

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



HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

33 West Washington Street
4th Floor, Suite #402
Hagerstown, MD 21740
Website: www.hepmo.net
Email: mmullenax@hepmo.net

FY 2025 – 2028 Transportation Improvement Program (TIP)

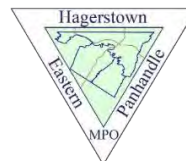
Revision History

Adopted:
May 15, 2024

Revised:
August 21, 2024

Revised:
October 16, 2024

Revised:
January 15, 2025



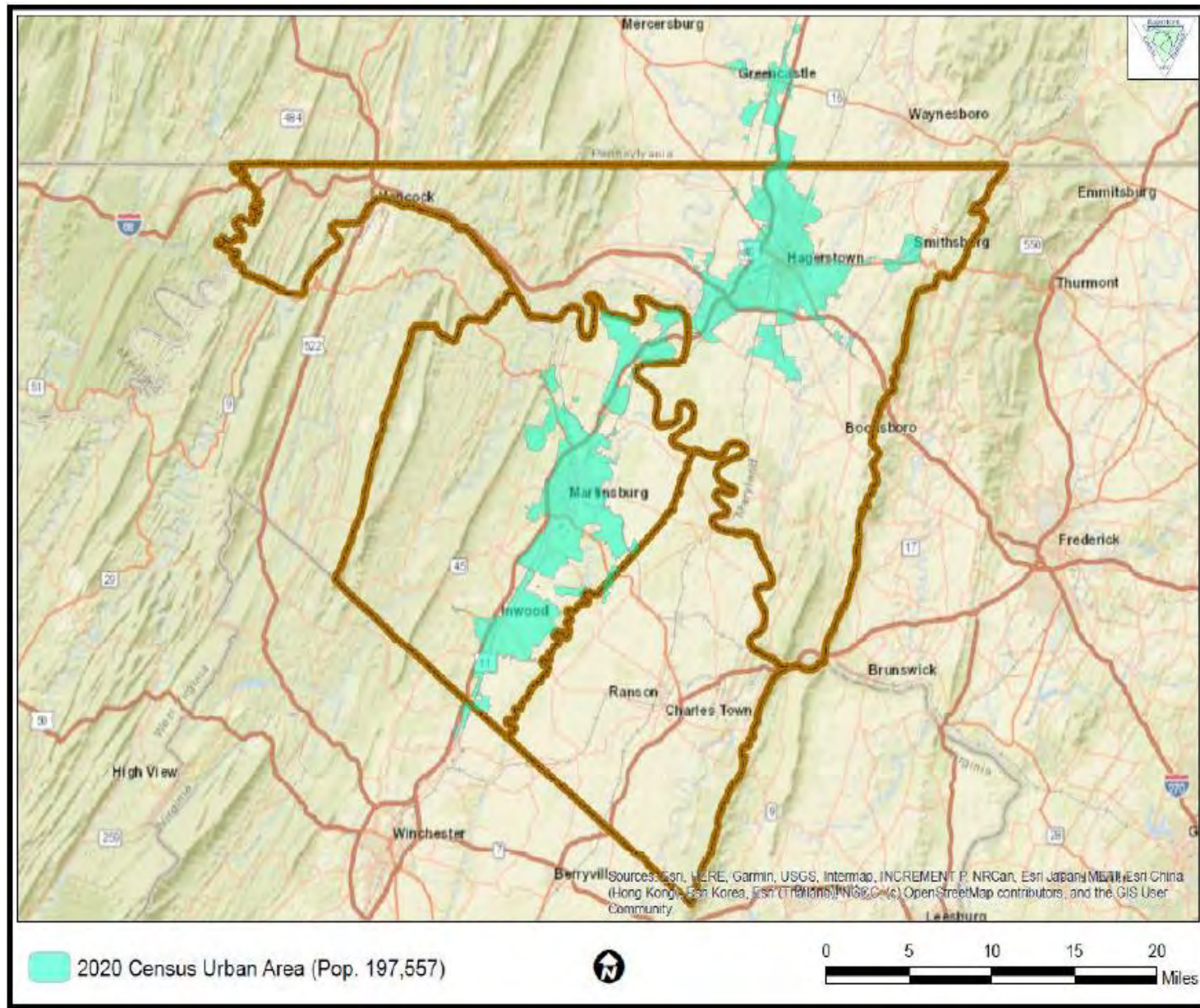


Figure 1 – The Hagerstown MD--WV--PA--VA urban area (UA) and the metropolitan planning area that is served by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

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). HEPMPPO 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 HEPMPPO. HEPMPPO 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 HEPMPPO 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 was introduced. 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, HEPMPPO 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 objectives 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. The primary purpose of the current TIP is to provide information on 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 (page 21).

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 ¼ 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	PE - \$385.0	PE - \$308.0
		CON -- FY2025	CON - \$2,503.3	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 - \$257.6	PE - \$206.1
		PE – FY 2025	PE - \$50.0	PE - \$0.0
		PE - FY 2026	PE- \$250.0	PE - \$200.0
		CON – FY 2025	CON - \$2,707.0	CON- \$2,165.6
Roxbury Rd. Bridge (W5372)	Replace two lane bridge	PE-FY 2015	PE - \$881.0	PE - \$480.0
		PE-FY 2022	PE - \$85.2	PE - \$68.1
		CON – FY 2025	CON - \$2,425.9	CON - \$1,940.7
Gardenhour Rd Bridge	Replace two lane bridge	PE – FY 2024	PE - \$750.0	PE – 600.0
		CON – FY 2026	CON - \$1,900.0	CON - \$1,520.0
Halfway Boulevard Bridges (W0912)	Repair Bridges	PE – FY 2018	PE - \$235.0	PE - \$188.0
		PE – FY 2022	PE - \$345.0	PE - \$276.0
		CON – FY 2025	CON - \$2,425.9	CON - \$3,987.2
		CON – FY 2026	CON - \$250.0	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	PE - \$150.0	PE - \$0.0
		CON – FY2031	CON - \$10,303.0	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
B2021-19	Nichols Overhead	Bridge Program	G	PM2
B2022-01	WV 9 at WV 901 LTL/Traffic Signal	Traffic Program	NG	PM1
B2023-13	I-81 Signing	Traffic Program	G	PM1
B2023-15	Sewage Treatment Plant Bridge	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
B2024-10	I-81 Welcome Centers & Overnight Truck Parking	Localized Mobility	G	PM3
B2024-12	US 11 @ Hatchery Rd Improvements	Bridge Program	G	PM2
B2025-01	Roadway Striping (D5)	Pavement Program	G	PM2
B2025-02	D-5 Recall Striping	Pavement Program	G	PM2
B2025-03	SF BR Inspect -D5	Bridge Program	G	PM2
B2025-04	Winchester Ave RRFB	Traffic Program	G	PM1
B2025-05	WV 9 Ridge Rd Roundabout	Localized Mobility	NG	PM3
B2025-06	WV 9 School House Dr I/S Improvement	Localized Mobility	NG	PM3
B2025-07	WV 9 CO 1 Roundabout +1	Localized Mobility	NG	PM3
B2025-08	Norman & Carrie G Silver Memorial Bridge	Bridge Program	G	PM2
B2025-09	2025 D5 RDWY DEPART	Traffic Program	G	PM1
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

J2023-01	Ranson & Charles Town +1	Pavement Program	G	PM2
J2023-03	Fifth Avenue Streetscape	Community Development	G	PM3
J2023-05	US 340 Signing	Traffic Program	G	PM1
J2024-03	Ranson (N. Mildred)	Pavement Program	G	PM2
J2024-06	Hillside Dr Roundabout	Localized Mobility	NG	PM3
J2024-11	Flowing Springs Road	Pavement Program	G	PM2
J2025-01	Congress-Lawrence I/S	Community Development	NG	PM3
J2025-02	Charles Town Augustine Ave Phase II	Community Development	G	PM3
J2025-03	VRU Eastern Panhandle +2	Community Development	G	PM1
J2025-04	Flowing Springs/WV 9 Connector Traffic Signal	Traffic Program	NG	PM1
J2025-05	Blair Road Realignment	Traffic Program	G	PM1
J2025-06	Leetown Rd Intersection Improvement	Traffic Program	NG	PM3

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
WVT2025-01	Operating Assistance - Section 5307	Transit Program	G	Transit
WVT2025-02	Capital Assistance - Preventative Maintenance	Transit Program	G	Transit
WVT2025-03	Capital Assistance - Miscellaneous Equipment	Transit Program	G	Transit
WVT2025-04	Capital Assistance - Section 5339 Bus Replacement	Transit Program	G	Transit
WVT2025-05	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 county 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	2024 Targets	2024 Actual	2025 Targets
Rolling Stock	12-Year / 500K Miles	95%	92%	93%
	10-Year / 350K Miles	89%	92%	93%
	7-Year / 200K Miles	75%	70%	72%
	5-Year / 150K Miles	73%	71%	73%
	4-Year / 100K Miles	79%	63%	65%
Facility	Admin, Maintenance, Storage	75%	70%	72%
	Transfer Center	100%	100%	100%
Equipment	Support Vehicles	40%	67%	69%
	Maintenance-Equipment	35%	41%	43%

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

⁷ West Virginia DPT TAM FY 2025 Targets adopted January 15, 2025.

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

	2021	2022	2023	2024	2025
Fatalities	420.6	466.6	485.9	490.9	487.9
Serious Injuries	2,905.8	2,263.9	2,323.8	2,146.3	2,047.7
Fatality Rate	0.742	0.774	0.809	0.827	0.819
Serious Injury Rate	5.075	3.815	3.815	3.590	3.411
Non-motorized Fatalities and Serious Injuries	467.7	554.7	554.7	597.3	581.1

West Virginia Highway Safety Targets ⁹

	2021	2022	2023	2024	2025
Fatalities	270.4	271.6	262.1	262.7	259.2
Serious Injuries	959.3	882.2	854.8	791.2	784.7
Fatality Rate	1.585	1.686	1.692	1.682	1.542
Serious Injury Rate	6.002	6.213	5.972	5.030	4.661
Non-motorized Fatalities and Serious Injuries	86.1	81.6	76.3	86.0	82.6

⁸ Maryland Highway Safety Targets for FY 2025 adopted January 15, 2025.

⁹ West Virginia Highway Safety Targets for FY 2025 adopted January 15, 2025.

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%	74.0%	70.0%
Pavements in Poor Condition on Interstate (%)	0.4%	4.0%	4.0%
Pavements in Good Condition on non-Interstate NHS (%)	46.5%	46.0%	45.0%
Pavements in Poor Condition on non-Interstate NHS (%)	0.9%	5.0%	5.0%
Bridges in Good Condition on NHS (%)	10.1%	11.5%	12.0%
Bridges in Poor Condition on NHS (%)	14.0%	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, revised on January 15, 2025.

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.

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 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.

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 Act 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 or 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.



Transportation Improvement Program - FY 2025-2028

Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
5307	\$6,545,813	\$5,847,206	\$1,392,541	\$1,392,541	\$1,233,541	\$0	\$16,411,642
5310	\$2,269,780	\$32,000	\$2,193,780	\$32,000	\$0	\$0	\$4,527,560
5339	\$1,742,475	\$10,139,268	\$405,072	\$720,000	\$168,000	\$0	\$13,174,815
ARC	\$3,800,000	\$1,000,000	\$0	\$0	\$0	\$0	\$4,800,000
CDS	\$0	\$543,000	\$0	\$0	\$0	\$0	\$543,000
CMAQ	\$80,000	\$5,630,000	\$2,648,000	\$5,000,000	\$7,500,000	\$0	\$20,858,000
CRP <5K POP	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
CRP 50-200K POP	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
CRP 5k-49,999	\$0	\$399,027	\$0	\$0	\$0	\$0	\$399,027
CRP-FLEX	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
EMRK	\$355,680	\$0	\$0	\$0	\$0	\$0	\$355,680
FA	\$11,075,400	\$10,024,520	\$1,920,000	\$0	\$0	\$0	\$23,019,920
FAA BIL-ATP	\$0	\$5,250,000	\$0	\$0	\$0	\$0	\$5,250,000
FED	\$162,003,000	\$41,392,000	\$9,360,000	\$0	\$0	\$0	\$212,755,000
FLAP	\$2,032,443	\$1,000,000	\$0	\$0	\$0	\$0	\$3,032,443
FLTP	\$10,877,316	\$700,004	\$0	\$0	\$0	\$0	\$11,577,320
HSIP	\$2,176,700	\$322,035	\$0	\$0	\$0	\$0	\$2,498,735
HWI-BR	\$639,840	\$456,000	\$520,000	\$0	\$739,656	\$8,789,464	\$11,144,960
HWI-OFF	\$324,000	\$370,000	\$125,000	\$0	\$0	\$0	\$819,000
NEVI	\$19,000	\$369,000	\$286,000	\$355,000	\$205,000	\$0	\$1,234,000
NHPP	\$68,439,000	\$59,312,003	\$9,186,000	\$0	\$0	\$0	\$136,937,003
NPS	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
NRT	\$64,000	\$850,400	\$0	\$0	\$0	\$0	\$914,400
RAISE	\$0	\$10,322,107	\$0	\$0	\$0	\$0	\$10,322,107
RHCH	\$0	\$300,000	\$2,550,000	\$0	\$0	\$0	\$2,850,000
SS4A	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
STATE_MD_MTA	\$916,403	\$374,455	\$402,955	\$442,321	\$373,321	\$0	\$2,509,455
STBG	\$4,723,225	\$4,121,000	\$5,622,000	\$3,989,000	\$0	\$0	\$18,455,225
STBG (TC)	\$3,000	\$0	\$5,000	\$0	\$0	\$0	\$8,000
STBG <5K POP	\$1,471,374	\$1,272,000	\$732,000	\$0	\$0	\$0	\$3,475,374
STBG 5-50K POP	\$0	\$379,200	\$0	\$0	\$0	\$0	\$379,200
STBG 50-200K	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
STBG-FLEX	\$4,357,586	\$3,030,716	\$1,261,437	\$1,296,349	\$1,286,972	\$0	\$11,233,060



Transportation Improvement Program - FY 2025-2028

Total Costs by Federal and Matching Funds cont.

