT Base Fixed	-	-	26,436	\$1,867,000	\$1,867,000
WCT	Fixed	WCT Base Fixed - Inc. Staff	-	-	26,436	\$2,074,343	\$78,039,226
WCT	DR	WCT Base RA	-	-	7,263	\$503,500	\$19,445,761
WCT	Fixed	WCT West End Extension	-	0	0	\$0	\$0
EPTA	Fixed	Martinsburg to Hagerstown	Peak period service on weekdays	4	5,334	\$294,571	\$9,167,832
EPTA	Fixed	Southwest Charles Town along Augustine Ave	All-day service on weekdays	1	2,772	\$153,098	\$3,826,232
EPTA	Fixed	EPTA Shepherdstown Route	Peak period service on weekdays	2	2,651	\$146,415	\$1,529,145
EPTA	Fixed	Southeast Charles Town along Charles Town Road	All-day service on weekdays	1	3,474	\$191,882	\$4,795,545
EPTA	Fixed	Delmar Orchards area of Martinsburg	All-day service on weekdays	1	4,962	\$274,045	\$10,029,579
EPTA	Fixed	Martinsburg to Spring Mills Walmart	All-day service on weekdays	2	5,522	\$304,970	\$11,161,409
EPTA	Fixed	EPTA Yellow Route	Improve weekday headway	1	2,250	\$124,268	\$3,867,534
EPTA	Fixed	EPTA Yellow Route	Add Sunday service	0	468	\$25,848	\$645,987
EPTA	Fixed	EPTA Charles Town to Shepherdstown	Peak period service on weekdays	2	2,374	\$131,125	\$1,369,462
WCT	Fixed	WCT West End Route	Improve weekday headway	1	1,750	\$137,317	\$4,273,653
WCT	Fixed	WCT Premium Outlets	All-day service on weekdays	1	239	\$18,720	\$704,265
WCT	Fixed	WCT Funkstown Route	Improve weekday headway	1	1,500	\$117,700	\$2,941,569
WCT	Fixed	WCT Robinwood Route	Improve weekday headway	1	2,750	\$215,783	\$5,392,876
WCT	Fixed	Clear Spring to Hagerstown	Peak period service on weekdays	1	1,489	\$116,811	\$2,919,343
WCT	Fixed	WCT Valley Mall	Add Sunday service	0	442	\$34,682	\$866,782
WCT	Fixed	WCT Premium Outlets	Add Sunday service	0	104	\$8,161	\$203,949
WCT	Fixed	WCT Robinwood Route	Increase weekday span (add 5 trips)	0	1,500	\$117,700	\$4,307,619
WCT	Fixed	Boonsboro to Hagerstown	Weekday service	1	1,250	\$98,083	\$2,451,307

Table 27: Net Operating Statistics for Recommended Route Improvements