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.hepmpo.net

INTERSTATE COUNCIL MEETING
May 15, 2024, 1:30pm
AGENDA

In-Person –
Eastern West Virginia Regional Airport, 2nd Floor Conference Room, 170 Aviation Way, Martinsburg, WV 25405

Virtual -
Please join meeting from your computer, tablet or smartphone: Microsoft Teams meeting link
You can also dial in using your phone: United States +1 (240) 673-0780; Phone Conference ID: 638 981 34#

CALL TO ORDER, *Chair Elaine Bartoldson*

ROLL CALL OF PARTICIPANTS, *Deb Eckard, HEPMPO/Washington County Department of Planning and Zoning*

APPROVAL OF MINUTES (March 20, 2024), *Chair Elaine Bartoldson – Discussion/Action*

I. Transportation Improvement Program

FY2023-2026 WEST VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM ADJUSTMENTS, *Michaela McDonough, Transportation Planner – Information/Discussion*

FY2023-2026 MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM ADJUSTMENTS, *Michaela McDonough, Transportation Planner – Information/Discussion*

DRAFT FY2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM, *Michaela McDonough, Transportation Planner – Discussion/Action – Resolution 2024-08*

MARYLAND GREENHOUSE GAS EMISSIONS PERFORMANCE MEASURES, *Michaela McDonough, Transportation Planner – Discussion/Action – Resolution 2024-09*

II. Long Range Transportation Plan

REGIONAL SAFETY ACTION PLAN, *Matt Mullenax, Executive Director – Discussion/Action – Resolution 2024-10*

CONGESTION MANAGEMENT PROCESS, *Matt Mullenax, Executive Director – Information/Discussion*

HAGERSTOWN SAFE STREETS AND ROADS FOR ALL ACTION PLAN, *Matt Mullenax, Executive Director – Information/Discussion*

III. Organizational Administration

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DRAFT FY 2025 UNIFIED PLANNING WORK PROGRAM, *Matt Mullenax, Executive Director – Discussion/Action – Resolution 2024-11*

GENERAL SERVICES CONTRACT (FY2025-FY2027), *Matt Mullenax, Executive Director – Discussion/Action*

FINANCIAL STATUS UPDATE, *Jill Baker, HEPMPO/Washington County Department of Planning and Zoning – Information/Discussion*

DIRECTOR'S REPORT, *Matt Mullenax, Executive Director – Information/Discussion*

STAFF REPORT, *Michaela McDonough, Transportation Planner – Information/Discussion*

IV. Executive Session

To discuss personnel matters that concern one or more specific individuals.

V. Other Business

INTESTATE COUNCIL MEMBER RECOGNITION OF SERVICE, *Matt Mullenax, Executive Director – Information/Discussion*

PUBLIC COMMENT

NEXT MEETING AUGUST 21, 2024 – MARTINSBURG, WV (TENTATIVELY)

VI. Adjournment

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION
INTERSTATE COUNCIL
March 20, 2024

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization Interstate Council held a meeting on Wednesday, March 20, 2024 at 1:30 p.m. both in person [at the Eastern Panhandle Regional Airport in Martinsburg, WV] and via tele-conference call. MD and WV Open Governmental Meetings Acts and HEPMPO Bylaws permit virtual only meetings of our committees and boards provided members can hear and be heard by each other and by any media or members of the public.

CALL TO ORDER

The Vice-Chair called the meeting to order at 1:30 p.m.

ROLL CALL

The following were in attendance: Jill Baker, Vice-Chair, Washington County Dept. of Planning & Zoning; Kevin Cerrone, Washington County Transit; Elaine Bartoldson, EPTA; Matt Mullenax, HEPMPO Executive Director; Tyson Byrne, MDOT; Pam Mohn, Washington County Dept. of Engineering; Brian Carr, WV DOH; Jim Barnhart and Steve Catlett, Berkeley County Commission; Elizabeth Ricketts, City of Charles Town; Steve Stolipher, Jefferson County Commission (joined the meeting at 2:05); and Andy Blake, City of Martinsburg.

Also present were: Michaela McDonough, HEPMPO; Debra Eckard, Washington County Dept. of Planning & Zoning; Jim Bender, City of Hagerstown, Kari Snyder, MDOT; Sean Varsalona, MD SHA, Chris Strovel, Senator Capito's Office and Steve Pearson, The WV Independent Observer.

MINUTES

Motion and Vote: Mr. Blake made a motion to approve the minutes of the January 17, 2024 meeting as presented. The motion was seconded by Mr. Barnhart and unanimously approved.

-TRANSPORTATION IMPROVEMENT PROGRAM

MDOT Climate Focused Funding Portal

Mr. Mullenax briefly presented a power point presentation provided by MDOT discussing the Carbon Reduction Program update. He noted that staff is working on an application with District 6's support to upgrade five intersections with pedestrian signals in downtown Hagerstown. A list of eligible projects for CRP funding were presented in the power point. Mr. Mullenax reviewed the project identification and selection process, as well as the program timeline. He noted that this program has been funded through the IIJA. Currently, there is $624,271 available for obligation in the Hagerstown area. Funds are available for Transit capital projects but may not be used for Transit operating expenses. MDOT has opened a new on-line portal to apply for funding and applications will be accepted through April 30th.

FY 2023-2026 WV Transportation Improvement Program Amendments

Ms. McDonough presented the following adjustments for the FY 2023-2026 WV TIP.

FHWA-Eastern Federal Lands

Adjustments [No formal action required]

- Harpers Ferry Fleet Replacement, WVT2024-03

- **Project Data:** FY2024 $1,000,000 (Federal)
- Harpers Ferry Bus Facility Expansion, WVT2024-04
  - **Project Data:** FY2024 $1,650,000 (Federal)

West Virginia Department of Transportation

Adjustments [No formal action required]

Berkeley County

- WV 9 at WV 901 LTL/Traffic Signal, B2022-01
  - **Change:** Project Cancelled
- Martinsburg North Queen Street, B2022-18
  - **Change:** Add CON funding in FY 2023: $1,078,203 ($862,562 Federal; $215,641 State)
- VA St Ln Rest Area, B2023-01
  - **Change:** Project Cancelled
- Exit 16 – Maryland St Ln, B2023-02
  - **Change:** Project Cancelled
- Exit 12 – Exit 16, B2023-03
  - **Change:** Project Cancelled
- Roadway Striping (D5), B2023-04
  - **Change:** Increase FY 2023 CON funding to $6,180,314 ($4,326,220 Federal; $1,854,094 State). Add FY 2026 CON funding: $1,320,434 ($739,437 Federal; $580,987 State)
- D-5 Recall Striping, B2023-05
  - **Change:** Add CON funding in FY 2024: $478,502 ($334,951 Federal; $143,551 State)
- SF BR Inspect – D5, B2023-06
  - **Change:** Decrease FY 2025 funding to $600,00 ($480,000 Federal; $120,000 State)
- I-81 Signing, B2023-13
  - **Change:** Change ENG Federal fund source to NHPP, Change FY 2023 ENG to all Federal ($500,000)
- Butts Mill Bridge, B2024-02
  - **Change:** Change ROW Federal fund source to HWI-OFF, Move FY2025 CON funding to FY 2028
- Bunker Hill Mill, B2024-04
  - **Change:** Move ENG to FY 2033. Move ROW to 2034. Add CON phase in 2035.
- Tuscarora Creek Bridge, B2024-05
  - **Change:** Move ENG to FY 2033 and add CON in FY 2035.
- Old Mill Road Bridge, B2024-08
  - **Change:** Move ENG to FY 2024: $600,000 (Federal). Move ROW to 2035 and add CON in 2036.
- Elk Branch #3, B2024-09
  - **Change:** Add ENG in FY 2023: $3,800 ($3,040 Federal; $760 State). Move CON to FY 2028.
- I-81 Welcome Centers & Overnight Truck Parking, B2024-10
  - **Change:** Move ENG to FY 2024 in same amount. Move CON to FY 2025 in same amount.
- Queen St at Moler Ave Signal Renovation and Ped Upgrade, B2024-11

    - **Change:** Change ENG Federal fund source to CRP 50-200K POP.
- I-81 Exit 20 SB Ramp Widening, B2024-13
    - **Change:** Add ENG phase in FY 2023: $15,000 ($13,500 Federal; $1,500 State). Increase CON in FY 2024 to $556,946 ($501,252 Federal; $55,694 State)
- D5 District Wide IDIQ Guardrail, B2024-16
    - **Change:** CON FY 2023: $1,194,875 ($1,075,387 Federal; $119,488 State)
- D5 Guardrail Project, B2024-17
    - **Change:** ENG FY 2023: $20,000 ($18,000 Federal; $2,000 State). CON FY 2024: $500,000 ($450,000 Federal; $50,000 State)
- SFY 24 BKAMPP – District 5 On-Systems Bridges, B2024-18
    - **Change:** CON FY 2023: $1,470,946 ($1,177,557 Federal; $293,389 State)

Jefferson County

Adjustments

- Charles Town I/C Design Study, J2023-04
    - **Change:** Project cancelled.
- Jefferson Ave Turn Lane & Traffic Signal, J2024-01
    - **Change:** Decrease FY 2024 CON to $570,287 ($513,258 Federal; $57,029 State)
- Charles Town South George Street Pedestrian Improvements, J2024-04
    - **Change:** Move CON to FY 2024 and increase to $511,229 ($408,983 Federal; $102,246 State)
- Arsenio Albert Alvarez Memorial Bridge, J2024-05
    - **Change:** Move CON to FY 2024 and increase to $792,735 ($634,188 Federal; $158,547 State)
- Maddex Square Ped Crossing, J2024-08
    - **Change:** Change ROW Federal fund source to CMAQ. Decrease ENG to $10,000 Federal).
- W Washington Street, J2024-09
    - **Change:** Increase ENG funding to $688,531 ($619,678 Federal; $68,853 State)
- Flowing Springs Road, J2024-11
    - **Change:** Change Federal fund sources to STBG-FLEX.
- Flowing Springs Exit Improvements, J2024-12
    - **Project Data:** CON FY 2023: $1,565,308 (Federal). Project Obligated.

FY 2023-2026 MD Transportation Improvement Program Amendments

Ms. McDonough presented the following adjustments for the FY 2023-2026 MD TIP.

FHWA – Eastern Federal Lands

Adjustments [No formal action required]

- Byron Bridge Accessibility, W2024-01
    - **Project Data:** CON FY 2024: $500,000 (Federal)
- C&O Tunnel Rehabilitation, W2024-02
    - **Project Data:** CON FY 2024: $3,385,000 (Federal)

Washington County Division of Engineering

Adjustments

- Eastern Blvd Widening Ph II, W2017-08
  - **Change:** Decrease FY 2025 CON to $174,000 (Local). Decrease FY 2026 CON to $775,000 (Local)
- Halfway Boulevard Extended Ph 1 and Ph 2, W2018-01
  - **Change:** Add CON funding in FY 2025: $1,950,000 (Local)
- Local Federal Aid Projects, W2019-07
  - **Change:** Add ENG in FY 2025: $50,000 (Local). Move FY 2024 CON to FY 2025. Increase FY 2026 CON: $2,150,000 ($1,720,000 Federal; $430,000 Local)
- Wright Road Relocation, W2021-07
  - **Change:** Move FY 2024 Federal CON funding to FY 2025. Remove FY 2025 Local CON funding.

Mr. Blake expressed concern over the lack of information related to canceled projects. Mr. Carr shared that he had made inquiries before the meeting and unfortunately was not able to learn more information. Mr. Carr continued to explain that the current STIP may be over budget and that is the reason for canceling projects. Mr. Mullenax said he would write a letter to WVDOT Secretary Wriston seeking more information.

Draft FY 2025-2028 Transportation Improvement Program

Mr. Mullenax reported that staff has begun developing a new TIP. Sheets have been sent out for mark-up to WVDOT and MDOT and updates will be incorporated when they are received. The Draft TIP will be advertised for public comment from April 13th to May 14th. The Draft will be posted online and hard copies will be placed in the region's three County-seat libraries. We will present the Draft for approval at the May 15th meeting along with any public comments received.

Washington County Transit Safety Performance Measures and Maryland Transit Administration Safety Performance Measures

Ms. McDonough briefly reviewed the safety measures set by Washington County Transit and the Maryland Transit Administration. She noted a decrease in injuries, injuries per 100k VRM and System Reliability (VRM/Failures) for Washington County Transit as well as a decrease in System Reliability (MDBF) as reported by the Maryland Transit Administration. Updated charts showing all safety measures were included in the agenda packets.

-LONG RANGE TRANSPORTATION PLAN

Regional Safety Action Plan

Mr. Mullenax stated that as part of the Safety Action Plan, a high injury network is being developed. A high injury network is a collection of roads where a disproportionate number of fatal and severe injury collisions occur. To create the high injury network, many different sources of data are collected including crash data, roadway data, etc. as well as incorporating weighting to account for collision severity and travel mode. The high injury network consists of 55 corridors and 126 segments for a total of 84 miles, which does not include the interstates. The 84 miles is 1% of all roadway miles in the three county region; this accounts for approximately 1/3 of all fatal and severe injury crashes.

The draft Plan will be advertised in mid-April for public comment. Public meetings will be held in each of our three counties. The draft Plan and any comments received will be presented for approval at the May 15th meeting.

Congestion Management Process

Mr. Mullenax reported that following public survey review, a quantitative analysis was conducted and priority congestion corridors have been identified in our region. A web map has been created and is available on our website. Staff is working on further assessments and developing a strategy toolbox for alleviating congestion in the identified areas. A draft plan is expected in early May with a public meeting to be held in mid-May.

Hagerstown Safety Action Plan

Mr. Mullenax stated that staff is working with the City of Hagerstown to draft its Safety Action Plan. A City-level high injury network is being developed as we continue to acquire GIS data. Staff was recently able to map historic City citation data for a variety of violations.

-ORGANIZATIONAL ADMINISTRATION

Draft FY 2025 Unified Planning Work Program (UPWP)

Mr. Mullenax explained that the UPWP contains our proposed budget and work program for the upcoming fiscal year. He noted that our budget has almost doubled due to the infusion of Federal funds resulting from the IIJA. Staff has identified six planning studies to be developed in the next fiscal year, including: the Title VI update, EPTA Transit Development Plan update, Corridor Safety Studies for Virginia Avenue in Hagerstown, Edwin Miller Boulevard in Martinsburg, and West Washington Street in Charles Town, and the WCT Facilities Expansion Plan. Also included is the City of Hagerstown's second year of utilizing our general services contract to complete its SS4A Safety Action Plan. The draft budget also includes a 3.5% salary increase for MPO staff, which is consistent with recent local government increases.

Ms. Baker briefly reviewed the draft and explained that the work tasks show the hours as well as the capital and operating funds to be expended throughout the year. The UPWP also shows the breakdown of funding sources. Ms. Baker noted that a majority of our expenditures will be in labor and consulting costs.

The draft UPWP will be advertised for public comment from April 13th to May 14th. The draft will be posted online and placed in the region's three County seat libraries. The draft as well as any public comments received will be presented for approval at the May 15th meeting.

General Services Contract (FY2025-FY2027

Mr. Mullenax reported that our current general services contract with Michael Baker ends on June 30, 2024. The RFP was advertised on February 1st, a pre-proposal meeting was held on February 15th, and the closing date for bids was March 6th. Staff has been in close communication with the Evaluation Committee. Further discussions will be held during the Executive Session scheduled with the Interstate Council later today.

Financial Status Update

Ms. Baker stated that the second quarter income summary and expenditures were included in the agenda packets. A total of approximately 139,865 were spent during the second quarter with the majority of funds expended for special studies, GIS, TIP, and labor costs.

Director's Report

Mr. Mullenax gave a brief report on the following:

- Staff assisted the City of Martinsburg, Berkeley County Commission and the WVDOT in applying for the FY2024 RAISE grant to fund the Martinsburg Greenway Trails project.
- Staff assisted Region IX in applying for and receiving a CDSR (Congressionally Directed Spending Request) grant for the Shepherdstown Pike project.
- Staff attended the MDOT Grants workshop held in Hagerstown last week. Unfortunately, the US 40 (Dual Highway) RCN (Reconnecting Communities and Neighborhoods) grant did not get awarded.
- Staff is supporting Washington County Transit in the development of its Transportation Development Plan.
- MPO staff has provided technical support and assisted in the preparation of grants for the Bolivar West Washington Street sidewalk project that has just went out to bid.
- MPO staff is supporting the WVDOT in its CDSR grant process for the I-81 Welcome Center and Truck Parking project.
- Staff continues working with EPTA on its Transit Center project. A pre-bid meeting was held on February 27th and the bid opening is scheduled for April 16th.
- New PM2.5 NAAQS requirements have been released by the EPA. The HEPMPO region was not identified as a non-conformity area on the EPA's map.
- The new Greenhouse Gas (GHG) performance measure **"Percent change in tailpipe carbon dioxide (CO2) emissions on the NHS compared to the referenced year (calendar year 2022)"** has been released which we will need to incorporate into the TIP in May. State DOTs were required to establish their targets by February 1st; MPOs are required to establish their own 4-year emissions reduction targets or adopt the State's targets within 180 days.

Staff Report

Ms. McDonough presented the following update:

- Staff is developing a map to serve as a data repository for the City of Charles Town's potential ADA Transition Plan.
- Work continues with EPTA to get its GTFS on Apple maps.
- She will be learning to use the FHWA CMAQ calculator to aid in the CRP grant application process.
- Staff is waiting for the consultant to provide underlying data for the Congestion Management and Safety Action Plans.

Mr. Catlett made a motion to close the regular meeting and move into Executive Session at 2:40 p.m. The motion was seconded by Mr. Cerrone, unanimously approved and so ordered by the Vice-Chair.

EXECUTIVE SESSION

To discuss the RFP process and to determine if the RFP was unduly restrictive.

The Vice-Chair reconvened the regular meeting at 3:18 p.m.

Motion and Vote: Mr. Byrne made a motion the RFP was bid fairly and there the sole respondent was a competitive bid. The motion was seconded by Ms. Mohn and unanimously approved.

OTHER BUSINESS

Public Comment

There were no public comments.

Future Meetings

The next scheduled meeting of the Interstate Council is Wednesday, May 15, 2024 at 1:30 p.m. This meeting will be held in person at the Eastern West Virginia Regional Airport in Martinsburg, WV, with a call-in option.

-ADJOURNMENT

Mr. Cerrone made a motion to adjourn the meeting at 3:20 p.m. The motion was seconded by Mr. Blake and so ordered by the Vice-Chair.

Respectfully submitted,

_____

Jill L. Baker, Vice-Chair

Hagerstown/Eastern Panhandle MPO (HEPMPO)
FY2023-2026 TIP Revision
May 15, 2024

Within this document you will find five adjustments requested by Washington County Transit (WCT) and one adjustment requested from West Virginia Department of Transportation (WVDOT). Below is a staff summary of these changes. These changes will be presented during the regular meeting of the Interstate Council (ISC) on May 15, 2024.

MARYLAND

Washington County Transit

EXISTING PROJECT

Project Name, TIP ID:	Operating Assistance – Section 5307, WT2023-02
Description:	Operating Assistance
Requesting Agencies:	WCT
County, State:	Washington, Maryland
Project Data:	FY2023: $1,867,082 ($933,541 Federal; $618,720 Local; $314,821 State). FY2024: $1,867,082 ($933,541 Federal; $618,720 Local; $314,821 State). FY2025: $1,867,082 ($933,541 Federal; $618,720 Local; $314,821 State). FY2026: $1,867,082 ($933,541 Federal; $618,720 Local; $314,821 State).
Changes:	Increase FY2024 funding to $3,734,164 ($1,867,082 Federal; $1,363,368 Local; $503,714 State).
Action:	*Adjustment – No Formal Action Required*

EXISTING PROJECT

Project Name, TIP ID:	Capital Assistance – Preventative Maintenance, WT2023-03
Description:	Capital Assistance
Requesting Agencies:	WCT
County, State:	Washington, Maryland
Project Data:	FY2023: $355,000 ($280,000 Federal; $75,000 Local). FY2024: $355,000 ($280,000 Federal; $75,000 Local). FY2025: $355,000 ($280,000 Federal; $75,000 Local). FY2026: $355,000 ($280,000 Federal; $75,000 Local).
Changes:	Increase FY2026 funding to $375,000 ($300,000 Federal; $37,500 Local; $37,500 State).
Action:	*Adjustment – No Formal Action Required*

EXISTING PROJECT

Project Name, TIP ID:	Capital Assistance – Small Paratransit Bus 504, WT2023-04
Description:	Capital Assistance
Requesting Agencies:	WCT
County, State:	Washington, Maryland
Project Data:	FY2023: $75,000 ($60,000 Federal; $7,500 Local; $7,500 State). FY2024: $75,000 ($60,000 Federal; $7,500 Local; $7,500 State). FY2025: $75,000 ($60,000 Federal; $7,500 Local; $7,500 State). FY2026: $75,000 ($60,000 Federal; $7,500 Local; $7,500 State).
Changes:	Increase FY2026 funding to $105,000 ($84,000 Federal; $10,500 Local; $10,500 State).
Action:	*Adjustment – No Formal Action Required*

NEW PROJECT

Project Name, TIP ID:	Capital Assistance – Section 5339 Service Truck, WT2024-01
Description:	Capital Assistance
Requesting Agencies:	WCT
County, State:	Washington, Maryland
Project Data:	FY2025: $60,000 ($48,000 Federal; $6,000 Local; $6,000 State).
Action:	*Adjustment – No Formal Action Required*

NEW PROJECT

Project Name, TIP ID:	Capital Assistance – Section 5339 Oil/Water Separator, WT2024-02
Description:	Capital Assistance
Requesting Agencies:	WCT
County, State:	Washington, Maryland
Project Data:	FY2025: $60,000 ($48,000 Federal; $6,000 Local; $6,000 State).
Action:	*Adjustment – No Formal Action Required*

WEST VIRGINIA

West Virginia Department of Transportation

EXISTING PROJECT

Project Name, TIP ID:	W Washington Street, J2021-05
Description:	Sidewalks in Bolivar
Requesting Agencies:	WVDOT
County, State:	Jefferson, WV
Project Data:	ENG- FY2022: $125,000 (Federal).
Changes:	Add CON in FY2024: $750,000 ($600,000 Federal; 150,000 Local).
Action:	*Adjustment-No Formal Action Required*

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2021-09	**U302 11 01959 00**	**US11 TWLTL Extension**					**Groupable**	**PM3**
	ROW	CMAQ	120,000	0	0	0	0	120,000
	ROW	STATE_WV	30,000	0	0	0	0	30,000
	CON	CMAQ	0	0	1,160,000	0	0	1,160,000
	CON	STATE_WV	0	0	290,000	1	0	290,001
		Total	**150,000**	**0**	**1,450,000**	**1**	**0**	**1,600,001**
B2021-19	**S302 11 01469 00**	**Nichols Overhead**					**Groupable**	**PM2**
	ENG	HWI-BR	0	28,800	0	0	0	28,800
	ENG	STATE_WV	0	8,000	0	0	0	8,000
	ENG	STBG-FLEX	0	3,200	0	0	0	3,200
	ROW	HWI-BR	0	8,000	0	0	0	8,000
	ROW	STATE_WV	0	2,000	0	0	0	2,000
	CON	HWI-BR	0	0	256,000	0	0	256,000
	CON	STATE_WV	0	0	64,000	1	0	64,001
		Total	**0**	**50,000**	**320,000**	**1**	**0**	**370,001**
B2022-02	**S302 011 01516 00**	**Meadow Lane Traffic Signal**					**Non-Groupable**	**PM1**
	ROW	HSIP	0	36,000	0	0	0	36,000
	ROW	STATE_WV	0	4,000	0	0	0	4,000
	CON	CMAQ	0	0	808,000	0	0	808,000
	CON	STATE_WV	0	0	202,000	1	0	202,001
		Total	**0**	**40,000**	**1,010,000**	**1**	**0**	**1,050,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2022-14	**STBG0455001D**	**Meadow Lane Roundabout**					**Groupable**	**PM3**
	CON	CMAQ	0	0	696,595	0	0	696,595
	CON	STATE_WV	0	0	174,149	1	0	174,150
		Total	**0**	**0**	**870,744**	**1**	**0**	**870,745**
B2022-18	**U302 MAR/TI 15 00**	**Martinsburg North Queen St**					**Groupable**	**PM3**
	ENG	LOCAL	20,000	0	0	0	0	20,000
	ENG	TAP	80,000	0	0	0	0	80,000
	CON	LOCAL	0	215,641	0	1	0	215,642
	CON	TAP 5-200K POP	0	862,562	0	0	0	862,562
		Total	**100,000**	**1,078,203**	**0**	**1**	**0**	**1,178,204**
B2023-04	**S385 STRIP 21-26 00**	**Roadway Striping (D5)**					**Groupable**	**PM2**
	CON	HSIP	0	1,976,700	0	0	0	1,976,700
	CON	STATE_WV	701,890	1,854,094	0	580,987	580,987	3,717,958
	CON	STBG <5K POP	818,964	0	0	0	0	818,964
	CON	STBG-FLEX	818,964	2,349,520	0	739,437	739,437	4,647,358
		Total	**2,339,818**	**6,180,314**	**0**	**1,320,424**	**1,320,424**	**11,160,980**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2023-05	**S385 RECAL 21 00**	**D-5 Recall Striping**					**Groupable**	**PM1**
	CON	HSIP	0	100,000	100,000	0	0	200,000
	CON	STATE_WV	108,000	143,550	143,551	84,391	69,400	548,892
	CON	STBG-FLEX	0	234,951	234,951	196,912	162,000	828,814
	CON	STP	252,000	0	0	0	0	252,000
		Total	**360,000**	**478,501**	**478,502**	**281,303**	**231,400**	**1,829,706**
B2023-06	**SF T685 NBIS 23 00**	**SF BR Inspect - D5**					**Groupable**	**PM2**
	ENG	HWI-BR	0	0	0	240,000	0	240,000
	ENG	STATE_WV	180,000	300,000	0	120,000	180,000	780,000
	ENG	STBG	360,000	0	0	0	0	360,000
	ENG	STBG-FLEX	0	600,000	0	0	360,000	960,000
	ENG	STBG-OFF	360,000	600,000	0	240,000	360,000	1,560,000
		Total	**900,000**	**1,500,000**	**0**	**600,000**	**900,000**	**3,900,000**
B2023-07	**S302 11 0.31 00 21**	**Specks Run Rd Traffic Signal**					**Non-Groupable**	**PM1**
	ROW	STATE_WV	0	15,000	0	0	0	15,000
	ROW	STBG-FLEX	0	60,000	0	0	0	60,000
	CON	STATE_WV	0	0	80,000	1	0	80,001
	CON	STBG-FLEX	0	0	320,000	0	0	320,000
		Total	**0**	**75,000**	**400,000**	**1**	**0**	**475,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2023-11	**U3021194700**	**Route 11 Turning Improvements**					**Groupable**	**PM1**
	CON	CMAQ 2.5	0	0	1,093,141	0	0	1,093,141
	CON	STATE_WV	0	0	273,285	1	0	273,286
		Total	**0**	**0**	**1,366,426**	**1**	**0**	**1,366,427**
B2023-13	**U30281000000**	**I-81 Signing**					**Groupable**	**PM1**
	ENG	NHPP	0	500,000	0	0	0	500,000
	CON	NHPP	0	0	0	5,000,000	0	5,000,000
		Total	**0**	**500,000**	**0**	**5,000,000**	**0**	**5,500,000**
B2023-14	**S385RDWY200**	**D5 Rdway Departure**					**Groupable**	**PM1**
	CON	HSIP	0	0	112,500	0	0	112,500
	CON	STATE_WV	0	0	12,500	1	0	12,501
		Total	**0**	**0**	**125,000**	**1**	**0**	**125,001**
B2023-15	**S302STPB0100**	**Sewage Treatment Plant Bridge**					**Groupable**	**PM2**
	ENG	HWI-OFF	0	0	300,000	0	0	300,000
	ROW	HWI-OFF	0	0	0	10,000	0	10,000
	CON	HWI-OFF	0	0	0	0	125,000	125,000
		Total	**0**	**0**	**300,000**	**10,000**	**125,000**	**435,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2024-01	**S302 81 1811 00**	**Bessemer Overhead +1**					**Groupable**	**PM2**
	ENG	HWI-BR	0	30,960	0	0	0	30,960
	ENG	STATE_WV	0	7,740	0	0	0	7,740
	CON	HWI-BR	0	0	0	182,880	0	182,880
	CON	STATE_WV	0	0	0	45,720	0	45,720
		Total	**0**	**38,700**	**0**	**228,600**	**0**	**267,300**
B2024-02	**S 302 23 204 00**	**Butts Mill Bridge**					**Groupable**	**PM2**
	ENG	STATE_WV	0	80,000	0	0	0	80,000
	ENG	STBG-OFF	0	320,000	0	0	0	320,000
	ROW	HWI-OFF	0	0	24,000	0	0	24,000
	ROW	STATE_WV	0	0	6,000	0	0	6,000
	CON	HWI-BR	0	0	0	0	0	0
	CON	STATE_WV	0	0	0	0	0	0
		Total	**0**	**400,000**	**30,000**	**0**	**0**	**430,000**
B2024-06	**S202 1 343 00**	**Harlan Run Bridge**					**Groupable**	**PM2**
	ENG	HWI-BR	0	0	0	360,000	0	360,000
	ENG	STATE_WV	0	0	0	90,000	0	90,000
		Total	**0**	**0**	**0**	**450,000**	**0**	**450,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2024-07	**S302 930 010 00**	**New GM Access Road Bridge**					**Groupable**	**PM2**
	ENG	HWI-BR	0	0	0	40,000	0	40,000
	ENG	STATE_WV	0	0	0	10,000	0	10,000
	ROW	HWI-BR	0	0	0	160,000	0	160,000
	ROW	STATE_WV	0	0	0	40,000	0	40,000
	CON	HWI-BR	0	0	0	0	520,000	520,000
	CON	STATE_WV	0	0	0	0	130,000	130,000
		Total	**0**	**0**	**0**	**250,000**	**650,000**	**900,000**
B2024-08	**S302 256 003 00**	**Old Mill Road Bridge**					**Groupable**	**PM2**
	ENG	HWI-BR	0	0	600,000	0	0	600,000
	ENG	STATE_WV	0	0	0	1	0	1
	ROW	HWI-BR	0	0	0	0	0	0
	ROW	STATE_WV	0	0	0	0	0	0
	CON	HWI-BR	0	0	0	0	0	0
		Total	**0**	**0**	**600,000**	**1**	**0**	**600,001**
B2024-09	**S302 7 777 00**	**Elk Branch #3**					**Groupable**	**PM2**
	ENG	HWI-BR	0	3,040	0	0	0	3,040
	ENG	STATE_WV	0	760	0	0	0	760
	CON	HWI-BR	0	0	0	0	0	0
	CON	STATE_WV	0	0	0	0	0	0
		Total	**0**	**3,800**	**0**	**0**	**0**	**3,800**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2024-10	**S302-081/00 1.5 00 23**	**I-81 Welcome Centers & Overnight Truck Parking**					**Non-Groupable**	**PM3**
	ENG	NHPP	0	0	1,080,000	0	0	1,080,000
	ENG	STATE_WV	0	0	120,000	0	0	120,000
	CON	NHPP	0	0	0	16,200,000	0	16,200,000
	CON	STATE_WV	0	0	0	1,800,000	0	1,800,000
		Total	**0**	**0**	**1,200,000**	**18,000,000**	**0**	**19,200,000**
B2024-11	**S302 011/00 14. 13 00**	**Queen St @ Moler Ave Signal Renovation and Ped Upgrade**					**Non-Groupable**	**PM3**
	ENG	CRP 50-200K POP	0	10,000	0	0	0	10,000
	ROW	CRP 50-200K POP	0	0	10,000	0	0	10,000
	CON	CRP 50-200K POP	0	0	320,000	1	0	320,001
		Total	**0**	**10,000**	**330,000**	**1**	**0**	**340,001**
B2024-12	**U302 11 590 00**	**US 11 @ Hatchery Rd Improvements**					**Groupable**	**PM2**
	ENG	STATE_WV	0	0	15,000	0	0	15,000
	ENG	STBG-FLEX	0	0	60,000	0	0	60,000
	ROW	STATE_WV	0	0	0	20,000	0	20,000
	ROW	STBG-FLEX	0	0	0	80,000	0	80,000
	CON	STBG 50-200K	0	0	0	0	2,500,000	2,500,000
		Total	**0**	**0**	**75,000**	**100,000**	**2,500,000**	**2,675,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
B2024-13	**S302-081/00 0.00 00 23**	**I81 Exit 20 SB Ramp Widening**					**Groupable**	**PM3**
	ENG	NHPP	0	13,500	0	0	0	13,500
	ENG	STATE_WV	0	1,500	0	0	0	1,500
	ROW	NHPP	0	0	9,000	0	0	9,000
	ROW	STATE_WV	0	0	1,000	0	0	1,000
	CON	NHPP	0	0	501,252	0	0	501,252
	CON	STATE_WV	0	0	55,694	1	0	55,695
		Total	**0**	**15,000**	**566,946**	**1**	**0**	**581,947**
B2024-14	**U302 901 541 00**	**Hammonds Mill Rd RTL**					**Groupable**	**PM1**
	ENG	CRP 50-200K POP	0	0	12,000	0	0	12,000
	ENG	STATE_WV	0	0	3,000	0	0	3,000
	ROW	CRP 50-200K POP	0	0	8,000	0	0	8,000
	ROW	STATE_WV	0	0	2,000	0	0	2,000
	CON	CRP 50-200K POP	0	0	200,000	0	0	200,000
	CON	STATE_WV	0	0	50,000	1	0	50,001
		Total	**0**	**0**	**275,000**	**1**	**0**	**275,001**
B2024-17	**U385- 011/00 0.00 00 23**	**2024 D5 Guardrail Project**					**Groupable**	**PM1**
	ENG	HSIP	0	18,000	0	0	0	18,000
	ENG	STATE_WV	0	2,000	0	0	0	2,000
	CON	HSIP	0	0	450,000	0	0	450,000
	CON	STATE_WV	0	0	50,000	1	0	50,001
		Total	**0**	**20,000**	**500,000**	**1**	**0**	**520,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
J2014-05	**U319-SHEPH-8.00**	**Shepherdstown Bike Path**					**Groupable**	**PM3**
	CON	LOCAL	0	0	265,100	1	0	265,101
	CON	NRT	0	0	850,400	0	0	850,400
	CON	TAP	0	0	416,600	0	0	416,600
		Total	**0**	**0**	**1,532,100**	**1**	**0**	**1,532,101**
J2017-01	**U319-RANSO-1**	**Ranson 5th Ave Complete Street**					**Groupable**	**PM3**
	ENG	LOCAL	0	0	12,500	0	0	12,500
	ENG	TAP	0	0	50,000	0	0	50,000
	CON	LOCAL	0	0	162,500	1	0	162,501
	CON	TAP	0	0	650,000	0	0	650,000
		Total	**0**	**0**	**875,000**	**1**	**0**	**875,001**
J2017-03	**U319-HARPE-2**	**Harpers Ferry High St**					**Groupable**	**PM3**
	CON	LOCAL	0	0	80,000	1	0	80,001
	CON	TAP	0	0	320,000	0	0	320,000
		Total	**0**	**0**	**400,000**	**1**	**0**	**400,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
J2019-05.04	**U319-FLOSP-1**	**Flowing Springs Park Trail**					**Groupable**	**PM3**
	CON	FLAP	0	0	251,443	1	0	251,444
		Total	**0**	**0**	**251,443**	**1**	**0**	**251,444**
J2019-05.06	**U319 ARM PR1 00**	**Armory Canal Trail**					**Groupable**	**PM3**
	ENG	FLAP	0	0	100,000	0	0	100,000
	CON	FLAP	0	0	385,188	0	0	385,188
	CON	LOCAL	0	0	96,298	1	0	96,299
		Total	**0**	**0**	**581,486**	**1**	**0**	**581,487**
J2021-05	**U319 BOLIV 2 00**	**W Washington Street**					**Groupable**	**PM3**
	ENG	TAP	125,000	1	0	0	0	125,001
	CON	TAP	0	0	600,000	0	0	600,000
	CON	LOCAL	0	0	150,000	0	0	150,000
		Total	**125,000**	**1**	~~**0**~~ **750,000**	**0**	**0**	~~**125,001**~~ **875,001**
J2023-01	**S319 115 00790 00**	**Ranson & Charles Town +1**					**Groupable**	**PM2**
	CON	STATE_WV	0	0	0	94,800	0	94,800
	CON	STBG 5-50K POP	0	0	0	379,200	0	379,200
		Total	**0**	**0**	**0**	**474,000**	**0**	**474,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
J2023-03	**TAP2022045D**	**Fifth Avenue Streetscape**					**Groupable**	**PM3**
	ENG	LOCAL	0	12,187	0	0	0	12,187
	ENG	TAP	0	48,748	0	0	0	48,748
	CON	LOCAL	0	0	333,104	1	0	333,105
	CON	TAP	0	0	1,332,416	0	0	1,332,416
		Total	**0**	**60,935**	**1,665,520**	**1**	**0**	**1,726,456**
J2023-05	**U31934000000**	**US 340 Signing**					**Groupable**	**PM1**
	ENG	CRP <5K POP	0	200,000	0	0	0	200,000
	ENG	STATE_WV	0	50,000	0	0	0	50,000
	CON	NHPP	0	0	0	2,000,000	0	2,000,000
	CON	STATE_WV	0	0	0	500,000	0	500,000
		Total	**0**	**250,000**	**0**	**2,500,000**	**0**	**2,750,000**
J2024-02	**S319 480 347 00**	**Ridge Road-Morgan Grove**					**Groupable**	**PM2**
	ENG	STATE_WV	0	1,000	0	0	0	1,000
	ENG	STBG <5K POP	0	4,000	0	0	0	4,000
	CON	STATE_WV	0	0	179,305	1	0	179,306
	CON	STBG <5K POP	0	0	717,221	0	0	717,221
		Total	**0**	**5,000**	**896,526**	**1**	**0**	**901,527**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
J2024-03	**S319 115 00790 00**	**Ranson (N. Mildred)**					**Groupable**	**PM2**
	ENG	STATE_WV	0	1,000	0	0	0	1,000
	ENG	STBG-FLEX	0	4,000	0	0	0	4,000
	CON	STATE_WV	0	0	163,103	1	0	163,104
	CON	STBG 5-50K POP	0	0	652,410	0	0	652,410
		Total	**0**	**5,000**	**815,513**	**1**	**0**	**820,514**
J2024-06	**U319 115 598 00**	**Hillside Dr Roundabout**					**Non-Groupable**	**PM3**
	ENG	STATE_WV	0	12,000	0	0	0	12,000
	ENG	STBG-FLEX	0	48,000	0	0	0	48,000
	CON	STATE_WV	0	0	0	300,000	0	300,000
	CON	STBG <5K POP	0	0	0	1,200,000	0	1,200,000
		Total	**0**	**60,000**	**0**	**1,500,000**	**0**	**1,560,000**
J2024-08	**S319-045/00 1 .94 00 23**	**Maddex Square Ped Crossing**					**Non-Groupable**	**PM3**
	ENG	CRP 50-200K POP	0	0	10,000	0	0	10,000
	ROW	CMAQ	0	0	10,000	0	0	10,000
	CON	CRP 50-200K POP	0	0	150,000	1	0	150,001
		Total	**0**	**0**	**170,000**	**1**	**0**	**170,001**

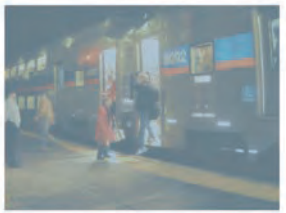
MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
J2024-09	**U219-51-7.00 02**	**W Washington Street**					**Groupable**	**PM1**
	ENG	RHCH	0	0	619,678	0	0	619,678
	ENG	STATE_WV	0	0	68,853	1	0	68,854
		Total	**0**	**0**	**688,531**	**1**	**0**	**688,532**
J2024-10	**U319-009/00 8.23 00 23**	**Flowing Springs Exit Lighting**					**Non-Groupable**	**PM1**
	ENG	HSIP	0	0	50,000	0	0	50,000
	CON	HSIP	0	0	250,000	1	0	250,001
		Total	**0**	**0**	**300,000**	**1**	**0**	**300,001**
J2024-11	**S319- 017 0.00 00**	**Flowing Springs Road**					**Groupable**	**PM2**
	ENG	STATE_WV	0	0	1,000	0	0	1,000
	ENG	STBG-FLEX	0	0	4,000	0	0	4,000
	CON	STATE_WV	0	0	0	71,000	0	71,000
	CON	STBG-FLEX	0	0	0	284,000	0	284,000
		Total	**0**	**0**	**5,000**	**355,000**	**0**	**360,000**

Transportation Improvement Program - FY 2023-2026

Transit Category

MPO ID	State ID	Project Title						Groupable?	Performance Meas
			Funding Data						
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026		Total
WT2023-01	**n/a**	**Medium Duty Bus Replacement**						**Groupable**	
	Transit	5339	0	321,072	321,072	321,072	321,072		1,284,288
	Transit	LOCAL_WCT	0	40,134	40,134	40,134	40,134		160,536
	Transit	STATE_MD_MTA	0	40,134	40,134	40,134	40,134		160,536
		Total	**0**	**401,340**	**401,340**	**401,340**	**401,340**		**1,605,360**
WT2023-02	**n/a**	**Operating Assistance - Section 5307**						**Groupable**	
	Transit	5307	0	933,541	1,867,082 ~~933,541~~	933,541	933,541		4,667,705 ~~3,734,164~~
	Transit	LOCAL_WCT	0	618,720	1,363,368 ~~618,720~~	618,720	618,720		3,219,528 ~~2,474,880~~
	Transit	STATE_MD_MTA	0	314,821	503,714 ~~314,821~~	314,821	314,821		1,448,177 ~~1,259,284~~
		Total	**0**	**1,867,082**	**~~1,867,082~~ 3,734,164**	**1,867,082**	**1,867,082**		**~~7,468,328~~ 9,335,410**
WT2023-03	**n/a**	**Capital Assistance - Preventative Maintenance**						**Groupable**	
	Transit	5307	0	280,000	280,000	280,000	300,000 ~~280,000~~		1,140,000 ~~1,120,000~~
	Transit	LOCAL_WCT	0	75,000	75,000	75,000	37,500 ~~75,000~~		262,500 ~~300,000~~
	Transit	STATE_MD_MTA					37,500		37,500
		Total	**0**	**355,000**	**355,000**	**355,000**	**~~355,000~~ 375,000**		**~~1,420,000~~ 1,440,000**
WT2023-04	**n/a**	**Capital Assistance - Small Paratransit Bus 504**						**Groupable**	
	Transit	5339	0	60,000	60,000	60,000	84,000 ~~60,000~~		264,000 ~~240,000~~
	Transit	LOCAL_WCT	0	7,500	7,500	7,500	10,500 ~~7,500~~		33,000 ~~30,000~~
	Transit	STATE_MD_MTA	0	7,500	7,500	7,500	10,500 ~~7,500~~		33,000 ~~30,000~~
		Total	**0**	**75,000**	**75,000**	**75,000**	**~~75,000~~ 105,000**		**~~300,000~~ 330,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Total
WT2023-05		**Capital Assistance - Section 5310**					**Groupable**	**Transit**
	Transit	5310	0	0	1,126,380	0	1,126,380	2,252,760
	Transit	LOCAL_WCT	0	0	0	0	281,595	281,595
		Total	**0**	**0**	**1,126,380**	**0**	**1,407,975**	**2,534,355**
WT2023-06	**n/a**	**Operating Assistance - Section 5310**					**Groupable**	
	Transit	5310	0	0	1,035,400	0	1,035,400	2,070,800
		Total	**0**	**0**	**1,035,400**	**0**	**1,035,400**	**2,070,800**
New Project								
WT2024-01	**n/a**	**Capital Assistance - Section 5339 Service Truck**					**Groupable**	**Transit**
	Transit	5339	0	0	0	48,000	0	48,000
	Transit	LOCAL_WCT	0	0	0	6,000	0	6,000
	Transit	STATE_MD_MTA	0	0	0	6,000	0	6,000
		Total	**0**	**0**	**0**	**60,000**	**0**	**60,000**
New Project								
WT2024-02	**n/a**	**Capital Assistance - Section 5339 Oil/Water Separator**					**Groupable**	**Transit**
	Transit	5339	0	0	0	48,000	0	48,000
	Transit	LOCAL_WCT	0	0	0	6,000	0	6,000
	Transit	STATE_MD_MTA	0	0	0	6,000	0	6,000
		Total	**0**	**0**	**0**	**60,000**	**0**	**60,000**



FY 2025-2028
Transportation Improvement Program
HAGERSTOWN/EASTERN PANHANDLE MPO

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HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

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FY 2025 – 2028 Transportation Improvement Program (TIP)

Revision History

Adopted:
May 15, 2024

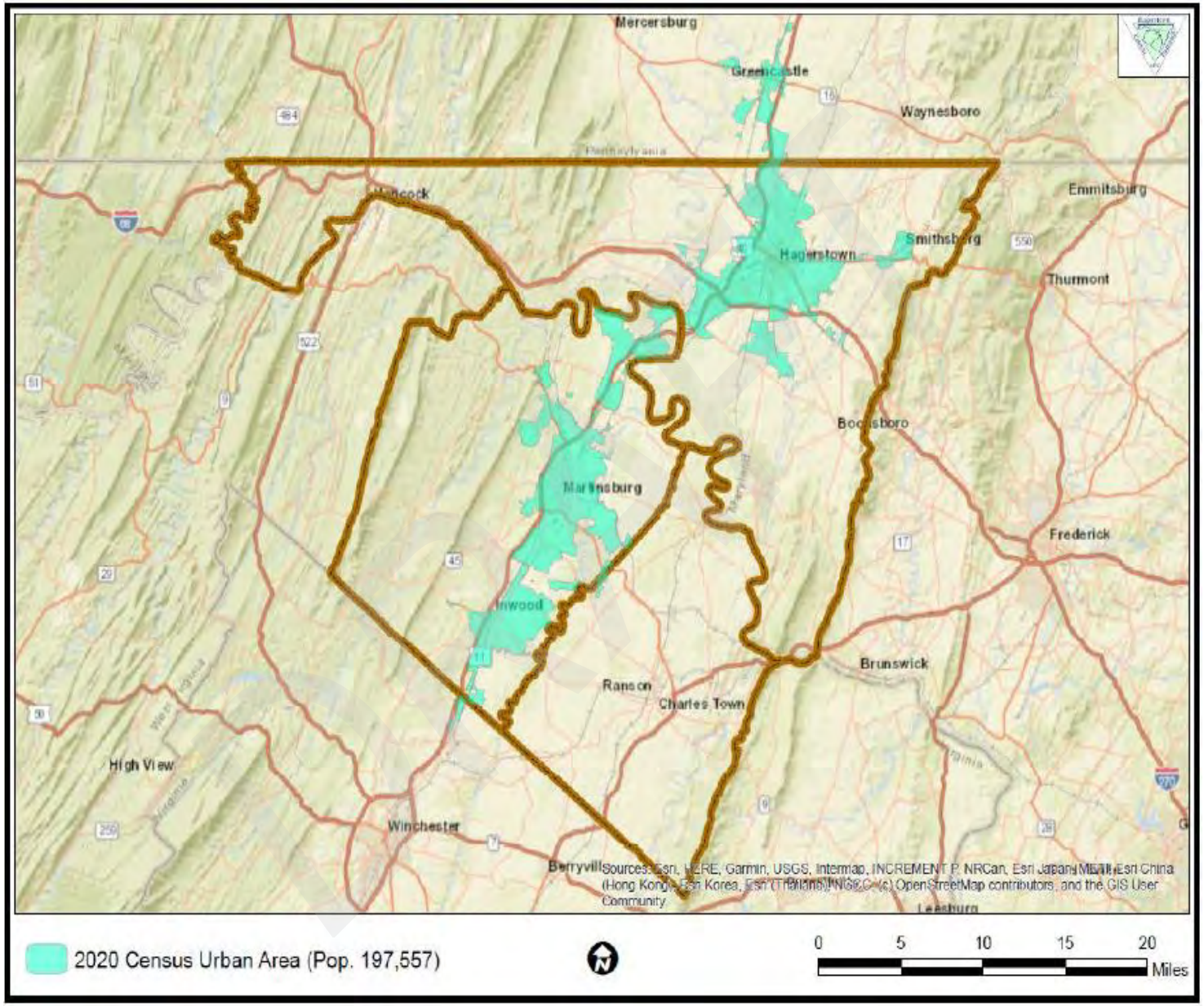

Figure 1 – The Hagerstown MD--WV—PA--VA urban area (UA) and the metropolitan planning area that is served by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

INTRODUCTION

The Transportation Improvement Program (TIP) is a requirement, under 49 U.S. Code 5303(j), and a prerequisite to receive federal funding to implement transportation projects in a metropolitan planning area. Typically spanning two- to four-years, the TIP includes highway, public transportation, and other surface transportation projects. The TIP is the responsibility of the Metropolitan Planning Organization (MPO), as stated in the Code of Federal Regulations (CFR) Title 49 Part 1410.324, to advance the program within a metropolitan planning area.