Fund Type	Prior	2025	2026	2027	2028	Future	Total
STBG-OFF	\$1,280,000	\$340,000	\$360,000	\$360,000	\$360,000	\$0	\$2,700,000
STP	\$441,862	\$0	\$0	\$0	\$0	\$0	\$441,862
TAP	\$790,206	\$2,252,029	\$0	\$0	\$0	\$0	\$3,042,235
Federal Subtotal	\$286,718,103	\$166,237,970	\$43,169,785	\$13,587,211	\$11,866,490	\$8,789,464	\$530,369,023
LOCAL	\$504,485	\$778,715	\$0	\$0	\$0	\$0	\$1,283,200
LOCAL_EPTA	\$2,868,945	\$6,071,697	\$167,000	\$167,000	\$0	\$0	\$9,274,642
LOCAL_Hag	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
LOCAL_WashCo	\$13,383,620	\$4,769,680	\$1,775,000	\$1,446,000	\$1,671,000	\$0	\$23,045,300
Local_WashCo(HGR)	\$0	\$155,505	\$0	\$0	\$0	\$0	\$155,505
LOCAL_WCT	\$2,229,956	\$753,354	\$988,449	\$746,220	\$677,220	\$0	\$5,395,199
PRIVATE	\$0	\$92,000	\$65,000	\$89,000	\$51,000	\$0	\$297,000
STATE	\$195,000	\$0	\$0	\$0	\$0	\$0	\$195,000
State_MD_MAA	\$0	\$0	\$120,811	\$0	\$0	\$0	\$120,811
STATE_MD_SHA	\$48,029,000	\$11,508,004	\$5,480,000	\$997,000	\$0	\$0	\$66,014,004
STATE_WV	\$3,986,317	\$5,323,604	\$1,930,387	\$845,378	\$1,026,274	\$1,672,366	\$14,784,326
Non-Federal Subtotal	\$71,197,323	\$29,492,559	\$10,526,647	\$4,290,598	\$3,425,494	\$1,672,366	\$120,604,987
Grand Total	\$357,915,426	\$195,730,529	\$53,696,432	\$17,877,809	\$15,291,984	\$10,461,830	\$650,974,010



Transportation Improvement Program - FY 2025-2028

Berkeley County Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
CMAQ	\$80,000	\$5,630,000	\$1,500,000	\$5,000,000	\$7,500,000	\$0	\$19,710,000
CRP 50-200K POP	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
CRP-FLEX	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
HWI-BR	\$639,840	\$456,000	\$520,000	\$0	\$739,656	\$8,789,464	\$11,144,960
HWI-OFF	\$324,000	\$370,000	\$125,000	\$0	\$0	\$0	\$819,000
NHPP	\$1,580,000	\$21,200,000	\$0	\$0	\$0	\$0	\$22,780,000
STBG <5K POP	\$0	\$72,000	\$732,000	\$0	\$0	\$0	\$804,000
STBG 50-200K	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
STBG-FLEX	\$63,200	\$80,000	\$0	\$0	\$0	\$0	\$143,200
STBG-OFF	\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000
Federal Subtotal	\$3,007,040	\$27,858,000	\$7,077,000	\$5,000,000	\$8,239,656	\$8,789,464	\$59,971,160
STATE	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
STATE_WV	\$246,760	\$2,512,000	\$813,000	\$0	\$184,914	\$1,672,366	\$5,429,040
Non-Federal Subtotal	\$251,760	\$2,512,000	\$813,000	\$0	\$184,914	\$1,672,366	\$5,434,040
Grand Total	\$3,258,800	\$30,370,000	\$7,890,000	\$5,000,000	\$8,424,570	\$10,461,830	\$65,405,200



Transportation Improvement Program - FY 2025-2028

Berkeley-Jefferson Regional Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
HSIP	\$2,176,700	\$322,035	\$0	\$0	\$0	\$0	\$2,498,735
STBG	\$4,499,225	\$0	\$0	\$0	\$0	\$0	\$4,499,225
STBG <5K POP	\$818,964	\$0	\$0	\$0	\$0	\$0	\$818,964
STBG-FLEX	\$4,238,386	\$2,554,716	\$1,261,437	\$1,296,349	\$1,286,972	\$0	\$10,637,860
STBG-OFF	\$960,000	\$340,000	\$360,000	\$360,000	\$360,000	\$0	\$2,380,000
STP	\$441,862	\$0	\$0	\$0	\$0	\$0	\$441,862
Federal Subtotal	\$13,135,137	\$3,216,751	\$1,621,437	\$1,656,349	\$1,646,972	\$0	\$21,276,646
STATE_WV	\$3,512,454	\$1,172,804	\$830,387	\$845,378	\$841,360	\$0	\$7,202,383
Non-Federal Subtotal	\$3,512,454	\$1,172,804	\$830,387	\$845,378	\$841,360	\$0	\$7,202,383
Grand Total	\$16,647,591	\$4,389,555	\$2,451,824	\$2,501,727	\$2,488,332	\$0	\$28,479,029



Transportation Improvement Program - FY 2025-2028

Jefferson County Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
CDS	\$0	\$543,000	\$0	\$0	\$0	\$0	\$543,000
CMAQ	\$0	\$0	\$1,148,000	\$0	\$0	\$0	\$1,148,000
CRP <5K POP	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
CRP 5k-49,999	\$0	\$399,027	\$0	\$0	\$0	\$0	\$399,027
FLAP	\$351,443	\$0	\$0	\$0	\$0	\$0	\$351,443
NHPP	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
NRT	\$64,000	\$850,400	\$0	\$0	\$0	\$0	\$914,400
RHCH	\$0	\$300,000	\$2,550,000	\$0	\$0	\$0	\$2,850,000
STBG <5K POP	\$652,410	\$1,200,000	\$0	\$0	\$0	\$0	\$1,852,410
STBG 5-50K POP	\$0	\$379,200	\$0	\$0	\$0	\$0	\$379,200
STBG-FLEX	\$56,000	\$396,000	\$0	\$0	\$0	\$0	\$452,000
TAP	\$790,206	\$2,252,029	\$0	\$0	\$0	\$0	\$3,042,235
Federal Subtotal	\$2,114,059	\$8,319,656	\$3,698,000	\$0	\$0	\$0	\$14,131,715
LOCAL	\$299,485	\$778,715	\$0	\$0	\$0	\$0	\$1,078,200
STATE_WV	\$227,103	\$1,638,800	\$287,000	\$0	\$0	\$0	\$2,152,903
Non-Federal Subtotal	\$526,588	\$2,417,515	\$287,000	\$0	\$0	\$0	\$3,231,103
Grand Total	\$2,640,647	\$10,737,171	\$3,985,000	\$0	\$0	\$0	\$17,362,818



Transportation Improvement Program - FY 2025-2028

MD Transit Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
5307	\$3,360,623	\$1,213,541	\$1,233,541	\$1,233,541	\$1,233,541	\$0	\$8,274,787
5310	\$2,161,780	\$0	\$2,161,780	\$0	\$0	\$0	\$4,323,560
5339	\$778,944	\$477,072	\$405,072	\$720,000	\$168,000	\$0	\$2,549,088
STATE_MD_MTA	\$916,403	\$374,455	\$402,955	\$442,321	\$373,321	\$0	\$2,509,455
Federal Subtotal	\$7,217,750	\$2,065,068	\$4,203,348	\$2,395,862	\$1,774,862	\$0	\$17,656,890
LOCAL_WCT	\$2,229,956	\$753,354	\$988,449	\$746,220	\$677,220	\$0	\$5,395,199
Non-Federal Subtotal	\$2,229,956	\$753,354	\$988,449	\$746,220	\$677,220	\$0	\$5,395,199
Grand Total	\$9,447,706	\$2,818,422	\$5,191,797	\$3,142,082	\$2,452,082	\$0	\$23,052,089



Transportation Improvement Program - FY 2025-2028

Washington County Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
ARC	\$3,800,000	\$1,000,000	\$0	\$0	\$0	\$0	\$4,800,000
EMRK	\$355,680	\$0	\$0	\$0	\$0	\$0	\$355,680
FA	\$11,075,400	\$10,024,520	\$1,920,000	\$0	\$0	\$0	\$23,019,920
FAA BIL-ATP	\$0	\$5,250,000	\$0	\$0	\$0	\$0	\$5,250,000
FED	\$162,003,000	\$41,392,000	\$9,360,000	\$0	\$0	\$0	\$212,755,000
FLAP	\$1,681,000	\$0	\$0	\$0	\$0	\$0	\$1,681,000
FLTP	\$9,227,316	\$700,004	\$0	\$0	\$0	\$0	\$9,927,320
NEVI	\$19,000	\$369,000	\$286,000	\$355,000	\$205,000	\$0	\$1,234,000
NHPP	\$66,859,000	\$36,112,003	\$9,186,000	\$0	\$0	\$0	\$112,157,003
NPS	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
SS4A	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
STBG	\$224,000	\$4,121,000	\$5,622,000	\$3,989,000	\$0	\$0	\$13,956,000
STBG (TC)	\$3,000	\$0	\$5,000	\$0	\$0	\$0	\$8,000
Federal Subtotal	\$255,337,396	\$99,128,527	\$26,379,000	\$4,344,000	\$205,000	\$0	\$385,393,923
LOCAL	\$205,000	\$0	\$0	\$0	\$0	\$0	\$205,000
LOCAL_Hag	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
LOCAL_WashCo	\$13,383,620	\$4,769,680	\$1,775,000	\$1,446,000	\$1,671,000	\$0	\$23,045,300
Local_WashCo(HGR)	\$0	\$155,505	\$0	\$0	\$0	\$0	\$155,505
PRIVATE	\$0	\$92,000	\$65,000	\$89,000	\$51,000	\$0	\$297,000
STATE	\$190,000	\$0	\$0	\$0	\$0	\$0	\$190,000
State_MD_MAA	\$0	\$0	\$120,811	\$0	\$0	\$0	\$120,811
STATE_MD_SHA	\$48,029,000	\$11,508,004	\$5,480,000	\$997,000	\$0	\$0	\$66,014,004
Non-Federal Subtotal	\$61,807,620	\$16,565,189	\$7,440,811	\$2,532,000	\$1,722,000	\$0	\$90,067,620
Grand Total	\$317,145,016	\$115,693,716	\$33,819,811	\$6,876,000	\$1,927,000	\$0	\$475,461,543



Transportation Improvement Program - FY 2025-2028

WV Transit Total Costs by Federal and Matching Funds

Fund Type	Prior	2025	2026	2027	2028	Future	Total
5307	\$3,185,190	\$4,633,665	\$159,000	\$159,000	\$0	\$0	\$8,136,855
5310	\$108,000	\$32,000	\$32,000	\$32,000	\$0	\$0	\$204,000
5339	\$963,531	\$9,662,196	\$0	\$0	\$0	\$0	\$10,625,727
FLAP	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
FLTP	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$1,650,000
RAISE	\$0	\$10,322,107	\$0	\$0	\$0	\$0	\$10,322,107
Federal Subtotal	\$5,906,721	\$25,649,968	\$191,000	\$191,000	\$0	\$0	\$31,938,689
LOCAL_EPTA	\$2,868,945	\$6,071,697	\$167,000	\$167,000	\$0	\$0	\$9,274,642
Non-Federal Subtotal	\$2,868,945	\$6,071,697	\$167,000	\$167,000	\$0	\$0	\$9,274,642
Grand Total	\$8,775,666	\$31,721,665	\$358,000	\$358,000	\$0	\$0	\$41,213,331

B2021-19 - Nichols Overhead



StateID
S302 11 01469 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Principal Arterial

Groupable
True

Description
Clean and paint bridge

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-BR	\$28,800	-	-	-	-	-	\$28,800
ENG	STATE_WV	\$8,000	-	-	-	-	-	\$8,000
ENG	STBG-FLEX	\$3,200	-	-	-	-	-	\$3,200
Total ENG		\$40,000	-	-	-	-	-	\$40,000
ROW	HWI-BR	\$8,000	-	-	-	-	-	\$8,000
ROW	STATE_WV	\$2,000	-	-	-	-	-	\$2,000
Total ROW		\$10,000	-	-	-	-	-	\$10,000
CON	HWI-BR	-	\$256,000	-	-	-	-	\$256,000
CON	STATE_WV	-	\$64,000	-	-	-	-	\$64,000
Total CON		-	\$320,000	-	-	-	-	\$320,000
Total Prior Costs		\$50,000	-	-	-	-	-	\$50,000
Total Programmed		\$50,000	\$320,000	-	-	-	-	\$370,000

B2022-01 - WV 9 at WV 901 LTL/Traffic Signal



StateID
U302 9 00613 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM1 - Safety

Functional Classification
Principal Arterial

Groupable
False

Description

Construct left turn lane and traffic signal renovation.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	CMAQ	\$20,000	-	-	-	-	-	\$20,000
ENG	STATE	\$5,000	-	-	-	-	-	\$5,000
Total ENG		\$25,000	-	-	-	-	-	\$25,000
ROW	CMAQ	\$60,000	-	-	-	-	-	\$60,000
ROW	STATE_WV	\$15,000	-	-	-	-	-	\$15,000
Total ROW		\$75,000	-	-	-	-	-	\$75,000
CON	CMAQ	-	\$1,700,000	-	-	-	-	\$1,700,000
Total CON		-	\$1,700,000	-	-	-	-	\$1,700,000
Total Prior Costs		\$100,000	-	-	-	-	-	\$100,000
Total Programmed		\$100,000	\$1,700,000	-	-	-	-	\$1,800,000

B2023-13 - I-81 Signing



StateID
U30281000000

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM1 - Safety

Functional Classification
Interstates

Groupable
True

Description
Renovate signing

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	NHPP	\$500,000	-	-	-	-	-	\$500,000
Total ENG		\$500,000	-	-	-	-	-	\$500,000
CON	NHPP	-	\$5,000,000	-	-	-	-	\$5,000,000
Total CON		-	\$5,000,000	-	-	-	-	\$5,000,000
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Programmed		\$500,000	\$5,000,000	-	-	-	-	\$5,500,000

B2023-15 - Sewage Treatment Plant Bridge



StateID
S302STPB0100

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
NA

Groupable
True

Description
Bridge Repair

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-OFF	\$300,000	-	-	-	-	-	\$300,000
Total ENG		\$300,000	-	-	-	-	-	\$300,000
ROW	HWI-OFF	-	\$10,000	-	-	-	-	\$10,000
Total ROW		-	\$10,000	-	-	-	-	\$10,000
CON	HWI-OFF	-	-	\$125,000	-	-	-	\$125,000
Total CON		-	-	\$125,000	-	-	-	\$125,000
Total Prior Costs		\$300,000	-	-	-	-	-	\$300,000
Total Programmed		\$300,000	\$10,000	\$125,000	-	-	-	\$435,000