Hagerstown/Eastern Panhandle MPO (HEPMPO) is the designated MPO for the Hagerstown MD--WV—PA--VA urban area (UA) and its metropolitan planning area (Figure 1). UAs are designated using the U.S. Census, most recently the 2020 U.S. Census. Metropolitan planning areas are comprised of the UA and the geographic area, agreed upon by the MPO and the Governor of the State, that is expected to become urbanized in the next 20-years (Figure 1). HEPMPO is responsible for developing the TIP within the metropolitan planning area with each affected State Highway Agency and any involved public transit operator. Additionally, the small portions of Franklin County, PA and Frederick County, VA within the urban area undergo the metropolitan planning process by the Franklin County MPO (FCMPO) and Winchester-Frederick County MPO (WinFred MPO) respectively through existing memorandums of understanding with HEPMPO. HEPMPO is governed by the Interstate Council (ISC) policy board, comprised of representatives of the respective State departments of transportation, public transit operators, and local elected officials, to adopt and/ or amend the TIP.

Following adoption, the TIP is then considered for approval and inclusion into the respective State Transportation Improvement Program (STIP) for both Maryland and West Virginia. This inclusion of the TIP in the STIP is then approved by the appropriate Governor's office. This process can happen multiple times a year and requires HEPMPO to work closely with Maryland Department of Transportation (MDOT) and West Virginia Department of Transportation (WVDOT).

In July 2012, a new transportation planning bill known as Moving Ahead for Progress in the 21st Century (MAP-21) Act. MAP-21 established new provisions for the MPO planning process that were designed to establish a transparent and accountable decision-making framework for identifying multi-modal capital investments and project priorities. Additionally, in December 2015, the Fixing America's Surface Transportation (FAST) Act passed with new performance-based planning and programming (PBPP) initiatives for the MPO planning processes introduced by MAP-21. Recently, the Infrastructure Investment and Jobs Act (IIJA) was passed in November 2021 continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.

The TIP is required to be a fiscally balanced list of projects and it must detail how each project sponsor plans to implement a project within the timeframe of the TIP. Additionally, the TIP indicates all available public and private revenues and/ or resources expected to finance the program. This includes any or all innovative fiscal techniques or mechanisms to carry out the program. However, HEPMPO may adopt revisions to the TIP to include other projects or funding sources if additional or alternative financial resources, not initially identified in the TIP, become available at a future date. Finally, if funding becomes available in the current fiscal year for a project listed in the TIP's subsequent years, that project can be

advanced, or moved forward into the current fiscal year funding cycle without an amendment provided it follows criteria outlined in HEPMPO's Public Participation Plan (PPP).

Federal legislation mandates the TIP be available in draft form for public input and review before formal adoption by the ISC. The ISC adopted a PPP that includes various strategies to engage local constituents using means such as newspaper publications, e-mail notifications, or other visualization techniques (e.g., maps, aerial photographs, pictures, infographics, simplified project/ program plans).

Further, legislation defines the TIP as a short-range, four-year listing of priorities for local, state, and federal projects and provides strategies consistent with the goals and objected established in HEPMPO's Long Range Transportation Plan (LRTP). HEPMPO follows common transportation planning practices by developing its LRTP through the continuing, cooperative, and comprehensive process – referred to as the 3-C Planning Process. The LRTP considers an intermodal transportation system that is comprised of two distinct elements: highways and non-highway facilities. The highway element incorporates the preservation and safety, as well as aesthetic enhancements of bridges, highways, and streets. This also pertains to any new construction projects funded in part with federal funds, or projects deemed regionally significant because of air quality conformity implications (detailed below). The non-highway facilities component includes public transit services, and bicycle and pedestrian facilities.

The FY 2025 – 2028 TIP includes projects and improvements with anticipated implementation in the next four-year period. Additionally, projects programmed in the two-years following the FY 2025 – 2028 TIP are shown for informational purposes only. However, the primary purpose of the TIP is projects within FY 2025 – 2028. Programming funding for projects is based on a FY start date of July 1. Counties within HEPMPO with projects identified in the FY 2025 – 2028 TIP include: Washington County, Maryland; Berkeley County and Jefferson County, West Virginia.

Previously HEPMPO was required to determine transportation conformity on any new or amended TIP. Transportation conformity is a process required by the Clean Air Act (CAA) §176(c) which establishes the framework for improving air quality to protect public health and the environment. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and public transit activities that are consistent with air quality goals. However, effective October 24, 2016, the 1997 Primary Annual PM-2.5 National Ambient Air Quality Standards (NAAQS) were revoked in attainment and maintenance areas (see 81 FR 58009). Presently, all three counties in the HEPMPO region are in attainment. Therefore, HEPMPO will continue to monitor updates by EPA and conformity will be readdressed if EPA changes their standards.

While the TIP is primarily intended to identify federally funded projects, regulations also require identifying regionally significant projects, even if they are funded without federal assistance. Any non-federally funded projects meeting the regionally significant criteria have been identified and included in the TIP (Section 6.3).

The following agencies were provided opportunities for input into the development of this document, including WVDOT; MDOT; Maryland Transit Administration (MTA); Maryland State Highway Administration (SHA); Pennsylvania Department of Transportation (PennDOT); VDOT; Federal Highway

Administration (FHWA) - both the Maryland and West Virginia offices; Federal Transit Administration (FTA); Washington County Transit (WCT); Eastern Panhandle Transit Authority (EPTA); and other local governments. In addition, other interested parties were provided input opportunities through HEPMPO's adopted public comment process.

MARYLAND SECTION

Maryland Project Selection Process

MDOT manages the programmed projects for both metropolitan and rural projects, including those in Washington County. MDOT has the authority to obligate federal transportation funding for eligible projects. MDOT selects projects and provides project information and details for HEPMPO consideration and potential inclusion in the TIP. It is HEPMPO's responsibility to work with local government officials, organizations, special interest groups, and the general public to develop the local TIP, ensuring the planning process follows the 3-C Planning Process.

Project priorities have remained consistent over the last several TIP cycles and a primary focus has been placed on system maintenance and preservation. Major expansion projects have also been limited to a decline in purchasing power and inflation of the dollar not keeping pace with construction costs, despite population growth and continued development.

Maryland Transportation Projects

Projects in the Washington County portion of the TIP are identified and proposed by MDOT and Washington County. Both agencies are also responsible for selecting, financing, and managing all projects. HEPMPO planning activities, in cooperation with local governments, may help provide supporting documentation for programmed transportation projects.

Maryland Prior Year Obligated Projects

A list of Maryland Highway and Transit projects outlined in previous TIP years can be found in Appendix G.

Maryland Financial Plan

Federal transportation regulations require HEPMPO to develop a fiscally balanced TIP. Funding sources and cost estimates for professional planning, professional engineering, right-of-way acquisition, and/ or construction for programmed projects in the first two-years of the TIP cannot exceed anticipated federal, state, and/ or local resources. MDOT must demonstrate financial constraint for each project programmed in the TIP for Washington County. Additionally, the financial considerations are conducted as part of the development of Maryland's STIP.

Maryland Public Transportation Programs

Washington County Transit (WCT), formerly known as the County Commuter, is the program manager for FTA §5307 Urbanized Area Formula Program Grants funding for public transportation in Hagerstown, MD.[1] Washington County is the official recipient of these FTA §5307 funds and then, by agreement, sub-allocates the funds to WCT. In turn, WCT provides public transit services for Hagerstown and the surrounding areas in Washington County that are eligible for transit service. Eligibility requires being within ¾ of a mile of existing fixed routes currently offered by WCT. Currently, WCT recovers 50% of its operation costs less far revenues, while 80% of its capital improvement and preventative maintenance expenses, as well as planning expenditures, from FTA. Washington County is also required to provide WCT with cash funds, as well as in-kind services, to cover the remaining expenses required for local match of the FTA program.

In cooperation with MTA, WCT also receives funding for qualifying projects through FTA §5339 Buses and Bus Facilities Program Grants.[2] In the past, MTA has assisted WCT with matching funds for capital improvements such as vehicle maintenance and replacements covered under the FTA §5339 program.

Maryland Federal-Aid Highway System Projects

Washington County, like other jurisdictions across the country, receives funding from the Federal Highway Trust Fund for use on designated federal-aid highway systems. This funding is generated through fuel taxes, as well as tire, truck, and trailer sales. Using their own priority ranking system, Washington County includes federal-aid systems in their Capital Improvement Program (CIP). Below is a listing of current projects contained in the adopted Washington County CIP FY 2022-2031. These projects are also included in HEPMPO's TIP as a line item project (W2019-07).

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Crystal Falls Dr Bridge (W3051)	Replace two lane bridge	PE – FY 2015 CON -- FY2025	PE - $385.0 CON - $2,503.3	PE - $308.0 CON - $1,971.8

[1] **Urbanized Area Formula Program Grants (49 U.S.C. §5307)** makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

[2] **Buses and Bus Facilities Program Grants (49 U.S.C. §5339)** makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Keedysville Rd Bridge (W5651)	Rehab stone arch bridge	PE – FY 2015 PE - FY 2025 CON – FY 2025	PE - $257.6 CON - $50.0 CON - $2,707.0	PE - $206.1 CON - $0.0 CON- $2,165.6
Roxbury Rd. Bridge (W5372)	Replace two lane bridge	PE-FY 2015 PE-FY 2022 CON – FY 2025	PE - $881.0 PE - $85.2 CON - $2,425.9	PE - $480.0 PE - $68.1 CON - $1,940.7
Halfway Boulevard Bridges (W0912)	Repair Bridges	PE – FY 2018 PE – FY 2022 CON – FY 2025 CON – FY 2026	PE - $235.0 PE - $345.0 CON - $2,425.9 CON - $250.0	PE - $188.0 PE - $276.0 CON - $3,987.2 CON - $200.0

Source: Washington County Capital Improvement Plan FY 2024-2033

Maryland Projects Between Funding Stages

In addition to the federal-aid highway system project, under which funding is provided to counties, Washington County also programs various highway projects in its CIP using local, non-federal, and/ or non-state funding sources. It is not uncommon for Washington County to program construction dollars over multiple fiscal years for the purpose of accruing all needed project funds prior to beginning actual project construction. These projects may be eligible for alternative federal funding (e.g., competitive grants).

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Eastern Boulevard Extended (W2017-09)	Construct new 4-lane road	PE - FY 2026 CON – FY2031	PE - $150.0 CON - $10,303.0	PE - $0.0 CON - $0.0

Source: Washington County Capital Improvement Plan FY 2024-2033

WEST VIRGINIA SECTION

West Virginia Project Selection Process

WVDOT manages the programmed highway projects for both Berkeley and Jefferson Counties. WVDOT has the authority to obligate federal transportation funding for eligible projects. WVDOT selects projects and provides project information and details for HEPMPO consideration and potential inclusion in the TIP. HEPMPO works with local government officials, organizations and the public to develop the local TIP, ensuring the planning process follows the 3-C Planning Process.

The FY 2025 – 2028 TIP, includes group projects based on generalized programs mirroring WVDOT's STIP. Projects with a phase cost larger than $10,000,000, safety projects, new traffic signal projects, new; lane additions, new roads or bridge, expansion projects that add capacity, and projects that affect air quality are not considered groupable. All other projects will be considered groupable under the new STIP/ TIP operating guidelines. The new generalized program groups are as follows:

Program Group	Program Name	Program Description
1	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean & Paint
2	Pavement Program	Fed Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement
3	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR signals; Lighting
4	Localized Mobility Improvement Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction
5	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects
6	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning and Research Program; Metropolitan Planning Program
7	Regional Mobility	New Road/Bridge Construction; APD Program; Other
8	Transit Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339

WVDOT TIP Projects				
TIP ID	Project Name	Project Program	Groupable/ Not Groupable	Performance Measure
J2014-05	Shepherdstown Bike Path	Community Development	G	PM3
J2017-01	Ranson 5th Ave Complete Street	Community Development	G	PM3
J2017-03	Harpers Ferry High St	Community Development	G	PM3
J2019-05.04	Flowing Springs Park Trail	Community Development	G	PM3
J2019-05.06	Armory Canal Trail	Community Development	G	PM3
B2023-05	D-5 Recall Striping	Pavement Program	G	PM2
B2023-04	Roadway Striping (D5)	Pavement Program	G	PM2
B2022-02	Meadow Lane Traffic Signal	Traffic Program	NG	PM1
B2022-18	Martinsburg North Queen St	Community Development	G	PM3
J2023-01	Ranson & Charles Town +1	Pavement Program	G	PM2
B2023-07	Specks Run Rd Traffic Signal	Traffic Program	NG	PM1
J2023-03	Fifth Avenue Streetscape	Community Development	G	PM3
B2021-09	US11 TWLTL Extension	Traffic Program	G	PM3
B2021-19	Nichols Overhead	Bridge Program	G	PM2
B2022-14	Meadow Lane Roundabout	Traffic Program	G	PM3
B2023-06	SF BR Inspect -D5	Bridge Program	G	PM2
B2023-11	Route 11 Turning Improvement	Traffic Program	G	PM1
B2023-13	I-81 Signing	Traffic Program	G	PM1
B2023-14	D-5 Rdway Departure	Traffic Program	G	PM1
B2023-15	Sewage Treatment Plant Bridge	Bridge Program	G	PM2
J2019-05.03	Charles Town Augustine Ave	Community Development	G	PM3
J2023-05	US 340 Signing	Traffic Program	G	PM1
B2024-01	Bessemer Overhead +1	Bridge Program	G	PM2
B2024-02	Butts Mill Bridge	Bridge Program	G	PM2
B2024-04	Bunker Hill Mill	Bridge Program	G	PM2
B2024-05	Tuscarora Creek Bridge	Bridge Program	G	PM2
B2024-06	Harlan Run Bridge	Bridge Program	G	PM2
B2024-07	New GM Access Road Bridge	Bridge Program	G	PM2
B2024-08	Old Mill Road Bridge	Bridge Program	G	PM2
B2024-09	Elk Branch #3	Bridge Program	G	PM2

J2024-02	Ridge Road-Morgan Grove	Pavement Program	G	PM2
J2024-03	Ranson (N. Mildred)	Pavement Program	G	PM2
J2024-04	Charles Town South George Street Pedestrian Improvements	Community Development	G	PM3
J2024-06	Hillside Dr Roundabout	Localized Mobility	NG	PM3
B2024-10	I-81 Welcome Centers & Overnight Truck Parking	Localized Mobility Improvement Program	G	PM3
B2024-11	Queen St @ Moler Ave Signal Renovation and Ped Upgrade	Community Development	NG	PM3
J2024-08	Maddex Square Ped Crossing	Community Development	NG	PM3
J2024-09	W Washington St	Traffic Program	G	PM1
B2024-12	US 11 @ Hatchery Rd Improvements	Bridge Program	G	PM2
B2024-13	I81 Exit 20 SB Ramp Widening	Localized Mobility	G	PM3
B2024-14	Hammonds Mill Rd RTL	Traffic Program	G	PM1
J2024-10	Flowing Springs Exit Lighting	Traffic Program	NG	PM1
J2024-11	Flowing Springs Road	Pavement Program	G	PM2
B2024-17	D5 Guardrail Project	Traffic Program	G	PM1

EPTA Groupable Projects				
TIP ID	Project Name	Project Program	Groupable/ Not Groupable	Performance Measure
WVT2021-07	Mobility Management Assistance - Section 5310	Transit Program	G	Transit
WVT2021-08	Section 5339 - Buses and Bus Facilities Infrastructure Investment Program	Transit Program	G	Transit
WVT2021-09	Medium Duty Commuter Bus	Transit Program	G	Transit
WVT2022-01	Capital Assistance - Bus Replacement	Transit Program	G	Transit
WVT2023-01	Operating Assistance - Section 5307	Transit Program	G	Transit
WVT2023-02	Capital Assistance - Preventative Maintenance	Transit Program	G	Transit
WVT2023-04	Capital Assistance - Miscellaneous Equipment	Transit Program	G	Transit
WVT2023-05	Capital Assistance - Section 5339 Bus Replacement	Transit Program	G	Transit
WVT2023-07	Capital Assistance - Passenger Amenity	Transit Program	G	Transit
WVT2024-01	5307 Bus Replacement	Transit Program	G	Transit
WVT2024-02	5307 Operating Commuter Service	Transit Program	G	Transit
WVT2024-03	Harpers Ferry EV Bus Replacement	Transit Program	G	Transit
WVT2024-04	Harpers Ferry Bus Facility Expansion	Transit Program	G	Transit

Project priorities have remained consistent over the last several TIP cycle and a primary focus has been placed on system maintenance and preservation. Major expansion projects have also been limited to a decline in purchasing power and inflation of the dollar not keeping with construction costs, despite population growth and continued development.

West Virginia Transportation Projects

Projects in the Berkeley and Jefferson County portions of the TIP are identified and proposed by WVDOT. The projects are developed and presented by WVDOT and they have final responsibility for selecting, financing, and managing all projects. HEPMPO planning activities, in cooperation with the local governments, may help to identify and provide supporting documentation for the programmed transportation projects. Projects proposed through the HEPMPO planning process are considered by WVDOT on a statewide basis and programmed at the discretion of WVDOT.

Starting in 2020, WVDOT worked with HEPMPO to fit where appropriate projects their new STIP grouped categories and document each project's support to helping achieve specific performance measures targets. HEPMPO worked closely with WVDOT to group projects appropriately and this

is reflected in FY 2025 – 2028 TIP.

West Virginia Projects Outside of TIP Funding Years

At times it may be necessary for WVDOT to advise HEPMPO about projects with funding allocated in a fiscal year beyond the current four-year funding cycle. These are projects with future funding identified by WVDOT and will be amended when the project falls within the timeframe of the current TIP.

West Virginia Prior Year Obligated Projects

A list of West Virginia Highway and Transit projects outlined in previous TIP years can be found in Appendix H.

West Virginia Financial Plan

Federal transportation regulations require HEPMPO to develop a fiscally balanced TIP. Funding sources and cost estimates for professional planning, professional engineering, right-of-way acquisition, and/ or construction for programmed projects in the first two-years of the TIP cannot exceed anticipated federal, state, and/ or local resources. WVDOT must demonstrate financial constraint for each project programmed in the TIP for Berkeley and Jefferson Counties. Additionally, financial considerations are conducted as part of the development of West Virginia's STIP. WVDOT and HEPMPO work cooperatively in developing the region's TIP and demonstrating fiscal constraint.

West Virginia Public Transportation Programs

The Eastern Panhandle Transit Authority (EPTA) is the program manager for FTA §5307 Urbanized Area Formula Program Grants funding for public transportation in Berkeley and Jefferson Counties. Unlike WCT, EPTA is a direct recipient of FTA funding. EPTA provides public transit services for the City of Martinsburg and other municipalities/ areas within Berkeley and Jefferson Counties.

In previous years, EPTA operated as one of the state's rural transit providers and received funding for qualifying projects through the FTA §5339 Buses and Bus Facilities Program Grants. While under the rural program, West Virginia Department of Public Transit (WVDPT) assisted EPTA with matching funds for capital improvements, such as vehicle maintenance and replacements under the FTA §5339 Buses and Bus Facilities Program Grants. However, EPTA has since transitioned into a fully-funded direct recipient of FTA §5307 funding and will be required to secure more local funding to meet the match requirements for operating, capital, and planning expenses.

Under the small urban transit system program status, EPTA recovers 50% of its operating costs less far revenues, while 80% of its capital improvement and preventative maintenance expenses, as well as planning expenditures, gets allocated by FTA as an urban system. EPTA uses various methods, such as advertising and soliciting support from country or municipal government, to offset the remaining funding required for local match with the FTA program. In general, WVDPT, EPTA, and HEPMPO work cooperatively when developing HEPMPO's Tip and demonstrating fiscal constraint.

PENNSYLVANIA SECTION

Franklin County Metropolitan Planning Organization

Following completion and interpretation of the results from the 2010 Decennial Census, additional areas in Franklin County, including Greencastle, were included in HEPMPO's UZA. In addition, a new urbanized area was also designated around the Town of Chambersburg. As a result of these new designations, the Franklin County Metropolitan Planning Organization (FCMPO) was formed. It was the stated desire of the newly designated FCMPO to manager the transportation planning efforts for the entire county, including the areas that are technically located within HEPMPO. After much collaboration between PennDOT, MDOT, FCMPO, and HEPMPO, a memorandum of understanding (MOU) was drafted and signed by the chairpersons from both MPOs. In the memo it states that all planning activities, including LRTP development, TIP management, and UPWP planning, would be handled by FCMPO. In order to maintain a bond between FCMPO and HEPMPO, a reciprocal non-voting member of each organization is invited to attend regularly scheduled meetings. A copy of the executed MOU is included in Appendix D.

VIRGINIA SECTION

Winchester-Frederick County Metropolitan Planning Organization

Following completion and interpretation of the results from the 2020 Decennial Census, areas in Frederick County, VA were included in HEPMPO's UA. This new addition stretches from the existing UZA boundary in Berkeley County, WV to the unincorporated area of Clearbrook. The new UA in Frederick County includes portions of I-81 and US Route 11. Also within this additional portion of UA is an Amazon Warehouse that opened in June 2018. It was the recommendation of the HEPMPO and Win-Fred MPO that the Win-Fred MPO would continue their existing planning policies and processes for HEPMPO's portion of the UA that resides in Frederick County. After much collaboration between VDOT, Win-Fred MPO, and HEPMPO, a memorandum of understanding (MOU) was drafted and signed by the chairpersons from both MPOs. In the memo it states that all planning activities, including LRTP development, TIP management, and UPWP planning, would be handled by Win-Fred MPO. In order to maintain a bond between Win-Fred MPO and HEPMPO, a reciprocal non-voting member of each organization is invited to attend regularly scheduled meetings. A copy of the executed MOU is included in Appendix D.

TRANSPORTATION CONFORMITY

Effective October 24, 2016, the 1997 Primary Annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) was revoked in attainment and maintenance areas (see 81 FR 58009). Presently, all counties within the HEPMPO region are in attainment for all critical pollutants. Therefore, conformity analysis for the FY 2025 – 2028 TIP is not required.

The following information, while no longer applicable to HEPMPO, has been kept within the FY 2025 – 2028 TIP as documentation of past regulations and compliance by the HEPMPO.

Background of Transportation Conformity

The Clean Air Act (CAA) was passed in 1970 with its main objective has been to protect air quality and reduce air pollution. The CAA has been amended several times since its inception with the last major amendments occurring in 1990. In its current form, the CAA establishes standards, known as the National Ambient Air Quality Standards (NAAQS), aimed at protecting sensitive populations (e.g., asthmatics, children, elders) and the environment (i.e., limiting smog and acid rain, negative health impacts). These standards are governed by the U.S. Environmental Protection Agency (EPA) and periodically reviewed and revised, when deemed appropriate, to improve air quality. Under the latest version of the CAA, transportation planning and air quality are inextricably linked by ensuring the U.S. Department of Transportation (USDOT) cannot fund, authorize, or approve Federal actions to support programs and/ or projects that do not conform to CAA standards. Federal transportation agencies, mainly FHWA and FTA, regulate transportation conformity by requiring emissions analyses every three-years or when TIPs, or alternative transportation plans, are updated.

HEPMPO Attainment Status

While HEPMPO functions as one urbanized unit consisting of three states and four counties, the EPA-designated attainment areas in the region are determined on a county-by-county basis. Previously, portions of the MPO planning area were designated to be in non-attainment for two of the six defined NAAQS, including ozone and fine particulate matter ($PM_{2.5}$), while Franklin County, PA has been found to be in attainment for all NAAQS monitored by the EPA.

Ozone

In December 2002, Washington County, Berkeley County, and Jefferson County entered into agreements with the EPA to take a proactive approach to reduce air pollution in their respective regions, in accordance with the adopted standards for ozone. In April 2004, all three counties were found to be in non-attainment for newly adopted ozone standards but were given a deferred status due to Early Action Compact (EAC) agreements with the EPA. On April 15, 2008, all three counties were designated as being in attainment for the 8-Hour

Ozone NAAQS after demonstrating compliance through their respective EAC's.[3] However, if changes to the ozone standards are implemented at a more restrictive level in the future, it could result in a re-designation of non-attainment. Therefore, the MPO staff will continue to monitor the progress of this issue and will respond appropriately.

Fine Particulate Matter ($PM_{2.5}$)

In April 2005, the EPA announced final attainment designations for $PM_{2.5}$ across the country. As part of the process, Washington County and Berkeley County were designated as non-attainment areas for fine particulate matter. With the implementation of these designations, the EPA required all non-attainment areas to demonstrate transportation conformity by April 2006.

In January 2010, the EPA determined that both Washington County, MD and Berkeley County, WV have met the $PM_{2.5}$ standard based on three consecutive years of "clean" monitoring data. Because of this designation, the West Virginia Department of Environmental Protection (WVDEP) and the Maryland Department of Environment (MDE) submitted air quality attainment and maintenance plans (SIPs) to the EPA (on August 5, 2013 and December 12, 2013, respectively).

On November 25, 2014, the EPA approved the State of West Virginia's request to redesignate to attainment the West Virginia portion of the Martinsburg-Hagerstown, WV-MD nonattainment area (the Martinsburg Area or Area) for the 1997 annual fine particulate matter ($PM_{2.5}$) national ambient air quality standard (NAAQS).[4] The EPA also approved, as a revision to the West Virginia State Implementation Plan (SIP), the associated maintenance plan to show maintenance of the 1997 annual $PM_{2.5}$ NAAQS through 2025 for the Area. As part of the action, the EPA determined that the Martinsburg Area continues to attain the 1997 annual $PM_{2.5}$ NAAQS. The maintenance plan includes the 2017 and 2025 $PM_{2.5}$ and nitrogen oxides (NO_x) mobile vehicle emissions budgets (MVEBs) for Berkeley County, West Virginia for the 1997 annual $PM_{2.5}$ NAAQS which EPA approved for transportation conformity purposes. Furthermore, the EPA approved, as a revision to the West Virginia SIP, the 2007 base year emissions inventory for the Area for the 1997 annual $PM_{2.5}$ NAAQS. The actions were taken under the Clean Air Act (CAA).

Subsequently, on December 16, 2014, the EPA approved Maryland's redesignation request for the Maryland portion of the Martinsburg-Hagerstown, WV-MD Nonattainment Area (the Martinsburg Area or Area) for the annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) to Attainment status.[5] The Maryland portion of the Martinsburg Area is comprised of only Washington County. As stated above, the EPA found that the Martinsburg Area attained the standard and continues to attain the standard. In addition, the EPA approved, as a revision to the Maryland State Implementation Plan (SIP), the Washington County maintenance plan to show maintenance of the 1997 annual $PM_{2.5}$ NAAQS through 2025 for the Maryland portion of the Area. The maintenance plan includes the 2017 and 2025 $PM_{2.5}$ and

[3] [Agency / Docket #s EPA-HQ-OAR-2008-0006; FRL-8550-1]
[4] [Agency / Docket #s EPA-R03-OAR-2013-0690; FRL-9919-65-Region 3]
[5] [Agency / Docket #s EPA-R03-OAR-2014-0281; FRL-9920-42-Region 3]

nitrogen oxides (NO_X) mobile vehicle emissions budgets (MVEBs) for Washington County, Maryland for the 1997 annual $PM_{2.5}$ NAAQS, which EPA proposed to approve for transportation conformity purposes. The actions were being taken under the Clean Air Act (CAA).

A transportation air quality conformity analysis for $PM_{2.5}$ performed for HEPMPO's FY 2014-2017 TIP and the 2040 Long Range Transportation Plan was found in conformance by the US EPA, FTA and FHWA on July 1, 2014.

Conformity Determination Process & Findings

Due to the revocation of the 1997 Primary Annual $PM_{2.5}$ NAAQS**,** a conformity determination was not needed for preparation of the FY 2025 – 2028 TIP.

Other Non-Federally Funded, Regionally Significant Projects

While most regionally significant transportation projects within the HEPMPO region are implemented with State or Federal funding, some projects are occasionally funded using developer contributions, local contributions, or sometimes a combination of both. Since no Federal funds are involved with these projects, they do not appear on the list of proposed projects within the 2025 – 2028 TIP.

Projects that meet these criteria in Washington County include:

Project Name	Project Description	Est. Start of Construction	Est. Cost (000's)
Eastern Boulevard Widening Phase 1	Widen roadway from 2 lanes to 4 lanes	FY 2023	$10,467.1

Source: Washington County Capital Improvement Plan FY 2024-2033

PERFORMANCE MEASURES

Transit Asset Management

Under the requirements of MAP-21, the Federal Transit Administration (FTA) Transit Asset Management Final Rule was published July 26, 2016 in the Federal Register and became effective October 1, 2016. The final rule established minimum Federal requirements for transit asset management that include:

- Establishing Transit Asset Management (TAM) Performance Targets
- Coordinating the Performance Targets with the State DOTs and MPOs
- Develop of Transit Asset Management Plans (TAMP)
- Reporting of asset inventories, conditions, and performance measures through the National Transit Database

The above requirements apply to all recipients of Federal financial assistance under 49 U.S.C. Chapter 53 who own, operate, or manage public transportation capital assets. Transit Asset Management (TAM), is a model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit networks in a State of Good Repair (SGR).

The FTA is implementing TAM using a two-tiered approach in order to reduce TAM requirements for agencies operating smaller fleets. They are defined as such:

- Tier I: A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or who operates rail transit.
- Tier II: A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the HEPMPO region, both the Washington County Transit (WCT) and Eastern Panhandle Transit Authority (EPTA) are classified as Tier II operators. The final performance measures that all Tier II Locally Operated Transit Services (LOTS) will be required to adopt are:

- **Rolling Stock (Revenue Vehicles)**: Percent (%) of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark
- **Facilities**: Percent (%) of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale
- **Infrastructure (Guideway)**: Percent (%) of guideway directional route miles with performance restrictions by class (*not applicable to the HEPMPO region*)

- **Equipment (Non-revenue vehicles)**: Percent (%) of vehicles that have met or exceeded their useful life benchmark

To create consistency across Maryland, the Maryland Transit Authority (MTA) coordinated the participation between all the Tier II LOTS to develop a single set of unified TAM performance targets. These targets were then adopted by WCT and are shown in the charts below. Similarly, the West Virginia Division of Public Transit (WVDPT) also coordinated with all the Tier II LOTS in West Virginia to develop a single set of unified TAM performance targets. EPTA then adopted the targets shown in the charts below.
Per the requirements of the TAM Final Rule, HEPMPO coordinated with MTA and WV DPT to establish the performance targets for the categories listed above. HEPMPO acknowledges that the transit projects contained within the TIP will help achieve the SGR targets.

Maryland – Washington County Transit (WCT)

The WCT performance targets are as follows:

Rolling Stock (Revenue Vehicles): % of assets at or past their useful life [6]

Asset Class (NTD)*	Baseline (% past useful life)	FY 2022 Targets
Bus (Heavy and Medium Duty)	21%	22%
Cutaway Bus	24%	28%
Automobile	41%	47%
Van	5%	11%

* The National Transit Database (NTD), administered by FTA

Equipment (Non-revenue vehicles): % of assets at or past their useful life [6]

Asset Class (NTD)*	Baseline (% past useful life)	FY 2022 Targets
Trucks/ Other Rubber Tire Vehicles	53%	57%

* The National Transit Database (NTD), administered by FTA

[6] Maryland MTA TAM Baseline and FY 2021 Targets adopted February 2, 2022.

Facilities: % of assets rated below condition '3' on the TERM scale [6]

Asset Class (NTD)*	Baseline (% below '3' on TERM Scale)	FY 2022 Targets
Administrative/ Maintenance	0%	0%
Passenger / Parking	0%	0%

* The National Transit Database (NTD), administered by FTA

West Virginia – Eastern Panhandle Transit Authority (EPTA)

EPTA Performance Targets [7]

Category	Class	2023 Targets	2023 Actual	2024 Targets
Rolling Stock	12-Year / 500K Miles	79%	94%	95%
	10-Year / 350K Miles	84%	87%	89%
	7-Year / 200K Miles	87%	70%	75%
	5-Year / 150K Miles	73%	71%	73%
	4-Year / 100K Miles	78%	77%	79%
Facility	Admin, Maintenance, Storage	100%	70%	75%
	Transfer Center	100%	100%	100%
Equipment	Support Vehicles	77%	39%	40%
	Maintenance-Equipment	65%	30%	35%

* The National Transit Database (NTD), administered by FTA

[7] West Virginia DPT TAM FY 2024 Targets adopted January 17, 2024.

Transit Safety Performance Measures

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) and all rail transit operator recipients.

As described in FTA's National Public Transportation Safety Plan, transit providers must establish by mode seven safety performance targets in four categories:

- Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
- Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
- System Reliability: Mean distance between major mechanical failures by mode

HEPMPO is required to set performance targets for each performance measure, per 23 C.F.R. § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Per 49 C.F.R. § 673.15(b), MTA, EPTA and WCT have coordinated with HEPMPO in the selection safety performance targets.

Maryland - Maryland Transit Administration

Mode of Transit Service	Fatalities	Fatalities (per 1M VRM)	Injuries	Injuries (per 1M VRM)	Safety Events	Safety Events (per 1M VRM)	System Reliability (MDBF)
Local Bus	2	0.1	141	7.1	57	2.9	6,000
Light Rail	1	0.3	16	5.5	19	6.6	900
Metro Subway	1	0.2	42	9.3	8	1.9	5,000
Mobility	0	0	77	4.3	33	1.9	15,000
Commuter Bus	0	0	0	0	0	0	25,000

* MDOT MTA Safety Performance Targets, 2024

Maryland - Washington County Transit

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/Failures)
Fixed Route	0	0	0.33	0	0	0	65,399
Paratransit	0	0	0	0	0	0	88,471

* WCT Safety Performance Targets, 2023

West Virginia – Eastern Panhandle Transit Authority

Mode of Transit Service	Fatalities	Fatalities (per 700k VRM)	Injuries	Injuries (per 700k VRM)	Safety Events	Safety Events (per 700k VRM)	System Reliability (VRM/Failures)
Bus Service	0	0	2	2	2	2	Major Failures: > 80,000 miles Minor Failures: > 3,200 miles
Mode of Transit Service	**Fatalities**	**Fatalities (per 300k VRM)**	**Injuries**	**Injuries (per 300k VRM)**	**Safety Events**	**Safety Events (per 300k VRM)**	**System Reliability (VRM/Failures)**
Demand Response Service	0	0	1	1	1	1	Major Failures: > 80,000 miles Minor Failures: > 3,200 miles

* EPTA Safety Performance Targets, 2023

Safety Performance Measures

On March 15, 2016, the FHWA published the Safety Performance Management Measures (PM1) Final Rule in the Federal Register with an effective date of April 14, 2016. Safety Performance Management is part of the overall FHWA Transportation Performance Management (TPM) program. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measures to implement the HSIP and to assess serious injuries and fatalities on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The rule also established the process for DOTs and MPOs to use for defining and reporting their annual safety targets. MPOs are required to establish targets within 180 days after the State DOT's targets are established and reported to FHWA by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets or committing to quantifiable targets for the metropolitan planning area. The final rule also explicitly states that State DOTs and MPOs must coordinate on targets as much as possible.

Pursuant to the requirements outlined in the Safety PM final rule, HEPMPO engaged in discussions, analysis, and goal-setting workshops with the MDOT and WVDOT to establish state-wide safety targets. In compliance with the final rule, the HEPMPO ISC, at their October 16, 2019 and January 15, 2020 meetings, voted to adopt and incorporate the MDOT and WVDOT safety targets. HEPMPO acknowledges that the highway projects contained within the TIP will help achieve the Safety PM targets.

The PM1 targets for Maryland and West Virginia are listed in the tables on the following page:

Maryland Highway Safety Targets [8]

	2020	2021	2022	2023	2024
Fatalities	425.7	420.6	466.6	485.9	490.9
Serious Injuries	3,029.4	2,905.8	2,263.9	2,323.8	2,146.3
Fatality Rate	0.750	0.742	0.774	0.809	0.827
Serious Injury Rate	5.372	5.075	3.815	3.815	3.590
Non-motorized Fatalities and Serious Injuries	465.8	467.7	554.7	554.7	597.3

West Virginia Highway Safety Targets [9]

	2020	2021	2022	2023	2024
Fatalities	271.4	270.4	271.6	262.1	262.7
Serious Injuries	1,040.1	959.3	882.2	854.8	791.2
Fatality Rate	1.465	1.585	1.686	1.692	1.682
Serious Injury Rate	5.326	6.002	6.213	5.972	5.030
Non-motorized Fatalities and Serious Injuries	91.5	86.1	81.6	76.3	86.0

[8] Maryland Highway Safety Targets for FY 2023 adopted January 17, 2024.
[9] West Virginia Highway Safety Targets for FY 2023 adopted January 17, 2024.

Pavement and Bridge Condition Performance Measures

On January 18, 2017, The FHWA published the Pavement and Bridge Conditions Performance Measures (PM2) Final Rule in the Federal Register - effective date of May 20, 2017. These PM established measures for State DOTs to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on: the non-Interstate National Highway System (NHS); pavements on the Interstate System; and bridges carrying the NHS, including on- and off-ramps connected to the NHS.

The Pavement PM established four performance measures:

1. Percent (%) of Interstate pavements in Good condition
2. Percent (%) of Interstate pavements in Poor condition
3. Percent (%) of non-Interstate NHS pavements in Good condition
4. Percent (%) of non-Interstate NHS pavements in Poor condition

The Bridge PM established two performance measures:

1. Percent (%) of NHS bridges by deck area classified as in Good condition
2. Percent (%) of NHS bridges by deck area classified as in Poor condition

The rule also established the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to use to establish and report on their annual pavement and bridge condition targets. MPOs are required to establish targets within 180 days after the State DOT's targets are established and reported to FHWA by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets or committing to quantifiable targets for the metropolitan planning area. The final rule also explicitly states that State DOT's and MPO's must coordinate on targets to the maximum extent possible.

Pursuant to the requirements outlined in the Bridge and Pavement PM final rule, HEPMPO engaged in discussions, analysis, and goal-setting workshops with the Maryland DOT and West Virginia DOT to establish state-wide safety targets. In compliance with the final rule, the HEPMPO Interstate Council, at their August 22, 2018 Council Meeting, voted to adopt and incorporate the Maryland DOT and West Virginia DOT Bridge and Pavement Condition targets. HEPMPO acknowledges that the highway projects contained within the TIP will help achieve the Bridge and Pavement Condition PM targets.

The targets for each State are listed in the tables below:

Maryland Bridge and Pavement Condition Targets [10]

Measure	Baseline	Two-Year	Four-Year
Pavements in Good Condition on Interstate (%) – 2022-2026	55.4%	48.0%	45.0%
Pavements in Poor Condition on Interstate (%) – 2022-2026	0.6%	1.0%	1.0%
Pavements in Good Condition on non-Interstate NHS (%) – 2022-2026	30.4%	29.0%	28.0%
Pavements in Poor Condition on non-Interstate NHS (%) – 2022-2026	6.2%	8.0%	9.0%
Bridges in Good Condition on NHS (%) – 2022-2026	24.3%	24.5%	24.8%
Bridges in Poor Condition on NHS (%) – 2022-2026	2.6%	2.5%	2.2%

West Virginia Bridge and Pavement Condition Targets [12]

Measure	Baseline	Two-Year	Four-Year
Pavements in Good Condition on Interstate (%)	73.8%	72.0%	70.0%
Pavements in Poor Condition on Interstate (%)	0.4%	4.0%	4.0%
Pavements in Good Condition on non-Interstate NHS (%)	46.5%	43.0%	42.0%
Pavements in Poor Condition on non-Interstate NHS (%)	0.9%	5.0%	5.0%
Bridges in Good Condition on NHS (%)	10.4%	11.5%	12.0%
Bridges in Poor Condition on NHS (%)	14.1%	14.0%	13.0%

[10] Maryland Bridge and Pavement Condition Targets for 2022-2026 adopted January 18, 2023.
[12] West Virginia Bridge and Pavement Condition Targets for 2022-2025 adopted January 18, 2023.

System Performance/Freight/Congestion Mitigation and Air Quality (CMAQ) Performance Measures

On January 18, 2017, The Federal Highway Administration (FHWA) published the System Performance/Freight/CMAQ Performance Measures (PM3) Final Rule in the Federal Register, with an effective date of May 20, 2017. The PM establishes measures for State DOTs and MPOs will use to report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the NHPP: freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile emissions for the purpose of carrying out the CMAQ Improvement Program.

The System Performance/Freight/CMAQ PMs established six performance measures, including:

1. Percent (%) of reliable person-miles traveled on the Interstate
2. Percent (%) of reliable person-miles traveled on the non-Interstate NHS
3. Percent (%) of Interstate system mileage providing for reliable truck travel time
4. Total emissions reductions by applicable pollutants under the CMAQ program*
5. Annual hours of peak hour excessive delay per capita*
6. Percent (%) of non-single occupancy vehicle travel*

** These measures do not currently apply to HEPMPO*

The rule also established the process for State DOTs and MPOs to establish and report on their annual System Performance/Freight/CMAQ targets. MPOs are required to establish targets within 180 days of the State DOT establishing their targets and agreement to the plan and program must be reported to FHWA – showing contribution toward the accomplishment of the State DOT targets or committing to quantifiable targets for the metropolitan planning area. The rule also requires State DOTs and MPOS to coordinate on targets to the maximum possible extent. In the case of HEPMPO, there must be a cooperative relationship and effective communication between the agency and both WVDOT and MDOT.

Pursuant to the requirements outlined in the System Performance/Freight/CMAQ PM final rule, HEPMPO engaged in discussions, analysis, and goal-setting workshops with the Maryland DOT and West Virginia DOT to establish state-wide safety targets. In compliance with the final rule, the ISC at their August 22, 2018 Council Meeting, voted to adopt and incorporate the MDOT and WVDOT the System Performance/Freight/CMAQ targets. HEPMPO acknowledges that the highway projects contained within the TIP will help achieve the System Performance/Freight/CMAQ PM targets.

The targets for each State are listed in the tables below:

Maryland System and Freight Targets [13]

Measure	2022 (Baseline)	2024 (2-Year)	2026 (4-Year)
Person Miles Traveled on the Interstate That are Reliable (%)	84.7%	76.8%	76.4%
Person Miles Traveled on the non-Interstate NHS That are Reliable (%)	92.4%	87.2%	87.2%
Truck Travel Time Reliability Index	1.60	1.80	1.81

West Virginia System and Freight Targets [14]

Measure	2021 (Baseline)	2023 (2-Year)	2025 (4-Year)
Person Miles Traveled on the Interstate That are Reliable (%)	99.9%	97.0%	96.0%
Person Miles Traveled on the non-Interstate NHS That are Reliable (%)	95.4%	93.0%	92.0%
Truck Travel Time Reliability Index	1.24	1.35	1.40

[13] Maryland System and Freight Targets for 2022-2026 adopted January 18, 2023.
[14] West Virginia System and Freight Targets for 2022-2025 adopted January 18, 2023.

PUBLIC PARTICIPATION PROCESS

Public Participation Process

In 2022, HEPMPO adopted the Public Participation Plan, which includes policies and guidance for public outreach efforts that can be taken by the organization when developing, amending, or adopting various planning documents. Using guidance from the MAP-21 and FAST acts, the document also encourages a decision-making process for transportation planning that's more responsive to local needs. In addition, the Eastern Panhandle Transit Authority uses the Transportation Improvement Program (TIP) development process of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization to satisfy the public hearing requirements of 49 U.S.C Section 5307(b). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

The draft FY 2025 – 2028 TIP was created and dispersed during April and May of 2024 with a 30-day public comment period stretching from April 13th to May 14th. Advertisements were placed in local newspapers on April 12th. No public comments were received prior or during the TAC and ISC meetings. Final adoption of the FY 2025 – 2028 TIP was acted on at the May 15th ISC meeting. Copies of the advertising announcements can be found in Appendix F.

Title VI Assurance

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) assures that no person on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Ace of 1987 (P.L. 100.259) was excluded from participating in, denied the benefits of, or otherwise subjected to discrimination in the preparation of this document. HEPMPO further assures every effort will continue to be made to ensure non-discrimination in all its programs and activities (including the Transportation Improvement Program), whether those programs and activities are federally funded or not. The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs are federally assisted of not (Public Law 100.259 [S. 557] March 22, 1988).

HEPMPO's Executive Director is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

Administration

The TIP document is maintained and administered by the staff of HEPMPO and approved by the ISC as per the governing Bylaws and Public Participation Plan. The TIP is the short-term action plan prepared annually by HEPMPO that lists approved FHWA/ FTA funded projects for the region within the next four-year period.

During the life of the TIP, situations may arise that require changes to be made to the current TIP. Amendments of the approved TIP that occur off-cycle that are deemed by the HEPMPO as "Administrative Changes" (or "Adjustments") are not subject to a formal public notification

process. Input will be accepted but not solicited. An amendment to the adopted TIP may be considered an “Administrative Change” based on any of the following criteria:

- To correct a non-substantive clerical error;
- Changes in funding levels that are less than $10,000,000 or are part of a STIP grouped project category;
- The affected project/s are not regionally significant and exempt from transportation conformity requirements;
- Changes in the funding type, but overall funding levels remain constant or do not exceed the requirement prior;
- Any other changes approved by the ISC that meet the criteria of an “Administrative Change”.

Proposed changes that do not meet the above criteria are considered “Major Amendments” and are subject to a formal public notification process. The public notification process includes a public notice to be posted no less than 14 calendar days prior to the start of the public comment period, which lasts for a period of 14 calendar days. Any public comments received during that time will be relayed to the ISC prior to any action taken on the proposed amendment(s).

Subsequent to the public comment period, the ISC shall take a vote on the proposed amendments as outlined within the bylaws of the ISC.