B2024-02 - Butts Mill Bridge



StateID
S 302 23 204 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Local

Groupable
True

Description
Bridge Repair

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	\$80,000	-	-	-	-	-	\$80,000
ENG	STBG-OFF	\$320,000	-	-	-	-	-	\$320,000
Total ENG		\$400,000	-	-	-	-	-	\$400,000
ROW	HWI-OFF	\$24,000	-	-	-	-	-	\$24,000
ROW	STATE_WV	\$6,000	-	-	-	-	-	\$6,000
Total ROW		\$30,000	-	-	-	-	-	\$30,000
CON	HWI-BR	-	-	-	-	\$720,000	-	\$720,000
CON	STATE_WV	-	-	-	-	\$180,000	-	\$180,000
Total CON		-	-	-	-	\$900,000	-	\$900,000
Total Prior Costs		\$430,000	-	-	-	-	-	\$430,000
Total Programmed		\$430,000	-	-	-	\$900,000	-	\$1,330,000

B2024-04 - Bunker Hill Mill



StateID
S 302 26 504 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Local

Groupable
True

Description
Bridge Replacement

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-BR	-	-	-	-	-	\$832,000	\$832,000
ENG	STATE_WV	-	-	-	-	-	\$208,000	\$208,000
Total ENG		-	-	-	-	-	\$1,040,000	\$1,040,000
ROW	HWI-BR	-	-	-	-	-	\$240,000	\$240,000
ROW	STATE_WV	-	-	-	-	-	\$60,000	\$60,000
Total ROW		-	-	-	-	-	\$300,000	\$300,000
CON	HWI-BR	-	-	-	-	-	\$5,536,000	\$5,536,000
CON	STATE_WV	-	-	-	-	-	\$1,384,000	\$1,384,000
Total CON		-	-	-	-	-	\$6,920,000	\$6,920,000
Total Future Costs		-	-	-	-	-	\$8,260,000	\$8,260,000
Total Programmed		-	-	-	-	-	\$8,260,000	\$8,260,000

B2024-05 - Tuscarora Creek Bridge



StateID
S 302 15 161 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Major Collector

Groupable
True

Description
Bridge rehab

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-BR	-	-	-	-	-	\$10,800	\$10,800
ENG	STATE_WV	-	-	-	-	-	\$2,700	\$2,700
Total ENG		-	-	-	-	-	\$13,500	\$13,500
CON	HWI-BR	-	-	-	-	-	\$70,664	\$70,664
CON	STATE_WV	-	-	-	-	-	\$17,666	\$17,666
Total CON		-	-	-	-	-	\$88,330	\$88,330
Total Future Costs		-	-	-	-	-	\$101,830	\$101,830
Total Programmed		-	-	-	-	-	\$101,830	\$101,830

B2024-06 - Harlan Run Bridge



StateID
S202 1 343 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Local

Groupable
True

Description
Bridge Replacement

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-OFF	-	\$360,000	-	-	-	-	\$360,000
ENG	STATE_WV	-	\$90,000	-	-	-	-	\$90,000
Total ENG		-	\$450,000	-	-	-	-	\$450,000
Total Programmed		-	\$450,000	-	-	-	-	\$450,000

B2024-07 - New GM Access Road Bridge



StateID
S302 930 010 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
NA

Groupable
True

Description
Bridge Repair

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-BR	-	\$40,000	-	-	-	-	\$40,000
ENG	STATE_WV	-	\$10,000	-	-	-	-	\$10,000
Total ENG		-	\$50,000	-	-	-	-	\$50,000
ROW	HWI-BR	-	\$160,000	-	-	-	-	\$160,000
ROW	STATE_WV	-	\$40,000	-	-	-	-	\$40,000
Total ROW		-	\$200,000	-	-	-	-	\$200,000
CON	HWI-BR	-	-	\$520,000	-	-	-	\$520,000
CON	STATE_WV	-	-	\$130,000	-	-	-	\$130,000
Total CON		-	-	\$650,000	-	-	-	\$650,000
Total Programmed		-	\$250,000	\$650,000	-	-	-	\$900,000

B2024-08 - Old Mill Road Bridge



StateID
S302 256 003 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Major Collector

Groupable
True

Description
Bridge Repair

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-BR	\$600,000	-	-	-	-	-	\$600,000
Total ENG		\$600,000	-	-	-	-	-	\$600,000
ROW	HWI-BR	-	-	-	-	-	\$100,000	\$100,000
Total ROW		-	-	-	-	-	\$100,000	\$100,000
CON	HWI-BR	-	-	-	-	-	\$2,000,000	\$2,000,000
Total CON		-	-	-	-	-	\$2,000,000	\$2,000,000
Total Prior Costs		\$600,000	-	-	-	-	-	\$600,000
Total Future Costs		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Programmed		\$600,000	-	-	-	-	\$2,100,000	\$2,700,000

B2024-09 - Elk Branch #3



StateID
S302 7 777 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Major Collector

Groupable
True

Description
Bridge rehab

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HWI-BR	\$3,040	-	-	-	-	-	\$3,040
ENG	STATE_WV	\$760	-	-	-	-	-	\$760
Total ENG		\$3,800	-	-	-	-	-	\$3,800
CON	HWI-BR	-	-	-	-	\$19,656	-	\$19,656
CON	STATE_WV	-	-	-	-	\$4,914	-	\$4,914
Total CON		-	-	-	-	\$24,570	-	\$24,570
Total Prior Costs		\$3,800	-	-	-	-	-	\$3,800
Total Programmed		\$3,800	-	-	-	\$24,570	-	\$28,370

B2024-10 - I-81 Welcome Centers & Overnight Truck Parking



StateID
S302-081/00 1.5
00 23

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Interstates

Groupable
False

Description
Welcome Center and Truck Parking Upgrades

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	NHPP	\$1,080,000	-	-	-	-	-	\$1,080,000
ENG	STATE_WV	\$120,000	-	-	-	-	-	\$120,000
Total ENG		\$1,200,000	-	-	-	-	-	\$1,200,000
CON	NHPP	-	\$16,200,000	-	-	-	-	\$16,200,000
CON	STATE_WV	-	\$1,800,000	-	-	-	-	\$1,800,000
Total CON		-	\$18,000,000	-	-	-	-	\$18,000,000
Total Prior Costs		\$1,200,000	-	-	-	-	-	\$1,200,000
Total Programmed		\$1,200,000	\$18,000,000	-	-	-	-	\$19,200,000

B2024-12 - US 11 @ Hatchery Rd Improvements



StateID
U302 11 590 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Minor Arterial

Groupable
True

Description

Deck replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over the CSX Hagerstown Branch.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	\$15,000	-	-	-	-	-	\$15,000
ENG	STBG-FLEX	\$60,000	-	-	-	-	-	\$60,000
Total ENG		\$75,000	-	-	-	-	-	\$75,000
ROW	STATE_WV	-	\$20,000	-	-	-	-	\$20,000
ROW	STBG-FLEX	-	\$80,000	-	-	-	-	\$80,000
Total ROW		-	\$100,000	-	-	-	-	\$100,000
CON	STATE_WV	-	-	\$500,000	-	-	-	\$500,000
CON	STBG 50-200K	-	-	\$2,000,000	-	-	-	\$2,000,000
Total CON		-	-	\$2,500,000	-	-	-	\$2,500,000
Total Prior Costs		\$75,000	-	-	-	-	-	\$75,000
Total Programmed		\$75,000	\$100,000	\$2,500,000	-	-	-	\$2,675,000

B2025-01 - Roadway Striping (D5)

StateID
S385 STRIP 21-26 00

Lead Agency
WV DOT

County
Berkeley-Jefferson
Regional

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and
Bridge

Functional
Classification
NA

Groupable
True

Description
Install pavement markings.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	HSIP	\$1,976,700	-	-	-	-	-	\$1,976,700
CON	STATE_WV	\$2,555,984	\$844,500	\$580,987	\$580,987	\$580,987	-	\$5,143,445
CON	STBG	\$4,139,225	-	-	-	-	-	\$4,139,225
CON	STBG <5K POP	\$818,964	-	-	-	-	-	\$818,964
CON	STBG-FLEX	\$3,168,484	\$1,970,500	\$739,437	\$739,437	\$739,437	-	\$7,357,295
Total CON		\$12,659,357	\$2,815,000	\$1,320,424	\$1,320,424	\$1,320,424	-	\$19,435,629
Total Prior Costs		\$12,659,357	-	-	-	-	-	\$12,659,357
Total Programmed		\$12,659,357	\$2,815,000	\$1,320,424	\$1,320,424	\$1,320,424	-	\$19,435,629

B2025-02 - D-5 Recall Striping

StateID: S385 RECAL 21 00 Lead Agency: WV DOT County: Berkeley-Jefferson Regional State: West Virginia

Project Type: NA Performance Measures: PM1 - Safety Functional Classification: NA Groupable: True

Description: Pavement marking (paint)

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	HSIP	\$200,000	-	-	-	-	-	\$200,000
CON	STATE_WV	\$476,470	\$147,522	\$69,400	\$84,391	\$80,373	-	\$858,156
CON	STBG-FLEX	\$469,902	\$344,216	\$162,000	\$196,912	\$187,535	-	\$1,360,565
CON	STP	\$441,862	-	-	-	-	-	\$441,862
Total CON		\$1,588,234	\$491,738	\$231,400	\$281,303	\$267,908	-	\$2,860,583
Total Prior Costs		\$1,588,234	-	-	-	-	-	\$1,588,234
Total Programmed		\$1,588,234	\$491,738	\$231,400	\$281,303	\$267,908	-	\$2,860,583

B2025-03 - SF BR Inspect - D5

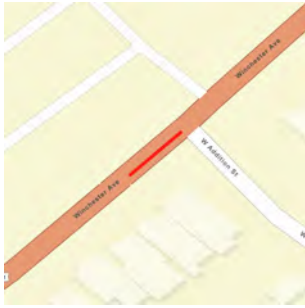
StateID: SF T685 NBIS 23 00 Lead Agency: WV DOT County: Berkeley-Jefferson Regional State: West Virginia

Project Type: NA Performance Measures: PM2 - Pavement and Bridge Functional Classification: NA Groupable: True

Description: Bridge inspection by SF

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	\$480,000	\$145,000	\$180,000	\$180,000	\$180,000	-	\$1,165,000
ENG	STBG	\$360,000	-	-	-	-	-	\$360,000
ENG	STBG-FLEX	\$600,000	\$240,000	\$360,000	\$360,000	\$360,000	-	\$1,920,000
ENG	STBG-OFF	\$960,000	\$340,000	\$360,000	\$360,000	\$360,000	-	\$2,380,000
Total ENG		\$2,400,000	\$725,000	\$900,000	\$900,000	\$900,000	-	\$5,825,000
Total Prior Costs		\$2,400,000	-	-	-	-	-	\$2,400,000
Total Programmed		\$2,400,000	\$725,000	\$900,000	\$900,000	\$900,000	-	\$5,825,000

B2025-04 - Winchester Ave RRFB



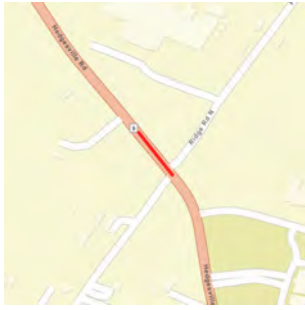
StateID: -
 Lead Agency: WV DOT
 County: Berkeley County
 State: West Virginia

Project Type: Active
 Transportation
 Performance Measures: PM1 - Safety
 Functional Classification: Minor Arterial
 Groupable: False

Description: Rectangular Rapid Flashing Beacon Installation

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	CRP 50-200K POP	-	\$50,000	-	-	-	-	\$50,000
Total CON		-	\$50,000	-	-	-	-	\$50,000
Total Programmed		-	\$50,000	-	-	-	-	\$50,000

B2025-05 - WV 9 Ridge Rd Roundabout



StateID
U302- 009 7.88 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
Congestion

Performance Measures
-

Functional Classification
Principal Arterial

Groupable
False

Description
Roundabout construction

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	CMAQ	-	\$850,000	-	-	-	-	\$850,000
Total ENG		-	\$850,000	-	-	-	-	\$850,000
ROW	CMAQ	-	-	\$1,500,000	-	-	-	\$1,500,000
Total ROW		-	-	\$1,500,000	-	-	-	\$1,500,000
CON	CMAQ	-	-	-	\$5,000,000	-	-	\$5,000,000
Total CON		-	-	-	\$5,000,000	-	-	\$5,000,000
Total Programmed		-	\$850,000	\$1,500,000	\$5,000,000	-	-	\$7,350,000

B2025-06 - WV 9 School House Dr I/S Improvement



StateID
U302- 009 6.53 00

Lead Agency
WV DOT

County
Berkeley County

State
-

Project Type
Congestion

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

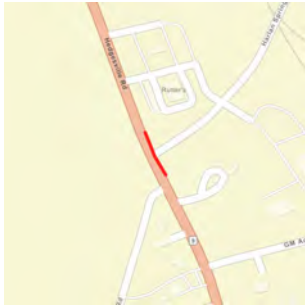
Functional Classification
Principal Arterial

Groupable
False

Description
Construct roadway

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	CMAQ	-	\$680,000	-	-	-	-	\$680,000
ENG	STATE_WV	-	\$170,000	-	-	-	-	\$170,000
Total ENG		-	\$850,000	-	-	-	-	\$850,000
ROW	CMAQ	-	\$1,200,000	-	-	-	-	\$1,200,000
ROW	STATE_WV	-	\$300,000	-	-	-	-	\$300,000
Total ROW		-	\$1,500,000	-	-	-	-	\$1,500,000
Total Programmed		-	\$2,350,000	-	-	-	-	\$2,350,000

B2025-07 - WV 9 CO 1 Roundabout +1



StateID
U302- 009/30 0 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
Congestion

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Principal Arterial

Groupable
False

Description
roundabout construction

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	CMAQ	-	\$1,200,000	-	-	-	-	\$1,200,000
Total ENG		-	\$1,200,000	-	-	-	-	\$1,200,000
ROW	CRP-FLEX	-	-	\$2,200,000	-	-	-	\$2,200,000
Total ROW		-	-	\$2,200,000	-	-	-	\$2,200,000
CON	CMAQ	-	-	-	-	\$7,500,000	-	\$7,500,000
Total CON		-	-	-	-	\$7,500,000	-	\$7,500,000
Total Programmed		-	\$1,200,000	\$2,200,000	-	\$7,500,000	-	\$10,900,000

B2025-08 - Norman & Carrie G Silver Memorial Bridge



StateID
S302- 007 5.90 00

Lead Agency
WV DOT

County
Berkeley County

State
West Virginia

Project Type
Bridge

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Major Collector

Groupable
True

Description
Bridge Rehab

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	-	\$18,000	-	-	-	-	\$18,000
ENG	STBG <5K POP	-	\$72,000	-	-	-	-	\$72,000
Total ENG		-	\$90,000	-	-	-	-	\$90,000
CON	STATE_WV	-	-	\$183,000	-	-	-	\$183,000
CON	STBG <5K POP	-	-	\$732,000	-	-	-	\$732,000
Total CON		-	-	\$915,000	-	-	-	\$915,000
Total Programmed		-	\$90,000	\$915,000	-	-	-	\$1,005,000