Table 4-1: Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-1: Total Costs by Federal and Matching Funds						
Federal	5310 - Section 5310 - Transit	$0	$1,035,400	$0	$0	$1,035,400
Federal	FLAP - Federal Lands Access Program	$1	$0	$0	$0	$1
Non-Federal	STATE_MD_SHA - State Funding - Maryland State Highway Administration	$1	$0	$0	$0	$1
Non-Federal	STATE_WV - State Funding - West Virginia	$1	$0	$0	$0	$1
TOTAL FUNDS		**$3**	**$1,035,400**	**$0**	**$0**	**$1,035,403**

Table 4-2: Berkeley County Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-2: Berkeley County Total Costs by Federal and Matching Funds						
Federal	CRP 50-200K POP - Carbon Reduction Program 50-200K POP	$1	$0	$0	$0	$1
Federal	HWI-BR - HWI-BR	$982,880	$520,000	$0	$739,656	$2,242,536
Federal	HWI-OFF - HWI-OFF	$10,000	$125,000	$0	$0	$135,000
Non-Federal	LOCAL - Local Match	$1	$0	$0	$0	$1
Federal	NHPP - National Highway Performance Program	$21,200,000	$0	$0	$0	$21,200,000
Non-Federal	STATE_WV - State Funding - West Virginia	$2,791,106	$960,387	$0	$184,914	$3,936,407
Federal	STBG 50-200K - Surface Transportation Block Grant program	$0	$2,500,000	$0	$0	$2,500,000
Federal	STBG-FLEX - Surface Transportation Block Grant program	$1,016,349	$1,261,437	$0	$0	$2,277,786
Federal	STBG-OFF - STBG Off	$240,000	$360,000	$0	$0	$600,000
TOTAL FUNDS		**$26,240,337**	**$5,726,824**	**$0**	**$924,570**	**$32,891,731**

Table 4-3: Berkeley-Jefferson Regional Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-3: Berkeley-Jefferson Regional Total Costs by Federal and Matching Funds						
Non-Federal	STATE_WV - State Funding - West Virginia	$2	$0	$0	$0	$2
TOTAL FUNDS		**$2**	**$0**	**$0**	**$0**	**$2**

Table 4-4: Jefferson County Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-4: Jefferson County Total Costs by Federal and Matching Funds						
Federal	CRP 50-200K POP - Carbon Reduction Program 50-200K POP	$1	$0	$0	$0	$1
Federal	HSIP - Highway Safety Improvement Program	$1	$0	$0	$0	$1
Non-Federal	LOCAL - Local Match	$6	$0	$0	$0	$6
Federal	NHPP - National Highway Performance Program	$2,000,000	$0	$0	$0	$2,000,000
Non-Federal	STATE_WV - State Funding - West Virginia	$965,803	$0	$0	$0	$965,803
Federal	STBG <5K POP - Surface Transportation Block Grant program	$1,200,000	$0	$0	$0	$1,200,000
Federal	STBG 5-50K POP - Surface Transportation Block Grant program	$379,200	$0	$0	$0	$379,200
Federal	STBG-FLEX - Surface Transportation Block Grant program	$284,000	$0	$0	$0	$284,000
TOTAL FUNDS		**$4,829,011**	**$0**	**$0**	**$0**	**$4,829,011**

Table 4-5: MD Transit Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-5: MD Transit Total Costs by Federal and Matching Funds						
Federal	5307 - Section 5307 - Transit	$1,213,541	$1,233,541	$1,233,541	$1,233,541	$4,914,164
Federal	5339 - Section 5339 - Transit	$477,072	$405,072	$720,000	$168,000	$1,770,144
Non-Federal	LOCAL_WCT - Local Funding - Washington County Transit	$753,354	$706,854	$746,220	$677,220	$2,883,648
Federal	STATE_MD_MTA - State Funding - Maryland Transit Administration	$374,455	$402,955	$442,321	$373,321	$1,593,052
TOTAL FUNDS		**$2,818,422**	**$2,748,422**	**$3,142,082**	**$2,452,082**	**$11,161,008**

Table 4-6: Washington County Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-6: Washington County Total Costs by Federal and Matching Funds						
Federal	5310 - Section 5310 - Transit	$0	$1,126,380	$0	$0	$1,126,380
Federal	ARC - Appalachian Regional Commission Grant	$1,000,000	$0	$0	$0	$1,000,000
Federal	FA - Federal Aid - Local	$10,024,520	$1,720,000	$0	$0	$11,744,520
Federal	FED - Federal - General	$41,392,000	$9,360,000	$0	$0	$50,752,000
Federal	FLTP - Federal Lands Transportation Program	$4	$0	$0	$0	$4
Non-Federal	LOCAL_WashCo - Local Funding - Washington County	$4,769,680	$1,705,000	$0	$0	$6,474,680
Non-Federal	LOCAL_WCT - Local Funding - Washington County Transit	$0	$281,595	$0	$0	$281,595
Federal	NHPP - National Highway Performance Program	$27,889,003	$2,850,000	$0	$0	$30,739,003
Non-Federal	STATE_MD_SHA - State Funding - Maryland State Highway Administration	$7,023,003	$2,490,000	$0	$0	$9,513,003
TOTAL FUNDS		**$92,098,210**	**$19,532,975**	**$0**	**$0**	**$111,631,185**

Table 4-7: WV Transit Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2025	2026	2027	2028	Total
Table 3-7: WV Transit Total Costs by Federal and Matching Funds						
Federal	5307 - Section 5307 - Transit	$159,000	$159,000	$159,000	$0	$477,000
Federal	5310 - Section 5310 - Transit	$30,000	$30,000	$0	$0	$60,000
Federal	FLAP - Federal Lands Access Program	$1	$0	$0	$0	$1
Federal	FLTP - Federal Lands Transportation Program	$1	$0	$0	$0	$1
Non-Federal	LOCAL_EPTA - Local Funding - Eastern Panhandle Transit Authority	$166,508	$166,500	$159,000	$0	$492,008
TOTAL FUNDS		**$355,510**	**$355,500**	**$318,000**	**$0**	**$1,029,010**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2021-09	**U302 11 01959 00**	**US11 TWLTL Extension**					**Groupable**	**PM3**
	CON	CMAQ	1,160,000	0	0	0	0	1,160,000
	CON	STATE_WV	290,000	1	0	0	0	290,001
		Total	**1,450,000**	**1**	**0**	**0**	**0**	**1,450,001**
B2021-19	**S302 11 01469 00**	**Nichols Overhead**					**Groupable**	**PM2**
	CON	HWI-BR	256,000	0	0	0	0	256,000
	CON	STATE_WV	64,000	1	0	0	0	64,001
		Total	**320,000**	**1**	**0**	**0**	**0**	**320,001**
B2022-02	**S302 011 01516 00**	**Meadow Lane Traffic Signal**					**Non-Groupable**	**PM1**
	CON	CMAQ	808,000	0	0	0	0	808,000
	CON	STATE_WV	202,000	1	0	0	0	202,001
		Total	**1,010,000**	**1**	**0**	**0**	**0**	**1,010,001**
B2022-14	**STBG0455001D**	**Meadow Lane Roundabout**					**Groupable**	**PM3**
	CON	CMAQ	696,595	0	0	0	0	696,595
	CON	STATE_WV	174,149	1	0	0	0	174,150
		Total	**870,744**	**1**	**0**	**0**	**0**	**870,745**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2022-18	**U302 MAR/TI 15 00**	**Martinsburg North Queen St**					**Groupable**	**PM3**
	CON	LOCAL	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
B2025-01	**S385 STRIP 21-26 00**	**Roadway Striping (D5)**					**Groupable**	**PM2**
	CON	STATE_WV	0	580,987	580,987	0	0	1,161,974
	CON	STBG-FLEX	0	739,437	739,437	0	0	1,478,874
		Total	**0**	**1,320,424**	**1,320,424**	**0**	**0**	**2,640,848**
B2025-02	**S385 RECAL 21 00**	**D-5 Recall Striping**					**Groupable**	**PM1**
	CON	HSIP	100,000	0	0	0	0	100,000
	CON	STATE_WV	143,551	84,391	69,400	0	0	297,342
	CON	STBG-FLEX	234,951	196,912	162,000	0	0	593,863
		Total	**478,502**	**281,303**	**231,400**	**0**	**0**	**991,205**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2025-03	**SF T685 NBIS 23 00**	**SF BR Inspect - D5**					**Groupable**	**PM2**
	ENG	HWI-BR	0	240,000	0	0	0	240,000
	ENG	STATE_WV	0	120,000	180,000	0	0	300,000
	ENG	STBG-FLEX	0	0	360,000	0	0	360,000
	ENG	STBG-OFF	0	240,000	360,000	0	0	600,000
		Total	**0**	**600,000**	**900,000**	**0**	**0**	**1,500,000**
B2023-07	**S302 11 0.31 00 21**	**Specks Run Rd Traffic Signal**					**Non-Groupable**	**PM1**
	CON	STATE_WV	80,000	1	0	0	0	80,001
	CON	STBG-FLEX	320,000	0	0	0	0	320,000
		Total	**400,000**	**1**	**0**	**0**	**0**	**400,001**
B2023-11	**U3021194700**	**Route 11 Turning Improvements**					**Groupable**	**PM1**
	CON	CMAQ 2.5	1,093,141	0	0	0	0	1,093,141
	CON	STATE_WV	273,285	1	0	0	0	273,286
		Total	**1,366,426**	**1**	**0**	**0**	**0**	**1,366,427**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2023-13	**U30281000000**	**I-81 Signing**					**Groupable**	**PM1**
	CON	NHPP	0	5,000,000	0	0	0	5,000,000
		Total	**0**	**5,000,000**	**0**	**0**	**0**	**5,000,000**
B2023-14	**S385RDWY200**	**D5 Rdway Departure**					**Groupable**	**PM1**
	CON	HSIP	112,500	0	0	0	0	112,500
	CON	STATE_WV	12,500	1	0	0	0	12,501
		Total	**125,000**	**1**	**0**	**0**	**0**	**125,001**
B2023-15	**S302STPB0100**	**Sewage Treatment Plant Bridge**					**Groupable**	**PM2**
	ENG	HWI-OFF	300,000	0	0	0	0	300,000
	ROW	HWI-OFF	0	10,000	0	0	0	10,000
	CON	HWI-OFF	0	0	125,000	0	0	125,000
		Total	**300,000**	**10,000**	**125,000**	**0**	**0**	**435,000**
B2024-01	**S302 81 1811 00**	**Bessemer Overhead +1**					**Groupable**	**PM2**
	CON	HWI-BR	0	182,880	0	0	0	182,880
	CON	STATE_WV	0	45,720	0	0	0	45,720
		Total	**0**	**228,600**	**0**	**0**	**0**	**228,600**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2024-02	**S 302 23 204 00**	**Butts Mill Bridge**					**Groupable**	**PM2**
	ROW	HWI-OFF	24,000	0	0	0	0	24,000
	ROW	STATE_WV	6,000	0	0	0	0	6,000
	CON	HWI-BR	0	0	0	0	720,000	720,000
	CON	STATE_WV	0	0	0	0	180,000	180,000
		Total	**30,000**	**0**	**0**	**0**	**900,000**	**930,000**
B2024-06	**S202 1 343 00**	**Harlan Run Bridge**					**Groupable**	**PM2**
	ENG	HWI-BR	0	360,000	0	0	0	360,000
	ENG	STATE_WV	0	90,000	0	0	0	90,000
		Total	**0**	**450,000**	**0**	**0**	**0**	**450,000**
B2024-07	**S302 930 010 00**	**New GM Access Road Bridge**					**Groupable**	**PM2**
	ENG	HWI-BR	0	40,000	0	0	0	40,000
	ENG	STATE_WV	0	10,000	0	0	0	10,000
	ROW	HWI-BR	0	160,000	0	0	0	160,000
	ROW	STATE_WV	0	40,000	0	0	0	40,000
	CON	HWI-BR	0	0	520,000	0	0	520,000
	CON	STATE_WV	0	0	130,000	0	0	130,000
		Total	**0**	**250,000**	**650,000**	**0**	**0**	**900,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2024-08	**S302 256 003 00**	**Old Mill Road Bridge**					**Groupable**	**PM2**
	ENG	HWI-BR	600,000	0	0	0	0	600,000
	ENG	STATE_WV	0	1	0	0	0	1
	ROW	HWI-BR	0	0	0	0	0	0
	ROW	STATE_WV	0	0	0	0	0	0
	CON	HWI-BR	0	0	0	0	0	0
		Total	**600,000**	**1**	**0**	**0**	**0**	**600,001**
B2024-09	**S302 7 777 00**	**Elk Branch #3**					**Groupable**	**PM2**
	CON	HWI-BR	0	0	0	0	19,656	19,656
	CON	STATE_WV	0	0	0	0	4,914	4,914
		Total	**0**	**0**	**0**	**0**	**24,570**	**24,570**
B2024-10	**S302-081/00 1.5 00 23**	**I-81 Welcome Centers & Overnight Truck Parking**					**Non-Groupable**	**PM3**
	ENG	NHPP	1,080,000	0	0	0	0	1,080,000
	ENG	STATE_WV	120,000	0	0	0	0	120,000
	CON	NHPP	0	16,200,000	0	0	0	16,200,000
	CON	STATE_WV	0	1,800,000	0	0	0	1,800,000
		Total	**1,200,000**	**18,000,000**	**0**	**0**	**0**	**19,200,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2024-11	**S302 011/00 14. 13 00**	**Queen St @ Moler Ave Signal Renovation and Ped Upgrade**					**Non-Groupable**	**PM3**
	ROW	CRP 50-200K POP	10,000	0	0	0	0	10,000
	CON	CRP 50-200K POP	320,000	1	0	0	0	320,001
		Total	**330,000**	**1**	**0**	**0**	**0**	**330,001**
B2024-12	**U302 11 590 00**	**US 11 @ Hatchery Rd Improvements**					**Groupable**	**PM2**
	ENG	STATE_WV	15,000	0	0	0	0	15,000
	ENG	STBG-FLEX	60,000	0	0	0	0	60,000
	ROW	STATE_WV	0	20,000	0	0	0	20,000
	ROW	STBG-FLEX	0	80,000	0	0	0	80,000
	CON	STBG 50-200K	0	0	2,500,000	0	0	2,500,000
		Total	**75,000**	**100,000**	**2,500,000**	**0**	**0**	**2,675,000**
B2024-13	**S302-081/00 0.00 00 23**	**I81 Exit 20 SB Ramp Widening**					**Groupable**	**PM3**
	ROW	NHPP	9,000	0	0	0	0	9,000
	ROW	STATE_WV	1,000	0	0	0	0	1,000
	CON	NHPP	501,252	0	0	0	0	501,252
	CON	STATE_WV	55,694	1	0	0	0	55,695
		Total	**566,946**	**1**	**0**	**0**	**0**	**566,947**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
B2024-14	**U302 901 541 00**	**Hammonds Mill Rd RTL**					**Groupable**	**PM1**
	ENG	CRP 50-200K POP	12,000	0	0	0	0	12,000
	ENG	STATE_WV	3,000	0	0	0	0	3,000
	ROW	CRP 50-200K POP	8,000	0	0	0	0	8,000
	ROW	STATE_WV	2,000	0	0	0	0	2,000
	CON	CRP 50-200K POP	200,000	0	0	0	0	200,000
	CON	STATE_WV	50,000	1	0	0	0	50,001
		Total	**275,000**	**1**	**0**	**0**	**0**	**275,001**
B2024-17	**U385- 011/00 0.00 00 232024 D5 Guardrail Project**						**Groupable**	**PM1**
	CON	HSIP	450,000	0	0	0	0	450,000
	CON	STATE_WV	50,000	1	0	0	0	50,001
		Total	**500,000**	**1**	**0**	**0**	**0**	**500,001**
J2014-05	**U319-SHEPH-8.00**	**Shepherdstown Bike Path**					**Groupable**	**PM3**
	CON	LOCAL	265,100	1	0	0	0	265,101
	CON	NRT	850,400	0	0	0	0	850,400
	CON	TAP	416,600	0	0	0	0	416,600
		Total	**1,532,100**	**1**	**0**	**0**	**0**	**1,532,101**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
J2017-01	**U319-RANSO-1**	**Ranson 5th Ave Complete Street**					**Groupable**	**PM3**
	ENG	LOCAL	12,500	0	0	0	0	12,500
	ENG	TAP	50,000	0	0	0	0	50,000
	CON	LOCAL	162,500	1	0	0	0	162,501
	CON	TAP	650,000	0	0	0	0	650,000
		Total	**875,000**	**1**	**0**	**0**	**0**	**875,001**
J2017-03	**U319-HARPE-2**	**Harpers Ferry High St**					**Groupable**	**PM3**
	CON	LOCAL	80,000	1	0	0	0	80,001
	CON	TAP	320,000	0	0	0	0	320,000
		Total	**400,000**	**1**	**0**	**0**	**0**	**400,001**
J2019-05.04	**U319-FLOSP-1**	**Flowing Springs Park Trail**					**Groupable**	**PM3**
	CON	FLAP	251,443	1	0	0	0	251,444
		Total	**251,443**	**1**	**0**	**0**	**0**	**251,444**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
J2019-05.06	**U319 ARM PR1 00**	**Armory Canal Trail**					**Groupable**	**PM3**
	ENG	FLAP	100,000	0	0	0	0	100,000
	CON	FLAP	385,188	0	0	0	0	385,188
	CON	LOCAL	96,298	1	0	0	0	96,299
		Total	**581,486**	**1**	**0**	**0**	**0**	**581,487**
J2023-01	**S319 115 00790 00**	**Ranson & Charles Town +1**					**Groupable**	**PM2**
	CON	STATE_WV	0	94,800	0	0	0	94,800
	CON	STBG 5-50K POP	0	379,200	0	0	0	379,200
		Total	**0**	**474,000**	**0**	**0**	**0**	**474,000**
J2023-03	**TAP2022045D**	**Fifth Avenue Streetscape**					**Groupable**	**PM3**
	CON	LOCAL	333,104	1	0	0	0	333,105
	CON	TAP	1,332,416	0	0	0	0	1,332,416
		Total	**1,665,520**	**1**	**0**	**0**	**0**	**1,665,521**
J2023-05	**U31934000000**	**US 340 Signing**					**Groupable**	**PM1**
	CON	NHPP	0	2,000,000	0	0	0	2,000,000
	CON	STATE_WV	0	500,000	0	0	0	500,000
		Total	**0**	**2,500,000**	**0**	**0**	**0**	**2,500,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
J2024-02	**S319 480 347 00**	**Ridge Road-Morgan Grove**					**Groupable**	**PM2**
	CON	STATE_WV	179,305	1	0	0	0	179,306
	CON	STBG <5K POP	717,221	0	0	0	0	717,221
		Total	**896,526**	**1**	**0**	**0**	**0**	**896,527**
J2024-03	**S319 115 00790 00**	**Ranson (N. Mildred)**					**Groupable**	**PM2**
	CON	STATE_WV	163,103	1	0	0	0	163,104
	CON	STBG 5-50K POP	652,410	0	0	0	0	652,410
		Total	**815,513**	**1**	**0**	**0**	**0**	**815,514**
J2024-04	**U319 CHA RL 300**	**Charles Town South George Street Pedestrian Improvements**					**Groupable**	**PM3**
	CON	LOCAL	102,246	1	0	0	0	102,247
	CON	TAP	408,983	0	0	0	0	408,983
		Total	**511,229**	**1**	**0**	**0**	**0**	**511,230**
J2024-06	**U319 115 598 00**	**Hillside Dr Roundabout**					**Non-Groupable**	**PM3**
	CON	STATE_WV	0	300,000	0	0	0	300,000
	CON	STBG <5K POP	0	1,200,000	0	0	0	1,200,000
		Total	**0**	**1,500,000**	**0**	**0**	**0**	**1,500,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
J2024-08	**S319-045/00 1 .94 00 23**	**Maddex Square Ped Crossing**					**Non-Groupable**	**PM3**
	ENG	CRP 50-200K POP	10,000	0	0	0	0	10,000
	ROW	CMAQ	10,000	0	0	0	0	10,000
	CON	CRP 50-200K POP	150,000	1	0	0	0	150,001
		Total	**170,000**	**1**	**0**	**0**	**0**	**170,001**
J2024-09	**U219-51-7.00 02**	**W Washington Street**					**Groupable**	**PM1**
	ENG	RHCH	619,678	0	0	0	0	619,678
	ENG	STATE_WV	68,853	1	0	0	0	68,854
		Total	**688,531**	**1**	**0**	**0**	**0**	**688,532**
J2024-10	**U319-009/00 8.23 00 23**	**Flowing Springs Exit Lighting**					**Non-Groupable**	**PM1**
	ENG	HSIP	50,000	0	0	0	0	50,000
	CON	HSIP	250,000	1	0	0	0	250,001
		Total	**300,000**	**1**	**0**	**0**	**0**	**300,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
J2024-11	**S319- 017 0.00 00**	**Flowing Springs Road**					**Groupable**	**PM2**
	ENG	STATE_WV	1,000	0	0	0	0	1,000
	ENG	STBG-FLEX	4,000	0	0	0	0	4,000
	CON	STATE_WV	0	71,000	0	0	0	71,000
	CON	STBG-FLEX	0	284,000	0	0	0	284,000
		Total	**5,000**	**355,000**	**0**	**0**	**0**	**360,000**
W2014-01	**WA2581**	**I-70 Interchange Improvements at MD 65**					**Non-Groupable**	
	ENG	STATE_MD_SHA	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
W2017-08	**n/a**	**Eastern Blvd Widening Ph II**					**Non-Groupable**	
	CON	LOCAL_WashCo	385,000	174,000	775,000	0	0	1,334,000
		Total	**385,000**	**174,000**	**775,000**	**0**	**0**	**1,334,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2017-10	**WA0921**	**I-81 Ph 2 & 3 Hwy Reconstruction**					**Non-Groupable**	
	ENG	NHPP	433,000	1	0	0	0	433,001
	ENG	STATE_MD_SHA	116,000	0	0	0	0	116,000
		Total	**549,000**	**1**	**0**	**0**	**0**	**549,001**
W2018-01	**n/a**	**Halfway Boulevard Extended Ph 1 & Ph 2**					**Non-Groupable**	
	CON	ARC	3,800,000	0	0	0	0	3,800,000
	CON	LOCAL_WashCo	3,000,000	1,950,000	0	0	0	4,950,000
		Total	**6,800,000**	**1,950,000**	**0**	**0**	**0**	**8,750,000**
W2019-07	**n/a**	**Local Federal Aid Projects**					**Groupable**	
	ENG	FA	200,000	0	0	0	0	200,000
	ENG	LOCAL_WashCo	75,000	50,000	0	0	0	125,000
	CON	FA	0	10,024,520	1,720,000	0	0	11,744,520
	CON	LOCAL_WashCo	0	2,595,680	430,000	0	0	3,025,680
		Total	**275,000**	**12,670,200**	**2,150,000**	**0**	**0**	**15,095,200**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2019-09	**WA2451**	**I-70 MD 65 and CSX Bridges Rehabilitation**					**Non-Groupable**	
	CON	STATE_MD_SHA	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
W2019-10		**MD 63/MD 68 Resurfacing and Sidewalk Improvements**					**Non-Groupable**	
	CON	FLAP	492,000	0	0	0	0	492,000
	CON	LOCAL	13,000	0	0	0	0	13,000
	CON	STATE_MD_SHA	52,000	1	0	0	0	52,001
		Total	**557,000**	**1**	**0**	**0**	**0**	**557,001**
W2021-07	**n/a**	**Wright Road Relocation**					**Non-Groupable**	
	CON	ARC	0	1,000,000	0	0	0	1,000,000
	CON	LOCAL_WashCo	125,000	0	500,000	0	0	625,000
		Total	**125,000**	**1,000,000**	**500,000**	**0**	**0**	**1,625,000**
W2021-08	**WA4431**	**I-70 Roadway and Bridge Improvements**					**Non-Groupable**	**PM2**
	ENG	NHPP	166,000	0	0	0	0	166,000
	CON	NHPP	0	12,296,000	0	0	0	12,296,000
	CON	STATE_MD_SHA	142,000	616,000	0	0	0	758,000
		Total	**308,000**	**12,912,000**	**0**	**0**	**0**	**13,220,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2022-01		**Pavement Preservation, Burnside Bridge Trail, and Sherrick Run Bridge**					**Non-Groupable**	
	ENG	FLTP	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
W2022-02		**Repair 3 Bridges**					**Non-Groupable**	
	ENG	FLTP	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
W2022-03	**WA2631**	**US 522 Eastbound I-70 Bridge Replacement**					**Non-Groupable**	**PM2**
	ENG	NHPP	256,000	0	0	0	0	256,000
	ENG	STATE_MD_SHA	8,000	1	0	0	0	8,001
		Total	**264,000**	**1**	**0**	**0**	**0**	**264,001**
W2022-04	**WA4511**	**I-70 Crystal Falls Drive Bridges Replacement**					**Non-Groupable**	**PM2**
	CON	NHPP	10,389,000	6,790,000	0	0	0	17,179,000
	CON	STATE_MD_SHA	494,000	324,000	0	0	0	818,000
		Total	**10,883,000**	**7,114,000**	**0**	**0**	**0**	**17,997,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2022-05	**WA4611**	**I-68 Creek Road Bridges Replacement**					**Non-Groupable**	**PM2**
	ENG	NHPP	332,000	0	0	0	0	332,000
	ENG	STATE_MD_SHA	57,000	0	0	0	0	57,000
	CON	NHPP	7,346,000	8,803,000	2,850,000	0	0	18,999,000
	CON	STATE_MD_SHA	387,000	464,000	150,000	0	0	1,001,000
		Total	**8,122,000**	**9,267,000**	**3,000,000**	**0**	**0**	**20,389,000**
W2022-06	**WA8971**	**MD 56 Toms Run Bridge Replacement**					**Non-Groupable**	**PM2**
	ENG	STATE_MD_SHA	54,000	0	0	0	0	54,000
	ROW	STATE_MD_SHA	11,000	11,000	0	0	0	22,000
	CON	STATE_MD_SHA	661,000	0	0	0	0	661,000
		Total	**726,000**	**11,000**	**0**	**0**	**0**	**737,000**
W2025-01	**n/a**	**Areawide Environmental Projects**					**Groupable**	
	ENG	FED	381,000	333,000	0	0	0	714,000
	ENG	STATE_MD_SHA	19,000	17,000	0	0	0	36,000
	ROW	FED	95,000	95,000	0	0	0	190,000
	ROW	STATE_MD_SHA	5,000	5,000	0	0	0	10,000
	CON	FED	4,285,000	2,428,000	0	0	0	6,713,000
	CON	STATE_MD_SHA	215,000	122,000	0	0	0	337,000
		Total	**5,000,000**	**3,000,000**	**0**	**0**	**0**	**8,000,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2025-02	**n/a**	**Areawide Safety & Spot Improvements**					**Groupable**	
	ENG	FED	1,170,000	857,000	0	0	0	2,027,000
	ENG	STATE_MD_SHA	90,000	43,000	0	0	0	133,000
	ROW	FED	95,000	95,000	0	0	0	190,000
	ROW	STATE_MD_SHA	5,000	5,000	0	0	0	10,000
	CON	FED	9,992,000	4,761,000	0	0	0	14,753,000
	CON	STATE_MD_SHA	508,000	239,000	0	0	0	747,000
		Total	**11,860,000**	**6,000,000**	**0**	**0**	**0**	**17,860,000**
W2025-03	**n/a**	**Areawide Resurfacing & Rehabilitation**					**Groupable**	
	ENG	FED	1,520,000	1,520,000	1,280,000	0	0	4,320,000
	ENG	STATE_MD_SHA	380,000	380,000	320,000	0	0	1,080,000
	ROW	FED	95,000	95,000	80,000	0	0	270,000
	ROW	STATE_MD_SHA	5,000	5,000	20,000	0	0	30,000
	CON	FED	16,000,000	16,000,000	8,000,000	0	0	40,000,000
	CON	STATE_MD_SHA	4,000,000	4,000,000	2,000,000	0	0	10,000,000
		Total	**22,000,000**	**22,000,000**	**11,700,000**	**0**	**0**	**55,700,000**
W2025-04	**n/a**	**Areawide Bridge Replacement & Rehabilitation**					**Groupable**	
	ENG	FED	4,560,000	4,560,000	0	0	0	9,120,000
	ENG	STATE_MD_SHA	240,000	240,000	0	0	0	480,000
	ROW	FED	190,000	190,000	0	0	0	380,000
	ROW	STATE_MD_SHA	10,000	10,000	0	0	0	20,000
	CON	FED	9,500,000	7,125,000	0	0	0	16,625,000
	CON	STATE_MD_SHA	500,000	375,000	0	0	0	875,000
		Total	**15,000,000**	**12,500,000**	**0**	**0**	**0**	**27,500,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2025-05	**n/a**	**Areawide Urban Reconstruction**					**Groupable**	
	ENG	FED	190,000	190,000	0	0	0	380,000
	ENG	STATE_MD_SHA	10,000	10,000	0	0	0	20,000
	ROW	FED	48,000	48,000	0	0	0	96,000
	ROW	STATE_MD_SHA	2,000	2,000	0	0	0	4,000
	CON	FED	714,000	714,000	0	0	0	1,428,000
	CON	STATE_MD_SHA	36,000	36,000	0	0	0	72,000
		Total	**1,000,000**	**1,000,000**	**0**	**0**	**0**	**2,000,000**
W2025-06	**n/a**	**Areawide Congestion Management**					**Groupable**	
	ENG	FED	905,000	905,000	0	0	0	1,810,000
	ENG	STATE_MD_SHA	45,000	45,000	0	0	0	90,000
	ROW	FED	48,000	48,000	0	0	0	96,000
	ROW	STATE_MD_SHA	2,000	2,000	0	0	0	4,000
	CON	FED	2,378,000	1,428,000	0	0	0	3,806,000
	CON	STATE_MD_SHA	122,000	72,000	0	0	0	194,000
		Total	**3,500,000**	**2,500,000**	**0**	**0**	**0**	**6,000,000**
W2023-07	**WA2221**	**I-81 Interchange Improvements at Maugans Avenue (I-81 Phase 4A)**					**Non-Groupable**	**PM1 PM3**
	CON	NHPP	1,759,000	1	0	0	0	1,759,001
		Total	**1,759,000**	**1**	**0**	**0**	**0**	**1,759,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
W2023-08	**WA5611**	**I-81 Interchange Improvements at Showalter Avenue (I-81 Phase 4B), Maugansville**					**Non-Groupable**	**PM3**
	ENG	NHPP	160,000	1	0	0	0	160,001
		Total	**160,000**	**1**	**0**	**0**	**0**	**160,001**
W2024-01		**Byron Bridge Accessibility**					**Non-Groupable**	
	CON	FLTP	500,000	1	0	0	0	500,001
		Total	**500,000**	**1**	**0**	**0**	**0**	**500,001**
W2024-02		**C&O Tunnel Rehabilitation**					**Non-Groupable**	
	CON	FLTP	3,385,000	1	0	0	0	3,385,001
		Total	**3,385,000**	**1**	**0**	**0**	**0**	**3,385,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
WT2025-01	**n/a**	**Medium Duty Bus Replacement**					**Groupable**	
	Transit	5339	321,072	321,072	321,072	720,000	0	1,683,216
	Transit	LOCAL_WCT	40,134	40,134	40,134	90,000	0	210,402
	Transit	STATE_MD_MTA	40,134	40,134	40,134	90,000	0	210,402
		Total	**401,340**	**401,340**	**401,340**	**900,000**	**0**	**2,104,020**
WT2025-02	**n/a**	**Operating Assistance - Section 5307**					**Groupable**	
	Transit	5307	933,541	933,541	933,541	933,541	933,541	4,667,705
	Transit	LOCAL_WCT	618,720	618,720	618,720	618,720	618,720	3,093,600
	Transit	STATE_MD_MTA	314,821	314,821	314,821	314,821	314,821	1,574,105
		Total	**1,867,082**	**1,867,082**	**1,867,082**	**1,867,082**	**1,867,082**	**9,335,410**
WT2025-03	**n/a**	**Capital Assistance - Preventative Maintenance**					**Groupable**	
	Transit	5307	280,000	280,000	300,000	300,000	300,000	1,460,000
	Transit	LOCAL_WCT	75,000	75,000	37,500	37,500	37,500	262,500
	Transit	STATE_MD_MTA	0	0	37,500	37,500	37,500	112,500
		Total	**355,000**	**355,000**	**375,000**	**375,000**	**375,000**	**1,835,000**
WT2025-04	**n/a**	**Capital Assistance - Small Paratransit Bus 504**					**Groupable**	
	Transit	5339	60,000	60,000	84,000	0	168,000	372,000
	Transit	LOCAL_WCT	7,500	7,500	10,500	0	21,000	46,500
	Transit	STATE_MD_MTA	7,500	7,500	10,500	0	21,000	46,500
		Total	**75,000**	**75,000**	**105,000**	**0**	**210,000**	**465,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
WT2025-05		**Capital Assistance - Section 5310**					**Groupable**	**Transit**
	Transit	5310	1,126,380	0	1,126,380	0	0	2,252,760
	Transit	LOCAL_WCT	0	0	281,595	0	0	281,595
		Total	**1,126,380**	**0**	**1,407,975**	**0**	**0**	**2,534,355**
WT2025-06	**n/a**	**Operating Assistance - Section 5310**					**Groupable**	
	Transit	5310	1,035,400	0	1,035,400	0	0	2,070,800
		Total	**1,035,400**	**0**	**1,035,400**	**0**	**0**	**2,070,800**
WT2024-01	**n/a**	**Capital Assistance - Section 5339 Service Truck**					**Groupable**	**Transit**
	Transit	5339	0	48,000	0	0	0	48,000
	Transit	LOCAL_WCT	0	6,000	0	0	0	6,000
	Transit	STATE_MD_MTA	0	6,000	0	0	0	6,000
		Total	**0**	**60,000**	**0**	**0**	**0**	**60,000**
WT2024-02	**n/a**	**Capital Assistance - Section 5339 Oil/Water Seperator**					**Groupable**	**Transit**
	Transit	5339	0	48,000	0	0	0	48,000
	Transit	LOCAL_WCT	0	6,000	0	0	0	6,000
	Transit	STATE_MD_MTA	0	6,000	0	0	0	6,000
		Total	**0**	**60,000**	**0**	**0**	**0**	**60,000**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
WVT2021-07	**n/a**	**Mobility Management Assistance - Section 5310**					**Groupable**	**Transit**
	Transit	5310	30,000	30,000	30,000	0	0	90,000
	Transit	LOCAL_EPTA	7,500	7,500	7,500	0	0	22,500
		Total	**37,500**	**37,500**	**37,500**	**0**	**0**	**112,500**
WVT2021-08	**n/a**	**Section 5339 - Buses and Bus Facilities Infrastructure Investment Program**					**Groupable**	**Transit**
	Transit	LOCAL_EPTA	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
WVT2022-01	**n/a**	**Capital Assistance - Bus Replacement**					**Groupable**	**Transit**
	Transit	5339	224,640	0	0	0	0	224,640
	Transit	LOCAL_EPTA	56,160	1	0	0	0	56,161
		Total	**280,800**	**1**	**0**	**0**	**0**	**280,801**
WVT2025-01	**n/a**	**Operating Assistance - Section 5307**					**Groupable**	**Transit**
	Transit	5307	1,000,000	0	0	0	0	1,000,000
	Transit	LOCAL_EPTA	1,000,000	1	0	0	0	1,000,001
		Total	**2,000,000**	**1**	**0**	**0**	**0**	**2,000,001**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
WVT2025-02	**n/a**	**Capital Assistance - Preventative Maintenance**					**Groupable**	**Transit**
	Transit	5307	288,838	0	0	0	0	288,838
	Transit	LOCAL_EPTA	72,210	1	0	0	0	72,211
		Total	**361,048**	**1**	**0**	**0**	**0**	**361,049**
WVT2025-03	**n/a**	**Capital Assistance - Miscellaneous Equipment**					**Groupable**	**Transit**
	Transit	LOCAL_EPTA	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
WVT2025-04	**n/a**	**Capital Assistance - Section 5339 Bus Replacement**					**Groupable**	**Transit**
	Transit	LOCAL_EPTA	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**
WVT2025-05	**n/a**	**Capital Assistance - Passenger Amenity**					**Groupable**	**Transit**
	Transit	LOCAL_EPTA	0	1	0	0	0	1
		Total	**0**	**1**	**0**	**0**	**0**	**1**

MPO ID	State ID	Project Title					Groupable?	Performance Meas
			Funding Data					
	Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Total
WVT2024-01	**n/a**	**5307 Bus Replacement**					**Groupable**	**Transit**
	Transit	5307	720,000	0	0	0	0	720,000
	Transit	LOCAL_EPTA	180,000	1	0	0	0	180,001
		Total	**900,000**	**1**	**0**	**0**	**0**	**900,001**
WVT2024-02	**n/a**	**5307 Operating Commuter Service**					**Groupable**	**Transit**
	Transit	5307	159,000	159,000	159,000	159,000	0	636,000
	Transit	LOCAL_EPTA	159,000	159,000	159,000	159,000	0	636,000
		Total	**318,000**	**318,000**	**318,000**	**318,000**	**0**	**1,272,000**
WVT2024-03	**n/a**	**Harpers Ferry EV Bus Replacement**					**Groupable**	**Transit**
	Transit	FLAP	1,000,000	1	0	0	0	1,000,001
		Total	**1,000,000**	**1**	**0**	**0**	**0**	**1,000,001**
WVT2024-04	**n/a**	**Harpers Ferry Bus Facility Expansion**					**Groupable**	**Transit**
	CON	FLTP	1,650,000	1	0	0	0	1,650,001
		Total	**1,650,000**	**1**	**0**	**0**	**0**	**1,650,001**

APPENDICES

APPENDIX A – ABBREVIATIONS/ACRONYMS

APPENDIX B – HEPMPO SELF-CERTIFCATION

APPENDIX C – FY 2025-2028 TIP ADOPTION RESOLUTION(S)

APPENDIX D – MEMORANDUMS OF UNDERSTANDING AND PLANNING AGREEMENTS

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- **West Virginia Highway Projects**
- **Maryland Highway Projects**
- **Eastern Panhandle Transit Authority Projects**
- **Washington County Transit Projects**

Innovative Planning and Performance Division: Core Programs

GREEN HOUSE GAS TARGET SETTING

Background

Upon finalizing regulation on December 7, 2023, the Federal Highway Administration (FHWA) will require state DOTs and MPOs to adopt a new greenhouse gas (GHG) performance measure as part of the Transportation Performance Management (TPM) program. Adopting the measure includes calculating baseline performance, setting statewide targets, and submitting an initial report to FHWA by February 1, 2024. MDOT SHA's Innovative Planning and Performance Division (IPPD) led Maryland's successful compliance efforts.

Relevant Legislation

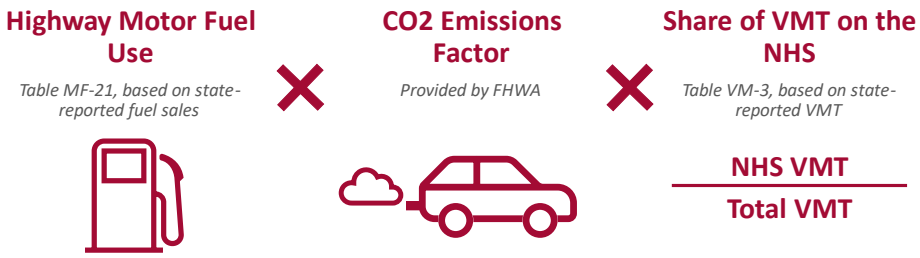
23 USC 150
23 CFR 490

Strategic Importance

Climate change and GHG emissions are political issue, both in Maryland and across the country. The state has committed to bold GHG reduction goals across sectors via the Climate Solutions Now Act. This new target setting requirement is an opportunity for the state to focus on transportation's responsibility for meeting the statewide goals and confront what near term success must look like. It is an important communication tool to stakeholders and the public through which the state either commits to bold action to meet bold goals or begins to temper expectations if the long-term goals become unattainable.

GHG Metric & Measure Calculation

The GHG measure will be the percent change in tailpipe CO2 emissions on the NHS compared to the 2022 reference year. This is developed from calculating the below metric for each year:



Collaboration

FHWA Maryland Division

MDOT has discussed the new requirements with FHWA Maryland Division staff to ensure a full understanding of details and expectations.

MDOT Secretary's Office (TSO)

Because of the political nature of this topic, input from the Office of Climate Change Resilience and Adaptation (OCCRA) in TSO was essential to discuss the communication implications of the target.

Maryland MPOs

Maryland's MPOs have been keenly interested in this measure and several requested presentations from MDOT on the data and target setting decisions. MPOs will set their own targets 180 days after the state.

Regional Peer States

MDOT collaborated with neighboring state DOTs to align targets based on regional goals. Such coordination supports target setting by Maryland's MPOs, particularly those whose planning areas cover multiple states.

MARYLAND DEPARTMENT OF TRANSPORTATION

Contact: Toria Lassiter, Division Chief410.545.5731 tlassiter@mdot.maryland.gov

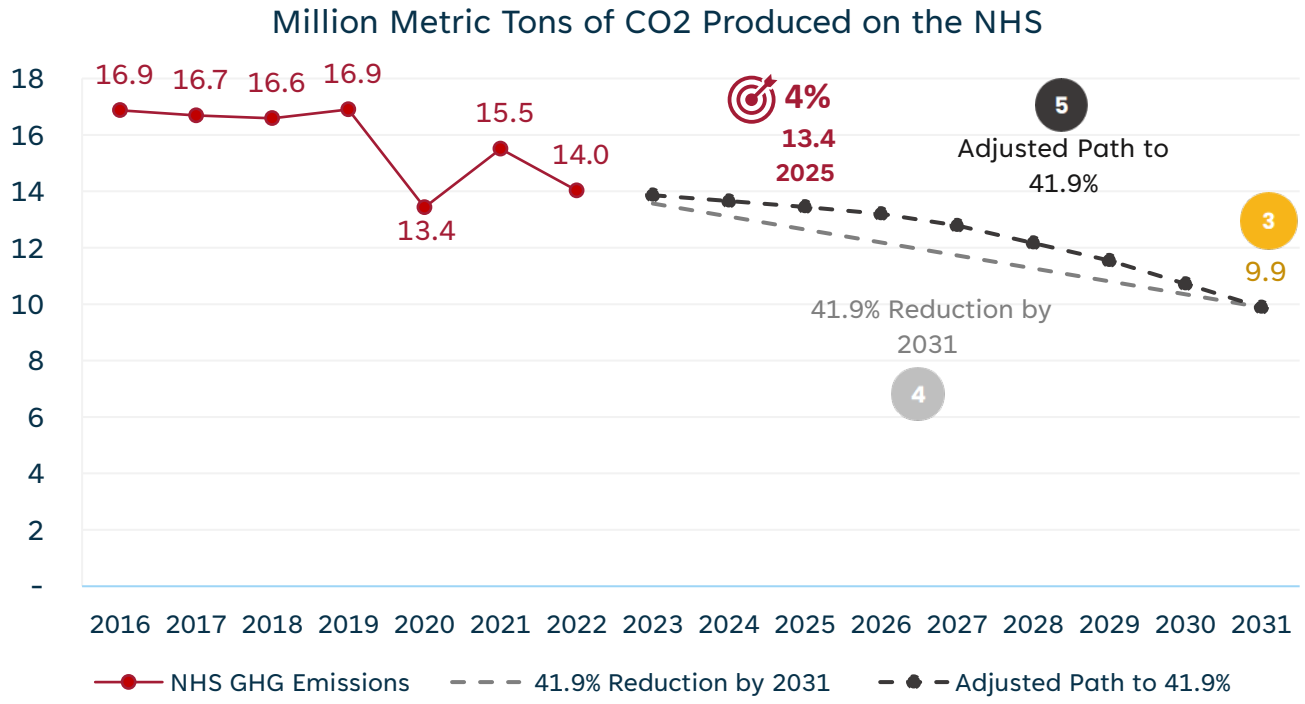
Updated February 2024

Target Setting Methodology

Maryland's GHG target was established to align with existing state goals for GHG emissions reduction, while considering realistic expectations given planned initiatives. The result is a 4% targeted reduction from 2022 NHS GHG levels.

2025 Target: 4%

1. One of the goals in Maryland's *Climate Solutions Now Act of 2022* is a 60% reduction from 2006 levels by 2031. This number was the starting point for considering the target.
2. Subsequent analysis by the University of Maryland established a specific goal for the transportation sector to reduce its GHG emissions by 49%. This would be the ideal reduction for on-road mobile emissions.
3. Maryland's *2023 Climate Pollution Reduction Plan* estimated that implementation of all current initiatives would deliver a 41.9% reduction in transportation sector GHG emissions by 2031. This is a realistic estimation of progress toward the ideal goal.
4. A straight-line path to this 41.9% reduction is not realistic given the timeline to implement planned initiatives. E.g., one of the most impactful initiatives will be Maryland's Advanced Clean Cars II Initiative, which will take effect in 2027.
5. MDOT estimated that 80% of the improvement will take place after 2027 while 20% will take place between 2024 and 2027. This adjusted path resulted in an approximate 4% reduction from 2022 levels by 2025.



Contact: Toria Lassiter, Division Chief410.545.5731 tlassiter@mdot.maryland.gov

Updated February 2024

Greenhouse Gas (GHG) Performance Measures

On December 7, 2023, the Federal Highway Administration (FHWA) finalized regulation that requires state DOTs and MPOs to adopt new greenhouse gas (GHG) performance measures as part of the Transportation Performance Management (TPM) program. The PM includes calculating baseline performance, setting statewide targets, and submitting an initial report to FHWA by February 1, 2024. The GHG measure will be the percent change in tailpipe CO2 emissions on the NHS compared to the 2022 reference year.

Maryland Greenhouse Gas Targets [15]

Measure	2022 (Baseline) (MMT)	2025 (Target Year) (MMT)	2025 (Target Year) (%)
Change in Tailpipe CO2 Emissions on NHS	14.0	13.4	4%

[15] Maryland Greenhouse Gas Targets for 2022-2025 adopted May 15, 2024.

REGIONAL SAFETY ACTION PLAN

HEPMPO

April 2024

Draft for Public Review

Hagerstown Eastern Panhandle MPO

Michael Baker INTERNATIONAL

FEHR PEERS

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Acknowledgements

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) would like to thank the Stakeholder Advisory Committee (SAC) for its valuable contributions throughout the planning process.

- Berkeley County
- Charles Town Police Department
- City of Charles Town
- City of Hagerstown
- City of Martinsburg
- Eastern Panhandle Transit Authority
- Federal Highway Administration
- Hagerstown Police Department
- Jefferson County Sheriff's Office
- Martinsburg Police Department
- Maryland Department of Transportation
- Washington County
- Washington County Transit
- West Virginia Department of Transportation

Chapter 1: Introduction

Roadway Safety Crisis

Unmasking the National and Regional Threats

Safety Action Plans (SAP) aim to create safer roads for everyone, fostering a collective commitment to road safety. They provide the framework for enhancing roadway safety that is designed to mitigate and eliminate severe injuries and fatal accidents for all users of our roadways. Leveraging data analysis, SAPs identify and define specific roadway safety challenges to empower communities to adopt targeted projects and strategies, effectively addressing the most critical safety risks.

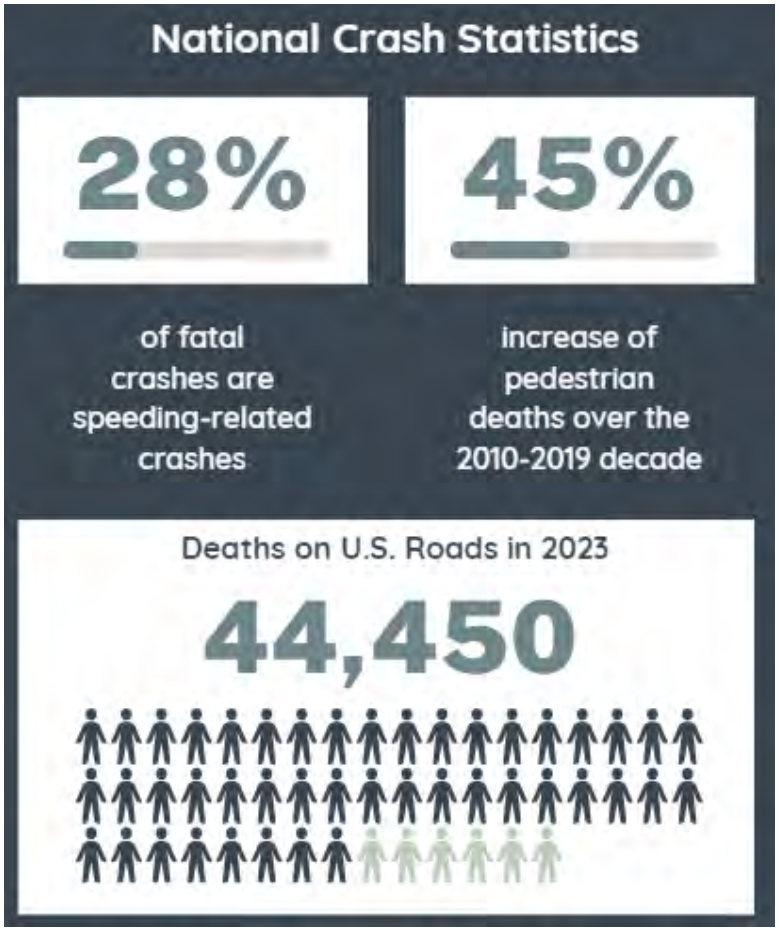


Figure 1: Statistics from the Vision Zero Network

Over the past decade, there has been an alarming 45 percent surge in pedestrian fatalities across the country. In 2023 alone, almost 45,000 lives were lost on America's roadways (Figure 1). These statistics underscore the urgent need to develop Safety Action Plans to prioritize safety, reduce fatal and severe crashes, and protect vulnerable road users (VRU).