B2025-09 - 2025 D5 RDWY DEPART



StateID
S302- 009 0 00

Lead Agency
WV DOT

County
Berkeley-Jefferson
Regional

State
West Virginia

Project Type
Safety

Performance
Measures
PM1 - Safety

Functional
Classification
-

Groupable
True

Description
Signing

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	HSIP	-	\$119,535	-	-	-	-	\$119,535
CON	STATE_WV	-	\$13,282	-	-	-	-	\$13,282
Total CON		-	\$132,817	-	-	-	-	\$132,817
Total Programmed		-	\$132,817	-	-	-	-	\$132,817

J2014-05 - Shepherdstown Bike Path



StateID
U319-SHEPH-
8.00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance
Measures
PM3 - System
Performance,
Freight,
Congestion, and
Air Quality

Functional
Classification
Principal Arterial

Groupable
True

Description

Development and construction of a multi-use path adjacent to Shepherdstown Pike

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	CDS	-	\$543,000	-	-	-	-	\$543,000
CON	LOCAL	-	\$265,100	-	-	-	-	\$265,100
CON	NRT	-	\$850,400	-	-	-	-	\$850,400
CON	TAP	-	\$416,600	-	-	-	-	\$416,600
Total CON		-	\$2,075,100	-	-	-	-	\$2,075,100
Total Programmed		-	\$2,075,100	-	-	-	-	\$2,075,100

J2017-01 - Ranson 5th Ave Complete Street



StateID
U319-RANSO-1

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Local

Groupable
True

Description

Sidewalk construction, on-street parking improvements, pedestrian accessibility

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	LOCAL	\$12,500	-	-	-	-	-	\$12,500
ENG	TAP	\$50,000	-	-	-	-	-	\$50,000
Total ENG		\$62,500	-	-	-	-	-	\$62,500
CON	LOCAL	\$162,500	-	-	-	-	-	\$162,500
CON	TAP	\$650,000	-	-	-	-	-	\$650,000
Total CON		\$812,500	-	-	-	-	-	\$812,500
Total Prior Costs		\$875,000	-	-	-	-	-	\$875,000
Total Programmed		\$875,000	-	-	-	-	-	\$875,000

J2017-03 - Harpers Ferry High St



StateID
U319-HARPE-2

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Local

Groupable
True

Description
Design and Construct Sidewalks

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	TAP	\$41,458	-	-	-	-	-	\$41,458
Total ENG		\$41,458	-	-	-	-	-	\$41,458
CON	LOCAL	-	\$80,000	-	-	-	-	\$80,000
CON	TAP	-	\$320,000	-	-	-	-	\$320,000
Total CON		-	\$400,000	-	-	-	-	\$400,000
Total Prior Costs		\$41,458	-	-	-	-	-	\$41,458
Total Programmed		\$41,458	\$400,000	-	-	-	-	\$441,458

J2019-05.04 - Flowing Springs Park Trail



StateID
U319-FLOSP-1

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
NA

Groupable
True

Description

Milling and overlaying and sidewalk improvements

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	LOCAL	\$16,000	-	-	-	-	-	\$16,000
ENG	NRT	\$64,000	-	-	-	-	-	\$64,000
Total ENG		\$80,000	-	-	-	-	-	\$80,000
CON	FLAP	\$251,443	-	-	-	-	-	\$251,443
Total CON		\$251,443	-	-	-	-	-	\$251,443
Total Prior Costs		\$331,443	-	-	-	-	-	\$331,443
Total Programmed		\$331,443	-	-	-	-	-	\$331,443

J2019-05.06 - Armory Canal Trail



StateID
U319 ARM OR1
00, U319 ARM
PR1 00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance
Measures
PM3 - System
Performance,
Freight,
Congestion, and
Air Quality

Functional
Classification
Local

Groupable
True

Description
Design and construct trail

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	FLAP	\$100,000	-	-	-	-	-	\$100,000
Total ENG		\$100,000	-	-	-	-	-	\$100,000
CON	LOCAL	\$96,298	-	-	-	-	-	\$96,298
Total CON		\$96,298	-	-	-	-	-	\$96,298
Total Prior Costs		\$196,298	-	-	-	-	-	\$196,298
Total Programmed		\$196,298	-	-	-	-	-	\$196,298

J2023-01 - Ranson & Charles Town +1



StateID
S319 115 00790
00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Local

Groupable
True

Description
Resurfacing

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	STATE_WV	-	\$94,800	-	-	-	-	\$94,800
CON	STBG 5-50K POP	-	\$379,200	-	-	-	-	\$379,200
Total CON		-	\$474,000	-	-	-	-	\$474,000
Total Programmed		-	\$474,000	-	-	-	-	\$474,000

J2023-03 - Fifth Avenue Streetscape



StateID
TAP2022045D

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Local

Groupable
True

Description

Construct new sidewalk and install lighting

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	LOCAL	\$12,187	-	-	-	-	-	\$12,187
ENG	TAP	\$48,748	-	-	-	-	-	\$48,748
Total ENG		\$60,935	-	-	-	-	-	\$60,935
CON	LOCAL	-	\$308,858	-	-	-	-	\$308,858
CON	TAP	-	\$1,235,429	-	-	-	-	\$1,235,429
Total CON		-	\$1,544,287	-	-	-	-	\$1,544,287
Total Prior Costs		\$60,935	-	-	-	-	-	\$60,935
Total Programmed		\$60,935	\$1,544,287	-	-	-	-	\$1,605,222

J2023-05 - US 340 Signing



StateID
U31934000000

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance
Measures
PM1 - Safety

Functional
Classification
NA

Groupable
True

Description
Signing

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	CRP <5K POP	\$200,000	-	-	-	-	-	\$200,000
ENG	STATE_WV	\$50,000	-	-	-	-	-	\$50,000
Total ENG		\$250,000	-	-	-	-	-	\$250,000
CON	NHPP	-	\$2,000,000	-	-	-	-	\$2,000,000
CON	STATE_WV	-	\$500,000	-	-	-	-	\$500,000
Total CON		-	\$2,500,000	-	-	-	-	\$2,500,000
Total Prior Costs		\$250,000	-	-	-	-	-	\$250,000
Total Programmed		\$250,000	\$2,500,000	-	-	-	-	\$2,750,000

J2024-03 - Ranson (N. Mildred)



StateID
S319 115 00790
00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

Functional Classification
Local

Groupable
True

Description
Resurfacing 1.5-2"

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	\$1,000	-	-	-	-	-	\$1,000
ENG	STBG-FLEX	\$4,000	-	-	-	-	-	\$4,000
Total ENG		\$5,000	-	-	-	-	-	\$5,000
CON	STATE_WV	\$163,103	-	-	-	-	-	\$163,103
CON	STBG <5K POP	\$652,410	-	-	-	-	-	\$652,410
Total CON		\$815,513	-	-	-	-	-	\$815,513
Total Prior Costs		\$820,513	-	-	-	-	-	\$820,513
Total Programmed		\$820,513	-	-	-	-	-	\$820,513

J2024-06 - Hillside Dr Roundabout



StateID
U319 115 598 00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Principal Arterial

Groupable
False

Description
Construct Roundabout

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	\$12,000	-	-	-	-	-	\$12,000
ENG	STBG-FLEX	\$48,000	-	-	-	-	-	\$48,000
Total ENG		\$60,000	-	-	-	-	-	\$60,000
CON	STATE_WV	-	\$300,000	-	-	-	-	\$300,000
CON	STBG <5K POP	-	\$1,200,000	-	-	-	-	\$1,200,000
Total CON		-	\$1,500,000	-	-	-	-	\$1,500,000
Total Prior Costs		\$60,000	-	-	-	-	-	\$60,000
Total Programmed		\$60,000	\$1,500,000	-	-	-	-	\$1,560,000

J2024-11 - Flowing Springs Road



StateID
S319- 017 0.00 00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
NA

Performance Measures
PM2 - Pavement and Bridge

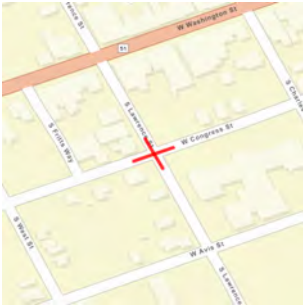
Functional Classification
Major Collector

Groupable
True

Description
Road improvements

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_WV	\$1,000	-	-	-	-	-	\$1,000
ENG	STBG-FLEX	\$4,000	-	-	-	-	-	\$4,000
Total ENG		\$5,000	-	-	-	-	-	\$5,000
CON	STATE_WV	-	\$99,000	-	-	-	-	\$99,000
CON	STBG-FLEX	-	\$396,000	-	-	-	-	\$396,000
Total CON		-	\$495,000	-	-	-	-	\$495,000
Total Prior Costs		\$5,000	-	-	-	-	-	\$5,000
Total Programmed		\$5,000	\$495,000	-	-	-	-	\$500,000

J2025-01 - Congress/Lawrence I/S



StateID
U319- CNLAW
24 00

Lead Agency
WV DOT

County
Jefferson County

State
-

Project Type
Active
Transportation

Performance
Measures
PM1 - Safety

Functional
Classification
Local

Groupable
False

Description
Design/build ADA ramps

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	CRP 5k-49,999	-	\$219,027	-	-	-	-	\$219,027
CON	LOCAL	-	\$54,757	-	-	-	-	\$54,757
Total CON		-	\$273,784	-	-	-	-	\$273,784
Total Programmed		-	\$273,784	-	-	-	-	\$273,784

J2025-02 - Charles Town Augustine Ave Ph II



StateID
U319- CHARL 4
00

Lead Agency
WV DOT

County
Jefferson County

State
-

Project Type
Active
Transportation

Performance
Measures
PM3 - System
Performance,
Freight,
Congestion, and
Air Quality

Functional
Classification
Minor Arterial

Groupable
True

Description
Design plan for bike/pedestrian path

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	LOCAL	-	\$70,000	-	-	-	-	\$70,000
CON	TAP	-	\$280,000	-	-	-	-	\$280,000
Total CON		-	\$350,000	-	-	-	-	\$350,000
Total Programmed		-	\$350,000	-	-	-	-	\$350,000

J2025-03 - VRU Eastern Panhandle +2



StateID
U385- 340 9.38 00

Lead Agency
WV DOT

County
Berkeley-Jefferson
Regional

State
West Virginia

Project Type
Safety

Performance
Measures
PM1 - Safety

Functional
Classification
-

Groupable
True

Description
Safety Improvements

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	HSIP	-	\$67,500	-	-	-	-	\$67,500
ENG	STATE_WV	-	\$7,500	-	-	-	-	\$7,500
Total ENG		-	\$75,000	-	-	-	-	\$75,000
CON	HSIP	-	\$135,000	-	-	-	-	\$135,000
CON	STATE_WV	-	\$15,000	-	-	-	-	\$15,000
Total CON		-	\$150,000	-	-	-	-	\$150,000
Total Programmed		-	\$225,000	-	-	-	-	\$225,000

J2025-04 - Flowing Springs/WV 9 Connector Traffic Signal



StateID
U319- 017 0.76 00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
Safety

Performance Measures
PM1 - Safety

Functional Classification
Minor Arterial

Groupable
False

Description
Widen Turn Lanes, add signal

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	CRP 5k-49,999	-	\$20,000	-	-	-	-	\$20,000
ENG	STATE_WV	-	\$5,000	-	-	-	-	\$5,000
Total ENG		-	\$25,000	-	-	-	-	\$25,000
CON	CRP 5k-49,999	-	\$160,000	-	-	-	-	\$160,000
CON	STATE_WV	-	\$640,000	-	-	-	-	\$640,000
Total CON		-	\$800,000	-	-	-	-	\$800,000
Total Programmed		-	\$825,000	-	-	-	-	\$825,000

J2025-05 - Blair Road Realignment



StateID
U319 023 0 00

Lead Agency
WV DOT

County
Jefferson County

State
West Virginia

Project Type
Safety

Performance Measures
PM1 - Safety

Functional Classification
Local

Groupable
True

Description
Hazard Elimination

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	RHCH	-	\$300,000	-	-	-	-	\$300,000
Total ENG		-	\$300,000	-	-	-	-	\$300,000
ROW	RHCH	-	-	\$350,000	-	-	-	\$350,000
Total ROW		-	-	\$350,000	-	-	-	\$350,000
CON	RHCH	-	-	\$2,200,000	-	-	-	\$2,200,000
Total CON		-	-	\$2,200,000	-	-	-	\$2,200,000
Total Programmed		-	\$300,000	\$2,550,000	-	-	-	\$2,850,000

J2025-06 - Leetown Rd Intersection Improvement



StateID
S319- 051 0.64 00

Lead Agency
WV DOT

County
Jefferson County

State
-

Project Type
Congestion

Performance Measures
PM3 - System Performance, Freight, Congestion, and Air Quality

Functional Classification
Major Collector

Groupable
False

Description
Construct New Lane and Add Signal

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	CMAQ	-	-	\$12,000	-	-	-	\$12,000
ROW	STATE_WV	-	-	\$3,000	-	-	-	\$3,000
Total ROW		-	-	\$15,000	-	-	-	\$15,000
CON	CMAQ	-	-	\$1,136,000	-	-	-	\$1,136,000
CON	STATE_WV	-	-	\$284,000	-	-	-	\$284,000
Total CON		-	-	\$1,420,000	-	-	-	\$1,420,000
Total Programmed		-	-	\$1,435,000	-	-	-	\$1,435,000

W2014-01 - I-70 Interchange Improvements at MD 65



StateID
Pending, WA2581

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
-

Functional
Classification
Interstates

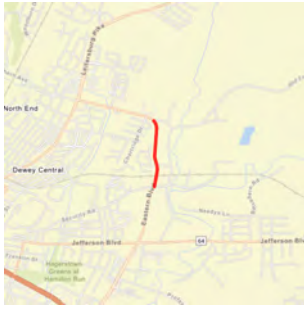
Groupable
False

Description

Study of potential I-70 interchange improvements at MD 65

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
PP	STATE_MD_SHA	\$1,815,000	-	-	-	-	-	\$1,815,000
Total PP		\$1,815,000	-	-	-	-	-	\$1,815,000
PE	STATE_MD_SHA	-	\$1	-	-	-	-	\$1
Total PE		-	\$1	-	-	-	-	\$1
Total Prior Costs		\$1,815,000	-	-	-	-	-	\$1,815,000
Total Programmed		\$1,815,000	\$1	-	-	-	-	\$1,815,001

W2017-08 - Eastern Blvd Widening Ph II



StateID
n/a

Lead Agency
Washington
County

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
-

Functional
Classification
Minor Arterial

Groupable
False

Description
Widen existing road to 4 lanes

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	LOCAL_WashCo	\$2,240,000	\$174,000	\$775,000	\$647,000	\$1,000,000	-	\$4,836,000
Total CON		\$2,240,000	\$174,000	\$775,000	\$647,000	\$1,000,000	-	\$4,836,000
PE	EMRK	\$355,680	-	-	-	-	-	\$355,680
PE	LOCAL_WashCo	\$480,620	-	-	-	-	-	\$480,620
Total PE		\$836,300	-	-	-	-	-	\$836,300
Total Prior Costs		\$3,076,300	-	-	-	-	-	\$3,076,300
Total Programmed		\$3,076,300	\$174,000	\$775,000	\$647,000	\$1,000,000	-	\$5,672,300

W2017-10 - I-81 Ph 2 & 3 Hwy Reconstruction



StateID
WA0921

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
-

Functional
Classification
Interstates

Groupable
False

Description

Widening to six lanes and reconstructing 6.0 miles of I-81 from north of MD 63/MD 68 (Lappans Road) to US 40 (National Pike).

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
PE	NHPP	\$6,556,000	\$1	-	-	-	-	\$6,556,001
PE	STATE_MD_SHA	\$4,161,000	-	-	-	-	-	\$4,161,000
Total PE		\$10,717,000	\$1	-	-	-	-	\$10,717,001
Total Prior Costs		\$10,717,000	-	-	-	-	-	\$10,717,000
Total Programmed		\$10,717,000	\$1	-	-	-	-	\$10,717,001

W2018-01 - Halfway Boulevard Extended Ph 1 & Ph 2



StateID
n/a

Lead Agency
Washington
County

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
-

Functional
Classification
Local

Groupable
False

Description

Construct a new connector road and new connector road between existing Halfway Boulevard and MD 63 (Phase II of the project).

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	ARC	\$3,800,000	-	-	-	-	-	\$3,800,000
CON	LOCAL_WashCo	\$5,573,000	\$1,950,000	-	-	-	-	\$7,523,000
Total CON		\$9,373,000	\$1,950,000	-	-	-	-	\$11,323,000
PE	LOCAL_WashCo	\$100,000	-	-	-	-	-	\$100,000
Total PE		\$100,000	-	-	-	-	-	\$100,000
Total Prior Costs		\$9,473,000	-	-	-	-	-	\$9,473,000
Total Programmed		\$9,473,000	\$1,950,000	-	-	-	-	\$11,423,000

W2019-07 - Local Federal Aid Projects



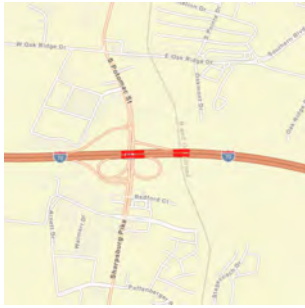
StateID n/a	Lead Agency Washington County	County Washington County	State Maryland
Project Type NA	Performance Measures -	Functional Classification NA	Groupable True

Description

Local Federal Aid Projects in Washington County and the City of Hagerstown (see Section 3.5 of the TIP for more detail).

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FA	\$6,951,400	\$10,024,520	\$1,720,000	-	-	-	\$18,695,920
CON	LOCAL_WashCo	\$2,136,000	\$2,595,680	\$450,000	-	-	-	\$5,181,680
Total CON		\$9,087,400	\$12,620,200	\$2,170,000	-	-	-	\$23,877,600
PE	FA	\$4,124,000	-	\$200,000	-	-	-	\$4,324,000
PE	LOCAL_WashCo	\$1,056,000	\$50,000	\$50,000	-	-	-	\$1,156,000
Total PE		\$5,180,000	\$50,000	\$250,000	-	-	-	\$5,480,000
Total Prior Costs		\$14,267,400	-	-	-	-	-	\$14,267,400
Total Programmed		\$14,267,400	\$12,670,200	\$2,420,000	-	-	-	\$29,357,600

W2019-09 - I-70 MD 65 and CSX Bridges Rehabilitation



StateID
WA2451

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
-

Functional
Classification
Interstates

Groupable
False

Description
Resurfacing

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	NHPP	\$27,025,000	-	-	-	-	-	\$27,025,000
CON	STATE_MD_SHA	\$5,886,000	\$1	-	-	-	-	\$5,886,001
Total CON		\$32,911,000	\$1	-	-	-	-	\$32,911,001
PP	STATE_MD_SHA	\$2,011,000	-	-	-	-	-	\$2,011,000
Total PP		\$2,011,000	-	-	-	-	-	\$2,011,000
Total Prior Costs		\$34,922,000	-	-	-	-	-	\$34,922,000
Total Programmed		\$34,922,000	\$1	-	-	-	-	\$34,922,001

W2019-10 - MD 63/MD 68 Resurfacing and Sidewalk Improvements



StateID - Lead Agency MD DOT County Washington County State Maryland

Project Type NA Performance Measures - Functional Classification Major Collector Groupable False

Description
Design and construct trail

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLAP	\$1,532,000	-	-	-	-	-	\$1,532,000
CON	LOCAL	\$165,000	-	-	-	-	-	\$165,000
CON	STATE_MD_SHA	\$104,000	\$1	-	-	-	-	\$104,001
Total CON		\$1,801,000	\$1	-	-	-	-	\$1,801,001
Acquisition	FLAP	\$40,000	-	-	-	-	-	\$40,000
Acquisition	LOCAL	\$10,000	-	-	-	-	-	\$10,000
Total Acquisition		\$50,000	-	-	-	-	-	\$50,000
PE	FLAP	\$109,000	-	-	-	-	-	\$109,000
PE	LOCAL	\$30,000	-	-	-	-	-	\$30,000
PE	STATE	\$30,000	-	-	-	-	-	\$30,000
Total PE		\$169,000	-	-	-	-	-	\$169,000
Total Prior Costs		\$2,020,000	-	-	-	-	-	\$2,020,000
Total Programmed		\$2,020,000	\$1	-	-	-	-	\$2,020,001

W2021-07 - Wright Road Relocation



StateID
n/a

Lead Agency
Washington
County

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
-

Functional
Classification
Local

Groupable
False

Description

New roadway construction, construction is consisting of grading, paving, concrete sidewalks.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	ARC	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	LOCAL_WashCo	\$1,698,000	-	\$500,000	\$799,000	\$671,000	-	\$3,668,000
CON	STATE_MD_SHA	-	\$1,400,000	-	-	-	-	\$1,400,000
Total CON		\$1,698,000	\$2,400,000	\$500,000	\$799,000	\$671,000	-	\$6,068,000
PE	LOCAL_WashCo	\$100,000	-	-	-	-	-	\$100,000
Total PE		\$100,000	-	-	-	-	-	\$100,000
Total Prior Costs		\$1,798,000	-	-	-	-	-	\$1,798,000
Total Programmed		\$1,798,000	\$2,400,000	\$500,000	\$799,000	\$671,000	-	\$6,168,000

W2021-08 - I-70 Roadway and Bridge Improvements



StateID
WA4431

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Interstates

Groupable
False

Description

I-70 over I-81 EB Dual Bridges - Bridge Deck Replacement and Superstructure Rehabilitation; I-70 over US 11 EB/WB Dual Bridges - Bridge Replacement; I-70 over Norfolk Southern EB/WB Dual Bridges Bridge Deck Replacement and Superstructure Rehabilitation.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	NHPP	\$142,000	-	-	-	-	-	\$142,000
Total ROW		\$142,000	-	-	-	-	-	\$142,000
CON	NHPP	\$755,000	\$12,296,000	-	-	-	-	\$13,051,000
CON	STATE_MD_SHA	\$158,000	\$616,000	-	-	-	-	\$774,000
Total CON		\$913,000	\$12,912,000	-	-	-	-	\$13,825,000
Acquisition	STATE_MD_SHA	\$32,000	-	-	-	-	-	\$32,000
Total Acquisition		\$32,000	-	-	-	-	-	\$32,000
PE	NHPP	\$719,000	-	-	-	-	-	\$719,000
PE	STATE_MD_SHA	\$1,682,000	-	-	-	-	-	\$1,682,000
Total PE		\$2,401,000	-	-	-	-	-	\$2,401,000
Total Prior Costs		\$3,488,000	-	-	-	-	-	\$3,488,000
Total Programmed		\$3,488,000	\$12,912,000	-	-	-	-	\$16,400,000

W2022-01 - Pavement Preservation, Burnside Bridge Trail, and Sherrick Run Bridge



StateID -	Lead Agency NPS	County Washington County	State Maryland
Project Type NA	Performance Measures -	Functional Classification NA	Groupable False

Description
Pavement preservation of various Routes and trail work at Burnside Bridge.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLTP	\$2,288,905	-	-	-	-	-	\$2,288,905
Total CON		\$2,288,905	-	-	-	-	-	\$2,288,905
PE	FLTP	\$718,650	\$1	-	-	-	-	\$718,651
PE	NPS	\$85,000	-	-	-	-	-	\$85,000
Total PE		\$803,650	\$1	-	-	-	-	\$803,651
Total Prior Costs		\$3,092,555	-	-	-	-	-	\$3,092,555
Total Programmed		\$3,092,555	\$1	-	-	-	-	\$3,092,556

W2022-02 - Repair 3 Bridges



StateID -	Lead Agency NPS	County Washington County	State Maryland
Project Type NA	Performance Measures -	Functional Classification NA	Groupable False

Description
 Repair/Rehabilitate bridges 3100-001P, -005P and -013P. Dargan the only bridge in Washington County.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLTP	\$1,695,000	-	-	-	-	-	\$1,695,000
Total CON		\$1,695,000	-	-	-	-	-	\$1,695,000
PE	FLTP	\$639,761	\$1	-	-	-	-	\$639,762
PE	NPS	\$5,000	-	-	-	-	-	\$5,000
Total PE		\$644,761	\$1	-	-	-	-	\$644,762
Total Prior Costs		\$2,339,761	-	-	-	-	-	\$2,339,761
Total Programmed		\$2,339,761	\$1	-	-	-	-	\$2,339,762

W2022-03 - US 522 Eastbound I-70 Bridge Replacement



StateID
WA2631

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Principal Arterial

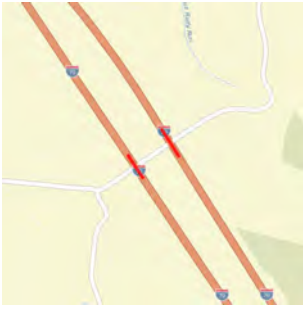
Groupable
False

Description

Replacement of bridge 2109000 over eastbound I-70

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
PE	NHPP	\$741,000	-	-	-	-	-	\$741,000
PE	STATE_MD_SHA	\$470,000	\$1	-	-	-	-	\$470,001
Total PE		\$1,211,000	\$1	-	-	-	-	\$1,211,001
Total Prior Costs		\$1,211,000	-	-	-	-	-	\$1,211,000
Total Programmed		\$1,211,000	\$1	-	-	-	-	\$1,211,001

W2022-04 - I-70 Crystal Falls Drive Bridges Replacement



StateID
WA4511

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Interstates

Groupable
False

Description

Replacement of bridges 211353 and 2113504 over Crystal Falls Drive

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	NHPP	\$19,006,000	\$6,790,000	-	-	-	-	\$25,796,000
CON	STATE_MD_SHA	\$926,000	\$324,000	-	-	-	-	\$1,250,000
Total CON		\$19,932,000	\$7,114,000	-	-	-	-	\$27,046,000
PE	NHPP	\$711,000	-	-	-	-	-	\$711,000
PE	STATE_MD_SHA	\$1,107,000	-	-	-	-	-	\$1,107,000
Total PE		\$1,818,000	-	-	-	-	-	\$1,818,000
Total Prior Costs		\$21,750,000	-	-	-	-	-	\$21,750,000
Total Programmed		\$21,750,000	\$7,114,000	-	-	-	-	\$28,864,000

W2022-05 - I-68 Creek Road Bridges Replacement



StateID
WA4611

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Interstates

Groupable
False

Description
I-68 Creek Road Bridges Replacement

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	NHPP	\$7,346,000	\$8,803,000	\$2,850,000	-	-	-	\$18,999,000
CON	STATE_MD_SHA	\$387,000	\$464,000	\$150,000	-	-	-	\$1,001,000
Total CON		\$7,733,000	\$9,267,000	\$3,000,000	-	-	-	\$20,000,000
PE	NHPP	\$729,000	-	-	-	-	-	\$729,000
PE	STATE_MD_SHA	\$446,000	-	-	-	-	-	\$446,000
Total PE		\$1,175,000	-	-	-	-	-	\$1,175,000
Total Prior Costs		\$8,908,000	-	-	-	-	-	\$8,908,000
Total Programmed		\$8,908,000	\$9,267,000	\$3,000,000	-	-	-	\$21,175,000

W2022-06 - MD 56 Toms Run Bridge Replacement



StateID
WA8971

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Minor Collector

Groupable
False

Description

Replacement of MD 56 small structure over Toms Run with new bridge.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	STATE_MD_SHA	\$99,000	-	-	-	-	-	\$99,000
Total ROW		\$99,000	-	-	-	-	-	\$99,000
CON	STATE_MD_SHA	\$1,522,000	-	-	-	-	-	\$1,522,000
Total CON		\$1,522,000	-	-	-	-	-	\$1,522,000
Acquisition	STATE_MD_SHA	-	\$11,000	-	-	-	-	\$11,000
Total Acquisition		-	\$11,000	-	-	-	-	\$11,000
PE	STATE_MD_SHA	\$789,000	-	-	-	-	-	\$789,000
Total PE		\$789,000	-	-	-	-	-	\$789,000
Total Prior Costs		\$2,410,000	-	-	-	-	-	\$2,410,000
Total Programmed		\$2,410,000	\$11,000	-	-	-	-	\$2,421,000

W2023-07 - I-81 Interchange Improvements at Maugans Avenue (I-81 Phase 4A)



StateID
WA2221

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM3 - System
Performance,
Freight,
Congestion, and
Air Quality, PM1 -
Safety

Functional
Classification
Interstates

Groupable
False

Description

Construction of I-81 interchange improvements at Maugans Avenue

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	NHPP	\$2,276,000	\$1	-	-	-	-	\$2,276,001
Total CON		\$2,276,000	\$1	-	-	-	-	\$2,276,001
PE	NHPP	\$295,000	-	-	-	-	-	\$295,000
PE	STATE_MD_SHA	\$527,000	-	-	-	-	-	\$527,000
Total PE		\$822,000	-	-	-	-	-	\$822,000
Total Prior Costs		\$3,098,000	-	-	-	-	-	\$3,098,000
Total Programmed		\$3,098,000	\$1	-	-	-	-	\$3,098,001