Safe System Approach

Zero is our goal. A Safe System is how we will get there. In 2022, the United States Department of Transportation (FHWA) introduced the National Roadway Safety Strategy (NRSS) to address the safety crisis on our Nation's roadways. The NRSS declares a goal of zero deaths and adopts the **Safe System Approach (SSA)** as the guiding paradigm for addressing roadway safety and achieving this goal. The Safe System Approach equips us with a structured decision-making framework, enabling us to deliberately address five key elements and six guiding principles (Figure 2) during planning and implementation. It prioritizes human fallibility and vulnerability, ultimately designing a protective system for all.

Figure 2: Safe System Approach Principles and Elements

Need for a Safety Action Plan

Roadway safety is a significant issue impacting our communities. An average of three severe injury or fatal traffic crashes occur per week within the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) 3-County Region (Figure 4). Between 2018 and 2022, 154 fatal crashes occurred in the HEPMPO region on local and state roadways (excluding I-81, I-70, and I-68), 25 of which involved a person walking, and 25 of which involved a person riding a motorcycle. In addition, another 567 crashes occurred where a person was severely injured, and collectivity, these crashes resulting in a person being killed or severely injured are referred to as KSI. These are all tragic losses of someone's friend or family member, and it is our goal to continuously strive for zero traffic deaths.

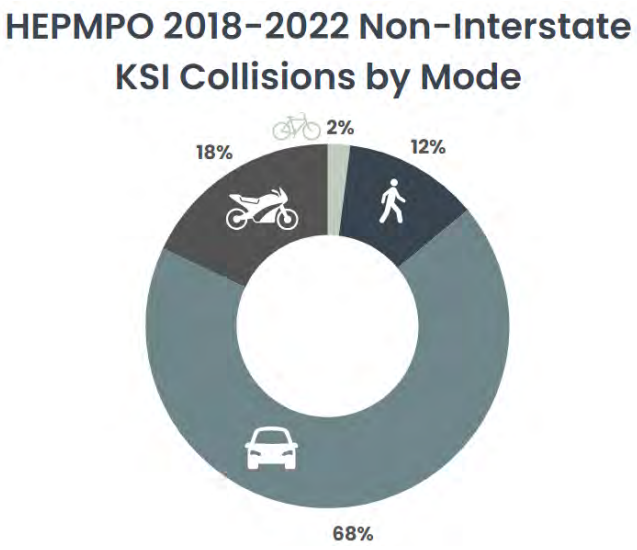


Figure 3: Collisions by mode

In 2022 alone, the HEPMPO region had a total of 4,680 non-interstate crashes, 137 resulted in a person being killed or severely injured (KSI). While the majority of KSI crashes between 2018 – 2022 were motor vehicle, vulnerable road user KSI crashes occurred at a disproportionate rate (Figure 3).

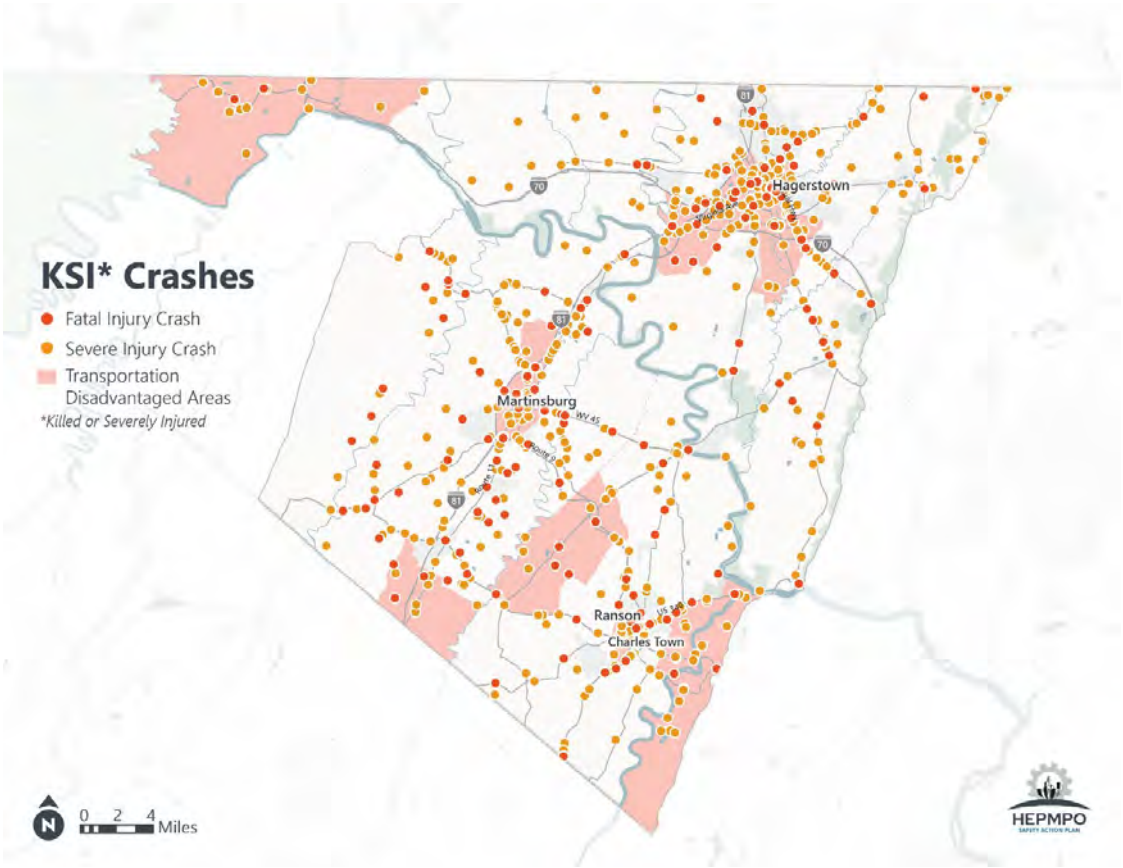


Figure 4: HEPMPO Fatal and Severe Injury Non-Interstate Traffic Crashes

Source: 2018 – 2022 MDOT and WVDOT Crash Data, US DOT Equitable Transportation Explorer (ETC) Tool

To understand where and why fatal and severe injury crashes occurred and reduce the severity and frequency of these crashes, HEPMPO prepared this **Regional Safety Action Plan**, rooted in the core elements of the Safe System Approach. The Action Plan is our roadmap to ensure the streets in the region are safe for people to drive, walk, and bike. It identifies projects, programs, and strategies aimed at eliminating fatalities and severe injuries on the roadways within the region by 2050 and allows the region and local jurisdictions to apply for funding through the **Safe Streets for All (SS4A) grant program** and other federal and state safety-related grant programs.

Importantly, the Action Plan aligns with the prerequisites for the **Safe Streets for All (SS4A) grants**—a substantial $5 billion federal funding source dedicated to critical safety enhancements. This Action Plan serves as the qualifying plan for HEPMPO counties and local jurisdictions, enabling them to apply for SS4A supplemental planning/demonstration and implementation grants, which are integral to the Bipartisan Infrastructure Law (BIL).

Planning Criteria

Table 1 outlines the essential components of the SS4A action plan. These components are necessary to meet eligibility requirements for applying for funding. The table cross-references specific plan sections and describes how each component has been fulfilled.

Table 1: SAP Planning Criteria

Planning Criteria		
	Comprehensive Safety Action Plan Element Criteria	**How HEPMPO Achieved It**
1	Governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries.	The HEPMPO Interstate Council (ISC) is the governing body that reviews and approves the plan.
	Set targets to achieve significant declines in roadway fatalities and serious injuries.	Outlined in **Chapter 1: Introduction.** The region's goal is to reach zero traffic fatalities and severe injuries by 2050.
2	To develop the Action Plan, a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring.	A Stakeholder Advisory Committee was formed to help outline the plan and develop strategies. Outlined in **Chapter 2: Plan Development and Input.**
3	Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.	An online map was created to graphically show 2018 – 2022 MDOT and WVDOT Crashes in the Region. Outlined in **Chapter 3: Our Safety Story.**
	Analysis of systemic and specific safety needs is performed as needed (e.g., high risk)	Outlined in **Chapter 3: Our Safety Story.**
	Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types.	Outlined in **Chapter 3: Our Safety Story.**
	A geospatial identification (geographic or locational data using maps) of higher risk locations.	A High Injury Network (HIN) was created and shown in a map. Outlined in **Chapter 4: Focusing Efforts to Make a Change.**
4	Engagement with the public and relevant stakeholders, including the private sector and community groups.	The team met with Stakeholders through a series of meetings. There were also three public meetings. Outlined in **Chapter 2: Plan Development and Input.**
	Incorporation of information received from the engagement and collaboration into the plan.	Feedback from an outreach survey was incorporated into the plan's strategies. Outlined in **Chapter 2: Plan Development and Input.**
	Coordination that included inter- and intragovernmental cooperation and collaboration, as appropriate.	The Stakeholder Advisory Committee is detailed in **Chapter 2: Plan Development and Input.**

Planning Criteria		
	Comprehensive Safety Action Plan Element Criteria	**How HEPMPO Achieved It**
5	Considerations of equity using inclusive and representative processes.	Equity was a key factor in public outreach, safety analysis, the policy assessment, and project and program prioritization. Outlined in **Chapter 2: Plan Development and Input.**
	Identified underserved communities through data.	The Action Plan used USDOT's Equitable Transportation Community Explorer tool and results during analysis and outreach. Outlined in **Chapter 2: Plan Development and Input.**
	Equity analysis in collaboration with appropriate partners, focused on initial equity impact.	As part of the Stakeholder meetings discussed in **Chapter 2**, the Stakeholders reviewed the analysis inputs including equity.
6	The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.	A policy and benchmarking assessment was conducted to gauge's the region's alignment with the Safe System Approach and safety best practices. The assessment reviewed existing plans, reports, and studies from MD, WV, the region, Berkeley County, Jefferson County, Washington County, and local jurisdictions. Outlined in **Chapter 3: Our Safety Story.**
	The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	Outlined in **Chapter 5: Taking Action.**
7	The plan identifies a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria.	Outlined in **Chapter 4: Focusing Efforts to Make a Change.**
8	A description of how progress will be measured over time that includes, at a minimum, outcome data.	Outlined in **Chapter 6: Performance Evaluation and Transparency.**
	The plan is posted publicly online.	The Plan is available on HEPMPO's website.
9	The plan was finalized and/or last updated between 2018 and 2024.	The Plan was finalized in May 2024.

Chapter 2: Plan Development and Input

The HEPMPO Regional Safety Action Plan was adopted by the HEPMPO Interstate Council (ISC) on May 15, 2024. Resolution XYZ was also adopted by the HEPMPO ISC on the same date to further demonstrate the region's commitment to achieving zero fatal and severe injury crashes by 2050.

Plan Development Structure

The Regional Safety Action Plan development structure included the project team, a stakeholder committee, and the public (Figure 5). HEPMPO staff and the Action Plan project team conducted analyses and led the development of the Regional Safety Action Plan. The Stakeholder committee reviewed analysis results and helped align key priorities throughout the region with the Action Plan during three stakeholder meetings. Members of the public guided the vision for the plan, identified safety concerns, and reviewed the safety action plan elements through an online survey at the beginning of the plan and at three public meetings during the 30-day public comment period.

Figure 5: HEPMPO Regional Safety Action Plan Development Structure

Development Timeline and Elements

Development of the Action Plan started in the summer of 2023 and concluded in the spring of 2024. Figure 6 highlights the Action Plan timeline, including public and stakeholder engagement, and development of key elements.

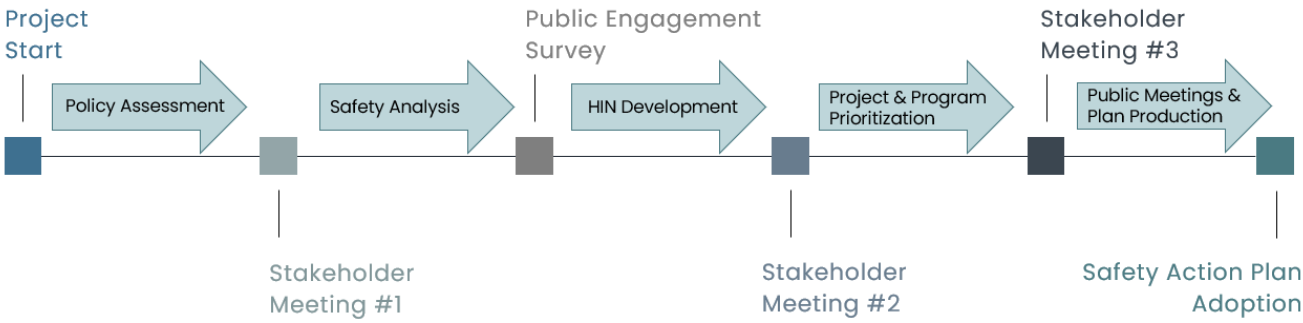


Figure 6: HEPMPO Regional Safety Action Plan Development Timeline

Key elements of the plan are summarized below. Public and stakeholder engagement occurred at distinct checkpoints during Action Plan development, whereas equity considerations were incorporated across multiple elements.

- **Public and stakeholder engagement** – public outreach sought feedback from everyone in the region, including hard-to-reach populations. This occurred through a media blitz promoting the HEPMPO SAP survey, and public meeting invitations. Stakeholder engagement included three interactive meetings to identify technical safety concerns and opportunities for improvement. Three public meetings were also held at public libraries all located in transportation disadvantaged areas in the region.
- **Equity considerations** – equity was a key factor in public outreach, safety analysis, policy assessment, and project and program prioritization. The Action Plan used USDOT's Equitable Transportation Community (ETC) Explorer tool and results during analysis and outreach. The equity data used is referred to as transportation disadvantaged areas.
- **Policy assessment and benchmarking** – a review of existing plans, reports, and studies was conducted to assess the existing safety program. The policy assessment used a benchmarking tool to gauge the region's alignment with the Safe System Approach and safety best practices. The assessment resulted in identifying safety strengths, and opportunities for action items.

- **Safety analysis** – an analysis of non-interstate crashes within the region between 2018 and 2022 was conducted. The analysis examined crash trends related to crash injury severity, mode involvement, crashes within equity areas, and other crash factors. The analysis generated a high-injury network, which identifies unsafe segments and corridors within the region that host a disproportionate number of fatal and severe crashes and crashes involving people walking, biking, or riding a motorcycle, also known as vulnerable road users.

- **Project and program prioritization** – projects and programs were selected from the policy assessment, safety analysis results, and the high-injury network. The priority projects and action items outlined in the Action Plan were prioritized using the following criteria: crash severity (severe and fatal crashes), crash mode (vulnerable road users), vulnerable road user corridors identified by Maryland and West Virginia as part of the 2023 Strategic Highway Safety Plan updates, Maryland's pedestrian safety corridors, public feedback and crashes within transportation disadvantaged areas.

- **Performance measures and evaluation** – monitoring criteria were selected to evaluate the effectiveness of the Safety Action Plan in the years to come. Performance measures include total fatalities and fatality rate, total serious injuries and serious injury rate, non-motorized fatalities and serious injuries, number of killed and seriously injured (KSI) crashes within transportation-disadvantaged areas, and percentage change in crash types. These metrics will continue to be used to track and evaluate progress toward the 2050 target of eliminating severe crashes.

- **Funding opportunities** – grant programs and funding strategies were researched to provide the HEPMPO and local jurisdictions a menu of funding opportunities when considering how to budget for and implement the programs, projects, and strategies outlined in the Action Plan.

Stakeholder and Public Engagement

Stakeholder and public participation played a critical role in identifying issues and priorities during the planning process. Throughout the development of the plan, input and feedback from a diverse group of stakeholders were solicited and incorporated through a series of meetings, as well as through a web-based survey. There were three public meetings and a 30-day public comment period (see **Appendix A**).

Stakeholder Group and Meetings

The Stakeholder Advisory Committee consisted of professionals well-versed in the safety concerns specific to the region (Figure 7). They convened in October, February, and April. During the initial meeting, they kicked off the project by discussing its objectives, goals, and planning activities. In the subsequent meeting, they delved into an overview and analysis of the gathered information. Stakeholders were then presented with a list of draft priority corridors for their valuable feedback.

Figure 7: Members for the Stakeholder Advisory Committee

Public Outreach Survey

To enhance road safety in the region, a web-based survey was conducted through an online engagement platform, MetroQuest. The survey, open from **November 15, 2023, to December 15, 2023**, garnered insights from **574 participants** (Figure 8). These valuable perspectives covered various aspects of safety, including those related to drivers, pedestrians, and bicyclists across the HEPMPO Region.

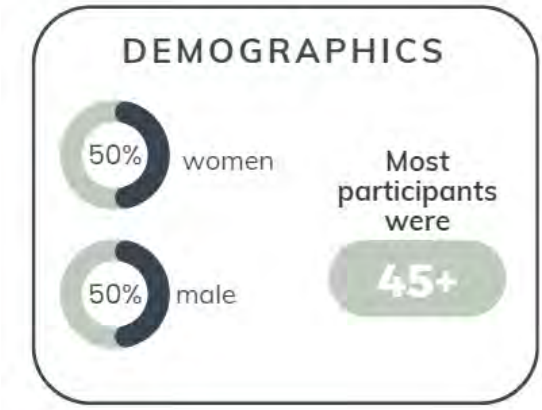


Figure 8: Demographics of survey participants

Safety Concern Ranking

Participants identified and ranked their top five safety concerns. Traffic congestion, aggressive driving, distracted driving, unsafe intersections, and commercial vehicles were the most prominent issues (Figure 9).

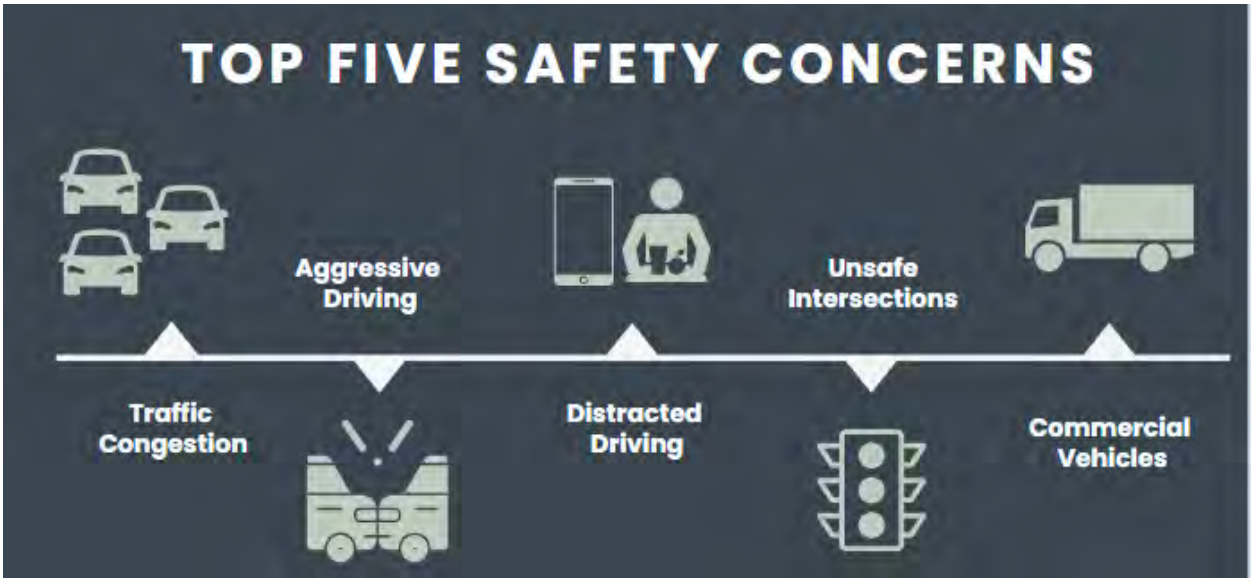


Figure 9: Safety concern ranking results

Bicycle and Pedestrian Safety

More than half of the participants either walk or bike in the area. These road users identified their top five contributors to safety problems.

Almost half of the participants wanted to see safer designed roads which could include lower speeds, separated pathways, and other safety designs (Figure 10).

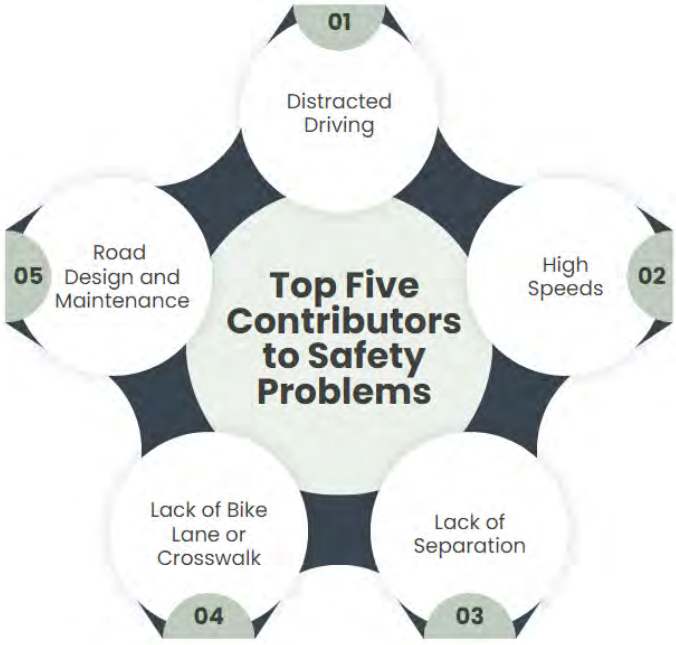


Figure 10: Safety issues related to walking, biking, and driving

Driver Safety

Most participants experienced a driving safety incident within the last year. The majority of the participants were driving when the incident occurred. The top three incidents (Figure 11) were near miss (19%), speeding (18%), or distracted driver, pedestrian, or bicyclist (17%).

Figure 11: Incident statistics

Mapping

Participants were able to drop a variety of pins on a map including safety issue, improvement ideas, near miss, and congestion areas. There were 1,583 pins and 948 comments. Figure 12 summarizes the key takeaways from each pin option.

Figure 12: Key takeaways from pin drops

Additional Comments

At the end of the survey, participants were given the chance to share additional comments. The visual representation below (Figure 13) highlights some of the key themes that emerged from these comments.

Figure 13: Key words from additional comments received

Chapter 3: Our Safety Story

A two-pronged approach was used as a starting point to understand the broader safety challenges in the region. This included: (1) a policy and benchmarking assessment to gauge the region's alignment with the Safe System Approach and safety best practices and (2) a safety analysis to understand historical crash patterns and what contributes to KSI and vulnerable road user crashes.

Policy and Benchmarking Assessment

A policy and benchmarking assessment was conducted to gauge's the region's alignment with the Safe System Approach and safety best practices. The assessment reviewed existing plans, reports, and studies from Maryland, West Virginia, Berkeley County, Jefferson County, Washington County, and local jurisdictions. The assessment identified safety strengths, challenges, and opportunities for action items. Appendix C: Technical Memos details the policy and benchmarking process, including documents reviewed, data extracted, and the final results.

Key findings from the benchmarking process include:

- **HEPMPO has been successful at identifying corridors of concern**, such as Dual Highway (US 40) within Hagerstown, Washington Street in Washington County, WV 9 in Berkeley County, and Summit Point Road in Jefferson County.
- No fatalities involving transit vehicles occurred in the region.
- **Transportation Improvement Program (TIP) funding** is typically programmed for safety improvements related to roadway departure crashes.
- **Safety performance targets** primarily related to serious injury, serious injury rate, and non-motorized fatal and serious injuries **are not being met**.

- **The region has general alignment with the SSA**, specifically around identifying locations of concern and collecting data, **but opportunities exist** around shifting safety culture and planning, safe users, safe roadways, safe vehicles, safe speeds, and post-crash care.

The policy and benchmarking assessment summarized the top policy and program strengths of the region (Table 2) and alignment with the Safe System approach.

Table 2: HEPMPO Safety Successes and Alignment with SSA

SSA Core Element	Category	HEPMPO Safety Strength
Safety Planning & Culture	Identifying corridors of concern	Dual Highway (US 40) in Hagerstown Washington St in Washington County WV 9 in Berkeley County Summit Point Rd in Jefferson County Foxcroft Avenue Pedestrian Road Safety Audit in Berkeley County
	Funding	TIP funds programmed HSIP for Roadway Departures • Daniel Road • Flowing Springs Exit • Districtwide Roadway Departures • Walnut Street and Virginia Avenue railroad crossings
	Previous planning efforts	The 2019 Regional Traffic Safety Study was the region's first effort to identify areas of safety concern and recommend safety improvement strategies.
Safe Users	Transit safety	No major transit safety concerns within the region.
Safe Roadways	Collision avoidance	Installing proven countermeasures to separate users in space and time, such as infilling sidewalks along segments of Dual Highway.
Safe Speeds	Enforcement	Speed cameras are authorized in Washington County (school zones and work zones) and Hagerstown has a handful of red-light cameras to reduce red light running. Berkeley County has radar speeds signs on I-81 and school zones and has conducted previous safety campaigns.
Post Crash Care	Crash review	HEPMPO conducts additional outreach with local police to capture any missing crashes or obtain further crash details (beyond crash data collected from MDOT and WVDOT).

Beyond the top safety strengths and alignment with SSA within the region, the top opportunities for improvement were also identified (Table 3). The stakeholder committee helped narrow the list of challenges to address, **highlighted in bold text**, which were addressed through the development of the Safety Action Plan or included as Action Items in Chapter 5.

Table 3: HEPMPO Safety Challenges and Alignment with SSA

SSA Core Element	Category	HEPMPO Safety Challenges
Safety Planning & Culture	Leadership and commitment	**No regionwide resolution currently supporting safety program nor committing to specific safety goal.**
	Meaningful engagement and equity	**Limited meaningful engagement with populations that are traditionally underserved.**
	Funding	**Staff time, limited resources, and support to apply for safety funding.**
	Development Review	**No formal process to ensure new developments assess safety impacts**.
Safe Users	Education	**Limited opportunities to raise awareness with the public and stakeholders to create buy-in for safety improvements (i.e., demonstration projects, education programs, tactical urbanism).**
Safe Roadways	Policies and tradeoffs	Lack of regionwide safety related policies to supplement the AASHTO Greenbook, MUTCD, and/or implementation of existing policies (e.g., Complete Streets, modal prioritization).
Safe Vehicles	Best practices guidance	Little knowledge sharing or available resources within the region regarding safe vehicle best practices.
Safe Speeds	Policy and training	Limited awareness of speed management methodologies and strategies in the region.
Post Crash Care	Crash review	Independent crash review of fatal and severe injury crashes involving pedestrians and bicyclists.
	Data sharing	Engagement with emergency responders and hospitals to more effectively share data across agencies.

*Note: **Bold text** indicates the Stakeholder Committee elevated these challenges to be addressed through Action Plan development or to be included as an Action Item.*

Safety Analysis

Five years of crash data, 2018 – 2022, was compiled from individual datasets downloaded from the West Virginia Department of Transportation (WVDOT) and the Maryland Department of Transportation (MDOT) crash portals. The safety analysis focused on local and state roadway crashes, as interstates are the purview of the DOTs. The data was cleaned and reviewed for geospatial accuracy. Appendix C: Technical Memos includes the detailed safety analysis. Table 4 summarizes the total non-interstate crashes by severity and by mode. While the majority of all crashes in the region involve motor vehicles, crashes involving people walking, biking, or riding a motorcycle make up a disproportionate amount of severe and fatal crashes.

Washington County had more KSI crashes annually, an average of 69 per year. In comparison, Jefferson County has an average of 30 per year and Berkeley County had an average of 44 KSI crashes per year.

Table 4: HEPMPO All Non-Interstate Crashes by Mode and Injury (2018 - 2022)

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatal	All Crashes
Bicycle	21 (0.1%)	31 (0.9%)	41 (2.1%)	11 (2%)	0 (0%)	104 (0.4%)
Motorcycle	105 (0.6%)	92 (2.6%)	124 (6.2%)	101 (18%)	26 (17.1%)	448 (1.9%)
Pedestrian	24 (0.1%)	105 (2.9%)	123 (6.2%)	61 (10.9%)	25 (16.4%)	338 (1.5%)
Vehicle	16,820 (99.1%)	3,368 (93.7%)	1,712 (85.6%)	388 (69.2%)	101 (66.4%)	22,389 (96.2%)
All Crashes	16,970	3,596	2,000	561	152	23,279

Source: 2018 – 2022 MDOT and WVDOT Crash Data

Crashes were also analyzed by location. Figure 14 identifies all non-interstate crashes where a person was killed or severely injured by mode in the region.

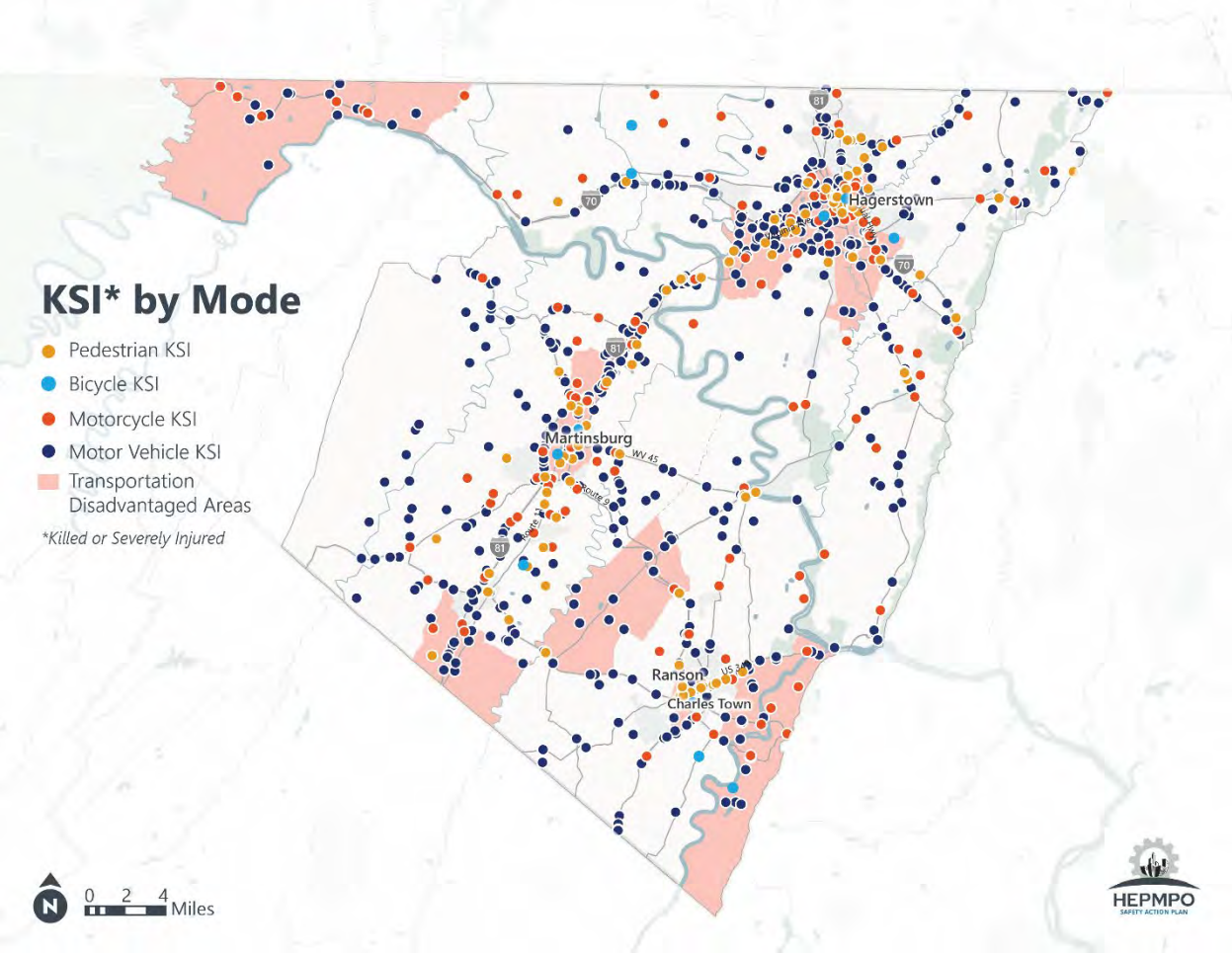


Figure 14: HEPMPO Non-Interstate KSI Crashes by Mode (2018 – 2022)*

Source: 2018 – 2022 MDOT and WVDOT Crash Data, US DOT Equitable Transportation Explorer (ETC) Tool

Fatality Rate

The fatality rate for the region, per county, and for each municipality with a population greater than 5,000 people is summarized in Table 5. Charles Town and Ranson both have fatality rates above 17.0, a threshold designated by the United States Department of Transportation (USDOT) as a Community with a High Fatality Rate.

Table 5: HEPMPO Fatality Crash Rates (2018 - 2022)

	Fatal Crash Rate Per 100,000 People (All Crashes)	Fatal Crash Rate Per 100,000 People (Non-Interstate Crashes)
HEPMPO	11.9	9.5
Berkeley County	13.1	10.2
Jefferson County	12	12
Washington County	10.9	8
Hagerstown, MD	10.5	10.5
Charles Town, WV	23.4	23.4
Martinsburg, WV	2.3	2.3
Ranson, WV	23	23

Source: 2018 – 2022 MDOT and WVDOT Crash Data, American Community Survey 2020 5-Year Estimate.

Collision Types and Contributing Factors

To understand why fatal and severe crashes are occurring, especially related to vulnerable road users and transportation disadvantaged areas, collision types and contributing factors were analyzed. Key findings from the safety analysis include:

- Single vehicle and rear end collisions are the most common crash type for all crashes in the region, but **single vehicle and head-on collisions are the most common that resulted in a KSI**. Vulnerable road user KSI collisions, particularly motorcycle involved, are predominantly single vehicle crashes.
- As posted speed limits increase, the proportion of KSI crashes increased in comparison to the total centerline milage in the region. For example, **roadways with 50-55 MPH post speed limits** only account for 3% of non-interstate roadways in the region, but they **account for 10% of non-interstate KSI crashes**.
- **Bicycle and pedestrian KSI crashes occur at higher rate (35%)** within transportation disadvantaged areas compared to other modes (20%).
- **Motorcycle, bicycle, and pedestrian KSI crashes** more often occur in an urban context such as within a town or municipal boundary.
- **Single vehicle crashes, head-on crashes, angle crashes** (crashes that include two parties colliding at different angles such as turning)**, and bicycle and pedestrian crashes** were identified as the **primary crash KSI types** across the region. These crash types and contributing factors are reinforced by the public survey results around speeding and aggressive driving, bicycle and pedestrian safety concerns, and intersection concerns.

Safety Fact Sheets

The safety analysis identified focus areas for systemwide improvements and countermeasures. The primary collision types and contributing factors are addressed in the following safety profile fact sheets:

1. Single vehicle crashes with particular emphasis on motorcycle crashes.
2. Angle crashes occur when two parties collide at an angle, which can occur at intersections as well as along corridors.
3. Bicycle and pedestrian crashes with particular focus within local jurisdictions and transportation disadvantaged community areas.
4. Head-on collisions involve frontal collisions between two vehicles, often on two-lane roads or due to wrong-way driving.

SAFETY FACT SHEET 1:

Single Vehicles Crashes[1]

The single vehicle crash profile involves incidents where one vehicle loses control and collides with stationary objects like trees, poles, guardrails, or veers off the road. Contributing factors include driver distraction, impairment, excessive speed, adverse weather, or avoiding obstacles. Despite no other vehicle involvement, the consequences can be severe, including rollovers, ejections, and significant injuries or fatalities. This profile underscores the importance of driver awareness, adherence to speed limits, and roadway designs that minimize off-road hazards for improved safety.

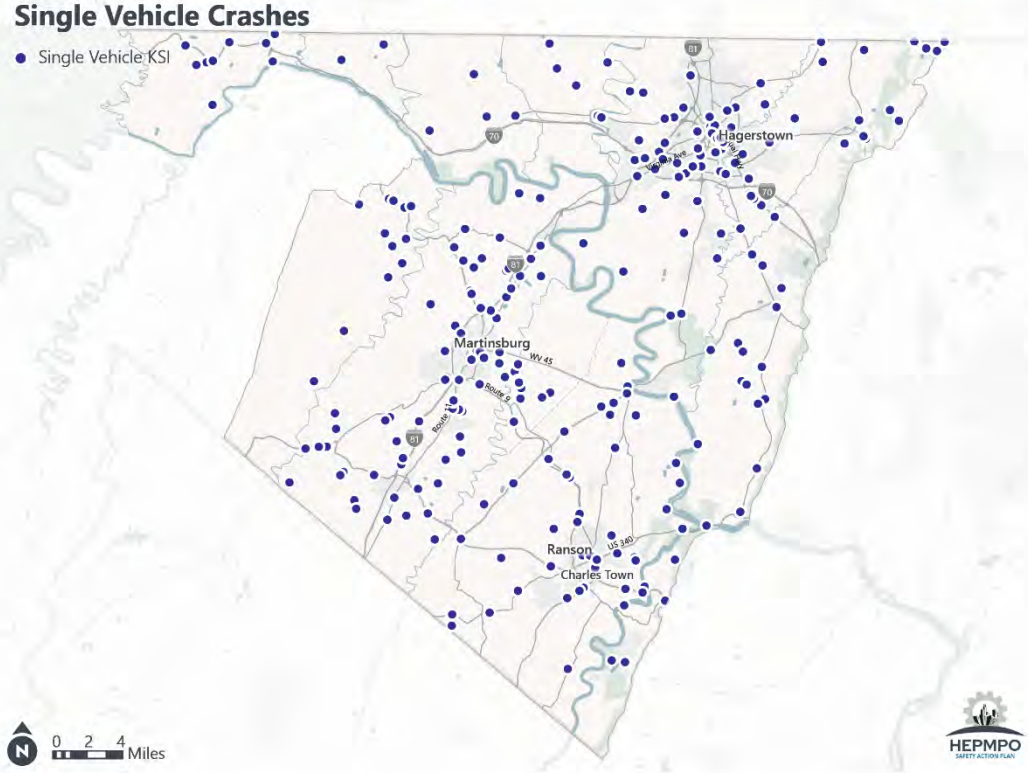
1: Excluding bicyclists and pedestrians.

30%
of all crashes

267
killed or seriously injured (KSI) crashes

37%
of all KSI crashes were within this category

Single Vehicle Crashes



Most commonly seen along:

Along High-Injury Network[2]:

- Apple Harvest Drive
- Hedgesville Road
- Dual Highway
- Winchester Avenue
- Williamsport Pike
- Route 9
- Back Creek Valley Road

Along Non-High-Injury Network:

- Bloomery Road
- Needy Road
- Rohrersville Road

Potential Countermeasures

Fixed Objects

At Night

Speed

2: See Chapter 4 and Figure 16 for High-Injury Network details and map.

SAFETY FACT SHEET 2:

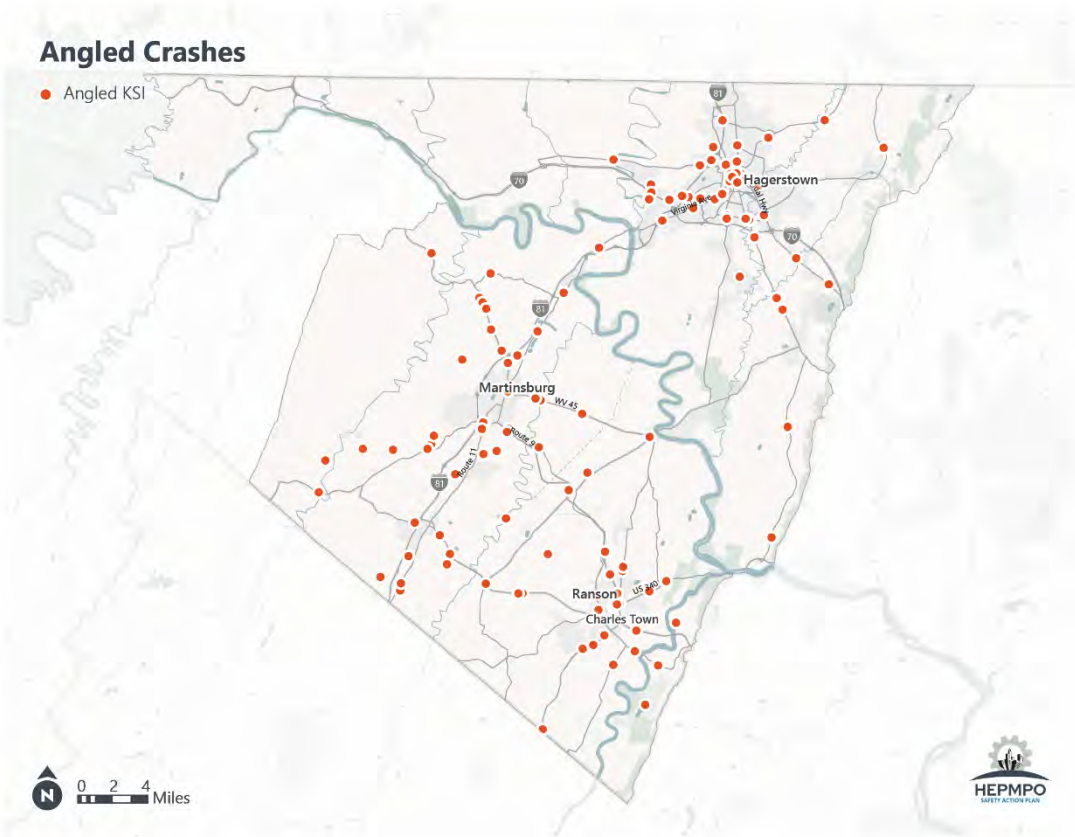
Angled Crashes

This collision profile involves pedestrians, bicyclists, motorcycles, and/or motor vehicles at intersections. It occurs when one vehicle hits another at approximately right angles (90 degrees), with the front of one vehicle striking the side of the other. This type of collision underscores the need for improved visibility of vehicles and enhanced safety measures for pedestrians and cyclists at intersections.

22%
of all crashes

128
killed or seriously injured (KSI) crashes

18%
of all KSI crashes were within this category



Most commonly seen along:

Along High-Injury Network[1]:

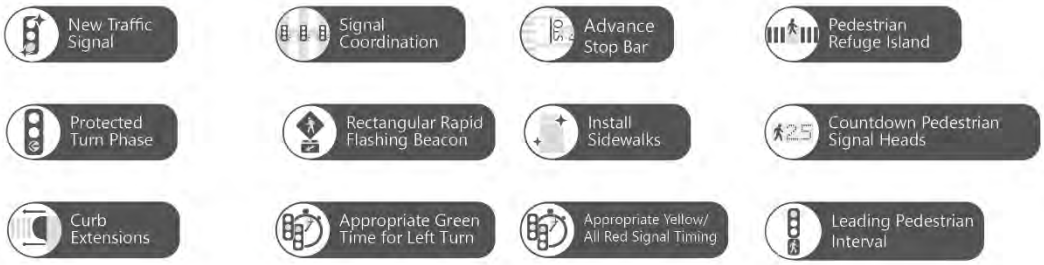
- Baltimore Street
- Burhans Boulevard
- William L Wilson Freeway
- Hedgesville Road
- Dual Highway

Along Non-High-Injury Network:

- Charles Town Road
- Williamsport Pike
- Middleway Pike

Potential Countermeasures

Signalized Intersections



Non-Signalized Intersections / Corridors

1: See Chapter 4 and Figure 16 for High-Injury Network details and map.

SAFETY FACT SHEET 3:

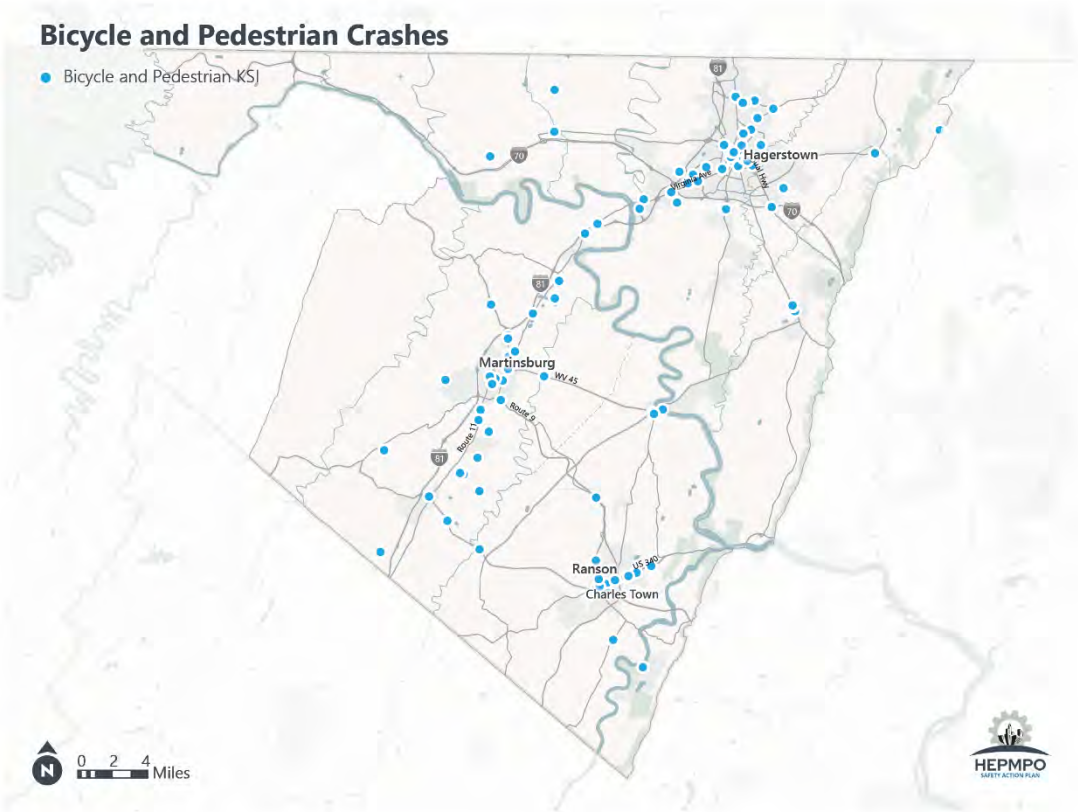
Bicycle and Pedestrian Crashes

This crash profile addresses incidents where cyclists and pedestrians come into contact with motor vehicles. These collisions frequently occure at intersections or crosswalks, where vehicular paths intersect with those of more vulnerable road users. Such crashes often stem from factors like poor visibility, failure to yield right-of-way, and high-speed vehicular movement in close proximity to pedestrians and cyclists.

2%
of all crashes

97
killed or seriously injured (KSI) crashes

14%
of all KSI crashes were within this category



Most commonly seen along:

Along High-Injury Network[1]:

- Williamsport Pike
- Burhans Boulevard
- Dual Highway
- Main Street
- William L Wilson Freeway
- Winchester Avenue

Along Non-High-Injury Network:

- Leitersburg Pike
- Middleway Pike

Potential Countermeasures

Signalized Intersections

Non-Signalized Intersections / Corridors

1: See Chapter 4 and Figure 16 for High-Injury Network details and map.