W2023-08 - I-81 Interchange Improvements at Showalter Avenue (I-81 Phase 4B), Maugansville



StateID
WA5611

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
NA

Performance
Measures
PM3 - System
Performance,
Freight,
Congestion, and
Air Quality

Functional
Classification
Interstates

Groupable
False

Description

Construction of I-81 interchange improvements at Showalter Avenue

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
PE	NHPP	\$320,000	\$1	-	-	-	-	\$320,001
PE	STATE	\$160,000	-	-	-	-	-	\$160,000
Total PE		\$480,000	\$1	-	-	-	-	\$480,001
Total Prior Costs		\$480,000	-	-	-	-	-	\$480,000
Total Programmed		\$480,000	\$1	-	-	-	-	\$480,001

W2024-01 - Byron Bridge Accessibility



StateID -	Lead Agency NPS	County Washington County	State Maryland
Project Type NA	Performance Measures -	Functional Classification NA	Groupable False

Description
MD NP CHOH 221851

Improve accessibility at the Byron Bridge through the construction of an access stair

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLTP	\$500,000	\$1	-	-	-	-	\$500,001
Total CON		\$500,000	\$1	-	-	-	-	\$500,001
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Programmed		\$500,000	\$1	-	-	-	-	\$500,001

W2024-02 - C&O Tunnel Rehabilitation



StateID

-

Lead Agency

NPS

County

Washington
County

State

Maryland

Project Type

NA

Performance
Measures

-

Functional
Classification

NA

Groupable

False

Description

Rehab 3 tunnels and approaches.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLTP	\$3,385,000	\$1	-	-	-	-	\$3,385,001
Total CON		\$3,385,000	\$1	-	-	-	-	\$3,385,001
Total Prior Costs		\$3,385,000	-	-	-	-	-	\$3,385,000
Total Programmed		\$3,385,000	\$1	-	-	-	-	\$3,385,001

W2025-01 - Areawide Environmental Projects

StateID
n/a

Lead Agency
MD DOT

County
Washington County

State
Maryland

Project Type
NA

Performance Measures
-

Functional Classification
NA

Groupable
True

Description
Program to provide environmental and aesthetic improvements on SHA highways.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FED	\$15,770,000	\$2,428,000	-	-	-	-	\$18,198,000
CON	STATE_MD_SHA	\$2,230,000	\$122,000	-	-	-	-	\$2,352,000
Total CON		\$18,000,000	\$2,550,000	-	-	-	-	\$20,550,000
Acquisition	FED	\$350,000	\$95,000	-	-	-	-	\$445,000
Acquisition	STATE_MD_SHA	\$50,000	\$5,000	-	-	-	-	\$55,000
Total Acquisition		\$400,000	\$100,000	-	-	-	-	\$500,000
PP	FED	\$160,000	-	-	-	-	-	\$160,000
PP	STATE_MD_SHA	\$40,000	-	-	-	-	-	\$40,000
Total PP		\$200,000	-	-	-	-	-	\$200,000
PE	FED	\$1,082,000	\$333,000	-	-	-	-	\$1,415,000
PE	STATE_MD_SHA	\$118,000	\$17,000	-	-	-	-	\$135,000
Total PE		\$1,200,000	\$350,000	-	-	-	-	\$1,550,000
Total Prior Costs		\$19,800,000	-	-	-	-	-	\$19,800,000
Total Programmed		\$19,800,000	\$3,000,000	-	-	-	-	\$22,800,000

W2025-02 - Areawide Safety & Spot Improvements

StateID: n/a Lead Agency: MD DOT County: Washington County State: Maryland

Project Type: NA Performance Measures: - Functional Classification: NA Groupable: True

Description: Program to provide localized improvements to address safety and/or operational issues on SHA highways.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	FED	\$350,000	-	-	-	-	-	\$350,000
ROW	STATE_MD_SHA	\$50,000	-	-	-	-	-	\$50,000
Total ROW		\$400,000	-	-	-	-	-	\$400,000
CON	FED	\$35,204,000	\$4,761,000	-	-	-	-	\$39,965,000
CON	STATE_MD_SHA	\$5,380,000	\$239,000	-	-	-	-	\$5,619,000
Total CON		\$40,584,000	\$5,000,000	-	-	-	-	\$45,584,000
Acquisition	FED	-	\$95,000	-	-	-	-	\$95,000
Acquisition	STATE_MD_SHA	-	\$5,000	-	-	-	-	\$5,000
Total Acquisition		-	\$100,000	-	-	-	-	\$100,000
PP	STATE_MD_SHA	\$90,000	-	-	-	-	-	\$90,000
Total PP		\$90,000	-	-	-	-	-	\$90,000
PE	FED	\$3,063,000	\$857,000	-	-	-	-	\$3,920,000
PE	STATE_MD_SHA	\$207,000	\$43,000	-	-	-	-	\$250,000
Total PE		\$3,270,000	\$900,000	-	-	-	-	\$4,170,000
Total Prior Costs		\$44,344,000	-	-	-	-	-	\$44,344,000
Total Programmed		\$44,344,000	\$6,000,000	-	-	-	-	\$50,344,000

W2025-03 - Areawide Resurfacing & Rehabilitation

StateID
n/a

Lead Agency
MD DOT

County
Washington County

State
Maryland

Project Type
NA

Performance Measures
-

Functional Classification
NA

Groupable
True

Description

Program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	FED	\$350,000	\$95,000	\$80,000	-	-	-	\$525,000
ROW	STATE_MD_SHA	\$50,000	\$5,000	\$20,000	-	-	-	\$75,000
Total ROW		\$400,000	\$100,000	\$100,000	-	-	-	\$600,000
CON	FED	\$49,523,000	\$16,000,000	\$8,000,000	-	-	-	\$73,523,000
CON	STATE_MD_SHA	\$10,477,000	\$4,000,000	\$2,000,000	-	-	-	\$16,477,000
Total CON		\$60,000,000	\$20,000,000	\$10,000,000	-	-	-	\$90,000,000
PP	FED	\$80,000	-	-	-	-	-	\$80,000
PP	STATE_MD_SHA	\$20,000	-	-	-	-	-	\$20,000
Total PP		\$100,000	-	-	-	-	-	\$100,000
PE	FED	\$3,725,000	\$1,520,000	\$1,280,000	-	-	-	\$6,525,000
PE	STATE_MD_SHA	\$575,000	\$380,000	\$320,000	-	-	-	\$1,275,000
Total PE		\$4,300,000	\$1,900,000	\$1,600,000	-	-	-	\$7,800,000
Total Prior Costs		\$64,800,000	-	-	-	-	-	\$64,800,000
Total Programmed		\$64,800,000	\$22,000,000	\$11,700,000	-	-	-	\$98,500,000

W2025-04 - Areawide Bridge Replacement & Rehabilitation

StateID: n/a Lead Agency: MD DOT County: Washington County State: Maryland

Project Type: NA Performance Measures: - Functional Classification: NA Groupable: True

Description: Program to provide major upgrades to and maintenance of structures on SHA highways.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	FED	\$700,000	\$190,000	-	-	-	-	\$890,000
ROW	STATE_MD_SHA	\$100,000	\$10,000	-	-	-	-	\$110,000
Total ROW		\$800,000	\$200,000	-	-	-	-	\$1,000,000
CON	FED	\$26,225,000	\$7,125,000	-	-	-	-	\$33,350,000
CON	STATE_MD_SHA	\$3,275,000	\$375,000	-	-	-	-	\$3,650,000
Total CON		\$29,500,000	\$7,500,000	-	-	-	-	\$37,000,000
PE	FED	\$11,485,000	\$4,560,000	-	-	-	-	\$16,045,000
PE	STATE_MD_SHA	\$1,165,000	\$240,000	-	-	-	-	\$1,405,000
Total PE		\$12,650,000	\$4,800,000	-	-	-	-	\$17,450,000
Total Prior Costs		\$42,950,000	-	-	-	-	-	\$42,950,000
Total Programmed		\$42,950,000	\$12,500,000	-	-	-	-	\$55,450,000

W2025-05 - Areawide Urban Reconstruction

StateID
n/a

Lead Agency
MD DOT

County
Washington County

State
Maryland

Project Type
NA

Performance Measures
-

Functional Classification
NA

Groupable
True

Description
Program to provide roadway rehabilitation on SHA highways in municipalities and urban areas.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	FED	\$176,000	\$48,000	-	-	-	-	\$224,000
ROW	STATE_MD_SHA	\$24,000	\$2,000	-	-	-	-	\$26,000
Total ROW		\$200,000	\$50,000	-	-	-	-	\$250,000
CON	FED	\$2,628,000	\$714,000	-	-	-	-	\$3,342,000
CON	STATE_MD_SHA	\$372,000	\$36,000	-	-	-	-	\$408,000
Total CON		\$3,000,000	\$750,000	-	-	-	-	\$3,750,000
PP	FED	\$80,000	-	-	-	-	-	\$80,000
PP	STATE_MD_SHA	\$40,000	-	-	-	-	-	\$40,000
Total PP		\$120,000	-	-	-	-	-	\$120,000
PE	FED	\$700,000	\$190,000	-	-	-	-	\$890,000
PE	STATE_MD_SHA	\$80,000	\$10,000	-	-	-	-	\$90,000
Total PE		\$780,000	\$200,000	-	-	-	-	\$980,000
Total Prior Costs		\$4,100,000	-	-	-	-	-	\$4,100,000
Total Programmed		\$4,100,000	\$1,000,000	-	-	-	-	\$5,100,000

W2025-06 - Areawide Congestion Management

StateID
n/a

Lead Agency
MD DOT

County
Washington County

State
Maryland

Project Type
NA

Performance Measures
-

Functional Classification
NA

Groupable
True

Description
Program to provide traffic control, management, and monitoring on SHA highways.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ROW	FED	\$176,000	-	-	-	-	-	\$176,000
ROW	STATE_MD_SHA	\$24,000	\$2,000	-	-	-	-	\$26,000
Total ROW		\$200,000	\$2,000	-	-	-	-	\$202,000
CON	FED	\$7,486,000	\$1,428,000	-	-	-	-	\$8,914,000
CON	STATE_MD_SHA	\$1,114,000	\$72,000	-	-	-	-	\$1,186,000
Total CON		\$8,600,000	\$1,500,000	-	-	-	-	\$10,100,000
Acquisition	FED	-	\$48,000	-	-	-	-	\$48,000
Total Acquisition		-	\$48,000	-	-	-	-	\$48,000
PP	FED	\$80,000	-	-	-	-	-	\$80,000
PP	STATE_MD_SHA	\$20,000	-	-	-	-	-	\$20,000
Total PP		\$100,000	-	-	-	-	-	\$100,000
PE	FED	\$2,610,000	\$905,000	-	-	-	-	\$3,515,000
PE	STATE_MD_SHA	\$290,000	\$45,000	-	-	-	-	\$335,000
Total PE		\$2,900,000	\$950,000	-	-	-	-	\$3,850,000
Total Prior Costs		\$11,800,000	-	-	-	-	-	\$11,800,000
Total Programmed		\$11,800,000	\$2,500,000	-	-	-	-	\$14,300,000

W2025-07 - Bridge Replacement on I-70



StateID
WA4661

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
Bridge

Performance
Measures
PM2 - Pavement
and Bridge

Functional
Classification
Interstates

Groupable
False

Description

Bridge replacement of bridges over Saint Paul Rd

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	NHPP	\$238,000	\$159,000	-	-	-	-	\$397,000
ENG	STATE_MD_SHA	\$59,000	\$39,000	-	-	-	-	\$98,000
Total ENG		\$297,000	\$198,000	-	-	-	-	\$495,000
CON	NHPP	-	\$8,064,000	\$6,336,000	-	-	-	\$14,400,000
CON	STATE_MD_SHA	-	\$2,016,000	\$1,584,000	-	-	-	\$3,600,000
Total CON		-	\$10,080,000	\$7,920,000	-	-	-	\$18,000,000
Total Prior Costs		\$297,000	-	-	-	-	-	\$297,000
Total Programmed		\$297,000	\$10,278,000	\$7,920,000	-	-	-	\$18,495,000

W2025-08 - Bridge Rehabilitation on US 40

StateID
WA8811

Lead Agency
MD DOT

County
Washington
County

State
Maryland

Project Type
Bridge

Performance Measures
PM2 - Pavement
and Bridge

Functional Classification
Minor Arterial

Groupable
False

Description
Bridge rehab over Conococheague Creek

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	STATE_MD_SHA	\$56,000	\$33,000	-	-	-	-	\$89,000
ENG	STBG	\$222,000	\$130,000	-	-	-	-	\$352,000
Total ENG		\$278,000	\$163,000	-	-	-	-	\$441,000
ROW	STBG	\$2,000	\$2,000	-	-	-	-	\$4,000
Total ROW		\$2,000	\$2,000	-	-	-	-	\$4,000
CON	STATE_MD_SHA	-	\$997,000	\$1,405,000	\$997,000	-	-	\$3,399,000
CON	STBG	-	\$3,989,000	\$5,622,000	\$3,989,000	-	-	\$13,600,000
Total CON		-	\$4,986,000	\$7,027,000	\$4,986,000	-	-	\$16,999,000
Total Prior Costs		\$280,000	-	-	-	-	-	\$280,000
Total Programmed		\$280,000	\$5,151,000	\$7,027,000	\$4,986,000	-	-	\$17,444,000

W2025-09 - National Electric Vehicle Infrastructure (NEVI)

StateID: WA3401 Lead Agency: MD DOT County: Washington County State: Maryland

Project Type: Other Performance Measures: - Functional Classification: - Groupable: False

Description:
Create network of electric vehicle chargers

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
ENG	NEVI	\$19,000	\$3,000	\$26,000	-	-	-	\$48,000
ENG	STATE_MD_SHA	\$1,000	-	\$1,000	-	-	-	\$2,000
ENG	STBG (TC)	\$3,000	-	\$5,000	-	-	-	\$8,000
Total ENG		\$23,000	\$3,000	\$32,000	-	-	-	\$58,000
CON	NEVI	-	\$366,000	\$260,000	\$355,000	\$205,000	-	\$1,186,000
CON	PRIVATE	-	\$92,000	\$65,000	\$89,000	\$51,000	-	\$297,000
Total CON		-	\$458,000	\$325,000	\$444,000	\$256,000	-	\$1,483,000
Total Prior Costs		\$23,000	-	-	-	-	-	\$23,000
Total Programmed		\$23,000	\$461,000	\$357,000	\$444,000	\$256,000	-	\$1,541,000