SAFETY FACT SHEET 4:

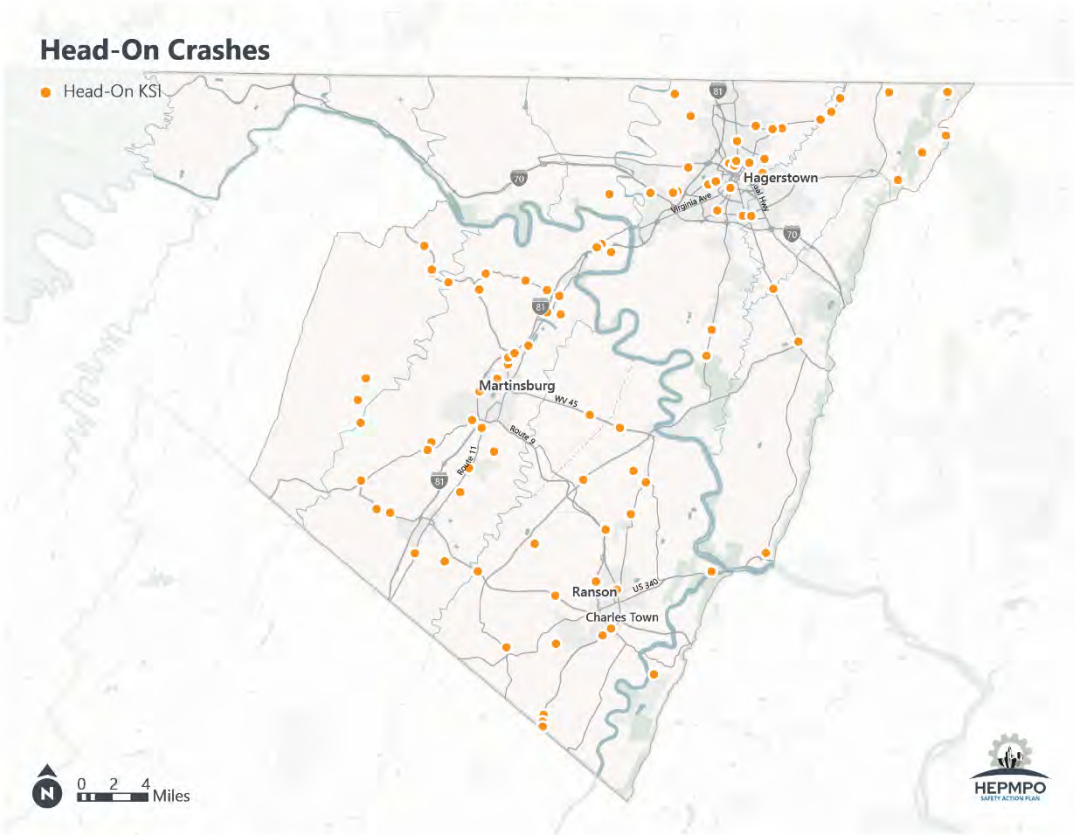
Head-On Crashes

Head-on crash profiles involve frontal collisions between two vehicles, often on two-lane roads or due to wrong-way driving. These crashes are extremely severe due to the combined impact velocities, exerting immense force on occupants. Contributing factors include driver distraction, poor visibility, and unsafe overtaking. The severity of these crashes demands preventive measures like improved road signage, median barriers, and advanced vehicle technologies to prevent lane departures and detect potential collisions.

3%
of all crashes

96
killed or seriously injured (KSI) crashes

13%
of all KSI crashes were within this category



Most commonly seen along:

Along High-Injury Network[1]:

- Berryville Pike
- Williamsport Pike

Along Non-High-Injury Network:

- Berryville Pike
- Hedgesville Road
- Williamsport Pike
- Eastern Boulevard North
- Leitersburg Pike

Potential Countermeasures

Signalized Intersections

Non-Signalized Intersections / Corridors

1: See Chapter 4 and Figure 16 for High-Injury Network details and map.

Deploying Analysis Results

The safety analysis and policy and benchmarking assessment results provided direction for safety projects, programs, and strategies. The efforts generated from the analysis results are described in Chapter 4 or included as Action Items in Chapter 5.

Chapter 4: Focusing Efforts to Make a Change

Addressing Historical Crash Trends

To help the region prioritize safety improvements at locations with the highest safety needs and to address primary collision types and contributing factors, two tools were developed: a high-injury network and priority corridor profiles (Figure 15).

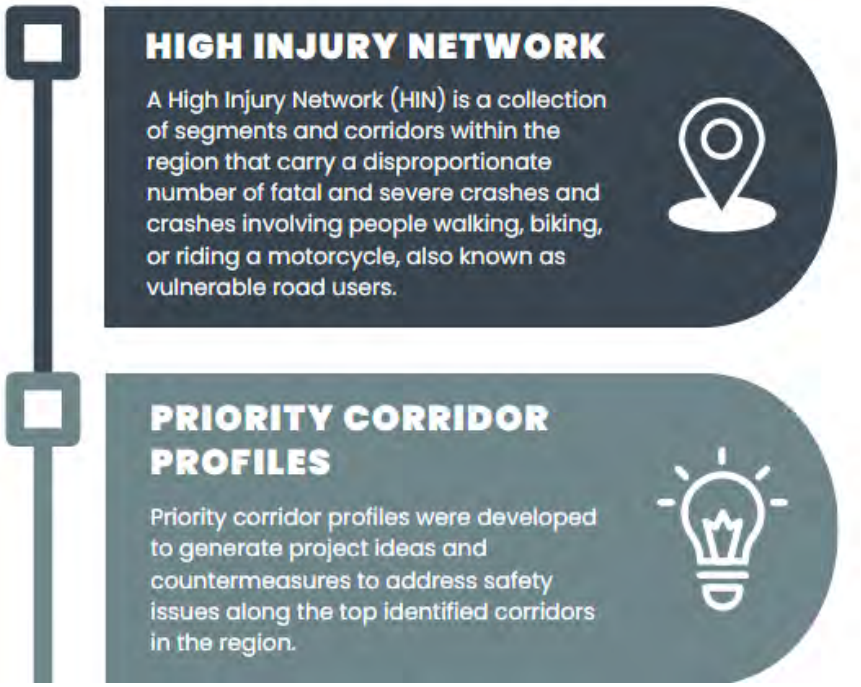


Figure 15: Developed Tools

High-Injury Network

A high-injury network (HIN) (Figure 16) was developed to identify roadway segments and corridors with a history of KSI collisions and/or collision involving a vulnerable road users. The HIN represents only 3% of the non-interstate roadway network in the region, yet crashes that occur on the HIN account for 43 percent of all KSI crashes in the region. The HIN also accounts for 76 percent of pedestrian KSI, 64 percent of

bicyclist KSI, and 69 percent of motorcyclist KSI. A detailed description of the HIN development is included in Appendix C: Technical Memos.

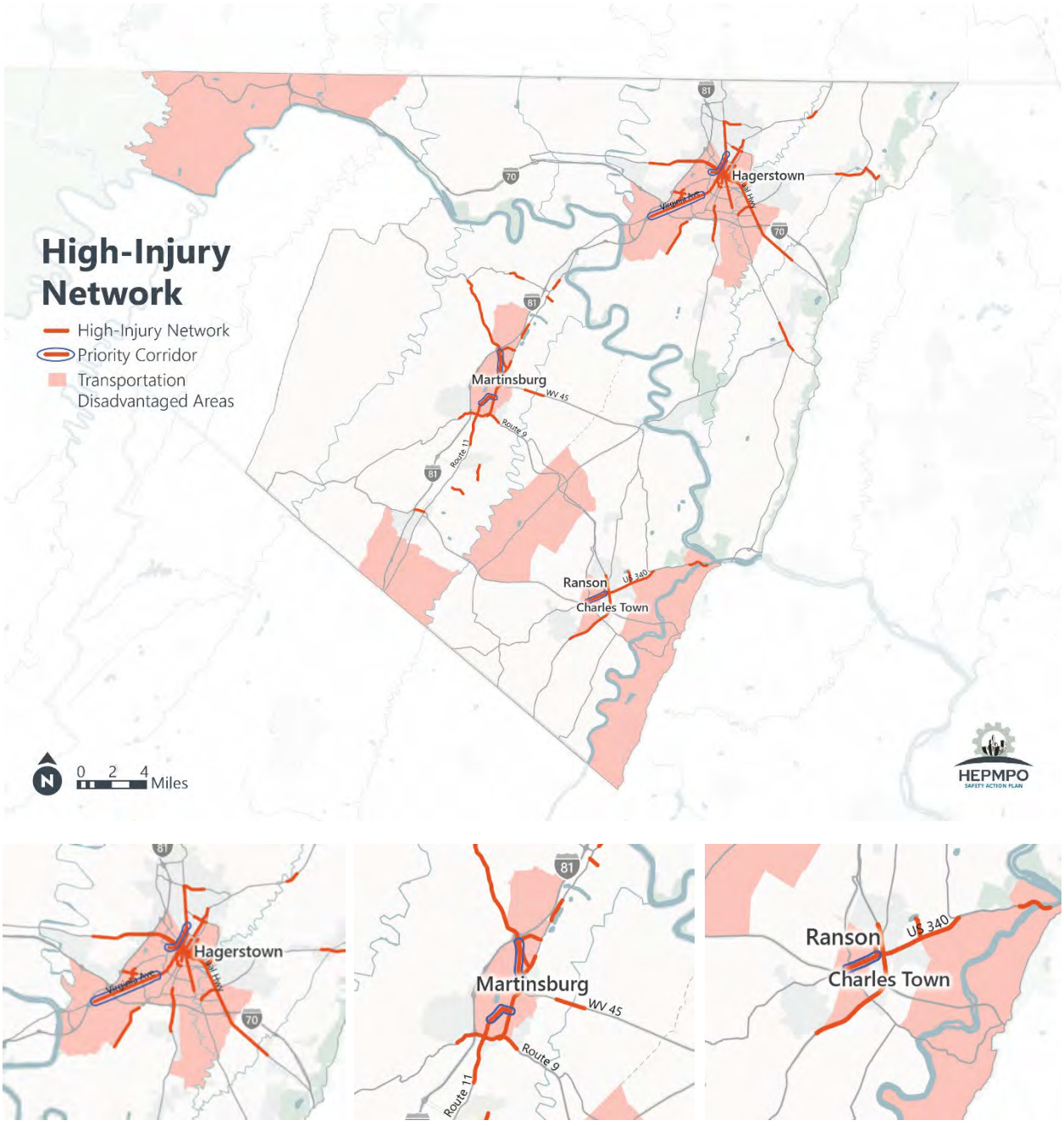


Figure 16: HEPMPO HIN and Priority Corridors

Source: US DOT Equitable Transportation Explorer (ETC) Tool

HIN Development and Prioritization

Data inputs used to generate the HIN per phase are highlighted in (Table 6). Prioritization criteria was included as part of the HIN development and refinement steps. Crashes that resulted in a fatal or severe injury were weighted higher than other injury or not injury crashes. Crashes involving a person walking, bicycling, or riding a motorcycle also received a higher weight than vehicle-only crashes.

Once the initial HIN was developed it was refined using the state vulnerable road user corridors and pedestrian safety priority corridors, transportation disadvantaged areas, and public comments such as near-miss and safety concerns. Stakeholder committee members provided feedback on the HIN, including identifying the final priority corridors.

Table 6: HEPMPO HIN Development Phases and Data Inputs

HIN Development Phase	Data Inputs
Initial HIN Development	2018 – 2022 Collision Dataset, HEPMPO Roadway Network, Collision Severity and Mode Weighting
HIN Refinement	State Vulnerable Road User Corridors, USDOT's Equitable Transportation Communities, Public Input
Final HIN and Priority Corridor	Stakeholder Committee

HIN Top Segments and Corridors

The HIN segments and corridors were scored and ranked using the crash severity weighting and crash mode. Segment and corridors with a higher rate of fatal or severe injury crashes, and crashes involving people walking, biking, or riding a motorcycle were ranked to identify the top ten locations in the region. Segments are individual road segments, typically half a quarter mile to three-quarters of a mile long. Corridors are consecutive segments or continuous roadway and are typically half a mile to four miles long. Table 7 and Table 8 rank the road segments and corridors, and indicate other attributes of each location.

Table 7: HEPMPO High-Injury Network - Top Ten Segments

Rank	Road Name	Extents	Length (Miles)	Location	VRU Crashes	State Priority Corridor	Equity Area
1	E Washington St	Flowing Springs Wy to Jefferson Ter	0.4	Charles Town	N	N	N
2	Dual Highway	Cleveland Ave to Manor Dr	0.3	Hagerstown	Y	Y	Y
3	Dual Highway	Edgewood Dr to Day View Dr	0.3	Hagerstown	N	Y	Y
4	Dual Highway	Cannon Ave to Cleveland Ave	0.4	Hagerstown	Y	Y	Y
5	Virginia Ave	Snyder Ave to Howard St	0.4	Hagerstown	Y	Y	Y
6	Apple Harvest Dr	I-81 ramps to Winchester Ave	0.3	Martinsburg	Y	N	Y
7	W Washington St	Burhans Blvd to Potomac St	0.4	Hagerstown	Y	Y	Y
8	Brown Rd	Williamsport Pk to Willingham Wy	0.4	Spring Mills	Y	N	N
9	Edwin Miller Blvd	McMillan Ct to Meridian Pkwy	0.6	Martinsburg	Y	Y	Y
10	Dual Highway	Mount Aetna to Edgewood Dr	0.7	Hagerstown	N	Y	Y

Table 8: HEPMPO High-Injury Network - Top Ten Corridors

Rank	Road Name	Extents	Length (Miles)	Location	VRU Crashes	State Priority Corridor	Equity Area
1	Brown Rd	Williamsport Pk to Willingham Wy	0.4	Spring Mills	Y	N	N
2	Burnhans Blvd	Cushwas Aly to Pennsylvania Ave	1.4	Hagerstown	Y	Y	Y
3	Dual Highway	Cannon Ave to Beaver Creek Rd	4	Hagerstown	Y	Y	Y
4	Edgewood Dr	Baltimore St to Dual Hwy	0.9	Hagerstown	Y	N	Y
5	Washington St	Railroad Crossing to Jefferson Ter	2.2	Charles Town	Y	Y	Y
6	Edwin Miller Blvd	McMillan Ct to Cloud St	1.5	Martinsburg	Y	Y	Y
7	Church St	Burhans Blvd to Potomac St	0.4	Hagerstown	Y	N	Y
8	Flowing Springs Rd	Pacesetter Wy to E Washington St	0.4	Charles Town	Y	N	Y
9	Warm Springs Ave	Edwin Miller Blvd to Williamsport Pk	0.9	Martinsburg	Y	Y	Y
10	Winchester Ave	King St to Paynes Ford Rd	3	Martinsburg	Y	Y	Y

Program and Project Prioritization

Priority corridor profiles were generated which outline potential countermeasures to address historical and at-risk safety concerns along the select roadways. The priority corridor profiles were selected using the segment and corridor rankings, if the location had VRU crashes, was a priority corridor for the state, and if the location was in an equity area. The project team and the stakeholder committee further narrowed the top segments and corridors to select the final five priority corridors.

Priority Corridors Profiles

Five priority corridors were selected from the HIN for a more in-depth evaluation of crash trends, safety concerns, and potential countermeasures (Table 9). An example of a demonstration corridor in Charles Town, WV is also included for safety improvements near Jefferson County Memorial Park. Demonstration activities include safety improvement that do not make permanent changes to the roadway or infrastructure that make the roads safer for multiple road user types.

Table 9: Priority Corridor Locations

Corridor	From	To
Burhans Blvd., Hagerstown, MD	Cushwas Alley	Pennsylvania Ave
Edwin Miller Blvd., Martinsburg, WV	I-81 NB Ramps	Eagle School Rd
Virginia Ave., Washington County, MD	I-81 NB Ramps	Hagerstown City Limits
Washington St., Charles Town, WV	Flowing Springs Rd	West St
Winchester Ave./King St., Martinsburg WV	Berry St	Queen St
High St/Jefferson Ave/Forest Ave, Charles Town, WV **(Demonstration)**	Charles Town Middle School	Mildred St

For each corridor a suite of recommended safety countermeasures unique to the corridor was developed. The following sources and strategies were utilized in the selection of recommended countermeasures:

- FHWA Proven Safety Countermeasures
- Safe System Roadway Design Hierarchy
- MDOT SHA Context Driven Guide
- Crash Modification Factor (CMF) Clearinghouse
- MUTCD Standards
- Best Practices
- Engineering Judgement

One-page graphic summaries for each of the priority corridors have been prepared depicting safety countermeasures recommended for locations along the corridor. FHWA Proven Safety Countermeasures (Figure 17) are identified as blue background icons, other countermeasures have dark grey icons.

Figure 17: FHWA Toolbox of Proven Safety Countermeasures

The graphics also summarize the crash history along the corridor, any crash trends noted within the crash data, and other highway improvement projects planned, underway, or recently completed. It should be noted that all five of the priority corridors were either on the top ten highest ranked HIN corridors or include a segment from the top 10 highest ranked HIN segments. They all contain some portion of their respective state's vulnerable road users priority networks.

The recommended countermeasures identified for each of the priority corridors are summarized in **Appendix B**. The tables contain more site-specific details about each recommended countermeasure, as well as time ranges for project deployment and a planning level cost estimate. The time ranges were divided into three categories (Figure 18).

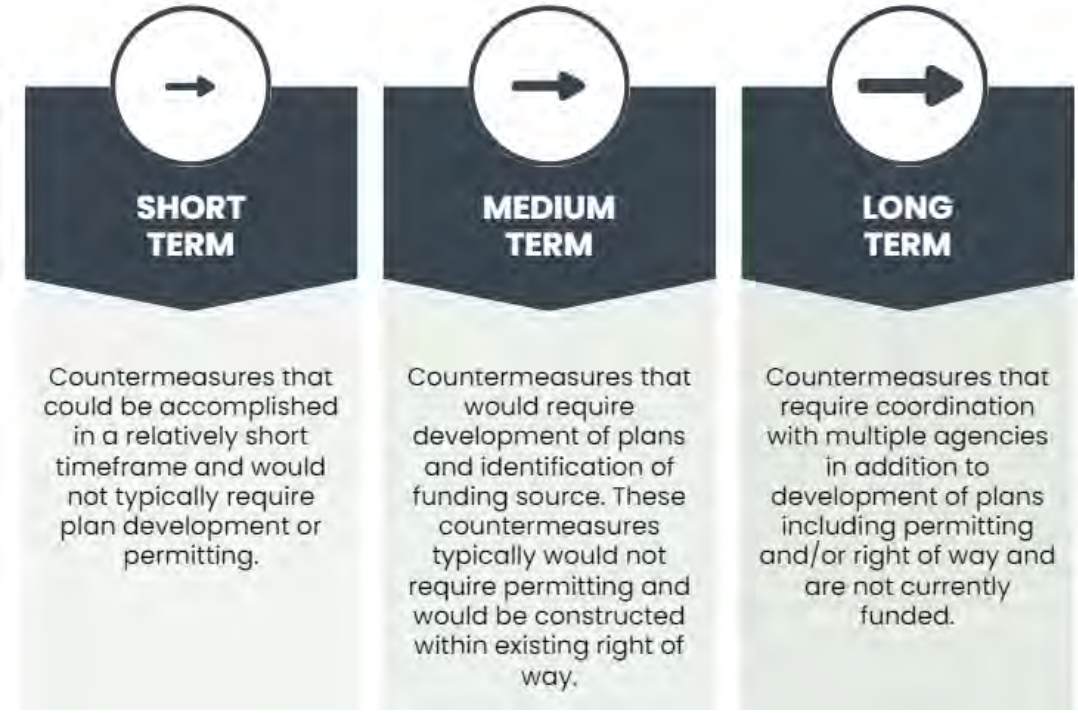
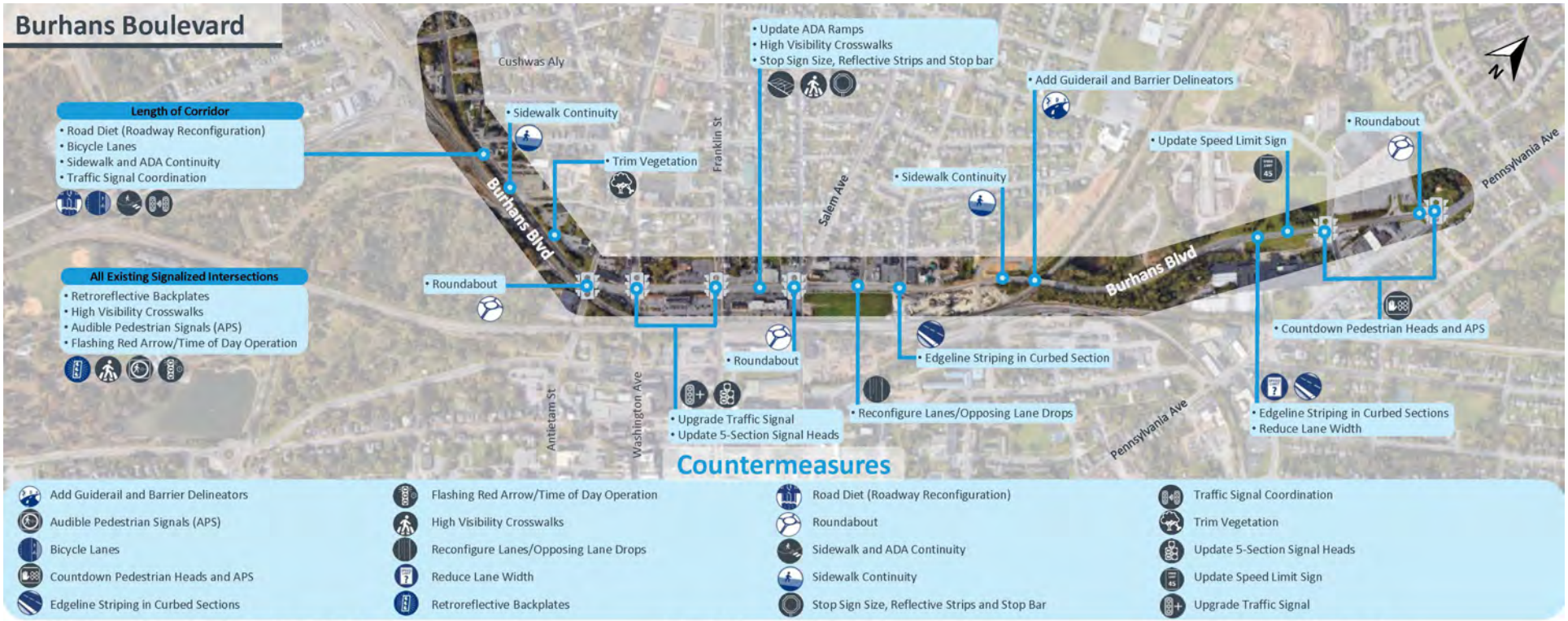


Figure 18: Project deployment time ranges

The planning level cost estimates represent expected effort in engineering costs, construction costs, inspection costs, and traffic control costs. Where a countermeasure would require additional right-of-way (ROW), a flat ROW acquisition cost was assumed, however caution should be exercised in utilizing the planning level estimate in these cases, since ROW acquisition costs are very site/business/residence specific by location and region.



Collision History (2018-2022)

	Total Collisions	Fatal or Severe Injury
	213	6
	1	0
	1	0
	10	3

Notable Collision Patterns

Planning References

- Local Federal Aid Projects
  - W2019-07 Roadway Project
- Bike/Pedestrian
  - Designated VRU Corridor

Figure 19: Burhans Boulevard Summary

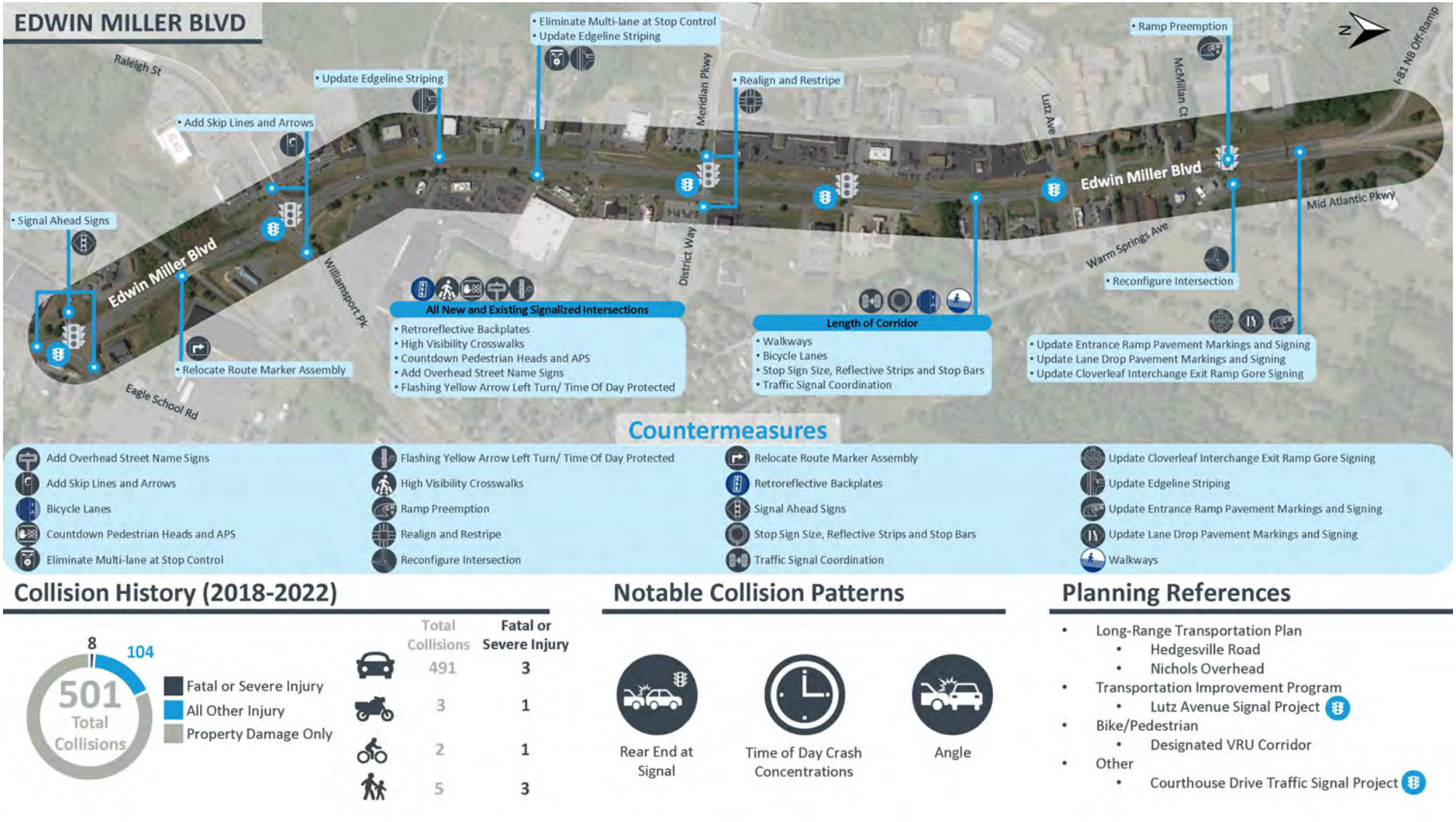
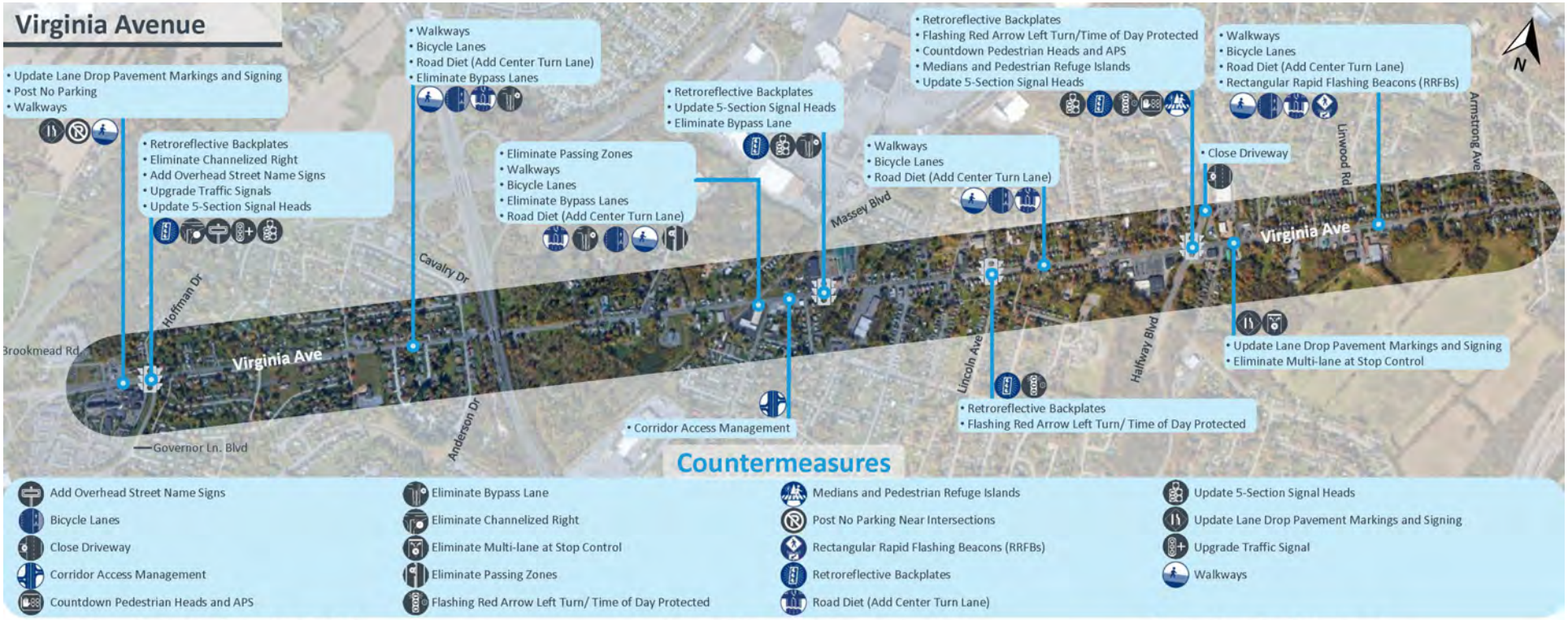


Figure 20: Edwin Miller Boulevard Summary



Collision History (2018-2022)

	Total Collisions	Fatal or Severe Injury
	205	6
	4	1
	2	0
	3	2

Notable Collision Patterns

Planning References

- Long-Range Transportation Plan
  - Widen to 4 Lanes
- Transportation Improvement Program
  - I-70 Roadway and Bridge Improvements
- Bike/Pedestrian
  - Designated VRU Corridor

Figure 21: Virginia Avenue Summary

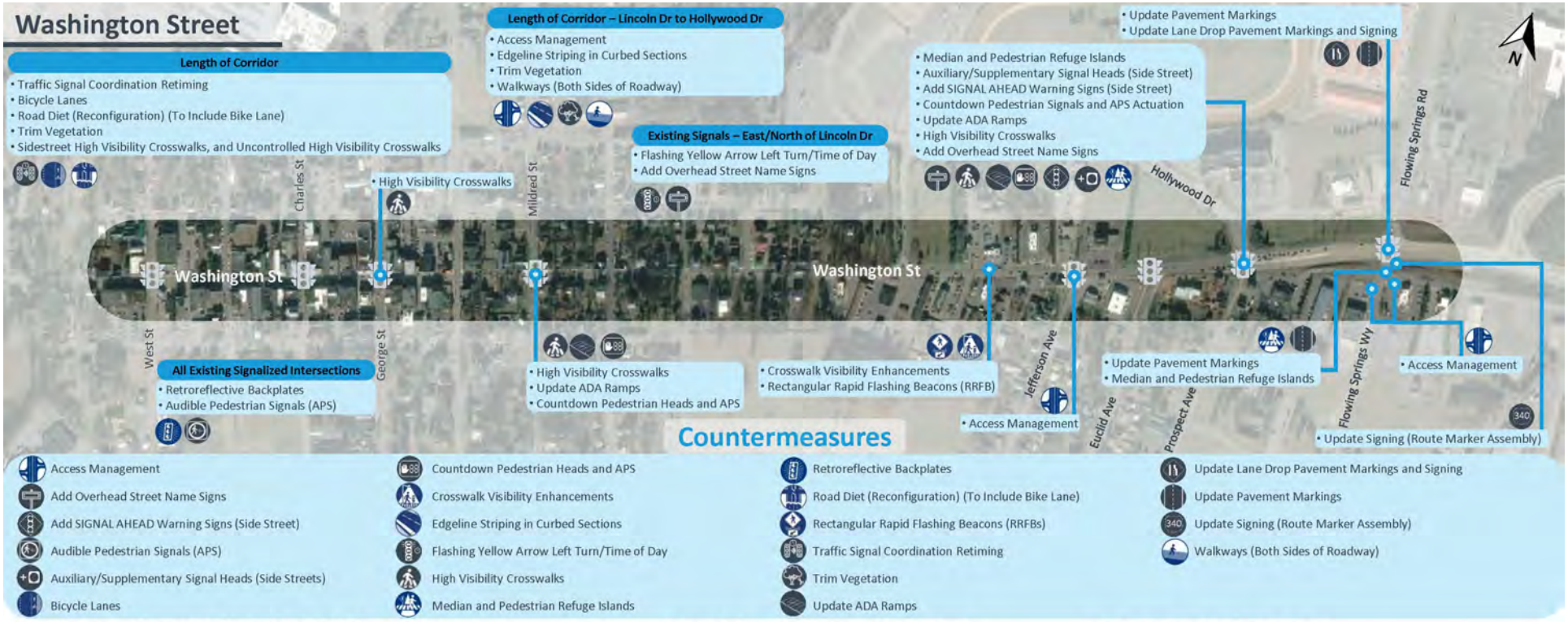
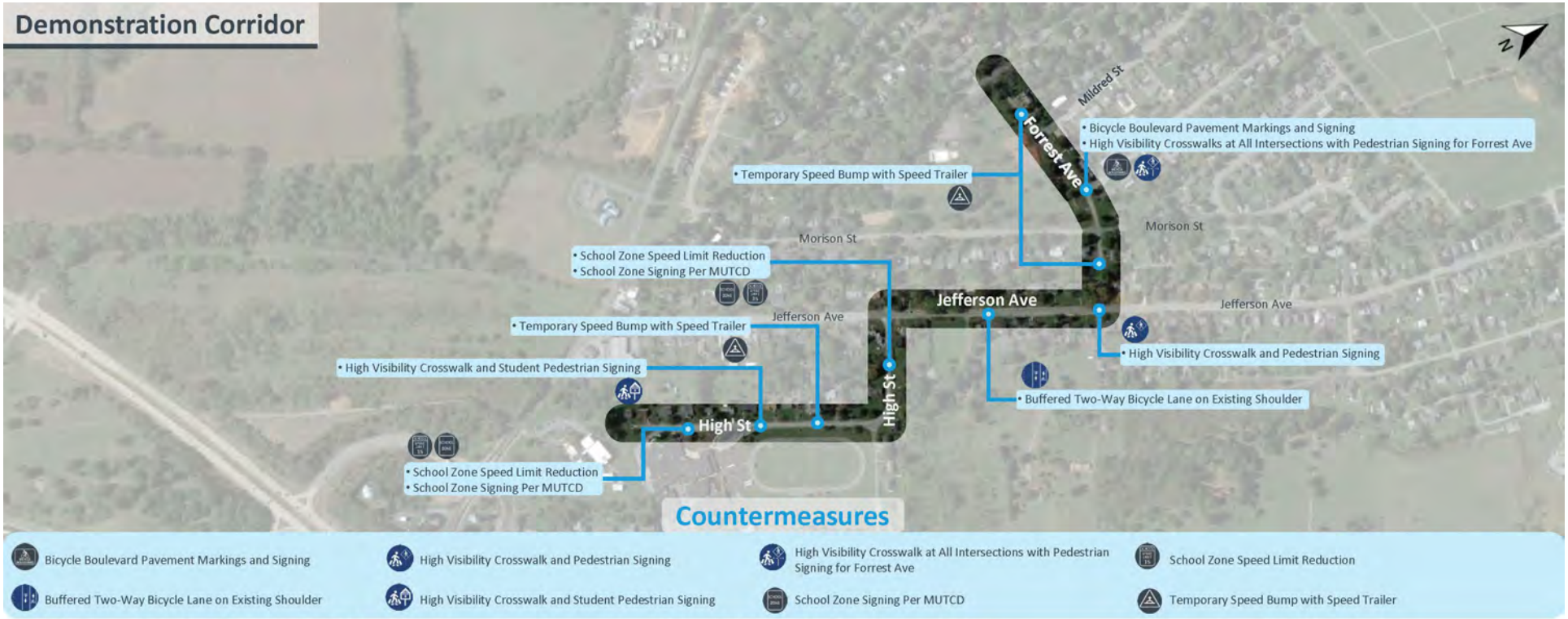


Figure 22: Washington Street Summary

Figure 23: Winchester Avenue Summary



Collision History (2018-2022)

	Total Collisions	Fatal or Severe Injury
Motor Vehicle	7	0
Motorcycle	0	0
Bicycle	1	1
Pedestrian	0	0

Notable Collision Patterns

Planning References

- 2023 Bike/Ped Plan Project List
  - J5 – High St – Improve Sidewalk Connectivity to Charles Town Middle School
  - J4 – Forrest Ave – Install Sidewalk and ADA Ramps Between S Mildred St and Jefferson Ave

Figure 24: Charles Town Demonstration Corridor Summary

Chapter 5: Taking Action

The Plan to Reduce and Prevent Severe Crashes

The HEPMPO Regional Safety Action Plan is committed to taking action to address traffic safety issues in the region and achieving zero traffic fatalities and severe injuries by 2050. Action Items align with the Safe System Approach and follow three implementation priorities: operationalizing safety, educate road users, and safer streets (Figure 25).

Figure 25: Implementation priorities that align with the Safe System Approach

Action Items were developed based on the results of the safety analysis, policy and benchmarking assessment, development of the HIN and priority corridor projects, and based on public comments and the Stakeholder Committee's input. Each Action Item includes a description, responsible agency and partners, timeline.

Action Items

Operationalizing Safety

Operationalizing safety recognizes that responsibility is shared, safety is proactive, redundancy is crucial, and that all traffic deaths and severe injuries are unacceptable. Institutionalize safety into all transportation projects and enhance coordination amongst different agencies. Build sustainable funding and capacity to champion integrated safety at each agency. Develop tools and resources to prioritize safety as part of agency culture and individual job responsibilities (Table 10).

Table 10: Operationalizing Safety Action Items

Action Item	Responsible Agency and Partners	Timeline
Support local jurisdictions in identifying and applying for safety funding. Utilize expertise from partner agencies, such as the MDOT Highway Safety Office, on exploring diverse grant opportunities.	HEPMPO, State DOTs	Short
Collaborate with state agencies and local jurisdictions to ensure rigorous and safety-focused Traffic Impact Study processes. Consider development of safety checklist to be utilized during development review.	HEPMPO, Local Municipalities	Medium
Incorporate HIN as prioritization criteria. Utilize HIN in regional and local budgeting and project decision-making.	HEPMPO, State DOTs, Local Municipalities	Short
Establish a Safety Action Plan Committee. Committee would conduct evaluation and monitoring, including developing Action Plan Progress reports.	HEPMPO	Short

Educate Road Users

Create a culture of traffic safety by promoting awareness amongst all road users. Humans make mistakes, but a lapse in judgement or misstep should not result in a fatality or severe injury. Educate road users to be good stewards of the system and demonstrate the safety benefits when trade-offs must occur between safety and mobility (Table 11).

Table 11: Educate Road Users Action Items

Action Item	Responsible Agency and Partners	Timeline
Evaluate meaningful engagement strategies to enhance outreach with populations that are traditionally underserved. Consider developing meaningful engagement checklist to distribute with local agencies.	HEPMPO and Local Municipalities	Short
Raise awareness of safety countermeasures and treatments. Consider collaborating with businesses and organizations to host joint events, distribute educational materials, endorse safety initiatives, host annual safety walking tours with elected officials and the public, seek public perception through periodic surveys and support local jurisdictions seeking pilot project and demonstration opportunities.	HEPMPO, Local Municipalities	Medium
Promote the release of the Action Plan. Consider conducting a media launch, targeted outreach, and hosting a training or roll-out webinar.	HEPMPO	Short

Safer Streets

Safer streets recognizes that humans are vulnerable and human bodies have a limited ability to tolerate energy impacts. Prioritize and implement proven solutions to reduce speeds, separate road users in space and time, and increase attentiveness and awareness (Table 12).

Table 12: Safer Streets Action Items

Action Item	Responsible Agency and Partners	Timeline
Implement safety improvements and countermeasures along priority corridors (Burhans Blvd, Washington St, Edwin Miller Blvd, Winchester Ave/King St, Virginia Ave)**.** Seek opportunities to further study, fund, and support partner agencies in implementing priority corridor projects.	HEPMPO, State DOTs, Local Municipalities	Long
Systemically install safety countermeasures at locations that match the concerns identified for the four safety fact sheets (Single Vehicle Crashes, Angled Crashes, Bicycle and Pedestrian Crashes, and Head-on Crashes). Seek opportunities to fund and support local agencies in installing countermeasures.	HEPMPO and Local Municipalities	Medium
Share the countermeasures developed for the five priority corridors and the four safety fact sheets with local municipalities and other implementors (i.e., developers). Encourage utilization of countermeasures along HIN and other locations with historical crashes or at-risk factors, such as speeding and higher posted speed limit roadways.	HEPMPO, State DOTs, Local Municipalities, Developers	Short

Chapter 6: Performance Evaluation and Transparency

Monitoring the progress made toward zero traffic fatalities and severe injuries by 2050 will help HEPMPO evaluate the success of current action items and adopt new strategies as needed. Performance metrics will be used to evaluate the effectiveness of the Action Plan.

Monitoring Committee

A Safety Action Committee must be established to evaluate and monitor the Action Plan. The Safety Action Committee will be responsible for developing an annual progress report. The progress report will be generated based on the release of the previous year's crash data. The progress report will calculate and compare performance metrics overtime (Table 13), as well as highlight progress made toward Action Items.

Table 13: HEPMPO Regional Safety Action Plan Performance Metrics

Performance Metric
Total fatalities
Fatality rate
Total serious injuries
Serious injury rate
Non-motorized fatalities and serious injuries
Number of KSI crashes within transportation disadvantaged areas
Percentage change in KSI single vehicle crashes and KSI angled crashes

Action Plan Updates

From plan adoption, the HEPMPO Regional Safety Action Plan will be refreshed or fully updated every five years. A five-year cycle will provide the most up-to-date crash data and incorporate new safety best practices and guidelines.

Funding

SS4A Grants

The Fiscal Year (FY) 2024 Notice of Funding Opportunity (NOFO) for the SS4A grants is now open. The program offers funding for two distinct types of grants:

1. Planning and Demonstration Grants: These grants allocate federal funds to develop, complete, or enhance an Action Plan. Demonstration activities are temporary safety improvements that inform comprehensive safety action plans (referred to as "Action Plans") by testing proposed project and strategy approaches to determine future benefits and future scope.
2. Implementation Grants: These grants provide federal funds to execute projects and strategies outlined in an Action Plan, specifically aimed at addressing roadway safety issues. Eligible projects and strategies may encompass infrastructure, behavioral, and operational activities. HEPMPO will exclusively seek to apply for implementation grants.

Additional Funding

There are various federal and state funding available for safety improvements. These opportunities can be found in Table 14-Table 16.

Table 14: Federal Funding Programs

Funding Program	Description
Safe Streets and Roads for All (SS4A)	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Discretionary Grant Program	The program funds multimodal, multi-jurisdiction projects that have significant local or regional impact, but are more difficult to support through traditional DOT programs.
Transportation Alternatives Program (TAP)	The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
Carbon Reduction Program (CRP)	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)	Funds available for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
Reconnecting Communities Pilot Program (RCP)	Planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
Federal Transit Administration Capital Funds (FTA)	Funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Areas of Persistent Poverty Program (AoPP)	Funds projects that provide access to transit in disadvantaged communities, including safety improvements.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Funding Program	Description
Highway Safety Improvement Program (HSIP)	HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Railway-Highway Crossings (Section 130) Program (RHCP)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	Used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.
Surface Transportation Block Grant Program (STBG)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Safe Routes to School Program (SRTS)	Projects that improve safety for students going to school.

Table 15: Maryland State Funding

Source	Program
Federal Programs Administered by MDOT	▪ Transportation Alternatives Program ▪ Maryland Bikeways Program ▪ Safe Routes to Schools
MDOT System (Program) Funding	▪ Sidewalk Reconstruction for Pedestrian Access ▪ New Sidewalk Construction for Pedestrian Access ▪ Bicycle Retrofit
Additional State Grant Opportunities	▪ Community Legacy Program ▪ Program Open Space ▪ Community Parks and Playgrounds ▪ Maryland Heritage Areas Program
Maryland Highway Safety Grants	The MHSO administers grant-funded programs that address priority areas such as impaired driving prevention, distracted driving prevention, speeding and aggressive driving prevention, occupant protection, and the safety of pedestrians, bicyclists, motorcyclists, young and older drivers. In addition, grant funds can be awarded toward projects that help improve the quality of traffic safety data.

Table 16: West Virginia State Funding

Funding Program	Description
Recreational Trails Program (RTP)	For towns and cities in West Virginia, these grants help improve the network of recreational trails, biking/walking paths, sidewalks, and more, contributing to a safe, healthier, and more vibrant community.
Transportation Alternatives Program	Grant program for non-traditional transportation related projects. This and other grant programs have also become part of West Virginia's Federal-aid transportation program.

APPENDIX A

Public Meetings

Appendix A: Public Meetings

The public meetings were announced via public notice and social media postings. The draft document was made available on the HEPMPO website. Details regarding the public comment period, including a copy of the press release, articles, and public comments and responses to those comments are below.

Social Media

Facebook

Screenshots to go here.

Linked In

YouTube

Press Release

Articles

Sign-In Sheets

APPENDIX B

Countermeasures

Burhans Boulevard Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Length of Corridor	Road Diet (Roadway Reconfiguration)	Yes	Adjust curb line and striping as necessary to provide ADA compliant sidewalk on both sides of Burhans Blvd, center turn lane and bike lanes from Cushwas Alley to Peleton St.	Long Term	$9,000,000 - $12,000,000
	Bicycle Lanes	Yes	Include Bicycle Lanes with Road Diet	Long Term	$150,000 - $200,000
	Sidewalk and ADA Continuity	Yes	Complete sidewalk gaps and ADA compliant driveway crossing features through existing sidewalk areas	Long Term	$450,000 - $600,000
	Traffic Signal Coordination	No	Revise traffic signal timing to provide coordination to correspond with speed limit, progression speed and queue clearance based on time-of-day traffic volumes and turning movements	Short Term	$50,000 - $75,000
All Signalized Intersections	Retroreflective Backplates	Yes	Install backplates with retroreflective borders on all vehicular traffic signal heads	Short Term	$25,000 - $30,000
	High Visibility Crosswalks	Yes	Install continental /high visibility crosswalks at all crosswalks on all legs of each signalized intersection	Short Term	$80,000 - $110,000
	Audible Pedestrian Signals (APS)	No	Add APS pedestrian detection/pushbuttons at all signalized intersections with pedestrian crosswalks	Medium Term	$275,000 - $350,000
	Flashing Red Arrow (FRA)/ Time of Day Operation	No	Install FRA left turn traffic signal heads at all approaches with dedicated left turn lanes. Update traffic signal timing and phasing accordingly. Investigate running time of day variable mode phasing	Medium Term	$40,000 - $60,000
Burhans Blvd South of Antietam St	Trim Vegetation	No	Trim roadside tree foliage and branches to facilitate advance visibility of traffic signal for EB traffic approach	Short Term	$10,000 - $15,000
Antietam St Intersection	Roundabout	Yes	Install roundabout to overcome traffic signal/intersection visibility issues as a result of Burhans Blvd curved alignment and Antietam ST NB approach railroad bridges	Long Term	$3,500,000 - $4,500,000
Washington St Intersection	Upgrade Traffic Signal	No	Add/ augment Washington St approach traffic signal heads obstructed by utility wires with auxiliary heads at different elevation and/or nearside heads. Implement pavement marking/ lane configuration revisions for Washington St lanes as identified in Washington St 2018 RSA. Add Overhead ONE WAY and NO RIGHT/LEFT TURN signing on Burhans approaches.	Medium Term	$60,000 - $80,000
	Update 5-Section Signal Heads	No	Replace existing non-compliant 5-section traffic signal heads with compliant 5-section traffic signal heads	Short Term	$2,500 - $3,500
Franklin St Intersection	Upgrade traffic Signal	No	Relocate Franklin St approach traffic signal heads to be more aligned with through lanes and removed from roadside clutter to improve advance visibility. Add overhead ONE WAY and NO RIGHT TURN signing on Burhans approaches	Medium Term	$5,500 - $7,000
	Update 5-Section Signal Heads	No	Replace existing non-compliant 5-section traffic signal heads with compliant 5-section traffic signal heads	Short Term	$2,500 - $3,500
George St Intersection	High Visibility Crosswalk	Yes	Install high visibility crosswalk across George St. Construct new ADA ramps that do not direct pedestrians diagonally off corners. Post Burhans Blvd crossing for No Pedestrians	Medium Term	$18,000 - $24,000
	Stop Sign Size, Reflective Strips , and Stop Bars	Yes (partial)	Increase size of existing stop sign on George St, add retroreflective strip to sign post, and relocate stop sign and stop bar to be behind proposed crosswalk	Short Term	$6,500 - $8,500

Burhans Boulevard Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Church St Intersection	Roundabout	Yes	Install roundabout to overcome traffic signal visibility issues due to Salem Ave approach skew and Church St approach RR overpass. Also will overcome five point traffic flow issues	Long Term	$3,500,000 - $4,500,000
Burhans Blvd near Cook St	Reconfigure Lanes/Opposing Lane Drops	No	Revise lane configuration to shift single SB lane toward curb to thereby add a NB left turn bat for the Cook St left turn movement. Develop right turn SB bay and shift through lane back to existing alignment south of Cook St. Eliminate ONLY pavement markings for existing left turn NB lane drop until north of Cook St intersection.	Short Term	$45,000 - $55,000
Burhans Blvd North of Mechanic St	Edge line Striping in Curbed Sections	Yes (partial)	Install edge line pavement marking along curbed side (east side) of Burhans Blvd to provide positive guidance, roadside context and nighttime retroreflectivity	Short Term	$5,500 - $7,000
	Reduce Lane Width	Yes	Use pavement markings to reduce lane widths of this section of Burhans from existing 14 ft to proposed 11 ft to function as a self enforcing speed limit reduction measure, provide positive guidance and allow room for road diet features	Short Term	$5,500 - $7,000
Burhans Blvd near RR Overpass	Guiderail and Barrier Delineators	Yes	Enhance delineation at this curve by installing guiderail and barrier delineators on entire length of existing guiderail and bridge barrier	Short Term	$4,000 - $5,500
Burhans Blvd South of Mitchell Ave	Update Speed Limit Sign	No	Replace existing 35 MPH speed limit sign with a 25 MPH speed limit sign to match existing speed limit identified in state record	Short Term	$1,500 - $2,000
Mitchell Ave/ Park Ln Intersection	Countdown Pedestrian Heads and APS	No	Install pedestrian accommodations meeting current standards at signalized intersection for all four approach legs. Update ADA ramps	Medium Term	$100,000 - $125,000
Pennsylvania Ave Intersection	Countdown Pedestrian Heads and APS	No	Install pedestrian accommodations meeting current standards at signalized intersection. Update ADA ramps. Revise traffic signal phasing to accommodate stopping free flow right turn lane if pedestrian actuation is activated for this crossing	Medium Term	$100,000 - $125,000
Pennsylvania Ave Intersection	Roundabout	Yes	Install roundabout to overcome skewed intersection flow challenges, pedestrian accommodation challenges, and insufficient storage length of connector to accommodate larger vehicles	Long Term	$3,500,000 - $4,500,000

Washington Street Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Length of Corridor	Traffic Signal Coordination	No	Revise traffic signal timing to provide coordination to correspond with speed limit, progression speed and queue clearance based on time of day traffic volumes and turning movements	Short Term	$65,000 - $85,000
	Bicycle Lanes	Yes	Reconfigure lanes and pavement markings to provide bike lanes through urban section, widen or add multiuse path east of Lincoln Drive	Long Term	$1,400,000 - $1,700,000
	High Visibility Crosswalks	Yes	Install high visibility crosswalks on all side streets and at uncontrolled crossings of Washington St. at selected intersections. Add pedestrian signing for Washington St uncontrolled crosswalks	Short Term	$135,000 - $170,000
	Trim Vegetation	No	Trim streetscape and other vegetation/foliage currently obscuring signs and route markers	Short Term	$15,000 - $20,000
Length of Corridor from Lincoln Drive to Hollywood Drive	Access Management	Yes	Reduce number of driveways and reduce width of many existing driveways. Construct additional curb line to improve driveway delineation as necessary. Revise driveway skews where possible.	Long Term	$350,000 - $425,000
	Edge line Striping in Curbed Sections	No	Install edge line pavement markings (solid past driveways and skips past public side streets) to define and reduce travel lane width and bring awareness to edge of travel lane for vehicles entering from driveways. Reduce speeds by contextual changes and lane width reduction	Short Term	$4,000 - $5,000
	Walkways	Yes	Provide pedestrian accommodation on both sides of the roadway. Add sidewalk on north side, fill sidewalk gaps/provide sidewalk continuity on south side	Long Term	$4,000,000 - $5,000,000
	Remove Sight Distance Obstructions	No	Trim or relocate vegetation and landscaping (bushes) and relocate electric boxes/utilities to provide sufficient sight distance of oncoming vehicles for all driveway accesses	Medium Term	$100,000 - $150,000
All Signalized Intersections	Retroreflective Backplates	Yes	Install backplates with retroreflective borders on all vehicular traffic signal heads	Short Term	$25,000 - $35,000
	Audible Pedestrian Signals (APS)	No	Add APS pedestrian detection/pushbuttons at all signalized intersections with pedestrian crosswalks	Medium Term	$150,000- $200,000
All Signalized Intersections North of Lincoln Drive	Flashing Yellow Arrow (FYA)/ Time of Day Operation	No	Install FYA left turn traffic signal heads at all approaches with dedicated left turn lanes. Update traffic signal timing and phasing accordingly. Investigate running time of day variable mode phasing	Medium Term	$90,000 - $120,000
	Add Overhead Street Name Signs	No	Install overhead street name signs to assist unfamiliar motorists with navigation and provide positive guidance. Reduce motorist indecision	Short Term	$25,000 - $30,000
George St Intersection	High Visibility Crosswalks	Yes	Install high visibility crosswalks over ornamental brick crosswalks	Short Term	$10,000 - $15,000
Mildred St Intersection	Countdown Pedestrian Signals and APS	No	Install pedestrian accommodations meeting current standards at signalized intersection for all four approach legs.	Medium Term	$70,000 - $90,000
Alla Willa Dr Intersection	Crosswalk Visibility Enhancements	Yes	Install crosswalk visibility enhancements such as high visibility pavement markings, pedestrian signing, and illumination to bring attention to this suburban uncontrolled pedestrian crossing	Medium Term	$90,000 - $120,000
	RRFB	Yes	Install RRFB to bring additional attention to location of unexpected pedestrian crossing to motorists	Medium Term	$80,000 - $110,000

Washington Street Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Jefferson Ave Intersection	Access Management	Yes	Reduce /channelize tobacco shop driveway so that there is no unsignalized access to center area of intersection. Driveway entrance should be located as far south on property as possible. If some portion of driveway remains within the 'intersection, it should be signalized. Build new curb line on southwest quadrant and delineate parking area/driveways for Tire Center/business on that quadrant. On southeast corner, close two 7-11 driveways closest to intersection on both Washington St and Jefferson Ave. (leaving one driveway on each road for continued access to that business)	Long Term	$250,000 - $300,000
Hollywood Dr / Prospect Ave Intersection	Pedestrian Refuge Island/ Medians	Yes	Widen/realign/reconstruct to provide pedestrian refuge and physical medians on Washington St and Hollywood Dr. Will reduce crossing distance for pedestrians and provide positive guidance for potential wrong way motorists	Long Term	$1,350,000 - $1,700,000
	Auxiliary Supplemental Signal Heads	No	Install supplemental signal heads for Hollywood Dr approach to address sharp curve and lack of visibility of signal for that approach to the signalized intersection	Medium Term	$7,000 - $9,000
	Advance SIGNAL AHEAD Warning Sign	No	Install SIGNAL AHEAD warning sign for Hollywood Dr approach to address sharp curve and lack of visibility of signal for that approach to the signalized intersection. (Per MUTCD)	Short Term	$1,500 - $2,000
	Add Overhead Street Name Signs	No	Install overhead street name signs to assist unfamiliar motorists with navigation and provide positive guidance. Include Route Number information for high proportion of visiting motorists. (or add route assembly on side street approaches) Reduce motorist indecision	Short Term	$8,000 - $10,000
	Countdown Pedestrian Heads and APS	No	Install pedestrian accommodations meeting current standards at signalized intersection for all four approach legs. Update ADA ramps	Medium Term	$70,000 - $90,000
	ADA Ramps	No	Install concurrent with pedestrian upgrade	Medium Term	$80,000 - $100,000
	Install High Visibility Crosswalks	Yes	Install concurrent with pedestrian upgrade	Medium Term	$18,000 - $25,000
Flowing Springs Rd Intersection	Update Pavement Markings	No	Confirm stop bars a required to be placed so far back on Hollywood Dr and Washington St approaches. Intersection lacks positive guidance through large expanse of unmarked pavement. Relocate stop bars closer to crossing travelways if possible.	Short Term	$7,000 - $9,000
	Pedestrian Refuge Island/ Medians	Yes	Add median/pedestrian refuge island on west leg of Washington St, reduce radius of Flowing Springs to WB Washington St and eliminate channelized right turn, bring right turn lane to stop bar. Build channelizing island with ADA ramps as pedestrian refuge on NE corner. Provide pedestrian crossings across north leg, west leg and south leg. Prohibit pedestrian crossings on east leg.	Long Term	$850,000 - $1,100,000
	Update Lane Drop Pavement Markings and Signing	No	Update Flowing Springs right turn lane drop pavement markings and signing , and WB Washington St approach lane drop to meet MUTCD guidance	Short Term	$15,000 - $18,000
	Update Signing	No	Add a route marker assembly with guidance for all nearby numbered route on Flowing Springs Way approach/connector north of Willow Spring Dr	Short Term	$1,500 - $2,000

Washington Street Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Flowing Springs Way Intersection	Update Pavement Markings	No	Add pavement markings on all Willow Spring Dr and Flowing Springs Way approaches to this intersection to provide positive guidance. Include double yellow and stop bars	Short Term	$5,000 - $6,000
	Access Management	Yes	Close closest Walgreens driveway to intersection, widen remaining driveway for two way traffic. Reconfigure frontage road (Willow Spring Dr) Burger King driveway closest to intersection to "enter only'. Revise curb lines to make the access management changes clear	Long Term	$70,000 - $90,000

Edwin Miller Boulevard Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Length of Corridor	Traffic Signal Coordination	No	Revise traffic signal timing to provide coordination to correspond with speed limit, progression speed and queue clearance based on time of day traffic volumes and turning movements	Short Term	$60,000 - $75,000
	Bicycle Lanes	Yes	Add a multiuse path or widen roadway to provide bike lanes along length of corridor	Long Term	$2,800,000 - $3,600,000
	Walkways	Yes	Add a multiuse path or add sidewalks along length of corridor	Long Term	$2,800,000 - $3,600,000
	STOP Sign Size, Reflective Strips, and Stop Bars	Yes (partial)	Increase STOP sign size, add reflective strip and stop bars at all stop controlled side streets and major driveways	Short Term	$70,000 - $90,000
All New and Existing Signalized Intersections	Retroreflective Backplates	Yes	Install backplates with retroreflective borders on all vehicular traffic signal heads	Short Term	$22,000 - $27,000
	High Visibility Crosswalks	Yes	Install continental /high visibility crosswalks at all crosswalks on all legs of each signalized intersection	Short Term	$80,000 - $100,000
	Countdown Pedestrian Heads and APS	No	Install pedestrian accommodations meeting current standards at signalized intersection for all four approach legs. Update ADA ramps if necessary to provide access to APS push buttons	Medium Term	$525,000 - $650,000
	Flashing Yellow Arrow(FYA)/ Time of Day Operation	No	Install FYA left turn traffic signal heads at all approaches with dedicated left turn lanes. Update traffic signal timing and phasing accordingly. Investigate running time of day variable mode phasing	Medium Term	$300,000 - $375,000
	Add Overhead Street Name Signs	No	Install overhead street name signs to assist unfamiliar motorists with navigation and provide positive guidance. Reduce motorist indecision	Short Term	$28,000 - $35,000
Eagle School Rd Intersection	Advance SIGNAL AHEAD Warning Sign	No	Install SIGNAL AHEAD warning sign for curved approaches on Eagle School Rd, Eclipse Court, and Edwin Miller Blvd NB (Per MUTCD)	Short Term	$1,500 - $2,000
Edwin Miller Blvd North of RR Bridge	Relocate Route Marker Assembly	No	Relocate Route Marker Assembly northward and out of merge area. Will not detract attention from merge, and will provide more positive guidance relocated to the north. (Switch locations with speed limit sign)	Short Term	$3,000 - $4,000
Raleigh St / Williamsport Pike Intersection	Add Skip Lines and Arrows	No	Revise markings for Raleigh St and Williamsport Pike turn lanes and through lanes to clearly indicate primary through 'path'. Add turn arrows and skip lines in left turn lane at decision point (farther upstream in lanes) on Williamsport Pike. Add skip lines to right turn lane drop on Raleigh St approach (MUTCD Figure 3B-10b)	Short Term	$7,000 - $9,000
Edwin Miller Blvd near Courthouse Square	Update Edge line Striping	No	Revise pavement markings for right turn lane to clearly indicate turn lane ends at each driveway. Provide an edge line radius out of each driveway at Old Courthouse and Courthouse Square driveways to clearly terminate forward movement of vehicles in right turn bays (lanes)	Short Term	$500 - $1,000
Old Courthouse Square Driveway Intersection	Eliminate Multi-lane at Stop Control	No	Revise Old Courthouse Square Driveway exit pavement markings to eliminate two separate turn arrows. Revise markings to indicate one lane only, so exiting vehicles are not sight obstructed from adjacent exiting lane.	Short Term	$2,500 - $3,000
Meridian Pkwy / District Way Intersection	Realign and Restripe	No	Realign and restripe side streets so that straight thru movements are not directed into opposing oncoming lanes	Medium Term	$75,000 - $95,000
Mid Atlantic Pkwy /Mcmillan Ct Intersection	Ramp Preemption	No	Add detection and revise signal operation to add ramp preemption for I-81 NB off-ramp onto Edwin Miller Blvd SB. This will allow the signal operation to clear any backups which may develop on I-81 NB as a result of congestion at the signal.	Medium Term	$130,000 - $160,000

Edwin Miller Boulevard Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Edwin Miller Blvd North of Mid Atlantic Pkwy /Mcmillan Ct Intersection	Update Entrance Ramp Pavement Marking and Signing	No	Update entrance ramp (I-81 NB off-ramp onto SB Edwin Miller Blvd) to follow MUTCD Figure 3B-10 guidance with extended solid white gore line and dotted extension lines.	Short Term	$3,000 - $4,000
	Update Lane Drop Pavement Marking and Signing	No	Update pavement markings for left lane drop (on SB Edwin Miller Blvd) to meet MUTCD Figure 3B-12. Update lane drop signing per MUTCD	Short Term	$7,000 - $9,000
	Update Cloverleaf Interchange Exit Ramp Gore Signing	No	Update exit ramp from NB Edwin Miller onto I-81 guide signing to provide more typical cloverleaf interchange signs per MUTCD Figure 2D-19 (particularly the gore signing. (size and color for visibility)	Short Term	$45,000 - $55,000
Mid-Atlantic Pkwy and Warm Springs Ave Intersection	Reconfigure Intersection	No	Reconfigure /restripe Warm Springs Ave and Mid-Atlantic Pkwy intersection so that Mid-Atlantic Parkway is the free-flowing primary roadway through the intersection and Warm Springs Ave is the stop controlled. Should reduce backups through the Edwin Miller intersection caused by left turns from the Edwin Miller intersection heading toward Mid Atlantic not being able to turn through the queued Warm Springs alignment. Rename roadway at Edwin Miller Blvd signal to Mid-Atlantic Parkway.	Short Term	$12,000 - $16,000

Winchester Avenue Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Length of Corridor (Winchester Ave and King St)	Traffic Signal Coordination	No	Revise traffic signal timing to provide coordination to correspond with speed limit, progression speed and queue clearance based on time of day traffic volumes and turning movements	Short Term	$60,000 - $75,000
	Update Side Street Intersection Signing and Pavement Marking	No	Update to provide MUTCD recommended ONE WAY signing or add double yellow centerline pavement marking and Stop bars as applicable on all side streets	Short Term	$1,500-$2,000 / intersection
	Sidewalk and ADA Continuity	Yes	Complete sidewalk gaps and ADA compliant driveway crossing features through existing sidewalk areas	Medium Term	$400,000 - $500,000
	STOP Sign Size, Reflective Strips, and Stop Bars	Yes (partial)	Increase STOP sign size, add reflective strip and stop bars at all stop controlled side streets and major driveways	Short Term	$60,000 - $75,000
	High Visibility Crosswalks	Yes	Install high visibility crosswalks on all side streets and at uncontrolled crossings of Winchester Ave. Add pedestrian signing for Winchester Ave uncontrolled crosswalks	Short Term	$55,000 - $70,000
Length of Corridor (Winchester Ave)	Road Diet (Roadway Reconfiguration)	Yes	Adjust curb line and striping as necessary to provide ADA compliant sidewalk on both sides of Winchester Ave, eliminate curbside parking and provide bike lanes.	Long Term	$8,500,000 - $11,000,000
	Bicycle Lanes	Yes	Include Bicycle Lanes with Road Diet	Long Term	Included
	Edge line Striping in Curbed Sections	No	Install edge line pavement markings (solid past driveways and skips past public side streets) to define and reduce travel lane width and bring awareness to edge of travel lane for vehicles entering from driveways. Reduce speeds by contextual changes and lane width reduction	Short Term	$10,000 - $13,000
All Signalized Intersections	Retroreflective Backplates	Yes	Install backplates with retroreflective borders on all vehicular traffic signal heads	Short Term	$19,000 - $24,000
	Leading Pedestrian Interval (LPI)	Yes	Retime/rephase traffic signals at intersections with heavier pedestrian volumes to provide a leading pedestrian interval of 3 to 6 seconds for pedestrian actuations	Short Term	$100,000 - $125,000
	Flashing Yellow Arrow(FYA)/ Time of Day Operation	No	Install FYA left turn traffic signal heads at all approaches with dedicated left turn lanes. Update traffic signal timing and phasing accordingly. Investigate running time of day variable mode phasing	Medium Term	$200,000 - $250,000
	Add Overhead Street Name Signs	No	Install overhead street name signs to assist unfamiliar motorists with navigation and provide positive guidance. Reduce motorist indecision	Short Term	$27,000 -$34,000
Mall Dr Intersection	Adjust Pedestrian Head	No	Adjust pedestrian head on south side of roadway to face pedestrians crossing Winchester Ave	Short Term	$1,500 - $2,000
	Add SIGNAL AHEAD Warning Sign	No	Install SIGNAL AHEAD warning sign for curved approach on Mall Dr (Per MUTCD)	Short Term	$1,500 - $2,000
	Signalize Driveway Approach Within Intersection	No	Update traffic signal to provide detection, phasing and signal heads for the driveway. The Winchester Ave Elementary School driveway is within the signalized intersection and as such is required by MUTCD guidelines to be signalized. Also provide pedestrian indications for crossing driveway	Medium Term	$60,000 - $75,000
Mall Dr Connector	Access Management - Close Driveway	No	Close Shopping Center Driveway at end of Mall Dr connector. Rework curb line at connector tie in to Winchester Ave to reinforce one-way flow by geometric changes and discourage 'sneakers'	Long Term	$90,000-$110,000
	Access Management - Close Mall Dr Connector	No	Close Mall Dr connector. Doe not appear to be a needed access or ROW. Adjacent properties all have other access points	Long Term	$230,000 - $290,000

Winchester Avenue Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
John St Intersection	Access Management - Tire Driveway	Yes	Reduce /channelize tire business driveway on south side of intersection so that there is no unsignalized access to center area of intersection. Driveway entrance should be located as far north on property as possible. If some portion of driveway remains within the 'intersection', it should be signalized	Long Term	$85,000 - $100,000
	Update Traffic Signal	No	Update traffic signal configuration, signal heads, and phasing if tire business driveway remains within intersection and requires a signalized phase	Long Term	$60,000 - $75,000
Winchester Ave and King St Intersection	Update Signing	No	Post NO PEDESTRIAN signing on Eastern leg of intersection since no provision for pedestrians has been included with the traffic signal operation across this leg	Short Term	$2,500 - $3,000
	Rebuild / Reconfigure Intersection	No	Study / reevaluate why left turns are prohibited at this intersection. Consider effect on cut through traffic at other preceding intersections with local streets. Consider effect on pedestrian expectation and indecision here and at John St. Reconfigure and reconstruct approach angle to allow better left turn turning movements.	Long Term	$13,000,000 - $16,500,000
King St and Queen St Intersection	Trim Vegetation	No	Trim vegetation and foliage in advance of overhead signing on EB King St. overhead sign legends are obstructed by tree foliage	Short Term	$2,500 - $3,000
	High Visibility Crosswalks	Yes	Install high visibility crosswalks over ornamental brick crosswalks	Short Term	$14,000 - $18,000

Virginia Avenue Countermeasures

Location	Countermeasure	FHWA Proven Safety Countermeasure	Countermeasure Description	Implementation Horizon	2024 Planning Level Costs
Length of Corridor	Road Diet / Roadway Reconfiguration	Yes (partial)	Reconfigure or Reconstruct roadway /widen roadway to provide a center turn lane, add bicycle lanes and walkways/sidewalk or shared use path	Long Term	$40,000,000 - $50,000,000 (Full Configuration) ---------- $550,000 - $700,000 (Center Turn Lane Reconfiguration Only)
	Bicycle Lanes	Yes	Include Bicycle Lanes with roadway reconfiguration	Long Term	Included
	Walkways	Yes	Include walkways with roadway reconfiguration	Long Term	Included
	Eliminate Bypass Lanes	No	Eliminate bypass lanes at intersections, as this can encourage higher travel speeds. Maintain right turn bays or develop left turn lanes, depending on turning movement volumes	Short Term	$30,000 - $40,000
	Eliminate Passing Zones	No	Eliminate passing zones along this highly developed arterial. Passing encourages higher travel speeds	Short Term	$8,000 - $10,000
	High Visibility Crosswalks	Yes	Install high visibility crosswalks at all side streets that have sidewalks	Short Term	$45,000 - $55,000
All Signalized Intersections	Retroreflective Backplates	Yes	Install backplates with retroreflective borders on all vehicular traffic signal heads	Short Term	$18,000 - $23,000
	High Visibility Crosswalks	Yes	Install continental /high visibility crosswalks at all crosswalks on all legs of each signalized intersection	Short Term	$45,000 - $55,000
	Flashing Red Arrow(FRA)/ Time of Day Operation	No	Install FRA left turn traffic signal heads at all approaches with dedicated left turn lanes. Update traffic signal timing and phasing accordingly. Investigate running time of day variable mode phasing	Medium Term	$180,000 - $225,000
Virginia Ave South of Governor Lane Blvd	Update Lane Drop Pavement Markings and Signing	No	Update Virginia Ave left turn lane drop pavement markings and signing to meet MUTCD guidance	Short Term	$55,000 - $70,000
	Post NO PARKING	No	Post no parking on shoulder adjacent to and in vicinity of I-81 ramp merge area and lane drop area (i.e. south of Governor Lane Blvd). Shoulder provides escape buffer for vehicle conflict areas	Short Term	$5,500 - $7,000
Governor Lane Blvd Intersection	Eliminate Channelized Right Turn Lane	No	Eliminate channelized right turn lane and associated YIELD condition to facilitate safer pedestrian accommodation . Relocate traffic signal support/mast arm	Long Term	$625,000 - $790,000
	Add Overhead Street Name Signs	No	Install overhead street name signs to assist unfamiliar motorists with navigation and provide positive guidance. Reduce motorist indecision	Short Term	$5,500 - $7,000
	Countdown Pedestrian Heads and APS	No	Install pedestrian accommodations meeting current standards at signalized intersection for all four approach legs. Update ADA ramps if necessary to provide access to APS push buttons	Medium Term	$150,000 - $185,000
	Upgrade Traffic Signal	No	Upgrade traffic signal to install Pedestal mounted far side signal heads to provide for placement of both primary Governor Lane Blvd traffic signal heads to be greater than 40 ft from the stop bar as recommended in the MD MUTCD Section 4D.14. Also	Medium Term	$35,000 - $45,000
	Replace 5-Section Signal Heads	No	Replace existing non-compliant 5-section traffic signal heads with compliant 5-section traffic signal heads (or update to FYR traffic signal heads and phasing)	Short Term	$5,500 - $7,000

Virginia Avenue Countermeasures					
Location	**Countermeasure**	**FHWA Proven Safety Countermeasure**	**Countermeasure Description**	**Implementation Horizon**	**2024 Planning Level Costs**
Virginia Ave from Dollar General Driveway to Massey Blvd	Access Management	Yes	Limit allowable movement at Decker Ave and adjacent driveways along Massey Blvd left turn lane to right-in right-out with signing and property owner/business coordination	Short Term	$12,000 - $16,000
	Medians and Pedestrian Refuge Islands	Yes	Construct a median to prevent cross traffic turning. Provide a pedestrian refuge at intersection	Long Term	$475,000 - $600,000
Massey Blvd Intersection	Update 5-Section Signal Heads	No	Replace existing non-compliant 5-section traffic signal heads with compliant 5-section traffic signal heads (or update to FYR traffic signal heads and phasing)	Short Term	$3,000 - $4,000
	Eliminate Bypass Lane	Yes	Eliminate Bypass Lane, Keep right turn lane but increase turning radius of northwest corner to prevent overrunning of sidewalk/ADA ramp and damage to traffic signal equipment. Rebuild curb line, sidewalk and ADA ramps. Relocate traffic signal pole. Also then Install pedestrian accommodations across southern leg Virginia Ave following Massey Blvd incoming sidewalk. Includes countdown pedestrian signal heads, APS pedestrian detection, high visibility crosswalks, ADA ramps and traffic signal phasing	Long Term	$175,000 - $220,000
Halfway Blvd Intersection	Countdown Pedestrian Heads and APS	Yes	Provide pedestrian accommodation across all four legs of the intersection. Add APS pedestrian detection, countdown pedestrian signal heads, high visibility crosswalks, and ADA ramps. Revise traffic signal timing accordingly	Short Term	$160,000 - $200,000
	Medians and Pedestrian Refuge Islands	Yes	Install medians/ pedestrian refuge islands on all four approaches of sufficient width (minimum 6 ft) to function as a pedestrian refuge. Reduce clearance time for pedestrian crossings, add pedestrian detection and countdown pedestrians signal heads to islands. Revise traffic signal timing accordingly	Long Term	$1,250,000 - $1,600,000
	Access Management - Close Driveway	Yes	Close PNC Bank Driveway onto Halfway Blvd to eliminate cut through traffic from Virginia Ave through AutoZone/ Board of Elections parking lot.	Long Term	$50,000 - $65,000
	Update 5-Section Signal Heads	No	Replace existing non-compliant 5-section traffic signal heads with compliant 5-section traffic signal heads (or update to FYR traffic signal heads and phasing)	Short Term	$11,000 - $14,000
	Eliminate Multi-lane at Stop Control	No	Revise AutoZone/ Board of Elections Driveway exit pavement markings to eliminate two separate turn arrows. Revise markings to indicate one lane only, so exiting vehicles are not sight obstructed from adjacent exiting lane.	Short Term	$5,000 - $6,000
	Update Lane Drop Pavement Markings and Signing	No	Revise pavement markings and add signing to more clearly identify the right turn lane bay approaching Halfway Blvd on SB Virginia Ave and to clearly convey that the edge line striping beginning at Greenberry Rd is not a travel lane nor part of the turn bay. Provide advance street name signing and lane designation signs	Short Term	$7,000 - $9,000
Virginia Ave North of Halfway Blvd	Rectangular Rapid Flashing Beacons	Yes	Install high visibility crosswalks with RRFBs and pedestrian signing across Virginia Ave at intermittent intersections with pedestrian friendly spacing	Medium Term	$80,000-$100,000 / Location

APPENDIX C

Technical Memorandums

Memorandum

Date: February 5, 2024

To: Matt Mullenax and Michaela McDonough, HEPMPO

From: Tory Gibler and Nicole Waldheim, Fehr & Peers

Subject: HEPMPO Regional Safety Action Plan – High Injury Network Development

DC23-0116

Introduction

Between 2018 and 2022, 154 traffic fatalities occurred in the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) region on non-interstate roadways, 25 of which involved a person walking, and 25 of which involved a person riding a motorcycle. No bicycle fatalities occurred during the study timeframe. In addition to the people who died in non-interstate traffic crashes, another 567 people sustained incapacitating injuries.

To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, HEPMPO is preparing a Regional Safety Action Plan, rooted in the core elements of the Safe System Approach (SSA). The overall purpose of the Action Plan is to identify projects, programs and strategies that will eliminate fatalities and serious injuries on the roadways within the region and allow the region and local jurisdictions to apply for the next round of funding through the Safe Streets for All (SS4A) grant program and other safety related grant programs.

This memo summarizes the methodology to develop a high injury network (HIN) for HEPMPO. The HIN is a collection of roadways where a disproportionate number of collisions that result in someone being killed or severely injured (KSI) occur. Together, these collision types are referred to as KSI collisions throughout this memo.

The identification of the HIN will help inform the types of projects and actions to include in the Action Plan.

The following describes the data sources that were used and explains the methodology employed by Fehr & Peers to develop the HIN.

Data Inputs

Roadway Network

The roadway network that served as the basis for this analysis was obtained from the Replica, which is a land use and transportation platform built upon Open Streets Map and usable across GIS mapping platforms. Preparation of the initial HIN excluded all non-limited access facilities in the network (e.g., interstates such as I-70, I-81, I-68, and private roads).

Collision Dataset

The analysis was completed based on collision data reflective of 2018 to 2022 for the HEMPOM region, compiled from individual datasets downloaded from the West Virginia Department of Transportation (WVDOT) and the Maryland Department of Transportation (MDOT) crash portals in the Fall of 2023.

All collision data was mapped based on the geolocation associated with each crash record, which revealed some crashes with incomplete or incorrect information, such as crashes that did not actually occur in the region. After removing incorrectly geolocated collisions (i.e., those not actually located within the region), a total of 23,279 collisions, including 152 that resulted in a fatality, 561 that resulted in a severe injury, 5,596 that resulted in some injury, and 16,970 that resulted in no injury are considered in the analysis.

Collision Severity Weighting

The Safe System Approach framework aims to eliminate all serious and fatal injury crashes on roadways within HEPMO. This approach recognizes that while it is not feasible to prevent all crashes, implementation of safe system strategies can reduce the severity of crashes. To prioritize efforts at locations where crashes result in a fatality or severe injury, KSI crashes were assigned a weight factor. As presented in **Table 1**, collision weights are derived from comprehensive crash costs (2021 USD) from the West Virginia Department of Transportation, with the

Highway Safety Manual (HSM) Equivalent Property Damage Only (EPDO) weighting applied.

Comprehensive crash costs include both economic costs and monetized pain and suffering costs. Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts because of the collision, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.

Application of the EPDO weighting (dividing the cost of each crash type by the cost of a property damage only crash) approach results in different crash types receiving a different weight factor. As shown in **Table 1**, application of the EPDO weight results in fatal crashes receiving a significantly higher weight which could skew the HIN. In many instances, a crash that results in a severe injury could have been a fatality under slightly different circumstances, such as a victim with underlying health issues. Conversely, a fatal crash involving someone not wearing a seatbelt could have been injury only if the victim was wearing a seatbelt. Consequently, a modified EPDO method was used that groups fatal and serious injury crashes together and groups non-incapacitating injuries together. This approach has been used by peer agencies. The approach to develop the regional HIN also includes all crashes – given the low weight applied to property damage only crashes, only locations where there is high frequency of crashes would affect the HIN.

Table 1: Crash Costs[1] and EPDO Weight Factors

Severity	Crash Cost	EPDO Weight	Modified EPDO Weight[2]
Fatal (K)	$9,646,300	1,414	**249**
Incapacitating Injury (A)	$552,200	115	
Non-Incapacitating Injury (B)	$177,300	23	**13**
Possibly Injury (C)	$104,800	14	
No Injury (0)	$10,000	1	**1**

1. Source: West Virginia Department of Transportation KABCO Crash Costs

2. Based on an average weighted KA crash cost developed for the HEPMPO Region (Berkeley, Jefferson, and Washington Counties of $2,494,926 for 2018 – 2022 and an average weighted BC crash cost in Berkely, Jefferson, and Washington Counties of $130,713).

Collision Mode Weighting

In addition to applying a weight factor based on the severity of a crash, a weight factor was developed and applied based on the travel mode of crash victims. Review of the data indicates that people walking, bicycling, and riding motorcycles are disproportionately represented in crashes that result in a KSI. Regionally, people outside of vehicles are involved in about 3.7 % of all reported crashes but are involved in 33.1% of all fatal crashes, 30.5% of all KSI crashes and 8.3% of all injury crashes. For the region, the resulting weight factor, based on the proportion of overall crashes involving someone outside a vehicle to crashes that resulted in an injury, is 3. The factor is in-line with weight factors used by other jurisdictions in the development of their HINs.

HIN Development

Sliding Window Approach

The HIN analysis was conducted using a sliding window approach, which uses overlapping windows to account for errors in collision location reporting. For a specific window length, performance measures are calculated for that window along a corridor (e.g., the number of fatal or serious injury collisions multiplied by the mode). The window is shifted along the corridor for a given offset distance and the analysis is repeated for the shifted window. Using this approach, a single location would be evaluated in several different windows, which would account for any inaccuracies inherent within collision location reporting. Windows with the highest values for the segment or facility are identified as candidate HIN locations.

Sliding Window Parameters

A 0.5-mile window length with a 0.125-mile offset distance was chosen for the HIN analysis. Any segment less than 0.5-mile in length was treated as a single segment without any offset shifting.

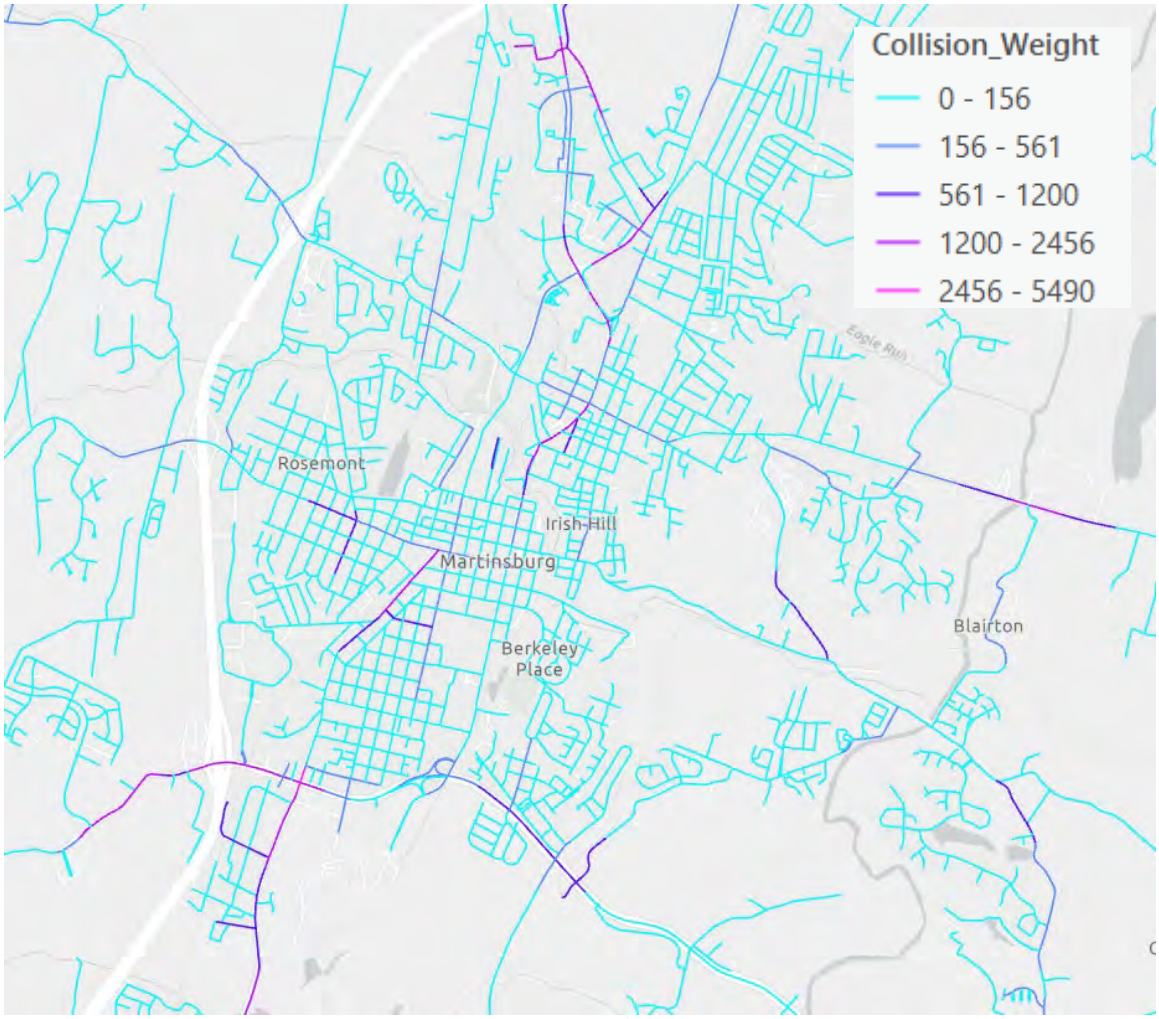
Collision Summary for Each Window

Collisions were summarized for each window using a 120-ft search radius. This radius was chosen by inspecting collision locations relative to the centerline network at various locations throughout the network, including along divided roadways such as Dual Highway. The collision summary for each window consisted of summing all weighted collision values within the search radius. For example, a window with 15 property-damage only, 10 minor injury collisions and 5 KSI collisions within 100 feet would receive a weighted score of 1,390 (15*1+10*13+ 5*249), presuming no pedestrians, bicyclists or motorcyclists were involved. For that same window, if a pedestrian, bicyclist, or motorcyclist was involved in 1 of the 15 property-damage only crashes, 3 of the 10 minor injury collisions and 3 of the 5 KSI collisions, that window would receive a weighted score of 2,964 (14*1+1*3*1+7*17+ 3*3*17+2*317+3*3*317).

HIN Development

After summarizing all collision windows throughout the network, the HIN draft was built using the weighted score of each window. By visualizing the weighted score throughout the network, potential HIN corridors could be identified, as shown on **Figure 1**.

Figure 1: Initial Visualization of Collision Weight Summaries for High Injury Network (Zoomed into Martinsburg)



The HIN draft was built by using the following iterative process, with the goal of achieving a network that accounted for approximately 40-60 percent of the KSI collisions in the region:

1. Select/flag window segments throughout the network with collision weight values above a certain total weight threshold (e.g., 775 as shown on **Figure 1**).
2. Adjacent high-scoring windows (flagged in the previous step) are aggregated into longer corridor segments (greater than 0.5 mile in length) when appropriate.
3. Cleaning/reasonableness check:

a. Some high scoring windows on local roads which intersect with major ones were removed from consideration if it was discovered that the collision score was being skewed by the number of collisions on the major leg of the intersection.
b. Any small gaps (<1/2 mile) in between the aggregated corridor segments in step 2 were added to the draft HIN for continuity.

HIN and HIN Statistics

The resulting high injury network can be viewed on the HEPMPO SAP Data Map, under the "Draft High Injury Network" tab. HEPMPO contains about 3,438 centerline miles. Crashes that occur on the HIN segments account for 43 percent of all KSI crashes in the region. 76 percent of pedestrian KSI, 64 percent of bicyclist KSI, and 69 percent of motorcyclist KSI crashes also occur on these roadways, as summarized in **Table 2**.

Table 2: HEPMPO HIN Statistics

	All Roadways*	Draft All Roadways HIN	HIN % All Roadways
Centerline miles	3,438	113	3%
All collisions**	23,279	7,495	32%
KSI (All modes)	713	306	43%
Ped KSI	86	65	76%
Bike KSI	11	7	64%
Motorcycle KSI	127	88	69%

Source: Replica, Fehr & Peers.
Notes: * All roads in Replica dataset excluding limited access (interstate, privates roads, tolls, etc)
**Collisions within 120' of network

A total of 133 road segments exist on the draft HEPMPO HIN. Each segment will be scored and ranked based on safety score within each segment (e.g. the sum of each collision severity multiplied by the crash mode).

Next Steps

After the HIN is finalized, including the scoring of each segment, the priority corridors will be identified. Crash profiles will be developed based on priority corridors and overall crash trends across the region.

Findings from the HIN and the crash profiles will be highlighted and included in the HEPMPO Regional Safety Action Plan. The HIN and crash profiles will inform potential countermeasures identification and action items recommendations in the final Regional Safety Action Plan.

Memorandum

Date: March 1, 2024

To: Matt Mullenax and Michaela McDonough, HEPMPO

From: Tory Gibler and Nicole Waldheim, Fehr & Peers

Subject: HEPMPO Regional Safety Action Plan – Crash Trends and Contextual Analysis

DC23-0116

Introduction

Between 2018 and 2022, 154 fatal crashes occurred in the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) region on non-interstate roadways, 25 of which involved a person walking, and 25 of which involved a person riding a motorcycle. No bicycle fatalities occurred during the study timeframe. In addition to the people who died in non-interstate traffic crashes, another 567 severe injury crashes occurred.

To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, HEPMPO is preparing a Regional Safety Action Plan, rooted in the core elements of the Safe System Approach (SSA). The overall purpose of the Action Plan is to identify projects, programs and strategies that will eliminate fatalities and serious injuries on the roadways within the region and allow the region and local jurisdictions to apply for the next round of funding through the Safe Streets for All (SS4A) grant program and other safety related grant programs.

This memo summarizes the fatality crash rate and the methodology to analyze the crash data, identify trends in the data, and complete a contextual analysis to understand the characteristics of roads where a disproportionate number of collisions that result in someone being killed or severely injured (KSI) occur. Together, these collision types are referred to as KSI collisions throughout this memo. The contextual analysis methodology consists of a series of high-level descriptive summary tables to capture relationships between collision data and contextual variables, like posted speed limit. These tables explore overall crash trends and patterns that can be used to guide the selection

of other variables warranting deeper analysis, new road behavior programs, policy changes, or the selection of safety countermeasures for project development. The report is organized as follows:

1. Key Findings
2. Methodology and Data Sources
3. Fatal Crash Rate
4. Crash Trends
5. Contextual Analysis

Key Findings

- Between 2018 and 2022, about 30 crashes per year resulted in a fatality on non-interstate roadways within the HEPMPO, and another 113 crashes on average resulted in a severe injury. This means nearly 3 crashes per week resulted in a fatality or severe injury on roadways within the region.
- Overall, motor vehicle collisions comprise most of the collisions in the MPO, but collisions involving people walking, biking, or riding a motorcycle have a disproportionately higher chance of resulting in crash where someone is killed or severely injured (KSI).
- Single vehicle and rear end collisions are the most common, but single vehicle and head-on collisions are the most common when the collision resulted in a KSI.
- There may be crash report data limitations to understanding the most common collision type where bicycle and pedestrians are involved, specifically regarding single vehicle reports and how collision types are categorized.
- Most crashes did not occur at signalized intersections, and therefore could be at unsignalized intersections or along roadway segments.
- Pedestrian KSI crashes occur at signalized intersections at a higher rate compared to other modes.
- As posted speed limits increase, the proportion of KSI crashes increase in comparison to the total centerline miles in the region. For example, roadways with 50-55 MPH posted speed limits account for only 3% of non-interstate roadways in the region, but account for 10% of KSI non-interstate crashes.
- Most crashes occur outside of Transportation Disadvantaged Community areas, except for bicycle and pedestrian crashes.
- KSI bicycle and pedestrian crashes occur at a higher rate compared to other modes within Transportation Disadvantaged Community areas.
- Most crashes, except for motorcycles, primarily occurred within a local jurisdiction (or municipality) boundary.
- KSI crashes are relatively split between inside and outside local jurisdiction boundaries, except for pedestrian KSI crashes – which primarily occur within local jurisdictions.
- The fatal crash rate, including interstate crashes, per 100,000 people for the region is 11.5, but Berkley County has a higher fatal crash rate of 12.5.

- Single vehicle crashes, head-on crashes, angle crashes (crashes that include two parties colliding at different angles such as turning), and bicycle and pedestrian were identified as the primary crash KSI types across the region.

Methodology and Data Inputs

Roadway Network

The roadway network that served as the basis for this analysis was obtained from Replica, which is a land use and transportation platform built upon Open Streets Map and usable across GIS mapping platforms. Preparation of the crash trends primarily excluded all non-limited access facilities in the network (e.g., interstates such as I-70, I-81, I-68, and private roads).

Collision Dataset

The analysis was completed based on collision data reflective of 2018 to 2022 for the HEPMPO region, compiled from individual datasets downloaded from the West Virginia Department of Transportation (WVDOT) and the Maryland Department of Transportation (MDOT) crash portals in the Fall of 2023.

All non-interstate collision data was mapped based on the geolocation associated with each crash record, which revealed some crashes with incomplete or incorrect information, such as crashes that did not actually occur in the region. After removing incorrectly geolocated collisions (i.e., those not actually located within the region), a total of 23,279 collisions, including 152 that resulted in a fatality, 561 that resulted in a severe injury, 5,596 that resulted in some injury, and 16,970 that resulted in no injury are considered in the analysis.

US DOT Transportation Disadvantage

To understand the impact of the HIN on transportation disadvantaged populations, the US Department of Transportation (DOT) Equitable Transportation Community (ETC) online explorer tool and data was used to understand locations in the region that experience transportation disadvantage. The tool and metric were developed by USDOT to identify communities that experience transportation insecurity through transportation disadvantage. Transportation disadvantage occurs when people are unable to access the needs of their daily life regularly, reliably, and safely. There are five main components of transportation disadvantage with the indicators used to identity communities summarized below:

1. **Transportation Insecurity** occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but

not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty. This indicator uses measures related to transportation cost burden, access, and safety.

2. **The Environmental Burden** component of the index includes variables measuring factors such as pollution, hazardous facility exposure, water pollution and the built environment. These environmental burdens can have far-reaching consequences such as health disparities, negative educational outcomes, and economic hardship.

3. **Social Vulnerability** is a measure of socioeconomic indicators that have a direct impact on quality of life. This set of indicators measure lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.

4. The **Health Vulnerability** category assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.

5. **Climate and Disaster Risk Burden** reflects sea level rise, changes in precipitation, extreme weather, and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability. As a result, people may have trouble getting to their homes, schools, stores, and medical appointments.

Each indicator is comprised of multiple factors. Additional information can be found on the US DOT website: https://www.transportation.gov/priorities/equity/justice40/etc-explorer.

Local Jurisdiction Boundaries

Sixteen local jurisdictions (municipalities) exist within the region. HEPMPO provided a GIS shapefile with the sixteen local jurisdiction boundaries which was used as part of the contextual analysis.

Population Data

The population of each County within the region was pulled from the American Community Survey 5-year estimates for 2022. The population per County was summarized to measure the population for the region.

Analysis

The collision and population datasets were used to measure the fatality rate per 100,000 people per County within HEPMPO and for the entire region. The roadway network, collision dataset, USDOT Transportation Disadvantaged areas, and the local jurisdiction boundary data layers were

analyzed to assess crash trends and contextual impacts. Crash trends reviewed crashes by year, crashes by mode, and crashes by collision type. The contextual analysis reviewed crashes by signalized intersection, posted speed limit, transportation disadvantage area, and local jurisdiction.

Throughout the report, notable findings are highlighted in **green**. Where applicable, a comparative analysis was made between modes (i.e., all modes versus pedestrians and bicyclists) or by severity (i.e., all crashes versus KSI crashes only).