W2025-10 - Polly Pond Bridge



StateID - Lead Agency NPS County Washington County State Maryland

Project Type Bridge Performance Measures - Functional Classification NA Groupable -

Description
Bridge Repair

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLTP	-	\$700,000	-	-	-	-	\$700,000
Total CON		-	\$700,000	-	-	-	-	\$700,000
Total Programmed		-	\$700,000	-	-	-	-	\$700,000

W2025-11 - Hagerstown Safety Action Plan

StateID - Lead Agency City of Hagerstown County Washington County State Maryland

Project Type Planning Performance Measures - Functional Classification - Groupable -

Description
Creation of Safety Action Plan

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
PP	LOCAL_Hag	-	\$40,000	-	-	-	-	\$40,000
PP	SS4A	-	\$160,000	-	-	-	-	\$160,000
Total PP		-	\$200,000	-	-	-	-	\$200,000
Total Programmed		-	\$200,000	-	-	-	-	\$200,000

W2025-12 - Hagerstown Regional Airport Terminal Expansion

StateID - Lead Agency Hagerstown Regional Airport County Washington County State Maryland

Project Type Other Performance Measures - Functional Classification - Groupable -

Description Terminal Expansion

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FAA BIL-ATP	-	\$5,250,000	-	-	-	-	\$5,250,000
CON	Local_WashCo(HGR)	-	\$155,505	-	-	-	-	\$155,505
CON	State_MD_MAA	-	-	\$120,811	-	-	-	\$120,811
Total CON		-	\$5,405,505	\$120,811	-	-	-	\$5,526,316
Total Programmed		-	\$5,405,505	\$120,811	-	-	-	\$5,526,316

WT2025-01 - Medium Duty Bus Replacement

StateID: n/a Lead Agency: MTA County: MD Transit State: Maryland

Project Type: NA Performance Measures: - Functional Classification: NA Groupable: True

Description
Medium Duty Bus Replacement of 4 buses

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	\$642,144	\$321,072	\$321,072	\$720,000	-	-	\$2,004,288
Transit	LOCAL_WCT	\$80,268	\$40,134	\$40,134	\$90,000	-	-	\$250,536
Transit	STATE_MD_MTA	\$80,268	\$40,134	\$40,134	\$90,000	-	-	\$250,536
Total Transit		\$802,680	\$401,340	\$401,340	\$900,000	-	-	\$2,505,360
Total Prior Costs		\$802,680	-	-	-	-	-	\$802,680
Total Programmed		\$802,680	\$401,340	\$401,340	\$900,000	-	-	\$2,505,360

WT2025-02 - Operating Assistance - Section 5307

StateID: n/a Lead Agency: MTA County: MD Transit State: Maryland

Project Type: NA Performance Measures: - Functional Classification: Interstates Groupable: True

Description: Operating assistance for transit services provided by Washington County

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5307	\$2,800,623	\$933,541	\$933,541	\$933,541	\$933,541	-	\$6,534,787
Transit	LOCAL_WCT	\$1,982,088	\$618,720	\$618,720	\$618,720	\$618,720	-	\$4,456,968
Transit	STATE_MD_MTA	\$818,535	\$314,821	\$314,821	\$314,821	\$314,821	-	\$2,077,819
Total Transit		\$5,601,246	\$1,867,082	\$1,867,082	\$1,867,082	\$1,867,082	-	\$13,069,574
Total Prior Costs		\$5,601,246	-	-	-	-	-	\$5,601,246
Total Programmed		\$5,601,246	\$1,867,082	\$1,867,082	\$1,867,082	\$1,867,082	-	\$13,069,574

WT2025-03 - Capital Assistance - Preventative Maintenance

StateID: n/a Lead Agency: MTA County: MD Transit State: Maryland

Project Type: NA Performance Measures: - Functional Classification: Interstates Groupable: True

Description
Capital Assistance for Washington County to provide public transit service in the area

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5307	\$560,000	\$280,000	\$300,000	\$300,000	\$300,000	-	\$1,740,000
Transit	LOCAL_WCT	\$150,000	\$75,000	\$37,500	\$37,500	\$37,500	-	\$337,500
Transit	STATE_MD_MTA	-	-	\$37,500	\$37,500	\$37,500	-	\$112,500
Total Transit		\$710,000	\$355,000	\$375,000	\$375,000	\$375,000	-	\$2,190,000
Total Prior Costs		\$710,000	-	-	-	-	-	\$710,000
Total Programmed		\$710,000	\$355,000	\$375,000	\$375,000	\$375,000	-	\$2,190,000

WT2025-04 - Capital Assistance - Section 5339

StateID: n/a Lead Agency: MTA County: MD Transit State: Maryland

Project Type: NA Performance Measures: - Functional Classification: Interstates Groupable: True

Description: Capital assistance for Washington County to continue to operate public transit service in the area

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	\$136,800	\$156,000	\$84,000	-	\$168,000	-	\$544,800
Transit	LOCAL_WCT	\$17,600	\$19,500	\$10,500	-	\$21,000	-	\$68,600
Transit	STATE_MD_MTA	\$17,600	\$19,500	\$10,500	-	\$21,000	-	\$68,600
Total Transit		\$172,000	\$195,000	\$105,000	-	\$210,000	-	\$682,000
Total Prior Costs		\$172,000	-	-	-	-	-	\$172,000
Total Programmed		\$172,000	\$195,000	\$105,000	-	\$210,000	-	\$682,000

WT2025-05 - Capital Assistance - Section 5310

StateID - Lead Agency MTA County MD Transit State Maryland

Project Type Transit Performance Measures Transit Functional Classification NA Groupable True

Description

Capital and Operating assistance for elderly and disabled transit services. FY2022 awards include small bus replacement, minivans, tools & equipment, Tripspark software, mobility management, preventive maintenance, and operating assistance.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5310	\$1,126,380	-	\$1,126,380	-	-	-	\$2,252,760
Transit	LOCAL_WCT	-	-	\$281,595	-	-	-	\$281,595
Total Transit		\$1,126,380	-	\$1,407,975	-	-	-	\$2,534,355
Total Prior Costs		\$1,126,380	-	-	-	-	-	\$1,126,380
Total Programmed		\$1,126,380	-	\$1,407,975	-	-	-	\$2,534,355

WT2025-06 - Operating Assistance - Section 5310

StateID: n/a Lead Agency: MTA County: MD Transit State: Maryland

Project Type: NA Performance Measures: - Functional Classification: NA Groupable: True

Description: Operating assistance for elderly and disabled transit services.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5310	\$1,035,400	-	\$1,035,400	-	-	-	\$2,070,800
Total Transit		\$1,035,400	-	\$1,035,400	-	-	-	\$2,070,800
Total Prior Costs		\$1,035,400	-	-	-	-	-	\$1,035,400
Total Programmed		\$1,035,400	-	\$1,035,400	-	-	-	\$2,070,800

WVT2021-07 - Mobility Management Assistance - Section 5310

StateID n/a	Lead Agency EPTA	County WV Transit	State West Virginia
----------------	---------------------	----------------------	------------------------

Project Type Transit	Performance Measures Transit	Functional Classification NA	Groupable True
-------------------------	---------------------------------	---------------------------------	-------------------

Description
Mobility manager salary for service in Berkeley and Jefferson counties.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5310	\$108,000	\$32,000	\$32,000	\$32,000	-	-	\$204,000
Transit	LOCAL_EPTA	\$27,000	\$8,000	\$8,000	\$8,000	-	-	\$51,000
Total Transit		\$135,000	\$40,000	\$40,000	\$40,000	-	-	\$255,000
Total Prior Costs		\$135,000	-	-	-	-	-	\$135,000
Total Programmed		\$135,000	\$40,000	\$40,000	\$40,000	-	-	\$255,000

WVT2021-08 - Section 5339 - Buses and Bus Facilities Infrastructure Investment Program

StateID: n/a Lead Agency: EPTA County: WV Transit State: West Virginia

Project Type: Transit Performance Measures: Transit Functional Classification: NA Groupable: True

Description: Bus Facility Construction

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	-	\$9,364,000	-	-	-	-	\$9,364,000
Transit	LOCAL_EPTA	-	\$2,341,000	-	-	-	-	\$2,341,000
Transit	RAISE	-	\$10,322,107	-	-	-	-	\$10,322,107
Total Transit		-	\$22,027,107	-	-	-	-	\$22,027,107
Total Programmed		-	\$22,027,107	-	-	-	-	\$22,027,107

WVT2022-01 - Capital Assistance - Bus Replacement

StateID n/a	Lead Agency EPTA	County WV Transit	State West Virginia
----------------	---------------------	----------------------	------------------------

Project Type NA	Performance Measures Transit	Functional Classification NA	Groupable True
--------------------	---------------------------------	---------------------------------	-------------------

Description
5339 Capital funds for bus replacements

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	\$559,992	\$224,640	-	-	-	-	\$784,632
Transit	LOCAL_EPTA	\$139,998	\$56,160	-	-	-	-	\$196,158
Total Transit		\$699,990	\$280,800	-	-	-	-	\$980,790
Total Prior Costs		\$699,990	-	-	-	-	-	\$699,990
Total Programmed		\$699,990	\$280,800	-	-	-	-	\$980,790

WVT2024-01 - 5307 Bus Replacement

StateID: n/a Lead Agency: EPTA County: WV Transit State: West Virginia

Project Type: NA Performance Measures: Transit Functional Classification: NA Groupable: True

Description: Lapsed money from Weirton

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5307	-	\$720,000	-	-	-	-	\$720,000
Transit	LOCAL_EPTA	-	\$180,000	-	-	-	-	\$180,000
Total Transit		-	\$900,000	-	-	-	-	\$900,000
Total Programmed		-	\$900,000	-	-	-	-	\$900,000

WVT2024-02 - 5307 Operating Commuter Service

StateID: n/a Lead Agency: EPTA County: WV Transit State: West Virginia

Project Type: NA Performance Measures: Transit Functional Classification: NA Groupable: True

Description: Lapsed money from Weirton

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5307	\$318,000	\$159,000	\$159,000	\$159,000	-	-	\$795,000
Transit	LOCAL_EPTA	\$318,000	\$159,000	\$159,000	\$159,000	-	-	\$795,000
Total Transit		\$636,000	\$318,000	\$318,000	\$318,000	-	-	\$1,590,000
Total Prior Costs		\$636,000	-	-	-	-	-	\$636,000
Total Programmed		\$636,000	\$318,000	\$318,000	\$318,000	-	-	\$1,590,000

WVT2024-03 - Harpers Ferry EV Bus Replacement

StateID n/a Lead Agency EPTA County WV Transit State West Virginia

Project Type NA Performance Measures Transit Functional Classification NA Groupable True

Description

Replace a fleet of six heavy-duty transit buses that provided critical access to Harpers Ferry National Historical Park with STATE-of-the-art battery electric buses

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	FLAP	-	\$1,000,000	-	-	-	-	\$1,000,000
Total Transit		-	\$1,000,000	-	-	-	-	\$1,000,000
Total Programmed		-	\$1,000,000	-	-	-	-	\$1,000,000

WVT2024-04 - Harpers Ferry Bus Facility Expansion

StateID - Lead Agency EPTA County WV Transit State West Virginia

Project Type Transit Performance Measures Transit Functional Classification NA Groupable -

Description

Rehabilitate the HAFE bus garage and expand to accommodate additional vehicles and eventual electrification of the fleet.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
CON	FLTP	\$1,650,000	-	-	-	-	-	\$1,650,000
Total CON		\$1,650,000	-	-	-	-	-	\$1,650,000
Total Prior Costs		\$1,650,000	-	-	-	-	-	\$1,650,000
Total Programmed		\$1,650,000	-	-	-	-	-	\$1,650,000

WVT2025-01 - Operating Assistance - Section 5307

StateID: n/a Lead Agency: EPTA County: WV Transit State: West Virginia

Project Type: Transit Performance Measures: Transit Functional Classification: NA Groupable: True

Description: Funding for Staff and typical office functions

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5307	\$2,078,352	\$3,160,640	-	-	-	-	\$5,238,992
Transit	LOCAL_EPTA	\$2,078,352	\$3,160,640	-	-	-	-	\$5,238,992
Total Transit		\$4,156,704	\$6,321,280	-	-	-	-	\$10,477,984
Total Prior Costs		\$4,156,704	-	-	-	-	-	\$4,156,704
Total Programmed		\$4,156,704	\$6,321,280	-	-	-	-	\$10,477,984

WVT2025-02 - Capital Assistance - Preventative Maintenance

StateID n/a	Lead Agency EPTA	County WV Transit	State West Virginia
----------------	---------------------	----------------------	------------------------

Project Type Transit	Performance Measures Transit	Functional Classification NA	Groupable True
-------------------------	---------------------------------	---------------------------------	-------------------

Description
Preventative Maintenance for fleet vehicles

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5307	\$788,838	\$594,025	-	-	-	-	\$1,382,863
Transit	LOCAL_EPTA	\$197,210	\$148,507	-	-	-	-	\$345,717
Total Transit		\$986,048	\$742,532	-	-	-	-	\$1,728,580
Total Prior Costs		\$986,048	-	-	-	-	-	\$986,048
Total Programmed		\$986,048	\$742,532	-	-	-	-	\$1,728,580

WVT2025-03 - Capital Assistance - Miscellaneous Equipment

StateID n/a	Lead Agency EPTA	County WV Transit	State West Virginia
----------------	---------------------	----------------------	------------------------

Project Type Transit	Performance Measures Transit	Functional Classification NA	Groupable True
-------------------------	---------------------------------	---------------------------------	-------------------

Description
Purchase of miscellaneous equipment for vehicle fleet

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	\$47,764	\$73,556	-	-	-	-	\$121,320
Transit	LOCAL_EPTA	\$19,441	\$18,389	-	-	-	-	\$37,830
Total Transit		\$67,205	\$91,945	-	-	-	-	\$159,150
Total Prior Costs		\$67,205	-	-	-	-	-	\$67,205
Total Programmed		\$67,205	\$91,945	-	-	-	-	\$159,150

WVT2025-04 - Capital Assistance - Section 5339 Bus Replacement

StateID n/a	Lead Agency EPTA	County WV Transit	State West Virginia
----------------	---------------------	----------------------	------------------------

Project Type Transit	Performance Measures Transit	Functional Classification NA	Groupable True
-------------------------	---------------------------------	---------------------------------	-------------------

Description
Bus Purchase Program.