Fatal Crash Rate

As part of the Safe Streets for All (SS4A) Planning and Demonstration Grant criteria, the USDOT has added an additional award selection consideration for the 2024 grant application cycle. The award selection consideration is for applicants that have a fatality rate of 17.0 fatalities per 100,000 persons or greater. USDOT is looking to prioritize funding for communities with high fatality rates through planning and demonstration activities. **Table 1** summarizes the fatality crash rate for the HEPMPO region and for each County for all crashes and for non-interstate crashes.

Table 1: Fatal Crash Rate Per County and Region

	Fatality Crash Rate Per 100,000 People (All Crashes)	Fatality Crash Rate Per 100,000 People (Non-Interstate Crashes)
HEPMPO	11.9	9.5
Berkeley County	13.1	10.2
Jefferson County	12	12
Washington County	10.9	8
Hagerstown, MD	10.5	10.5
Charles Town, WV	23.4	23.4
Martinsburg, WV	2.3	2.3
Ranson, WV	23	23

Source: 2018 – 2022 Maryland Crash Data, 2018 – 2022 West Virginia Crash Data, American Community Survey 2020 5-Year Estimate.

Crash Trends

The following sections summarize non-interstate crash data from 2018 through 2022 to provide statistical trends by year, by mode, severity, and crash type.

Crashes by Year

The number of crashes by year by severity on all non-interstate roads in the region are summarized in **Table 2** for reported crashes from 2018 through 2022. The severity level reflects the maximum injury severity of any crash participant and is reflected as:

- No Injury – crashes where no persons were reported to be injured. Also known as property damage only crashes.
- Possible Injury – crashes where there is a possible injury.
- Minor Injury – crashes where there is a non-incapacitated injury which may or may not require hospitalization.
- Serious Injury – crashes where there is an incapacitating injury, such as burns, lacerations, or broken bones that require hospitalization.
- Fatality – crash results in a fatality.

Table 2: HEPMPO Crashes by Year

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total
2018	3,499 (72.8%)	771 (16%)	397 (8.3%)	109 (2.3%)	28 (0.6%)	4,804
2019	3,501 (71.9%)	776 (15.9%)	427 (8.8%)	131 (2.7%)	36 (0.7%)	4,871
2020	3,092 (72.6%)	652 (15.3%)	371 (8.7%)	114 (2.7%)	32 (0.8%)	4,261
2021	3,458 (74.2%)	670 (14.4%)	409 (8.8%)	100 (2.1%)	26 (0.6%)	4,663
2022	3,420 (73.1%)	727 (15.5%)	396 (8.5%)	107 (2.3%)	30 (0.6%)	4,680
Total	16,970 (72.9%)	3,596 (15.4%)	2,000 (8.6%)	561 (2.4%)	152 (0.7%)	23,279

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

In 2018 and 2019, the average number of reported non-interstate crashes was 4,837. In 2020, the number of reported crashes decreased by about 12 percent. This reduction in total crashes, but with a percent increase in fatal or severe injury was likely influenced by the COVID-19 pandemic. The pandemic led to a significant reduction in overall travel for a portion of 2020. This reduction

in travel led to an increase in severe crashes as a proportion of overall crashes as people tended to be driving faster, worsening crash outcomes. During this time, there was also an overall decrease in reporting for non-injury crashes related to social distancing.

Table 3 summarizes KSI crashes per County per year. Washington County typically has twice as many KSI crashes annually in comparison to Jefferson County.

Table 3: HEPMPO KSI Crashes by Year by County

	Berkeley	Jefferson	Washington	Total
2018	45	26	66	137
2019	49	37	81	167
2020	40	35	71	146
2021	42	22	62	126
2022	43	29	65	137
Total	219	149	345	713

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Crashes by Mode

Table 4 summarizes non-interstate crashes by injury severity and mode. Crashes involving cars and trucks only (also referred to as Motor Vehicle crashes) accounted for almost 96% of all crashes in the region. Motorcyclists, pedestrians, and bicyclists were involved in the remaining crashes, with each mode involved in about 0.5-2% of the total crashes.

Table 4: HEPMPO Crashes by Mode

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total
Bicycle	21 (0.1%)	31 (0.9%)	41 (2.1%)	11 (2%)	0 (0%)	104 (0.4%)
Motorcycle	105 (0.6%)	92 (2.6%)	124 (6.2%)	101 (18%)	**26 (17.1%)**	448 (1.9%)
Pedestrian	24 (0.1%)	105 (2.9%)	123 (6.2%)	61 (10.9%)	**25 (16.4%)**	338 (1.5%)
Vehicle	16,820 (99.1%)	3,368 (93.7%)	1,712 (85.6%)	388 (69.2%)	101 (66.4%)	22,389 (96.2%)
Total	16,970	3,596	2,000	561	152	23,279

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

While motor vehicle crashes accounted for the largest share of both overall crashes and KSI crashes, when vulnerable road users were involved in a crash (defined for the purposes of this memorandum as someone outside a vehicle, including a pedestrian, bicyclist or motorcyclist) the risk of death or serious injury increased disproportionately; vulnerable road users were involved in about 4% of overall crashes, but 31% of severe injury crashes and 34% of fatal crashes.

Crashes by Type

Table 5 summarizes non-interstate crashes based on the recorded crash type for all crashes where a crash type is known and includes the crash type's percent of all crashes, and percent of KSI crashes. The most common collision type in the region includes single vehicle crashes and same direction rear end crashes. The most common collision types that result in a KSI include single vehicle crashes and head on crashes.

Table 5: HEPMPO – All Crashes by Collision Type

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total	Percent of Total	Percent of KSI Crashes
Angle (Front to Side) Opp. Direction	607	170	56	16	4	853	3.7%	2.8%
Angle (Front to Side) Same Direction	512	53	17	4	1	587	2.5%	0.7%
Angle Direction Not Specified	183	28	6	2	1	220	0.9%	0.4%
Angle Meets Left Head On	26	3	5	1	-	35	0.2%	0.1%
Angle Meets Left Turn	39	13	6	-	-	58	0.2%	0.0%
Angle Meets Right Turn	28	5	3	3	-	39	0.2%	0.4%
Head On	366	169	117	64	32	748	3.2%	**13.5%**
Head On Left Turn	308	105	105	16	5	539	2.3%	2.9%
Opposite Direction Both Left Turn	16	1	2	-	-	19	0.1%	0.0%
Opposite Direction Sideswipe	548	95	50	11	-	704	3.0%	1.5%
Rear-to-Rear	16	1	1	-	-	18	0.1%	0.0%
Rear-to-Side	76	3	1	-	-	80	0.3%	0.0%
Right Angle	1,187	381	130	33	15	1,746	7.5%	6.7%
Same Direction Both Left Turn	28	1	1	-	-	30	0.1%	0.0%
Same Direction Left Turn	113	22	21	2	1	159	0.7%	0.4%
Same Direction Rear End	4,080	985	364	59	6	5,494	**23.6%**	9.1%

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total	Percent of Total	Percent of KSI Crashes
Same Direction Rear End Left Turn	35	11	14	2	-	62	0.3%	0.3%
Same Direction Rear End Right Turn	28	5	5	-	-	38	0.2%	0.0%
Same Direction Right Turn	93	15	10	2	1	121	0.5%	0.4%
Same Direction Sideswipe	1,253	88	44	8	1	1,394	6.0%	1.3%
Single Vehicle	5,376	986	661	267	74	7,364	**31.6%**	**47.8%**
Straight Movement Angle	974	323	258	42	6	1,603	6.9%	6.7%
Other / Unknown	1,078	133	123	29	5	1,368	5.9%	4.8%
Total	16,970	3,596	2,000	561	152	23,279	100%	100%

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Table 6 and **Table 7** summarize the collision types for bicycle/pedestrian and motorcycle crashes. Unfortunately, when a crash involves a pedestrian or bicyclist the collision type can typically be recorded as "Single Vehicle" as only one motor vehicle is involved in the crash. This is likely an incorrect use of "Single Vehicle" as that collision type is typically intended for a motor vehicle crash that involved no other parties/modes. While this is considered the most common collision type for bicycle and pedestrian crashes in the region, it does not necessarily paint an accurate reflection of the movement of both the motor vehicle and the bicycle/pedestrian prior to the crash. The second most common collision type for bicycle and pedestrian involved crashes are categorized as "Other / Unknown." This further demonstrates a limitation of crash reporting and understanding the movements and collision types that impact people walking and biking. Beyond single vehicle and other/unknown, the most common crash type for bicycle and pedestrian crashes in the region are straight movement angle, and same direction rear end.

Table 6: HEPMPO - Collision Type for Bicycle and Pedestrian Crashes

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total	Percent of Total	Percent of KSI Crashes
Head On	-	-	3	-	-	3	1%	0%
Head On Left Turn	-	-	2	-	-	2	0%	0%
Opposite Direction Both Left Turn	-	-	1	-	-	1	0%	0%

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total	Percent of Total	Percent of KSI Crashes
Opposite Direction Sideswipe	1	1	1	-	-	3	1%	0%
Right Angle	-	-		-	1	1	0%	1%
Same Direction Both Left Turn	-	-	1	-	-	1	0%	0%
Same Direction Left Turn	-	2	1	1	-	4	1%	1%
Same Direction Rear End	-	1	2	3	1	7	**2%**	**4%**
Same Direction Right Turn	-	1	1	-	-	2	0%	0%
Same Direction Sideswipe	3	1	1	-	1	6	1%	1%
Single Vehicle	22	81	88	55	19	265	60%	76%
Straight Movement Angle	7	10	18	2	-	37	**8%**	**2%**
Other / Unknown	12	39	45	11	3	110	25%	14%
Total	45	136	164	72	25	442	100%	100%

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Table 7 summarizes motorcycle crash types. Unlike bicycle and pedestrian crashes, motorcycle crashes that are considered "Single Vehicle" do indicate that only the motorcycle was involved in the crash and no other mode or user was involved. Single vehicle and same direction rear end are the most common motorcycle collision types and the most common KSI motorcycle collision types.

Table 7: HEPMPO - Collision Type for Motorcycle Crashes

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total	Percent of Total	Percent of KSI Crashes
Angle (Front to Side) Opp. Direction	2	2	2	4	3	13	3%	**6%**
Angle (Front to Side) Same Direction	1	1	1	-	-	3	1%	0%
Angle Direction Not Specified	1	-	1	-	1	3	1%	1%

	No Injury	Possible Injury	Minor Injury	Severe Injury	Fatality	Total	Percent of Total	Percent of KSI Crashes
Angle Meets Left Head On	-	-	-	1	-	1	0%	1%
Angle Meets Left Turn	-	1	-	-	-	1	0%	0%
Angle Meets Right Turn	-	-	-	1	-	1	0%	1%
Head On	3	2	4	6	5	20	4%	**9%**
Head On Left Turn	2	3	7	4	2	18	4%	**5%**
Opposite Direction Sideswipe	5	2	3	2	-	12	3%	2%
Right Angle	2	9	9	6	3	29	6%	**7%**
Same Direction Both Left Turn	1	-	-	-	-	1	0%	0%
Same Direction Left Turn	1	-	3	1	-	5	1%	1%
Same Direction Rear End	25	14	13	14	2	68	15%	**13%**
Same Direction Rear End Left Turn	-	-	2	-	-	2	0%	0%
Same Direction Rear End Right Turn	1	-	1	-	-	2	0%	0%
Same Direction Right Turn	1	1	1	1	-	4	1%	1%
Same Direction Sideswipe	11	4	6	1	-	22	5%	1%
Single Vehicle	28	46	56	51	10	191	43%	**48%**
Straight Movement Angle	6	5	9	5	-	25	6%	4%
Other / Unknown	15	2	6	4	0	27	6%	3%
Total	105	92	124	101	26	448	100%	100%

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Contextual Analysis

The following section summarizes crash outcomes relative to contextual factors such as signalized intersection, posted speed limit, disadvantaged community area, and local jurisdiction.

Signalized Intersections

Table 8 summarizes non-interstate crashes within 250 feet of a signalized intersection for all modes of travel. About 17% of all crashes occur at a signalized intersection. While bicycle and pedestrian crashes are more likely to not occur at a signalized intersection, they have a higher rate of crashes at signalized intersection in comparison to all modes.

Table 8: All Crashes by Mode at Signalized Intersections - HEPMPO

	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
Signalized Intersection	3,840 (17.2%)	40 (8.9%)	24 (23.1%)	75 (22.2%)	3,979 (17.1%)
Not Signalized Intersection	18,549 (82.8%)	408 (91.1%)	80 (76.9%)	263 (77.8%)	19,300 (82.9%)
Total	22,389	448	104	338	23,279

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Table 9 summarizes non-interstate KSI crashes within 250 feet of a signalized intersection for all modes of travel. The majority of KSI crashes did not occur at signalized intersections (89.3%), but pedestrian KSI crashes had a slightly higher rate at signalized intersections in comparison to all modes.

Table 9: KSI Crashes by Mode at Signalized Intersections - HEPMPO

	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
Signalized Intersection	51 (10.4%)	13 (10.2%)	1 (9.1%)	11 (12.8%)	76 (10.7%)
Not Signalized Intersection	438 (89.6%)	114 (89.8%)	10 (90.9%)	75 (87.2%)	637 (89.3%)
Total	489	127	11	86	713

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Posted Speed Limit

The number of reported crashes by the speed limit of the road where the crash occurred is summarized in **Table 10**. The percentage of non-interstate centerline miles per speed limit category is included in the second column. Roadways with posted speed limits of 25 MPH have the greatest number of crashes, but as speed limits increase, the ratio of crashes in comparison to centerline miles with that speed limit increases.

Table 10: All Crashes by Post Speed Limit and Mode - HEPMPO

	Centerline Miles %	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
25 MPH or Less	64%	8,038 (36.1%)	145 (32.7%)	61 (58.7%)	205 (61.6%)	8,449 (36.5%)
30 – 35 MPH	21%	7,715 (34.7%)	154 (34.8%)	31 (29.8%)	79 (23.7%)	7,979 (34.5%)
40 – 45 MPH	10%	4,233 (19%)	94 (21.2%)	9 (8.7%)	38 (11.4%)	4,374 (18.9%)
50 – 55 MPH	3%	1,346 (6.1%)	32 (7.2%)	3 (2.9%)	9 (2.7%)	1,390 (6%)
60+ MPH	1%	912 (4.1%)	18 (4.1%)	-	2 (0.6%)	932 (4%)
Total	100%	22244	443	104	333	23,124

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) roadways and crashes. Not all crashes included a posted speed limit.

KSI crashes by the posted speed limit of the road where the crash occurred is summarized in **Table 11**. As speed limits increase, they account for a higher proportion of KSI crashes, despite those roadways decreasing in the amount of non-interstate centerline mile percentage. For example, roadways with 50-55 MPH posted speed limits account for only 3% of non-interstate roadways in the region, but account for 10% of KSI crashes. KSI crashes within the 25 MPH or less category only slightly decrease in comparison to all crashes. This could indicate that travel speeds are higher than 25 MPH despite the sign posting.

Table 11: KSI Crashes by Post Speed Limit and Mode - HEPMPO

	Centerline Miles %	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
25 MPH or Less	64%	146 (30%)	38 (30.2%)	6 (54.5%)	45 (52.3%)	235 (33.1%)
30 – 35 MPH	21%	154 (31.7%)	46 (36.5%)	3 (27.3%)	20 (23.3%)	223 (31.5%)
40 – 45 MPH	10%	103 (21.2%)	27 (21.4%)	2 (18.2%)	17 (19.8%)	149 (21%)
50 – 55 MPH	3%	60 (12.3%)	9 (7.1%)	-	3 (3.5%)	72 (10.2%)
60+ MPH	1%	23 (4.7%)	6 (4.8%)	-	1 (1.2%)	30 (4.2%)
Total	100%	486	126	11	86	709

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) roadways and crashes. Not all crashes included a posted speed limit.

Transportation Disadvantaged Community Area

Table 12 summarizes non-interstate crashes that occurred within a transportation disadvantaged community area by mode. While most crashes occur outside of disadvantaged areas, more bicycle and pedestrian crashes are occurring within disadvantaged areas than outside disadvantaged areas.

Table 12: HEPMPO All Crashes within Transportation Disadvantaged Communities

	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
Within Disadvantaged Area	6,680 (29.8%)	104 (23.2%)	**55 (52.9%)**	**176 (52.1%)**	7,015 (30.1%)
Outside Disadvantaged Area	15,709 (70.2%)	344 (76.8%)	49 (47.1%)	162 (47.9%)	16,264 (69.9%)
Total	22,389	448	104	338	23,279

Source: Maryland Crash Data, West Virginia Crash Data, Replica, USDOT ETC Explorer Tool, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Table 13 summarizes non-interstate KSI crashes that occurred within a transportation disadvantaged community area by mode. While most KSI crashes occur outside of disadvantaged areas, bicycle and pedestrian crashes occur at a higher rate within disadvantaged areas compared to all modes.

Table 13: HEPMPO KSI Crashes within Transportation Disadvantaged Communities

	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
Within Disadvantaged Area	100 (20.4%)	26 (20.5%)	**4 (36.4%)**	**30 (34.9%)**	160 (22.4%)
Outside Disadvantaged Area	389 (79.6%)	101 (79.5%)	7 (63.6%)	56 (65.1%)	553 (77.6%)
Total	489	127	11	86	713

Source: Maryland Crash Data, West Virginia Crash Data, Replica, USDOT ETC Explorer Tool, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Local Jurisdiction Crashes

Sixteen local jurisdictions (municipalities) are included in HEPMPO. **Table 12** summarizes non-interstate crashes that occurred within local jurisdiction boundaries. Most crashes occur within local jurisdictions, particularly for bicycle and pedestrian crashes. Motorcycle crashes are nearly half in local jurisdictions and half outside local jurisdictions.

Table 14: HEPMPO All Crashes within Local Jurisdictions

	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
Within Local Jurisdiction Boundary	14,177 (63.3%)	233 (52%)	89 (85.6%)	277 (82%)	14,776 (63.5%)

Outside Local Jurisdiction Boundary	8,212 (36.7%)	215 (48%)	15 (14.4%)	61 (18%)	8,503 (36.5%)
Total	22,389	448	104	338	23,279

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Table 15 summarizes non-interstate KSI crashes that occurred within local jurisdiction boundaries. KSI crashes are a bit more evenly split, across all modes except pedestrian crashes, as occurring in local jurisdictions or outside local jurisdictions.

Table 15: HEPMPO KSI Crashes within Local Jurisdictions

	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	Total
Within Local Jurisdiction Boundary	232 (47.4%)	67 (52.8%)	6 (54.5%)	**68 (79.1%)**	373 (52.3%)
Outside Local Jurisdiction Boundary	257 (52.6%)	60 (47.2%)	5 (45.5%)	18 (20.9%)	340 (47.7%)
Total	489	127	11	86	713

Source: Maryland Crash Data, West Virginia Crash Data, Replica, Fehr & Peers.
Notes: Excludes limited access (interstate, private roads, tolls, etc.) crashes.

Next Steps

The key findings from the crash trends and contextual analysis will help inform countermeasures selection for regionwide safety improvements. The selected countermeasures could be included in the final Regional Safety Action Plan as Action Items are systemwide project improvements. Potential focus areas for systemwide improvements and toolbox strategies could include:

- Single vehicle crashes, with particular emphasis on motorcycle crashes.
- Angle crashes at conflict points such as intersections and driveways.
- Bicycle and pedestrian crashes, with particular focus within local jurisdictions and transportation disadvantaged community areas.
- Speed reduction and redundant efforts in areas with 25 MPH or less post speed limit.

FEHR PEERS

Memorandum

Date: March 29, 2024

To: Matt Mullenax and Michaela McDonough, HEPMPO

From: Tory Gibler and Nicole Waldheim, Fehr & Peers

Subject: HEPMPO Regional Safety Action Plan – Policy and Benchmarking Assessment

DC23-0116

Overview

This memorandum summarizes the results of a policy review and benchmarking assessment of transportation and land-use policies, plans, guidelines, and standards against a framework of the Safe System elements for the Hagerstown Eastern/Panhandle Metropolitan Planning Organization (HEPMPO Regional Safety Action Plan). The review sought to identify potential policy barriers to reaching zero serious injuries and fatalities on roads throughout the region and identify opportunities to integrate recommended Action Items as part of the Action Plan.

As a part of the Regional Safety Action Plan, a policy benchmarking assessment was conducted. The policy review and benchmarking assessment consisted of the following steps:

1. Identify and review relevant documents and procedures.
2. Populate the benchmarking tool with findings from the policy and plan review.
3. Stakeholders select top five benchmarking opportunities.
4. Develop the Action Plan.

Safe System Approach

In 2022, the United States Department of Transportation introduced the National Roadway Safety Strategy (NRSS) to address the safety crisis on our Nation's roadways. The NRSS declares a goal of zero deaths and adopts the Safe System Approach (SSA) as the guiding paradigm for addressing roadway safety and achieving this goal. The Safe System Approach equips us with a structured decision-making framework, enabling us to deliberately address five key elements and six guiding principles (Figure 2) during planning and implementation. It prioritizes human fallibility and vulnerability, ultimately designing a protective system for all.

Figure 1: Safe System Approach Principles and Elements

The Safe System principles and elements provide a framework for what an effective safety program encompasses. Evaluating existing policies, programs, and projects against the core elements, along with safety planning and culture, helped HEPMPO understand what is working to reduce severe crashes and what gaps exists in their safety programs. This information was then used to inform the development of stronger safety-related policies and programs as part of the City's Action Plan.

Policy Review and Benchmarking

The following presents the results of the policy review and benchmarking as applied to HEPMPO.

Step 1 – Identify and Review Relevant Policies and Plans

The following documents were identified by the working group to be included in the policy review:

State

- 2021-2025 Maryland Strategic Highway Safety Plan
- 2022-2026 West Virginia Strategic Highway Safety Plan
- 2021 Maryland Highway Safety Improvement Program
- 2021 West Virginia Highway Safety Improvement Program
- MD and WV State Performance Measures
- MDOT SHA Pedestrian Safety Action Plan

Regional

- 2019 HEPMPO Regional Traffic Safety Study
- Direction 2050: HEPMPO LRTP (2022)
- 2023-2026 HEPMPO Transportation Improvement Program (TIP)
- Regional Safety Performance Metrics
- Transit Safety Performance Metrics

County

- 2021 – 2025 Washington County Strategic Highway Safety Plan

As a part of the benchmarking process, clear documentation of critical information from each plan is important. For each document reviewed the following information was documented. Each summary element is defined below.

> **Document Name**: Name of document (and link to where the document can be found).
> **Document Description**: One to three sentence description of the purpose of the document.
> **Safety Vision, Goals and Policies**: Documentation of what is intended to be achieved with transportation safety and supporting guidance, rules, procedures to achieve it.
> **Safety Data and Analysis**: Documentation of existing safety data/analysis or known challenges (if any).
> **Countermeasures**: Documentation of proposed or programmed safety solutions to address key needs.

Safe System Element: How the document addresses one or more of the Safe System Approach elements (see Table 1), or Safey Planning and Culture.
Opportunities for Safety Program and Action Items: Initial ideas for Action Items to introduce new safety practices or institutionalize current or occasional safety practices.

Data Extraction Summary

- **HEPMPO has been successful at identifying corridors of concern**, such as Dual Highway (US 40) within Hagerstown, Washington Street in Washington County, WV 9 in Berkeley County, and Summit Point Rd in Jefferson County.
- **No fatalities involving transit vehicles occurred in the region**.
- **Transportation Improvement Program (TIP) funding** is typically earmarked **for safety improvements related to roadway departure crashes**.
- **Safety performance targets** primarily related to serious injury, serious injury rate, and non-motorized fatal and serious injuries **are not being met**.
- **The region has general alignment with the SSA**, specifically around identifying locations of concern and collecting data, **but opportunities exist** around shifting safety culture and planning, safe users, safe roadways, safe vehicles, safe speeds, and post-crash care.

Step 2 – Populate the Benchmarking Tool with Findings from the Policy and Plan Review

The project team populated the benchmarking tool with findings from the policy and plan review conducted in step 1. Table 1 highlights the elements and categories in the benchmarking tool. Each benchmark category can have between one and six individual benchmarks. The benchmarking tool is intended to assess what the region is currently doing well related to SSA and where potential changes to policies, programs and practices could be considered as a part of the development of their HEPMPO Regional Safety Action Plan. The benchmarking tool also assessed if the benchmark is an occasional practice, an institutional practice, or not a current practice by the agency. Not all benchmarking criteria applied to HEPMPO.

Table 1: Benchmarking Tool Elements & Categories

Benchmark Elements	Benchmark Categories
Safety Planning & Culture	Leadership and Commitment Meaningful Engagement Data and Analysis Funding Development Review Equity First
Safe Users	Education Enforcement Research
Safe Roadways	Collision Avoidance Kinetic Energy Reduction Policies and Tradeoffs Innovation
Safe Vehicles	Supportive Infrastructure Fleet Management Data
Safe Speeds	Design and Operations Enforcement Policy and Training
Post-Crash Care	Crash Investigation Partnerships

Next, MPO staff were interviewed, and the benchmark tool results were modified because of the discussion. At the conclusion of Step 2, the top ten benchmark strengths of the HEPMPO safety program where highlighted (Table 2), as well as the top ten benchmark opportunities (Table 3).

Table 2: HEPMPO Top 10 Benchmark Strengths

Element	Category	HEPMPO Safety Strength
Safety Planning & Culture	Identifying corridors of concern	• Dual Highway (US 40) in Hagerstown • Washington St in Washington County • WV 9 in Berkeley County • Summit Point Rd in Jefferson County • Foxcroft Avenue Pedestrian Road Safety Audit in Berkeley County
	Funding	TIP funds programmed HSIP for Roadway Departures • Daniel Road • Flowing Springs Exit • Districtwide Roadway Departures • Walnut Street and Virginia Avenue railroad crossings
	Previous planning efforts	The 2019 Regional Traffic Safety Study was the region's first effort to identify areas of safety concern and recommend safety improvement strategies.
Safe Users	Transit safety	No major transit safety concerns within the region.
Safe Roadways	Collision avoidance	Installing proven countermeasures to separate users in space and time, such as infilling sidewalks along segments of Dual Highway.
Safe Speeds	Enforcement	Speed cameras are authorized in Washington County (school zones and work zones) and Hagerstown has a handful of red-light cameras to reduce red light running. Berkeley County has radar speeds signs on I-81 and school zones and has conducted previous safety campaigns.
Post Crash Care	Crash review	HEPMPO conducts additional outreach with local police to capture any missing crashes or obtain further crash details (beyond crash data collected from MDOT and WVDOT).

Table 3: HEPMPO Top 10 Benchmark Opportunities

Element	Category	HEPMPO Safety Opportunity
Safety Planning & Culture	Leadership and commitment	No regionwide resolution currently supporting safety program nor committing to specific safety goal.
	Meaningful engagement and equity	Meaningful engagement with populations that are traditionally underserved.
	Funding	Staff time, limited resources, and support to apply for safety funding.
	Development Review	No formal process to ensure new developments assess safety impacts.
Safe Users	Education	Limited opportunities to raise awareness with the public and stakeholders to create buy-in for safety improvements (i.e., demonstration projects, education programs, tactical urbanism).
Safe Roadways	Policies and tradeoffs	Lack of regionwide safety related policies to supplement the AASHTO Greenbook, MUTCD, and/or implementation of existing policies (e.g., Complete Streets, modal prioritization).
Safe Vehicles	Best practice guidance	Little knowledge sharing or available resources within the region regarding safe vehicle best practices.
Safe Speeds	Policy and training	Limited awareness of speed management methodologies and strategies in the region
Post Crash Care	Crash review	Independent crash review of fatal and severe injury crashes involving pedestrians and bicyclists.
	Data sharing	Engagement with emergency responders and hospitals to more effectively share data across agencies.

Step 3 – Stakeholders Select Top Five Benchmark Opportunities

The Stakeholder Committee was identified as the critical group to review the benchmark tool results and identify the top five benchmark opportunities. The Stakeholder Committee met virtually, reviewed benchmarks results, and voted on the top five benchmark opportunities to incorporate as part of the Action Plan development or to include as an Action Item (Table X). The Stakeholder Committee then brainstormed potential Action Item solutions to the top five benchmark opportunities.

Table 4: HEPMPO Five Selected Benchmark Opportunities

Element	Category	HEPMPO Safety Opportunity
Safety Planning & Culture	Leadership and commitment	No regionwide resolution currently supporting safety program nor committing to specific safety goal.
	Meaningful engagement and equity	Meaningful engagement with populations that are traditionally underserved.
	Funding	Staff time, limited resources, and support to apply for safety funding.
	Development Review	No formal process to ensure new developments assess safety impacts.
Safe Users	Education	Limited opportunities to raise awareness with the public and stakeholders to create buy-in for safety improvements (i.e., demonstration projects, education programs, tactical urbanism).

Step 4 – Develop the Action Plan

Based on the benchmarking effort and findings, actions and next steps were identified to enhance the regional safety program. Drawing from the challenges and ideas generated at the Stakeholder Meeting, the project team developed Table 5, a list of proposed Action Items to be included in the final HEPMPO Regional Safety Action Plan based on the policy review and benchmarking assessment. A safety resolution is recommended to be included with the adoption of the HEPMPO Regional Safety Action Plan.

Table 5: Proposed HEPMPO Regional Safety Action Plan Action Items from Benchmarking Assessment

Action Item	Responsible Agency and Partners	Timeline
Support local jurisdictions in identifying and applying for safety funding. Utilize expertise from partner agencies, such as the Maryland Highway Safety Office, on exploring diverse grant opportunities.	HEPMPO, MDOT SHA, WVDOT	Short
Collaborate with state agencies and local jurisdictions to ensure rigorous and safety-focused Transportation Impact Study processes. Consider development of safety checking to be utilized during development review.	HEPMPO	Medium
Evaluate meaningful engagement strategies to enhance outreach with populations that are traditionally underserved. Consider developing meaningful engagement checklist to distribute with local agencies.	HEPMPO and Local Municipalities	Short
Raise awareness of safety countermeasures and treatments. Consider collaborating with businesses and organizations to host joint events, distribute educational materials, endorse safety initiatives, host annual safety walking tours with elected officials and the public, seek public perception through periodic surveys and support local jurisdictions seeking pilot project and demonstration opportunities.	HEPMPO	Medium

Date	Comment	Response
4/19/2024	Any idea why improvements to RT 9 East/West in Jefferson County were not proposed, especially the light at the Home Depot shopping center where we have fatalities at least a couple times a year.	**There were two KSI's in the crash data at this intersection. This HIN has been updated to extend to Route 9 and include Oakley Drive/North Fairfax Boulevard. See Figure 16.**
5/3/2024	I reviewed the plan and it doesn't look like any of the priority corridors are on County maintained roads...which I suppose is a good thing. Two areas that have come up in the past but don't appear to be as significant as the ones on this list are Halfway Blvd between Downsville Pike MD 632 and VA Avenue US 11, the other is the Fort Ritchie Area – MacAfee Hill MD 550 Area. Halfway Blvd has come up for pedestrian safety and a road diet candidate, while the Fort Ritchie site for pedestrian safety. It doesn't appear that based on the crash maps that these areas show any significant crash history relative to other corridors. I think it is good that locations like Leitersburg appear on those maps. Should I assume that because the report is looking at accident history and not necessarily where there are deficiencies in the transportation network that is why those locations don't appear? For Washington County, I agree that Dual Highway, Edgewood, and US 11 would be top priorities, but didn't know if it is a pro or con to not include the two locations I mentioned. Sometimes citizens' perception doesn't always align with the data, but also hate to downplay and say until there are more accidents or problems those locations aren't a priority and the focus will be on other more dangerous sections of roads with higher volumes and accident rates.	**The plan's safety analysis is more focused on recent crash history vs. systematically unsafe roads. The roads mentioned are good candidates to include on our high injury network.** **Two additional segments have been added to the HIN. They include:** **1. Halfway Boulevard between Downsville Pike MD 632 and VA Avenue US 11** **2. MacAfee Hill Road between Buena Vista Road and Raven Rock Road** **These have been added to address stakeholder and public engagement comments.** **See Figure 16.**

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RESOLUTION NUMBER 2024-10

A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

ADOPTION OF REGIONAL SAFETY ACTION PLAN

RECITALS

WHEREAS, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, it is critical for our local jurisdictions to prioritize individual Safety Action plans to build complete streets and begin to ensure the safety of our pedestrians, cyclists and road users of all ages and abilities;

WHEREAS, fatal and severe crashes are not inevitable, and death and severe injury are not an acceptable cost for using our public roadway system; and

WHEREAS, human life and health are paramount and should take priority over mobility and other objectives of the transportation system; and

WHEREAS, roadways have historically been designed to prioritize vehicle throughput at high speeds to the detriment of health and safety; and

WHEREAS, pedestrians and bicyclists are the most vulnerable road users and account for a disproportionate percent of all traffic fatalities and severe injuries in the Hagerstown/Eastern Panhandle Metropolitan Planning Organization and

WHEREAS, communities of color, low-income communities, youth, and seniors are disproportionately impacted by traffic fatalities; and

WHEREAS, vehicle speeds and lack of safe facilities for people walking and biking have been identified as major causes of traffic fatalities; and

WHEREAS, the U. S. Department of Transportation has adopted the Safe System approach; and

WHEREAS, the Maryland Department of Transportation has adopted a Zero Deaths Initiative with the goal of achieving zero traffic fatalities and severe injury crashes by 2030; and

WHEREAS,, the West Virginia Department of Transportation has adopted a Zero Fatalities Initiative with the goal of achieving zero traffic fatalities by 2050; and

WHEREAS, measures to make Hagerstown/Eastern Panhandle Metropolitan Planning Organization region’s streets safer for all road users, particularly those who are most physically

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vulnerable, such as seniors, youth, and people with disabilities, will further encourage people of all ages and abilities to walk, bike and take transit; and

WHEREAS, Vision Zero and Zero Death initiatives are a data-driven strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the Safe System approach recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities; and

NOW THEREFORE, BE IT RESOVED that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization Interstate Council adopts the Regional Safety Action Plan with the goal of eliminating traffic deaths and severe injuries by 2050.

PASSED AND DULY ADOPTED this 15th day of May 2024.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: _____

PROCESS

Previous LRTP Corridors

- Insights from previous assessments and coordination served as a starting point.
- Previously available TomTom data utilized to serve as validation guide to select corridors.

Data Analysis

- Integration of GPS historical travel times
- Utilized information accessible through the multiple platforms like RITIS, INRIX and Replica.
- Used reports on Travel Time Index (TTI), "bottleneck rankings" and turn movements.
- Calculated delays to emphasize locations with higher traffic volume

Public Comments

- Used information from the recent HEPMPO CMP survey that collected over nine hundred from the public on congested locations in the region

Visual Observations

- CMP analysis included review and evaluation of locations through satellite and Google "Streetview" imagery

Stakeholder Insights

- Through the project stakeholder committe, obtained regional and local insights on the priority locations

PRIORITY CORRIDOR LOCATIONS

Washington County, Maryland

1. MD 65 (Col Henry K Douglas Dr to W Oak Ridge Dr)
2. Washington St (Burhans Blvd to N Cannon Avenue)
3. Franklin St (Burhans Blvd to N Cannon Avenue)
4. N Burhans Blvd (Washington St to Pennsylvania Avenue)
5. Eastern Blvd (Dual Highway to Jefferson Blvd)
6. Dual Highway (N Cannon Avenue to Edgewood Dr)
7. Maugans Ave (I-81 to Pennsylvania Ave)
8. Halfway Blvd (Hopewell Rd to Halfway Blvd/Virginia Avenue Intersection)
9. Leitersburg Pike (Leitersburg Pike/Northern Avenue Intersection)
10. US 11 (N Clifton Dr to S Commerce St)
11. US 340 (Frederick County Line to Washington St)
12. I-81 (I-70 to Salem Ave)
13. I-70 (I-81 to US 40)

Berkeley County, West Virginia

1. Gerrardstown Rd (I-81 to US 11)
2. Apple Harvest Drive (I-81 to New York Ave)
3. Hedgesville Rd (W Main St/N Mary St Intersection/School House Dr)
4. Hedgesville Rd (Roaring Lions Dr to Severna Parkway)
5. Apple Harvest Dr (Kelly Island Road to Grapevine Road)
6. Edwin Miller Blvd (South of I-81 Interchange to E. Moler Avenue)
7. Hedgesville Rd (Harlan Springs Rd to North of I-81 Interchange)
8. Queen St (E King St to W Race St)

Jefferson County, West Virginia

1. US 340 (Flowing Springs Rd to Halltown Rd)
2. Washington St (Flowing Springs Rd to Naples Way)
3. Martinsburg Pike (Martinsburg Pike/Duke St Intersection)

PRIORITY INTERSECTIONS

Washington County, Maryland

1. Oak Ridge Dr/Potomac St Intersection
2. Potomac St/I-70 WB Ramp Intersection
3. Col Henry K Douglas Dr/Sharpsburg Pike Intersection
4. N Burhans Blvd/W Washington St Intersection
5. Dual Highway/Eastern Blvd Intersection
6. Eastern Blvd/Jefferson Blvd Intersection
7. Dual Highway/Edgewood Dr Intersection
8. Maugans Ave/ I-81 SB Ramp Intersection
9. Maugans Ave/ I-81 NB Ramp Intersection
10. Halfway Blvd/Virginia Ave Intersection

Berkeley County, West Virginia

1. Gerrardstown Rd/I-81 SB Ramp Intersection
2. Gerrardstown Rd/I-81 NB Ramp Intersection
3. Apple Harvest Dr/I-81 SB Ramp Intersection
4. Apple Harvest Dr/I-81 NB Ramp Intersection
5. Apple Harvest Dr/Foxcroft Ave Intersection
6. Apple Harvest Dr/US-11 Intersection
7. WV 9/N Mary St Intersection
8. WV 9/ Ridge Rd S Intersection
9. WV 9/ GM Access Rd Intersection
10. Edwin Miller Blvd/ US-11 Intersection

Jefferson County, West Virginia

1. US 340/Patrick Henry Way Intersection

IDENTIFY A STRATEGY TOOLBOX

DEMAND MANAGEMENT STRATEGIES

TRANSPORTATION DEMAND MANAGEMENT

- Alternative Work Hours
- Telecommuting
- Ridesharing
- Implementing Park-n-Ride Lots
- Emergency Home Programs
- Alternative Mode Marketing & Education
- Safe Routes to School Programs
- Employer-Landlord Parking Agreements
- Preferential or Free Parking for HOVs
- Parking Management

PUBLIC TRANSIT IMPROVEMENTS

- Reduce Transit Fares
- Increased Route Coverage or Frequencies
- Real-time Information on Routes
- Premium Transit
- Transit Capacity Expansion

BICYCLE/PEDESTRIAN/TRAIL

- New Sidewalk Connections
- Designated Bicycle Lanes on Local Streets
- Improved Facilities at Major Destinations
- Improved Safety on Existing Facilities
- Exclusive Non-Motorized Right-of-Way
- Complete Streets

LAND USE/GROWTH MANAGEMENT

- Design Guidelines for Transit and Pedestrian Oriented Development
- Mixed-Use Development
- Infill Development
- Demand Management Agreements
- Trip Reduction Ordinance

PURCHASE OF RIGHT-OF-WAY FOR FUTURE PROJECTS

OPERATIONAL MANAGEMENT STRATEGIES

CORRIDOR PRESERVATION MANAGEMENT

ACCESS MANAGEMENT

Policies, Frontage Roads, Multi-Way Boulevards

INCREASES IN CAPACITY

Highway widening by adding lanes

INCIDENT MANAGEMENT

Freeway incident detection and management systems

ITS & TRANSPORTATION SYSTEMS MANAGEMENT

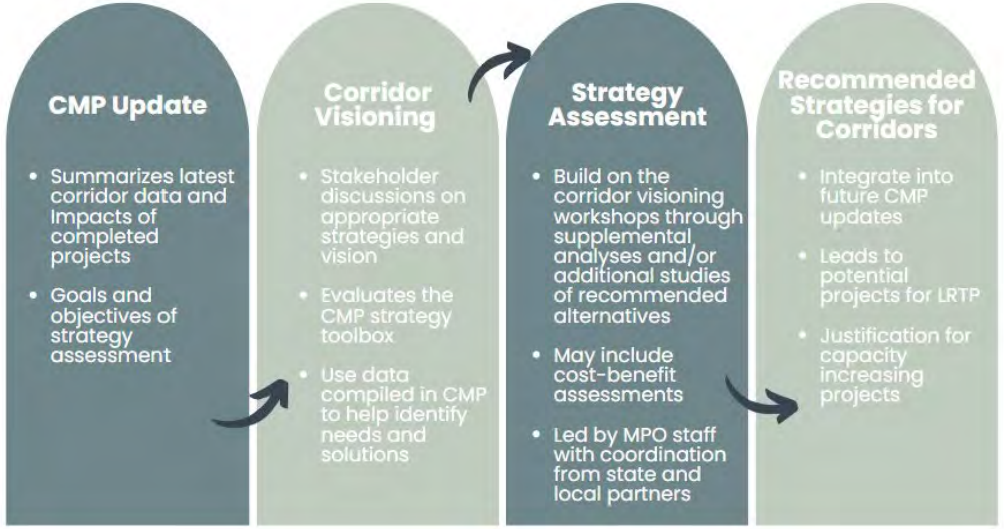
- Traffic Signal Coordination
- Intermodal Enhancements
- Goods Movement Management
- Dynamic Messaging
- Advanced Traveler Information Systems
- Integrated Corridor Management
- Transit Signal Priority
- Channelization
- Intersection Improvements
- Bottleneck Removal
- Vehicle Use Limitations and Restrictions
- Geometric Improvements for Transit
- Improved Signage

MANAGED LANES

High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT), Reversible Lanes

LOCATION SUMMARIES

- Assemble Data
- Summarize Information by Location
- Review Information and Aerials
- Review Existing Studies / Programmed Projects
- Identify Potential Strategy Categories
- Recommend Future Strategy Evaluation Process



ACTION ITEMS / NEXT STEPS

Address Stakeholder Comments

FY 2025
Unified Planning Work Program

July 1, 2024 through June 30, 2025

HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION

Adopted:

FY 2025 UNIFIED PLANNING WORK PROGRAM

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The Unified Planning Work Program has been prepared in cooperation with U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, the Maryland Department of Transportation, West Virginia Department of Transportation, local transit operators and local governments.

Federal Project ID: 20.205 CFDA

UNIFIED PLANNING WORK PROGRAM FY 2025

Section I - Introduction

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) was organized in 1996 as an expansion of the Hagerstown Area Metropolitan Planning Organization. The planning area boundary was been expanded to include all of Washington County (Maryland) and Berkeley and Jefferson Counties (West Virginia). The 2020 Census Urban Area boundary included small sections of Franklin County, Pennsylvania and Frederick County, Virginia, which are covered under planning agreements with neighboring MPOs.

This Unified Planning Work Program (UPWP) for the Hagerstown/Eastern Panhandle Metropolitan Planning Organization hereafter referred to as HEPMPO, documents the transportation planning activities and budget for the 2025 fiscal year that runs from July 1, 2024 through June 30, 2025. The objective of this work program is to ensure that a continuing, cooperative, and comprehensive approach for metropolitan transportation planning is established and maintained for the planning area, with proper coordination with neighboring jurisdictions and the Departments of Transportation for the States of Maryland and West Virginia, and as needed, with the Commonwealth of Pennsylvania.

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. HEPMPO further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not. The Civil Rights Restoration Act of 1987, broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557] March 22, 1988.) In the event the Recipient distributes federal aid funds to a sub-recipient, the Recipient will include Title VI language in all written agreements and will monitor for compliance.

The work tasks included in the FY 2025 UPWP are both a continuation of work performed during FY 2024 and additional work items designed to meet the requirements of the current authorizing transportation legislation Investment Infrastructure and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) which was signed into law on November 15, 2021. During this FY, the staff will continue developing organizational data collection, databases and GIS layers. Staff will work with the transportation planning consultant to assist with planning activities related to the adopted Long Range Transportation Plan (LRTP), with special focus on performance measures, reporting and target-setting. Additional focus of the consultant will be assistance with transportation conformity (air quality) as needed and special planning studies. MPO staff will continue to work on activities associated with the newly approved Transportation Improvement Program (TIP), the newly approved LRTP, implementation of visualization techniques into the planning activities, the public

involvement process, integration of safety, freight and homeland security measures into the planning process and purchasing necessary hardware and software.

During FY 2024, Staff worked with the Maryland and West Virginia Departments of Transportation, as well as with the area's locally operated transit systems to develop, adopt and assist implementing highway and transit performance measure targets. Staff continued to integrate performance-based plans and processes, and support recommendations in both Maryland and West Virginia Departments of Transportation State Freight Plans.

The HEPMPO is committed to improving the planning process in the region. The staff will continue to work to implement IIJA planning factors and will monitor the progress of activities relative to performance measure categories and proposed rulemaking. Staff will work to incorporate any changes and/or new activities that are required as a result of the new transportation re-authorization. Staff will prepare UPWP updates/amendments to address the requirements of the new transportation re-authorization and the subsequent guidance of the federal partners. The staff will continue to work closely with both the Maryland and West Virginia State Departments of Transportation and the Federal Highway and Transit Administrations.

Section II - Organization and Management

A. Metropolitan Planning Organization:

The HEPMPO is the designated agency responsible for transportation planning in the urbanized area of Washington County, MD; Berkeley and Jefferson Counties in West Virginia and a small segments of Franklin County, Pennsylvania and Frederick County, Virginia. With the Franklin County MPO formed in 2013 and establishing their metropolitan planning area as all of Franklin County, the HEPMPO entered a Memorandum of Understanding to assure appropriate planning efforts for this area are continued. As stated in the MOU, the Franklin County MPO will be responsible for all planning activities, including UPWP development, in the Pennsylvania portion of the HEPMPO urbanized area. In October 2023 an MOU was entered with the Winchester-Frederick County MPO to cover all planning activities following the 2020 Census. The MPO is organized to address issues on both a state and regional level. The Interstate Council contains voting representation from:

Berkeley County, West Virginia
Cities and Towns of Jefferson County, West Virginia
City of Hagerstown, Maryland
City of Martinsburg, West Virginia
Eastern Panhandle Regional Planning & Development Council (Region 9)
Eastern Panhandle Transit Authority (EPTA)
Jefferson County, West Virginia
Maryland Department of Transportation
Towns of Washington County, Maryland

Washington County, Maryland
Washington County Transit
West Virginia Department of Transportation

as well as non-voting member representation from the Pennsylvania Department of Transportation and Franklin County, Pennsylvania.

The Interstate Council is the governing body of the MPO with the power to develop plans, adopt the work program, approve TIPs and LRTPs developed in cooperation with State DOT's, and perform those functions and take such actions as deemed necessary to complete the mission of the HEPMPO.

B. Technical Committee:

The MPO Technical Advisory Committee (TAC) is comprised of technical representatives (such as county engineers, city engineers/planners, etc.) from each of the counties, municipalities and transit organizations within the MPO region. Membership consists of representatives from Berkeley County, Franklin County, Jefferson County, Washington County, City of Hagerstown, City of Martinsburg, Cities and Towns of Maryland and West Virginia, Maryland DOT, Pennsylvania DOT, West Virginia DOT, West Virginia Region 9 Planning and Development Council, and Transit Operators.

The TAC's primary focus is relative to coordination of transportation plans and programs through: the oversight and review of all technical work; coordination of the short and long range transportation planning efforts, compliance with State and/or Federal regulations; review and recommendation of TIP's and amendments; and recommendation of new projects and proposals. A subcommittee of the TAC also serves as the ad-hoc Air Quality Advisory Committee. This committee is responsible for review and determination of when and if a conformity determination is required on new or amended TIP or LRTP projects. The TAC's actions are to recommend official action/adoption on action items presented to the Interstate Council.

C. MPO STAFF

The staff manages the operations of the MPO as directed by the Interstate Council and recommendations of the Technical Advisory Committee. It coordinates all planning projects and activities and provides administration of all tasks to assure proper fulfillment. The staff works with local committees, agencies or groups with interests related to transportation issues; and acts as a local liaison to State DOT's, FHWA and the FTA.

It is expected in FY2025 that support will continue to come from various staff in Washington County. Support costs are estimated as part of the work program including clerical support, planning and data collection support.

D. Operational Procedures and By-laws:

The MPO operates under its own by-laws. Support service staff provided by Washington County in the form of administrative, legal, financial, purchasing, and personnel, operate under the

rules and procedures of Washington County and the State of Maryland. In addition to by-laws, the MPO has executed Memorandums of Understanding with MDOT, WVDOT, WV Region 9 Planning and Development Council, and the Eastern Panhandle Transit Authority outlining roles and responsibilities of the various agencies. Included within these agreements are sections referring to purpose, responsibilities, administration, compensation, finances, accounting, termination, and debarment and suspension.

Organizational documents, financial records, and other official records of the MPO are located at the Office of the MPO headquartered at:

33 W. Washington Street
Suite 402, 4th Floor
Hagerstown, MD 21740

All MPO records are available for public inspection during regular business hours (Monday through Friday, 8:00 a.m. to 4:00 P.M., except holidays). Please call to make an appointment.

Section III – US DOT Planning Emphasis Areas

FHWA and FTA sent a letter to MPOs nationwide encouraging priority given to planning emphasis areas (PEAs). The PEAs are topical areas that FHWA and FTA want to place emphasis on as the MPOs and State DOTs develop their respective planning work programs. The nine PEAs for Federal FY 2021 include:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

- Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

Equity and Justice40 in Transportation Planning

- Advance racial equity and support for underserved and disadvantaged communities.

Complete Streets

- Review current policies, rules, and procedures to determine their impact on safety for all road users.

Public Involvement

- Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

- Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination

- Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

Planning and Environmental Linkages (PEL)

- Implement PEL as part of the transportation planning and environmental review processes.

Data in Transportation Planning

- Incorporate data sharing and consideration into the transportation planning

process.

The HEPMPO will seek to address these PEAs through continuing, comprehensive and coordinated planning of the work tasks in this FY2025 Unified Planning Work Program. Staff will continue to monitor development of federal guidance in all areas pertaining to the metropolitan transportation planning process as IIJA begins to be implemented. A detailed description of each task is included under each task heading of this document.

Task 6010 Short Range Planning

A. Objective:

The objective of the Short Range Planning element is to monitor the existing transportation system, particularly in relationship to the needs of the cities, towns and counties, and make recommendations on solutions to transportation problems that focus on short-range low cost improvements or on the completion of traffic analysis of a specific problem that is not of a regional nature. Another objective of this element is to insure implementation of the requirements of the IIJA and any subsequent transportation legislation. Staff will continue to monitor transportation policy and legislation and prepare any necessary revisions to this work program to address needed changes resulting from policy or legislative changes. Furthermore, the MPO intends to continue to work to improve the transit related planning activities, and to work with local governments and interests to increase bicycle/pedestrian initiatives within the region. Finally, the MPO will continue work to incorporate the requirements of the IIJA into the planning process. The staff will work with the ISC, TAC, member governments and local transportation interests to identify potential planning needs and studies within the region.

B. Previous Work:

Staff has continued to work with local governments and the appropriate State DOTs to see that projects are planned in accordance with the previously adopted LRTP.

The MPO has also worked with local municipalities to develop Transportation Alternatives (TAP), Recreational Trail (RTP), and Congestion Mitigation and Air Quality (CMAQ) grant applications, as well as Safe Routes to School (SRTS) and Maryland Bikeways. Primarily, staff has written grants, reviewed grant applications and provided letters of support to the grant sponsors. In FY2024, the MPO provided technical assistance on TAP applications in West Virginia, such as the Paw Paw TAP project in Paw Paw.

Staff also worked with State DOTs and local governments in FY 2024 to develop studies, such as the City of Charles Town ADA transition plan. The staff worked with local government and other transportation committees to provide input from a regional perspective.

C. Methodology:

The MPO staff will work with the various cities, towns, counties and public transit providers to identify transportation problems and to identify and implement strategies to address issues such as safety, homeland security, freight movement, improved traffic flow and implementation of GIS technology.

Potential projects will be reviewed by MPO staff and the Technical Advisory Committee. Recommendations for project implementation, amendment or additional study will be made to the Interstate Council. In some instances, the staff may recommend that additional planning/study be conducted by way of a more in depth special study project. Staff will work with the TAC to

recommend revisions to the TIP and LRTP. The intent of the work performed in this section is to provide the appropriate planning information and support to develop short-term solutions to identified problem areas within the MPO region. Potential projects identified would ultimately become part of the LRTP, TIP or Transit Development Plans (TDP).

D. Product:

1. Develop recommendations for improvements of a short-range nature to address identified transportation problems. Work to incorporate of the IIJA and other planning initiatives into the planning process.
2. Work with state and local governments to develop strategies to address safety, freight, homeland security planning, bicycle/pedestrian initiatives and GIS technology implementation.
3. Assist in the development/review of projects for Transportation Alternatives, Recreational Trail, Safe Routes to School, Maryland Bikeways and Congestion Mitigation and Air Quality grant applications.
4. Collect supporting data to assist in the implementation of special studies and to develop projects for recommendation for inclusion in the TIP and TDP as projects and amendments.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$4,419	FHWA	$3,535
		FTA	
		MD DOT	$442
		Local	$442
		Subtotal	$4,419
West Virginia			
Region 9	$6,352	WV Federal	$5,082
		WV DOT	$635
		Local	$635
		Subtotal	$6,352
MPO Total	$10,771	Federal	$8,617
		MD DOT	$442
		WV DOT	$635
		MD Local	$442
		WV Local	$635
		Total	$10,771

A. Objective:

To coordinate MPO review and approval of the consolidated multi-year Transportation Improvement Program (TIP) developed from TIP proposals from the various State Departments of Transportation, transit providers and the MPO. The current TIP covers planning years FY 2023-2026 and shall be amended as necessary to accommodate revisions/updates to the Statewide Transportation Improvement Programs (STIP). This work program shall cover activities associated with implementation and maintenance of the newly created FY 2025-2028 TIP, including the FY 2025 STIP amendments.

B. Previous Work:

In FY 2018, the MPO implemented a new TIP software management system, known as TIPVue. Refinement and updates to TIPVue continued in FY2022. Staff developed a new TIP covering Fiscal Years 2025 – 2028. The MPO works continually with the State DOT's to maintain an up to date and accurate TIP. Staff continued updating the TIP project web mapping application for public display and information.

C. Methodology:

The TIP is developed and maintained based upon recommendations from the various State Departments of Transportation and in consultation and cooperation with the local transit providers and local governments within the region. The MPO coordinates integration of the various State proposals into one "Consolidated TIP" for approval by the MPO.

The MPO shall coordinate public participation in the TIP review, amendment, and adoption process. This shall include providing an opportunity for input prior to formation of the TIP as well as review and comment on the "Consolidated TIP" proposed for adoption.

The MPO shall review the projects submitted by the State DOT's and transit providers for consistency with federal air quality regulations, the Long Range Transportation Plan, as well as any short range program objectives.

The MPO agrees to plan, program, amend and adjust projects in the TIP in accordance with federal transportation performance management requirements to accomplish State highway and transit performance measure targets, as well as amend and include measures and targets as needed.

The MPO shall also review the proposed "Consolidated TIP" for consistency with regional and local comprehensive plans. Where inconsistencies are identified, remedial action to the extent feasible will be recommended prior to implementation.

Continuous coordination with State DOTs and public transit providers will allow the TIP to be amended by the MPO's Interstate Council as appropriate.

The MPO Technical Advisory Committee shall review and make a recommendation prior to amendment and/or adoption on an as needed basis.

Any TIP amendments will be coordinated with the Air Quality Advisory Committee as necessary to ensure that transportation conformity with the air quality regulations is maintained.

All TIP amendments will be reviewed and adopted by resolution of the Interstate Council at the advertised meetings scheduled throughout the year.

D. Product:

1. The final product of this task will be a "Consolidated" TIP that conforms to IIJA and any subsequent transportation authorization planning provisions and meets any required air quality conformity requirements.
2. Maintain TIP software management system. The estimated cost of this work is $9,600.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$17,492	FHWA	$13,994
		FTA	$0
		MD DOT	$1,749
		Local	$1,749
		Subtotal	$17,492
West Virginia			
Region 9	$23,772	WV Federal	$19,018
		WV DOT	$2,377
		Local	$2,377
		Subtotal	$23,772
MPO Total	$41,264	Federal	$33,012
		MD DOT	$1,749
		WV DOT	$2,377
		MD Local	$1,749
		WV Local	$2,377
		Total	$41,264

A. Objective:

To update and maintain transportation data for use in the transportation planning process by: (1) providing updated land use, socio-economic, and environmental data for use in developing priorities for transportation improvements, travel demand modeling, plan updates, special studies and growth management; (2) updating and/or collecting traffic volumes, regional accident data and other data as required; and (3) identifying physical road characteristics for use in traffic model analysis.

B. Previous Work:

During FY 2024, the MPO continued to acquire traffic counts (by counter location and road segments), turning movements and accident data which were integrated into the GIS. Spatial analysis was performed to determine areas on the road network that have experienced significant volume gains/losses. Staff maintained web mapping applications assimilating and displaying count and accident data from State and Federal sources. In FY 2024 staff collected traffic data in the form of traffic impact studies required by county planning departments and traffic count and crash information from the Departments of Transportation.

As part of the recent Long Range Transportation Plan update, traffic count data and traffic analysis zone enhancements were incorporated into the MPO's travel demand model by the planning consultant in FY 2022.

The MPO continues to update socio-economic and land use data as new information becomes available. The MPO works with the transportation planning consultant to insure that information developed as part of the special studies is incorporated into the data sets for the MPO.

C. Methodology:

Methods of data collection vary with the type of data and include visual inspections, manual measurement, automatic measurement, facility identification, population projections, labor statistics, environmental reports, traffic impact statements, etc.

The traffic count data will be continually analyzed in order to determine fluctuations in volumes and movements as a consequence of proposed alterations, changes and improvements to the system. Attempts will also be made to monitor freight and passenger traffic into and through the region. The MPO will collect traffic count data using the MPOs counters on an as needed basis.

The management of the data is necessary to monitor and forecast the ever-changing structure of the region and the impacts of those changes on the transportation system. The data is used by local governments, private citizens/businesses, the MPO and in maintaining and improving the regions travel demand model.

D. Product:

Activities will help to maintain and further develop an accurate and current database of socio-economic, land use, and environmental maps and digital information along with a traffic volume database which can be updated on a regular basis.

1. The MPO will continue coordination of data collection from local agencies in Maryland and West Virginia in order to produce a database of information to be used in short and long term planning.
2. Continue to collect and monitor traffic counts in the region to use as part of implementing the Long Range Transportation Plan and other planning documents for the MPO.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$2,517	FHWA	$2,013
		FTA	
		MD DOT	$252
		Local	$252
		Subtotal	$2,517
West Virginia			
Region 9	$3,876	WV Federal	$3,100
		WV DOT	$388
		Local	$388
		Subtotal	$3,876
MPO Total	$6,393	Federal	$5,113
		MD DOT	$252
		WV DOT	$388
		MD Local	$252
		WV Local	$388
		Total	$6,393

A. Objective:

To enhance the current GIS by acquiring and developing layers for use in the transportation planning process and the travel demand model. The MPO will work to expand GIS activity and development. To improve the use of GIS and other visualization techniques for use in the planning process.

B. Previous Work:

Staff continued incorporating a wide range of thematic spatial data from West Virginia and Maryland DOTs, as well as other sources into the MPO GIS. Using these acquired and developed data, staff produced mapping products and analyses investigating transportation issues in the region.

In FY2022, Staff published a number of web maps highlighting the projects and recommendations of the Long Range Transportation Plan Update. In addition staff participated in a number of regional GIS User Group meetings, as well as received training on the latest geospatial technological advancements. Staff also created online StoryMap and mapping applications, crash data maps and other GIS products in support of special studies and developed transit mapping data.

Staff continued to incorporate project-specific and county maps the TIP document. TIP project amendments were also presented for informational purposes at Interstate Council and Technical Advisory Committee meetings using online mapping software.

C. Methodology:

Development of new layers and updates to existing layers occur by staff as data becomes available in conjunction with the activities associated with the Traffic Data Collection task. Work to improve GIS coverage of the entire transportation system including public transit routes, service areas and Title VI requirements. Continue to develop mapping products and applications that successfully convey locational information to the public. Work with the transportation planning consultant to incorporate GIS data from special studies and the Long Range Transportation Plan.

Continue to work with the local government initiatives in the MPO to insure that GIS technology is implemented throughout planning activities in the region. Work to expand the MPO's database and GIS capacity.

D. Product:

1. A multi-layered functional geographic informational system and expanded use of the traffic model for forecasting purposes.
2. Coordination of efforts with the Departments of Transportation's GIS Sections and local government on the maintenance and continued development of a regional GIS.
3. Maintenance of TransCAD software model license.
3. Purchase hardware and software to expand the MPO GIS capabilities where appropriate.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$13,532	FHWA	$10,826
		FTA	$0
		MD DOT	$1,353
		Local	$1,353
		Subtotal	$13,532
West Virginia			
Region 9	$19,618	WV Federal	$15,694
		WV DOT	$1,962
		Local	$1,962
		Subtotal	$19,618
MPO Total	$33,150	Federal	$26,520
		MD DOT	$1,353
		WV DOT	$1,962
		MD Local	$1,353
		WV Local	$1,962
		Total	$33,150

A. Objective:

To plan for the long range needs of the transportation system within the MPO region by maintaining and updating a multimodal Long Range Transportation Plan which will meet the requirements of federal rules and regulations including the provisions of the IIJA and any subsequent transportation authorization. These long-range transportation planning activities will consider issues relative to highways, transit (public transportation and human services transportation), bicycle/pedestrian, safety, freight and homeland security issues and other transportation enhancements. Staff will work to initiate a plan for the work related to the next update of the region's LRTP.

B. Previous Work:

During FY 2022 the MPO utilized a consultant to assist in the development of the region's Long Range Transportation Plan Update which was approved and adopted on May 18, 2022. Staff also worked to identify work elements for the recently adopted Long Range Transportation Plan.

In FY 2024, staff attended various training activities sponsored by both the Maryland and West Virginia DOTs. Staff responded to various data, project and financial requests related to the current LRTP. Staff continued to work to address long term planning needs on the major transportation corridors within the region (Interstate 81, US 340, etc). Staff continued to monitor other regional project developments and amended the LRTP as necessary in partnership with State DOTs.

C. Methodology:

The primary work effort for the MPO for this fiscal year will be implementing the current Long Range Transportation Plan over fiscal years 2023-2027. This Plan includes changes resulting from the transportation re-authorization (IIJA) guidance for metropolitan transportation planning, including performance measures, reporting and target setting. This Plan will be revised as needed in accordance with federal transportation performance management requirements to accomplish State highway and transit performance measure targets, as well as amend and include measures and targets as needed. The staff will continue to work with the federal partners and state DOTs to insure that conformity is addressed as required. The HEPMPO will continue to work to identify projects, make data revisions and work to explore visualization techniques to use in the planning process.

D. Product:

1. Continue to implement recommendations made in the adopted LRTP.
2. Continue to monitor transportation system's performance and condition and progress achieved toward performance targets.

3. Continue to work with regional issues having long-term implications for the transportation system, such as the I-81 Corridor Coalition, the Appalachian Regional Commission's "Network Appalachia" Initiative and other regionally significant projects, studies and initiatives.
4. Purchase hardware, software and data as needed to insure the MPO's ability to address long-range transportation planning needs within the region.
5. Work to improve data and information exchange between the MPO, local governments and the State Departments of Transportation.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$12,904	FHWA	$4,724
		FTA	$5,600
		MD DOT	$1,290
		Local	$1,290
		Subtotal	$12,904
West Virginia			
Region 9	$18,360	WV Federal	$14,688
		WV DOT	$1,836
		Local	$1,836
		Subtotal	$18,360
MPO Total	$31,264	Federal	$25,012
		MD DOT	$1,290
		WV DOT	$1,836
		MD Local	$1,290
		WV Local	$1,836
		Total	$31,264

A. Objective:

To provide assistance and data to other governmental agencies, DOTs, public transit providers, private operations or the general public concerning transportation planning within the MPO region.

B. Previous Work:

Staff participated at meetings by making presentations regarding the region's long range transportation plan and updating various groups on transportation matters. The staff worked to disseminate information to the general public as requested. Information was provided to other governmental agencies when requested. Staff participated in various committees and boards related to the specific transportation related services within the region. Staff also provided assistance to members of local governments with issues relating to transportation, such as Congestion Mitigation & Air Quality (CMAQ), Transportation Alternative Programs, Safe Routes to School, Maryland Bikeways and Recreational Trail Program grants.

In FY 2024, staff continued the implementation of the Public Participation Plan, including specific participation, involvement and education strategies and the Title VI Plan. Updates to both the Public Participation Plan and Title VI Plan were completed in FY22. Staff continued to employ key elements of the Limited English Proficiency (LEP) implementation plan found in the Title VI Plan. Staff also continues to update and refine the MPO website and social media pages for public consumption.

C. Methodology:

The MPO will provide assistance, data and transportation related information to local governments, individuals, agencies, organizations and committees as needed.

Direct staff participation relating to representation on various committees, planning activities conducted by other agencies, such as public transit provider meetings/committees, local government committees, technical committees, etc. will be undertaken as part of this task.

In particular, staff will continue to participate in and provide assistance to regional transportation committees, such as the Greater Hagerstown Committee Transportation Forum, local Chambers of Commerce, the Interstate 81 Corridor Coalition, the Appalachian Regional Commission's Network Appalachia Steering Committee, the WV Association of Metropolitan Planning Organizations, the MDOT MPO Roundtable, the WVDOH/Regional Planners Roundtable, the Washington County Traffic Advisory Committee and the Association of Metropolitan Planning Organizations (AMPO).

D. Product:

Provide services, within reason and as directed by the Interstate Council, to local governments, individuals, agencies and organizations requesting information, participation and/or assistance.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$7,617	FHWA	$6,093
		FTA	
		MD DOT	$762
		Local	$762
		Subtotal	$7,617
West Virginia			
Region 9	$10,849	WV Federal	$8,679
		WV DOT	$1,085
		Local	$1,085
		Subtotal	$10,849
MPO Total	$18,466	Federal	$14,772
		MD DOT	$762
		WV DOT	$1,085
		MD Local	$762
		WV Local	$1,085
		Total	$18,466

A. Objective:

To ensure that transportation planning activities are consistent with the Federal Clean Air Act as amended, the US Environmental Protection Agency guidance, State Environmental Agencies as well as local and state government clean air goals. The efforts of this work element are intended to improve and maintain air quality for the health, safety, and welfare of the general public.

B. Previous Work:

During FY 2017, the Air Quality Advisory Committee met to discuss a conformity update and Long Range Transportation Plan amendment to the fiscally constrained project list. A subsequent updated Air Quality Conformity Analysis was completed. In October 2016, Washington County and Berkeley County became attainment areas for the critical pollutant PM2.5 with the revocation of the 1997 Primary Annual PM2.5 National Ambient Air Quality Standard (NAAQS). Staff also worked with state DOTs on reviewing CMAQ eligible projects.

Staff will work with local governments, state DOTs and federal partners to address air quality conformity issues as needed.

C. Methodology:

In order to ensure that the MPO's transportation projects outlined in the TIP and the LRTP are consistent with federal air quality regulations, an ad-hoc sub-committee (known as the Air Quality Advisory Committee) has been developed as part of the Technical Advisory Committee to review transportation projects in relation to air quality conformity. The sub-committee consists of federal, state and local partners from various agencies such as EPA, FHWA, FTA, WV DOT, MD DOT, Washington and Berkeley County planning agencies, and WV Department of Environmental Protection and Maryland Department of Environment. The Air Quality Advisory Committee will be convened as needed to review proposed TIP and LRTP amendments, address issues relating to air quality conformity and any relevant regulation changes governing the Region's air quality.

D. Product:

1. Continuation of an Air Quality Advisory Committee.
2. Maintenance of a TIP that meets federal air quality regulations.
3. Maintenance of a LRTP that meets federal air quality regulations.
4. Continuation of the approved Public Participation Plan in an effort to expand participation in the planning process, particularly as it relates to air quality conformity.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$1,741	FHWA	$1,393
		FTA	
		MD DOT	$174
		Local	$174
		Subtotal	$1,741
West Virginia			
Region 9	$2,334	WV Federal	$1,868
		WV DOT	$233
		Local	$233
		Subtotal	$2,334
MPO Total	$4,075	Federal	$3,261
		MD DOT	$174
		WV DOT	$233
		MD Local	$174
		WV Local	$233
		Total	$4,075

A. Objective:

To provide general planning assistance to the regional public transportation providers to insure compliance with Federal and State transit planning guidelines and development and maintenance of a statistical database to support public transportation planning.

B. Previous Work:

HEPMPO staff works closely with both regional transit providers to provide general planning assistance as needed. Staff continued to provide assistance to the local transit providers by incorporating capital and operating and project information into the Regional TIP.

In FY24, Staff participated in numerous project meetings on the development of the EPTA Transit Center project in Martinsburg. Staff was able to successfully update EPTA and Washington County Transit's GTFS feeds in Google Maps.

C. Methodology:

The collection and tabulation of data is performed by one part-time employee hired by and under the supervision of the Director of the Washington County Transit. The database includes ridership by route by time of day, vehicle miles traveled, hours operated, revenue and operating costs. The MPO staff works closely with both regional transit service providers to insure that appropriate planning activities and data are provided to meet the federal requirements and to continue service in the region. Staff will work with the local transit providers as they prepare for Transit Development Plan updates.

D. Product:

The reports developed by this task include National Transit Database Annual Report (Section 15), Service Performance Summary (Annual Transportation Plan Grant Application Form – 2a), MTA Office of Planning Annual Cost Allocation Worksheets and other planning data as required to support other UPWP tasks including the planning studies mentioned above.

It is anticipated that activities will continue to assist in the implementation of the developed Coordinated Human Services Transportation Plans. Staff will work with the West Virginia and Maryland transit providers to improve transit related planning data collection efforts and to incorporate transit information into the GIS database, the regional Transportation Improvement Program and the Long Range Transportation Plan as needed.

The MPO staff will also work with MTA, Washington County Transit and the Eastern Panhandle Transit Authority on implementing recommendations in their respective Transit Development Plans, long range plans and technical studies. Staff will also continue to support the Eastern Panhandle Transit Authority's new Transit Center project in Martinsburg and help develop their new 2025-2030 Transit Development Plan special study. Staff will also support Washington County Transit in developing a Facilities Expansion Plan special study and supporting grant

opportunities.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$69,300	FHWA	
		FTA	$55,440
		MD DOT	$6,930
		Local	$6,930
		Subtotal	$69,300
West Virginia			
Region 9	$17,774	WV Federal	$14,220
		WV DOT	$1,777
		Local	$1,777
		Subtotal	$17,774
MPO Total	$87,074	Federal	$69,660
		MD DOT	$6,930
		WV DOT	$1,777
		MD Local	$6,930
		WV Local	$1,777
		Total	$87,074

A. Objective:

To address specific transportation issues and to foster expansion of transportation enhancement activities in the region by providing for specific analysis above what may occur under the other tasks. Projects under this task are those that normally require utilization of outside consulting services and are dependent upon the availability of federal planning funds and local government matching funds.

B. Previous Work:

In FY2023 HEPMPO completed the Regional Freight Plan and the Regional Bicycle and Pedestrian Plan Update. In FY2024 HEPMPO completed the area's Regional Safety Action Plan, as well as Congestion Management Process.

C. Methodology:

The MPO has secured the services of a transportation planning consultant to assist in the planning activities and development of special studies as they are identified. Planning tasks could include Air Quality Conformity – Analysis and Compliance, Travel Demand Modeling, Long Range Transportation Plan Update, Transit and Coordinated Human Services Planning, Special Studies Assistance and Development and Freight Movement.

D. Products:

During FY 2025, the MPO will consider developing Complete Streets projects in accordance with IIJA such as the US11/Virginia Avenue Corridor Safety Study in Hagerstown, the WV9/Edwin Miller Boulevard Corridor Safety Study in Martinsburg and the WV51/Washington Street Corridor Safety Study in Charles Town, each study in the amount of $60,000 ($180,000 total). Other special studies may be developed as they are identified and as funding permits. Other special studies include the EPTA Transit Development Plan Update ($150,000) and the Washington County Transit Facilities Expansion Plan ($90,000). As the MPO continues to support the I-81 Corridor Coalition through tasks 6100 and 6250, it will also look to support any transportation planning initiatives on Interstate 81 as appropriate.

E. Work Schedule:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$184,092	FHWA	$147,274
		FTA	
		MD DOT	$18,409
		Local	$18,409
		Subtotal	$184,092
West Virginia			
Region 9	$329,417	WV Federal	$263,533
		WV DOT	$32,942
		Local	$32,942
		Subtotal	$329,417
MPO Total	$513,509	Federal	$410,807
		MD DOT	$18,409
		WV DOT	$32,942
		MD Local	$18,409
		WV Local	$32,942
		Total	$513,509

A. Objective:

To manage the metropolitan transportation planning process in the Metropolitan Planning Area, and coordinate transportation planning activities with federal, state and local governments and public transit representatives to insure that the planning process is continuous, cooperative and comprehensive. In addition, staff training and professional organization affiliation are addressed under this task.

B. Previous Work:

The MPO has maintained eligibility for receipt of federal and state funding assistance for transportation improvements and transit operating assistance while maintaining a continuous, cooperative, and comprehensive transportation planning process.

In FY2022 staff completed an update of the Title VI Plan as well as revisions to the Public Participation Plan. In FY2023 staff completed a major update to HEPMPO's website meeting all applicable web content accessibility guidelines.

Staff has employed major elements of the Limited English Proficiency implementation plan and is continues forward with the public involvement process.

C. Methodology:

Staff will implement the work tasks as outlined in this UPWP. Other administrative activities consist of:

- Staff will continue to act as a local liaison to FWHA, MDOT, WVDOT, PennDOT, public transit providers and other transportation related agencies in an effort to implement and improve the transportation planning process;
- Providing technical assistance to the MPO Interstate Council, Washington County Commuter, and Eastern Panhandle Transit Authority, local towns, cities and other agencies as well as the general public;
- Maintaining records for proper management of charges, performance of grant requirements, audits and budgets;
- Organization of meetings and providing notice, agendas, and minutes;
- Preparation and maintenance of documentation, agreements, resolutions, etc.
- Attending training courses, seminars, workshops and professional organization meetings;
- Preparation and distribution of required reports, studies and plans;
- Maintaining lease agreements, necessary equipment and purchasing supplies in order to support the operation.

D. Products:

1. Continued implementation and maintenance of the Unified Planning Work Program for FY 2025.
2. Compilation of quarterly progress reports to FHWA and FTA on the progress of the UPWP over FY 2025.
3. Continually reviewing and updating organizational documents as needed, such as MPO bylaws, the public involvement process, and their associated agreements with organizations, such as the state DOTs, air quality agencies, and transit operators.
4. Continued implementation of recommendations in the Long Range Transportation Plan.
5. The MPO will analyze and update existing planning documents and procedures for compliance with the IIJA and other required regulations.
6. Ensure compliance with all Title VI requirements, including an update of the 2022 Title VI Plan. Estimated cost of this work is $17,000.
7. Staff will update the 2022 Public Participation Plan.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2024 - June 30, 2025. It is anticipated that all work will be completed by June 30, 2025.

State/Organization	Funding Total	Funding Summary	
Maryland			
Washington County	$36,559	FHWA	$22,379
		FTA	$6,868
		MD DOT	$3,656
		Local	$3,656
		Subtotal	$36,559
West Virginia			
Region 9	$28,732	WV Federal	$22,986
		WV DOT	$2,873
		Local	$2,873
		Subtotal	$28,732
MPO Total	$65,291	Federal	$52,233
		MD DOT	$3,656
		WV DOT	$2,873
		MD Local	$3,656
		WV Local	$2,873
		Total	$65,291

Section V - Cost Allocation Plan

This section presents the FY 2025 Cost Allocation Plan and contains information detailing how fringe and indirect rates were calculated. The following parameters were used in development of the cost allocation plan:

1. Four types of costs have been identified for each task:

   Direct costs include all labor related to the performance of the work task. It is based on an hourly rate for each position determined by dividing annual salary by annual hours worked.

   Fringe Benefit costs reflect a percentage value associated with health costs, pension, FICA, and workman's compensation. This value does not include holiday, vacation or sick time.

   Indirect costs reflect those costs except labor associated with operating or administration of the MPO. This value includes holiday, vacation, and sick time.

   Direct Other costs reflect funding needs other than labor for completion of a specific task.

2. The labor cost associated with administration is shown as a work task and is budgeted as direct costs under that task. No administrative labor cost is included in any indirect cost figures.

3. A fringe benefit ratio of 30% was calculated for each position allocated labor time under each task.

4. FHWA reimbursement requests may reflect labor costs for completion of the tasks other than those identified in the proposed budget. This reflects drawing on the expertise of other staff members of the various agencies and governments associated with the MPO.

5. Costs associated with projects in Pennsylvania will be charged on a case-by-case basis as direct other costs. Administrative costs will be monitored and where appropriate charged as direct other costs.

6. Utilities, insurance and minor support service charges for legal, accounting, purchasing, etc. are considered to be included as part of any agreement between the MPO and Washington County and/or Region 9.

7. The **Indirect Cost Ratio** of 15.1% was determined by using the figures in the most recent UPWP reimbursement.

8. Operational Budget

Rent	$1,440
Admin fee – Region 9	12,000
Insurance	2,200
Postage	100
Telephone	1,500
Travel	7,500

Materials & Supplies	500
Printing	100
Dues	2,800
Legal Notice	5,000
Total	$33,140

These figures reflect costs associated with both the Maryland and West Virginia coordination efforts. Costs specific to a state coordination effort will be billed for reimbursement purposes totally to that state's program funds. Costs associated with the regional operation of the MPO will be billed on a 54% West Virginia/46% Maryland ratio.

Section VI – Budget

Table A. Budget Summary

Expenditures:	
Labor Costs	$307,146
Operating Costs	$33,140
Capital Costs	$25,000
Consultant Services	$445,978
Total	$811,264

Table B. Revenue Summary

Revenue	FY 2025 Allocation
Maryland	
MD FHWA	$203,903
MD FTA (5305)	$74,429
MD DOT	$34,791
MD Local	$34,791
MD Subtotal	$347,914
WV - PL Allocation	
WV Consolidated PL Funds	$370,680
WV DOT	$46,335
WV Local - Region IX	$46,335
WV Subtotal	$463,350
MPO Total	**$811,264**

Additional Notes:

- Costs for Pennsylvania will be on a case-by-case basis.
- Local match contributions will be provided by Washington County (General Fund), Region 9 Planning and Development Council, WVDOT and in special cases, such as special studies, by Counties and Municipalities in the MPO's planning area.

Table C - Estimated Person Hours By Task						
	Position					
Task	Executive Director	Planner/ GIS Analyst	PT Admin Assistant	PT Planner	MD Transit Clerk	MPO Total
6010 - Short Range	80	80				**160**
6020 - TIP	175	300				**475**
6050 - Traffic Data	30	30				**60**
6051 - GIS	300	185				**485**
6100 - Long Range	200	200		25		**425**
6250 - Service	150	100				**250**
6300 - Air Quality/Conf.	20	20				**40**
6500 - Transit	200	250			1345	**1795**
6650 - Special Studies	600	700				**1300**
6990 - Administration	325	215	150	50		**740**
TOTAL	**2080**	**2080**	**150**	**75**	**1345**	**5730**

6051 - GIS	$10,826	$0	$1,353	$1,353	$13,532
6100 - LONG RANGE	$4,724	$5,600	$1,290	$1,290	$12,904
6250 - SERVICE	$6,093	$0	$762	$762	$7,617
6300 - AIR QUALITY/CONF.	$1,393	$0	$175	$175	$1,743
6500 - TRANSIT	$0	$55,441	$6,930	$6,930	$69,301
6650 - SPECIAL STUDIES	$147,275	$0	$18,409	$18,409	$184,093
6990 - ADMINISTRATION	$22,379	$6,868	$3,656	$3,656	$36,559
MD Subtotal	**$205,832**	**$74,309**	**$35,018**	**$35,018**	**$350,177**

TASK	WV CONSOL	WV DOT	WV LOCAL	WV TOTAL
6010 - SHORT RANGE	$5,082	$635	$635	$6,352
6020 - TIP	$19,018	$2,377	$2,377	$23,772
6050 - TRAFFIC DATA	$3,100	$388	$388	$3,876
6051 - GIS	$15,694	$1,962	$1,962	$19,618
6100 - LONG RANGE	$14,688	$1,836	$1,836	$18,360
6250 - SERVICE	$8,679	$1,085	$1,085	$10,849
6300 - AIR QUALITY/CONF.	$1,868	$233	$233	$2,334
6500 - TRANSIT	$14,220	$1,777	$1,777	$17,774
6650 - SPECIAL STUDIES	$263,534	$32,942	$32,942	$329,418
6990 - ADMINISTRATION	$22,986	$2,873	$2,873	$28,732
WV Subtotal	**$368,869**	**$46,108**	**$46,108**	**$461,085**

Table E
Work Task Cost Analysis

	MD FHWA	MD FTA	MDOT HWY	MD LOCAL	MD TOTAL	WV CONSOL	WV DOT HWY	WV LOCAL	WV TOTAL	MPO TOTAL
6010 - SHORT RANGE										
Direct	$1,723.76	$0.00	$215.47	$215.47	$2,154.69	$2,585.63	$323.20	$323.20	$3,232.04	$5,386.74
Fringe	$826.35	$0.00	$103.29	$103.29	$1,032.93	$1,239.52	$154.94	$154.94	$1,549.40	$2,582.33
Indirect	$306.58	$0.00	$38.32	$38.32	$383.23	$459.87	$57.48	$57.48	$574.84	$958.06
Other	$678.59	$0.00	$84.82	$84.82	$848.24	$796.61	$99.58	$99.58	$995.76	$1,844.00
Sub-Total	$3,535.27	$0.00	$441.91	$441.91	$4,419.09	$5,081.63	$635.20	$635.20	$6,352.04	$10,771.13
6020 - TIP										
Direct	$2,600.99	$2,191.92	$599.11	$599.11	$5,991.14	$7,189.37	$898.67	$898.67	$8,986.71	$14,977.85
Fringe	$1,246.88	$1,050.78	$287.21	$287.21	$2,872.08	$3,446.49	$430.81	$430.81	$4,308.12	$7,180.19
Indirect	$462.60	$389.85	$106.56	$106.56	$1,065.56	$1,278.67	$159.83	$159.83	$1,598.34	$2,663.90
Other	$3,283.94	$2,767.45	$756.42	$756.42	$7,564.24	$7,103.81	$887.98	$887.98	$8,879.76	$16,444.00
Sub-Total	$7,594.41	$6,400.00	$1,749.30	$1,749.30	$17,493.02	$19,018.34	$2,377.29	$2,377.29	$23,772.93	$41,265.94
6050 - TRAFFIC DATA										
Direct	$538.67	$0.00	$67.33	$67.33	$673.34	$1,077.35	$134.67	$134.67	$1,346.68	$2,020.03
Fringe	$258.23	$0.00	$32.28	$32.28	$322.79	$516.47	$64.56	$64.56	$645.58	$968.38
Indirect	$95.81	$0.00	$11.98	$11.98	$119.76	$191.61	$23.95	$23.95	$239.52	$359.27
Other	$1,120.19	$0.00	$140.02	$140.02	$1,400.24	$1,315.01	$164.38	$164.38	$1,643.76	$3,044.00
Sub-Total	$2,012.91	$0.00	$251.61	$251.61	$2,516.13	$3,100.43	$387.55	$387.55	$3,875.54	$6,391.68
6051 - GIS										
Direct	$5,523.66	$0.00	$690.46	$690.46	$6,904.58	$8,285.49	$1,035.69	$1,035.69	$10,356.87	$17,261.44
Fringe	$2,647.97	$0.00	$331.00	$331.00	$3,309.97	$3,971.96	$496.50	$496.50	$4,964.95	$8,274.92
Indirect	$982.42	$0.00	$122.80	$122.80	$1,228.02	$1,473.63	$184.20	$184.20	$1,842.03	$3,070.06
Other	$1,672.19	$0.00	$209.02	$209.02	$2,090.24	$1,963.01	$245.38	$245.38	$2,453.76	$4,544.00
Sub-Total	$10,826.25	$0.00	$1,353.28	$1,353.28	$13,532.81	$15,694.09	$1,961.76	$1,961.76	$19,617.61	$33,150.42
6100 - LONG RANGE										
Direct	$2,175.59	$2,579.15	$594.34	$594.34	$5,943.44	$7,132.12	$891.52	$891.52	$8,915.15	$14,858.59
Fringe	$1,078.74	$1,278.84	$294.70	$294.70	$2,946.97	$3,536.37	$442.05	$442.05	$4,420.46	$7,367.43
Indirect	$350.70	$415.75	$95.81	$95.81	$958.06	$1,149.68	$143.71	$143.71	$1,437.10	$2,395.16
Other	$1,118.74	$1,326.26	$305.62	$305.62	$3,056.24	$2,870.21	$358.78	$358.78	$3,587.76	$6,644.00
Sub-Total	$4,723.77	$5,600.00	$1,290.47	$1,290.47	$12,904.71	$14,688.37	$1,836.05	$1,836.05	$18,360.47	$31,265.18
6250 - SERVICE										
Direct	$2,823.16	$0.00	$352.90	$352.90	$3,528.95	$4,234.74	$529.34	$529.34	$5,293.43	$8,822.38
Fringe	$1,353.39	$0.00	$169.17	$169.17	$1,691.74	$2,030.08	$253.76	$253.76	$2,537.60	$4,229.34
Indirect	$502.12	$0.00	$62.76	$62.76	$627.65	$753.18	$94.15	$94.15	$941.47	$1,569.12
Other	$1,414.59	$0.00	$176.82	$176.82	$1,768.24	$1,660.61	$207.58	$207.58	$2,075.76	$3,844.00
Sub-Total	$6,093.26	$0.00	$761.66	$761.66	$7,616.58	$8,678.61	$1,084.83	$1,084.83	$10,848.26	$18,464.84
6300 - AIR QUALITY/CONF.										
Direct	$430.94	$0.00	$53.87	$53.87	$538.67	$646.41	$80.80	$80.80	$808.01	$1,346.68
Fringe	$206.59	$0.00	$25.82	$25.82	$258.23	$309.88	$38.74	$38.74	$387.35	$645.58
Indirect	$76.65	$0.00	$9.58	$9.58	$95.81	$114.97	$14.37	$14.37	$143.71	$239.52
Other	$678.59	$0.00	$84.82	$84.82	$848.24	$796.61	$99.58	$99.58	$995.76	$1,844.00
Sub-total	$1,392.76	$0.00	$174.10	$174.10	$1,740.95	$1,867.86	$233.48	$233.48	$2,334.83	$4,075.78
6500 - TRANSIT										
Direct	$0.00	$30,822.03	$3,852.75	$3,852.75	$38,527.54	$8,099.60	$1,012.45	$1,012.45	$10,124.49	$48,652.03
Fringe	$0.00	$23,282.74	$2,910.34	$2,910.34	$29,103.42	$3,882.85	$485.36	$485.36	$4,853.56	$33,956.98
Indirect	$0.00	$657.37	$82.17	$82.17	$821.71	$1,440.56	$180.07	$180.07	$1,800.71	$2,622.42
Other	$0.00	$678.59	$84.82	$84.82	$848.24	$796.61	$99.58	$99.58	$995.76	$1,844.00
Sub-Total	$0.00	$55,440.73	$6,930.09	$6,930.09	$69,300.91	$14,219.61	$1,777.45	$1,777.45	$17,774.52	$87,075.43
6650-SPECIAL STUDIES										
Direct	$13,745.92	$0.00	$1,718.24	$1,718.24	$17,182.40	$20,618.88	$2,577.36	$2,577.36	$25,773.60	$42,956.00
Fringe	$6,589.62	$0.00	$823.70	$823.70	$8,237.03	$9,884.43	$1,235.55	$1,235.55	$12,355.54	$20,592.57
Indirect	$2,444.80	$0.00	$305.60	$305.60	$3,056.00	$3,667.20	$458.40	$458.40	$4,584.00	$7,640.00
Other	$124,494.59	$0.00	$15,561.82	$15,561.82	$155,618.24	$229,363.01	$28,670.38	$28,670.38	$286,703.76	$442,322.00
Sub-Total	$147,274.94	$0.00	$18,409.37	$18,409.37	$184,093.67	$263,533.52	$32,941.69	$32,941.69	$329,416.90	$513,510.57
6990 - ADMINISTRATION										
Direct	$6,420.90	$1,970.52	$1,048.93	$1,048.93	$10,489.27	$12,638.24	$1,579.78	$1,579.78	$15,797.80	$26,287.07
Fringe	$3,388.32	$1,039.85	$553.52	$553.52	$5,535.21	$6,666.75	$833.34	$833.34	$8,333.44	$13,868.65
Indirect	$827.81	$254.05	$135.23	$135.23	$1,352.33	$1,631.88	$203.99	$203.99	$2,039.85	$3,392.18
Other	$11,742.21	$3,603.58	$1,918.22	$1,918.22	$19,182.24	$2,049.41	$256.18	$256.18	$2,561.76	$21,744.00
Sub-Total	$22,379.24	$6,868.00	$3,655.90	$3,655.90	$36,559.05	$22,986.28	$2,873.29	$2,873.29	$28,732.85	$65,291.90
TOTAL	**$205,832.81**	**$74,308.73**	**$35,017.69**	**$35,017.69**	**$350,176.92**	**$368,868.76**	**$46,108.60**	**$46,108.60**	**$461,085.95**	**$811,262.88**

Section VII – Public Participation Process

HEPMPO understands the importance of the public participation process and is committed to providing easy access to the Unified Planning Work Program and timely notice of upcoming events and decision-making meetings of its governing board (Interstate Council). The UPWP provides key information that the public will need to make more informed contributions to the metropolitan transportation planning process.

In accordance with the approved Public Participation Plan, a review and comment period of at least 30 days will be open prior to Interstate Council consideration of a new UPWP. The Interstate Council will review all comments received prior to adoption.

In addition, revisions to the UPWP will have a minimum 14-day public comment period prior to Interstate Council meeting where said revisions will be considered.

Invoice Summary

	Amount Programmed FY 2024	Invoice 1	Invoice 2	Invoice 3	Invoice 4	Year total	Percent Expended	Unused funds
Total MPO Expense:	$646,192.00	$72,590.04	$139,865.33	$128,521.11		$340,976.48		
Maryland Expense:	$342,129.00	$38,303.62	$69,780.22	$65,297.19		$173,381.03		
West Virginia Expense:	$304,063.00	$34,286.43	$70,085.11	$63,223.92		$167,595.46		
MD Breakdown:								
MD FHWA Funds (80%)	$200,076.00	$16,990.48	$44,459.60	$40,506.30		$101,956.38		$98,119.62
MD FTA (80%)	$73,628.00	$13,652.42	$11,364.58	$11,731.45		$36,748.45		$36,879.55
MD DOT Matching Funds (10%)	$34,213.00	$3,830.36	$6,978.02	$6,529.72		$17,338.10		$16,874.90
Local Share (10%)	$34,213.00	$3,830.36	$6,978.02	$6,529.72		$17,338.10		$16,874.90
MD Total	**$342,130.00**	**$38,303.62**	**$69,780.22**	**$65,297.19**	**$0.00**	**$173,381.03**	**50.7%**	**$168,748.97**
WV Breakdown:								
NEW PLANNING FUNDS								
WV Fed Consolidated PL Funds (80%)	$243,250.00	$27,429.15	$56,068.09	$50,579.14	$0.00	$134,076.37		$109,173.63
WV DOT Matching Funds (10%)	$30,406.00	$3,428.64	$7,008.51	$6,322.39	$0.00	$16,759.55		$13,646.45
Region IX Local (10%)	$30,406.00	$3,428.64	$7,008.51	$6,322.39	$0.00	$16,759.55		$13,646.45
Regular Planning Subtotal	**$304,062.00**	**$34,286.43**	**$70,085.11**	**$63,223.92**	**$0.00**	**$167,595.46**	**55.1%**	**$136,466.54**

Cost Summary Anaylsis

		Short Range (6010)	TIP (6020)	Traffic Data (6050)	GIS (6051)	Long Range (6100)	Service (6250)	AQ Conf (6300)	Transit (6500)	Sp. Studies (6650)	Admin. (6990)	Total
Current Invoice Expenditures												
	MD	$1,093.83	$3,973.53	$938.08	$3,377.32	$518.58	$222.25	$67.98	$14,664.31	$32,930.02	$7,511.29	$65,297.19
	WV	$965.70	$4,801.53	$1,232.33	$4,682.05	$814.91	$2,001.13	$22.66	$3,310.22	$36,134.06	$9,259.33	$63,223.92
	Total Invoice	**$2,059.53**	**$8,775.06**	**$2,170.41**	**$8,059.37**	**$1,333.49**	**$2,223.38**	**$90.64**	**$17,974.53**	**$69,064.08**	**$16,770.62**	**$128,521.11**
Year-to-Date Expenditures												
Invoice #1	MD	$358.22	$2,178.86	$296.33	$3,044.39	$814.91	$557.80	$0.00	$17,065.52	$6,779.03	$7,208.56	$38,303.62
	WV	$625.79	$2,890.43	$222.25	$5,931.03	$1,555.74	$1,513.04	$238.81	$4,244.58	$7,890.27	$9,174.49	$34,286.43
Invoice #2	MD	$96.74	$3,468.10	$0.00	$1,866.90	$740.83	$74.08	$0.00	$14,205.72	$42,644.37	$6,683.48	$69,780.22
	WV	$290.23	$3,576.71	$74.08	$2,840.44	$1,926.16	$563.90	$0.00	$4,110.35	$48,515.09	$8,188.15	$70,085.11
Invoice #3	MD	$1,093.83	$3,973.53	$938.08	$3,377.32	$518.58	$222.25	$67.98	$14,664.31	$32,930.02	$7,511.29	$65,297.19
	WV	$965.70	$4,801.53	$1,232.33	$4,682.05	$814.91	$2,001.13	$22.66	$3,310.22	$36,134.06	$9,259.33	$63,223.92
Invoice #4	MD											
	WV											
YTD Subtotal	**MD**	$1,548.79	$9,620.49	$1,234.41	$8,288.61	$2,074.32	$854.13	**$67.98**	$45,935.55	$82,353.42	$21,403.33	**$173,381.03**
	WV	$1,881.72	$11,268.67	$1,528.66	$13,453.52	$4,296.81	$4,078.07	**$261.47**	$11,665.15	$92,539.42	$26,621.97	**$167,595.46**
FY 2024 BUDGET												
	MD	$4,756.00	$17,616.00	$2,960.00	$15,146.00	$11,301.00	$7,436.00	$2,168.00	$67,450.00	$194,472.00	$18,824.00	$342,129.00
	WV	$6,590.00	$23,360.00	$4,195.00	$21,015.00	$16,208.00	$10,410.00	$2,708.00	$17,625.00	$175,298.00	$26,654.00	$304,063.00
	Overall	**$11,346.00**	**$40,976.00**	**$7,155.00**	**$36,161.00**	**$27,509.00**	**$17,846.00**	**$4,876.00**	**$85,075.00**	**$369,770.00**	**$45,478.00**	**$646,192.00**
Remaining Budget (+/-)												
	MD	$3,207.21	$7,995.51	$1,725.59	$6,857.39	$9,226.68	$6,581.87	$2,100.02	$21,514.45	$112,118.58	($2,579.33)	$168,747.97
	WV	$4,708.28	$12,091.33	$2,666.34	$7,561.48	$11,911.19	$6,331.93	$2,446.53	$5,959.85	$82,758.58	$32.03	$136,467.54
	Overall	**$7,915.49**	**$20,086.84**	**$4,391.93**	**$14,418.87**	**$21,137.87**	**$12,913.80**	**$4,546.55**	**$27,474.30**	**$194,877.16**	**($2,547.30)**	**$305,215.51**