As of 8-16-2023, this project is serving as a bank for unused funds from Weirton.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	\$281,025	-	-	-	-	-	\$281,025
Transit	LOCAL_EPTA	\$70,256	\$1	-	-	-	-	\$70,257
Total Transit		\$351,281	\$1	-	-	-	-	\$351,282
Total Prior Costs		\$351,281	-	-	-	-	-	\$351,281
Total Programmed		\$351,281	\$1	-	-	-	-	\$351,282

WVT2025-05 - Capital Assistance - Passenger Amenity

StateID n/a	Lead Agency EPTA	County WV Transit	State West Virginia
----------------	---------------------	----------------------	------------------------

Project Type Transit	Performance Measures Transit	Functional Classification NA	Groupable True
-------------------------	---------------------------------	---------------------------------	-------------------

Description
Bus Shelter Purchase, System Signage, and Other Passenger Information

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Transit	5339	\$74,750	-	-	-	-	-	\$74,750
Transit	LOCAL_EPTA	\$18,688	-	-	-	-	-	\$18,688
Total Transit		\$93,438	-	-	-	-	-	\$93,438
Total Prior Costs		\$93,438	-	-	-	-	-	\$93,438
Total Programmed		\$93,438	-	-	-	-	-	\$93,438

APPENDICES

APPENDIX A – ABBREVIATIONS/ACRONYMS

APPENDIX B – HEPMPO SELF-CERTIFICATION

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

APPENDIX D – MEMORANDUMS OF UNDERSTANDING AND PLANNING AGREEMENTS

APPENDIX E – PERFORMANCE MEASURE RESOLUTIONS

APPENDIX F – PUBLIC PARTICIPATION DOCUMENTATION

APPENDIX G – MARYLAND OBLIGATED PROJECT LIST

APPENDIX H – WEST VIRGINIA OBLIGATED PROJECT LIST

APPENDIX A

ABBREVIATIONS/ACRONYMS

Glossary of Abbreviations/Acronyms

Agencies:

Federal

FHWA Federal Highway Administration

FTA Federal Transit Administration

EPA Environmental Protection Agency

State

MDOT Maryland Department of Transportation

MDE Maryland Department of the Environment

MTA Maryland Transit Administration

SHA Maryland State Highway Administration

PennDOT Pennsylvania Department of Transportation

WVDOH West Virginia Department of Highways

WVDOT West Virginia Department of Transportation

WVDPT West Virginia Department of Public Transit

WVDEP West Virginia Department of Environmental Protection

Local

FCMPO Franklin County Metropolitan Planning Organization

HEPMPO Hagerstown/Eastern Panhandle Metropolitan Planning Organization

Win-Fred MPO Winchester-Frederick County Metropolitan Planning Organization

ISC Interstate Council

L RTP Long Range Transportation Plan

TAC Technical Advisory Committee

Transit

EPTA Eastern Panhandle Transit Authority

WCT Washington County Transit

AQAC Air Quality Advisory Committee

Federal Funding Types & Others:

AC Advanced Construction

ADA Americans with Disabilities Act

ARC Appalachian Regional Commission Grant

BR Bridge Replacement

BH Bridge Rehabilitation

CAA Clean Air Act

CMAQ Congestion Management & Air Quality

CRP Carbon Reduction Program

EAC Early Action Compact

EMRK Earmark Funding

FA Federal Aid

FAA BIL-ATP Federal Aviation Administration Bipartisan Infrastructure Law – Airport Terminals Program

FED Federal - General

FLAP Federal Lands Access Program

FLTP Federal Lands Transportation Program

HSIP Highway Safety Improvement Program

HWI-POP	Highway Infrastructure Funds - Population	Section 5339	FTA Buses and Bus Facilities Grants Program
LEP	Limited English Proficiency	TCSP	Transportation, Community, and System Preservation Program
MDBF	Mean Distance Between Failures		
NAAQS	National Ambient Air Quality Standards		
NCPD	National Corridor Planning and Development		
NH	National Highway System		
NHPP	National Highway Performance Program		
NHST	National Highway System & Surface Transportation Program		
NPS	National Park Service Match		
NRT	National Recreation Trail		
RTP	Recreational Trails Program		
RR/HWY	Railroad/Highway Program		
SB	Scenic Byway		
STBG	Surface Transportation Block Grant		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
SRTS	Safe Routes to School		
TAP	Transportation Alternatives Program		
TIP	Transportation Improvement Program		
Section 5307	FTA Urbanized Area Formula Program		
Section 5309	FTA Capital Program		
Section 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities		
			Highway Route Designations:
		CR	County Route
		I, IR	Interstate Route
		SR	State Route (also WV or MD)
		US	United States Route
			Phase of Work:
		PP	Project Planning
		PE or ENG	Project Engineering, Design
		R/W or ROW	Right of Way
		CON	Construction
			Other:
		ARRA	American Recovery and Reinvestment Act
		BKAMPP	Bridges: Key Activities for Maintenance and Preservation Plan
		FAST	Fixing America's Surface Transportation Act
		FY	Fiscal Year
		GHG	Greenhouse Gas
		I/C	Interchange
		I/S	Intersection
		IJA	Infrastructure Investment and Jobs Act
		MAP-21	Moving Ahead for Progress in the 21 st Century

N/A	Not Applicable
OP	Overpass
TAM	Transit Asset Management
TPM	Transportation Performance Measure
SS4A	Safe Streets for All

APPENDIX B

HEPMPO SELF-CERTIFICATION

HEPMPO Self-Certification: Summary of Statutory Requirements

Metropolitan Planning

Maryland, West Virginia and HEPMPO shall certify to FHWA and FTA at least every four years that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA, and the respective State DOTs to determine if the process meets requirements.

The process for developing the Long Range Transportation Plan (LRTP) and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be solved.

HEPMPO Actions

HEPMPO is the metropolitan planning organization (MPO) for Berkeley and Jefferson Counties, West Virginia and Washington County, Maryland. As the MPO, we are required by the federal government to bring local government, state transportation agencies and the public into the transportation decision making process. A range of stakeholders come together through HEPMPO to develop:

- Long Range Transportation Plan (LRTP) every four years;
- Unified Planning Work Program (UPWP) annually;
- Transportation Improvement Program (TIP) annually;
- Public Participation Plan (PPP); and
- special studies, as required.

Planning is done using a collaborative process that fosters involvement by the public and stakeholders, informs transportation decisions, reflects a community's vision, goals and objectives, considers a variety of alternative strategies and a diverse set of concerns, and accounts for all forms of transportation and their impacts. Guidance is provided through the Technical Advisory Committee (TAC) and the Air Quality Advisory Committee (AQAC) (an ad hoc subcommittee of the TAC).

Measures Prohibiting Discrimination and Exclusion, and Requiring Equal Opportunity

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State, prohibiting discrimination on the basis of sex or disability.

[23 U.S.C. 324 and 29 U.S.C. 794]

Disadvantaged Business Enterprises (DBE)

The DBE program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participating in federally-funded contracts by small, socially and economically disadvantaged businesses, including minority- and women-owned enterprises. The statute provides that at least 10 percent of the amounts made available for any federal-

aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

[MAP-21, Pub. L. 109-59, Sec. 1101(b); CFR 49, Subtitle A, Part 26]

Americans with Disabilities Act of 1990 (ADA)

Programs and activities funded with federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving federal assistance from the DOT.

Older Americans Act

Confirms opportunity for employment with no discriminatory personnel practices because of age. Also, the Older American Act Amendments of 2006 included provisions relating to transportation in Title III-B (Grants for State and Community Programs on Aging, Title IV [Technical Assistance and Innovation to Improve Transportation for Older Individuals], Title V [Senior Community Service Employment Program], and Title VI [Native American Aging Programs]).

[Pub. L. 89-73, as amended, and 42 U.S.C. 6101]

Section 324 of 23 U.S.C.

No one shall be denied participation in or benefits of any program or activity receiving federal assistance based on gender under Title 23.

Rehabilitation Act of 1973

This law protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any federal department or agency, including the U.S. Department of Health and Human Services (DHHS).

[29 U.S.C. 794 and 49 CFR, Part 27]

HEPMPO Actions

It is the policy of HEPMPO to afford equal opportunity for participation in programs, activities and employment. All participation decisions are made without regard to race, color, age, sex, religion, national origin, ancestry, marital status, physical or mental handicap that can reasonably be accommodated, or status as a military veteran.

Public involvement is a key component of the transportation planning and programming process. A proactive public involvement process is one that provides complete information, timely public notice, and full public access to major transportation decisions, and supports early and continuing involvement of the public in developing transportation plans and programs.

It is the policy of HEPMPO to afford equal opportunity for employment. All employment decisions are made without regard to race, color, age, sex, religion, national origin, ancestry, marital status, physical or mental handicap that can be reasonably accommodated, or status as a military veteran.

As an agency, we are committed to incorporating Title VI throughout our planning process. Contracts with third-party firms, as well as our personnel manual, feature all federally-required non-discriminatory clauses and Disadvantaged Business Enterprises (DBE) assurances.

We are also asked to reach out to people who are traditionally left out of the transportation planning process, such as low-income and minority households. Periodically, the Public Participation Plan (PPP) undergoes an evaluation of its public participation activities and initiatives. The PPP is then revised or amended to enhance public participation in the transportation planning process. The PPP can be found online on HEPMPO's website.¹ HEPMPO must show if transportation investments are adversely impacting these populations and that improvements are equitably distributed. Our Environmental Justice (EJ) and Title VI initiatives seek to identify and mitigate the transportation burdens low-income and minority groups carry. It aims to direct spending into these communities, via our project prioritization process, to improve EJ public participation, as well as to plan for and help guide the implementation of community-based transportation projects.

HEPMPO is fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All HEPMPO public meetings and formal events will be held in facilities that are accessible to persons with disabilities;
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities; and
- Additional accommodations will be provided on an as-needed basis.

¹ http://www.hepmo.net/PDF/HEPMPO_PublicParticipationPlan.pdf

APPENDIX C

FY 2025-2028 TIP ADOPTION RESOLUTION(S)



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

RESOLUTION NUMBER 2024-08

**A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)
ENDORING THE TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) FOR FY 2025-2028**

RECITALS

WHEREAS, the MPO is required to develop a Transportation Improvement Program (TIP) in accordance with the requirements of the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the attached FY 2025-2028 TIP was developed in cooperation with the Maryland, West Virginia and Pennsylvania Departments of Transportation, and

WHEREAS, the attached FY 2025-2028 TIP was developed in accordance with HEPMPO's Public Participation Plan which provides for significant opportunity for input in the planning process; and

WHEREAS, the MPO Technical Advisory Committee has reviewed the proposed Transportation Improvement Program and recommended adoption by the Interstate Council of the MPO; and

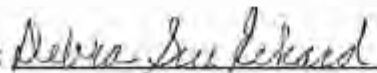
WHEREAS, the Interstate Council of the MPO has determined that the proposed FY 2025-2028 Transportation Improvement Program is consistent with its proposed plans and programs;

NOW, THEREFORE, BE IT RESOLVED by the Interstate Council of the Hagerstown-Eastern Panhandle Metropolitan Planning Organization that the Transportation Improvement Program for FY 2025-2028 is hereby adopted.

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By 
Elaine Bartoldson, Chair

Attest: 



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

**HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)**

RESOLUTION # 2025 – 01

AMENDMENT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is the designated Metropolitan Planning Organization for the Hagerstown-MD-WV-PA-VA urban area and region, and includes official representatives of the cities of Hagerstown and Martinsburg, the towns of Washington County and of Berkeley County, the counties of Berkeley, Jefferson and Washington as well as representatives of the Maryland Department of Transportation, the West Virginia Department of Transportation, Washington County Transit, and the Eastern Panhandle Transit Authority; and

WHEREAS, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, as the Metropolitan Planning Organization for the Hagerstown-MD-WV-PA-VA urban area and region, approved the 2025-2028 Transportation Improvement Program at its May 15, 2024 meeting, with federal concurrence received June 12, 2024; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the West Virginia Department of Transportation has requested approval of an amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the West Virginia Department of Transportation is requesting to amend three projects: WV 9 Ridge Road Roundabout, WV 9 Schoolhouse Drive Intersection Improvement (Engineering Phase only), WV 9 CO 1 Roundabout +1; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure Investment and Jobs Act are met; and

WHEREAS, the proposed Transportation Improvement Program amendments were publicized for a 14-day review from August 7, 2024 to August 20, 2024. No comments were received on these projects.



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

NOW, THEREFORE, BE IT RESOLVED that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, approves the attached amendments to the 2025-2028 Transportation Improvement Program and finds them to conform to the applicable West Virginia State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization approved the aforementioned resolution on August 21, 2024.

8/21/2024
Date

Jill L Baker
Jill Baker, Vice Chair
Hagerstown/Eastern Panhandle MPO

Debra Sue Leland
Attest



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

**HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)**

RESOLUTION # 2025 – 02

AMENDMENT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is the designated Metropolitan Planning for the Hagerstown-MD-WV-PA-VA urban area and region, and includes official representatives of the cities of Hagerstown and Martinsburg, the towns of Washington County and of Berkeley County, the counties of Berkeley, Jefferson and Washington as well as representatives of the Maryland Department of Transportation, the West Virginia Department of Transportation, Washington County Transit, and the Eastern Panhandle Transit Authority; and

WHEREAS, Hagerstown/Eastern Panhandle Metropolitan Planning Organization, as the Metropolitan Planning Organization for the Hagerstown-MD-WV-PA-VA urban area and region, approved the 2025-2028 Transportation Improvement Program at its May 15, 2024 meeting, with federal concurrence received June 12, 2024; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Department of Transportation State Highway Administration has requested approval of an amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Maryland Department of Transportation State Highway Administration is requesting to amend three projects: (1) Bridge replacement of bridges 2110203 and 2110204 on I-70 over Saint Paul Road (2) Bridge rehabilitation of bridge 2101200 on US 40 over Conococheague Creek and (3) National Electric Vehicle Infrastructure (NEVI); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America's Surface Transportation Act are met; and

WHEREAS, the proposed Transportation Improvement Program amendments were publicized for a 14-day review from August 7, 2024 to August 20, 2024. No comments were received on these projects.



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

NOW, THEREFORE, BE IT RESOLVED that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, approves the attached amendments to the 2025-2028 Transportation Improvement Program and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I **HEREBY CERTIFY** that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization approved the aforementioned resolution on August 21, 2024.

8/21/2024
Date

Jill Baker
Jill Baker, Vice Chair
Hagerstown/Eastern Panhandle MPO

Debra Sue Eckard
Attest



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

**HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)**

RESOLUTION # 2025 – 04

AMENDMENT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is the designated Metropolitan Planning Organization for the Hagerstown-MD-WV-PA-VA urban area and region, and includes official representatives of the cities of Hagerstown and Martinsburg, the towns of Washington County and of Berkeley County, the counties of Berkeley, Jefferson and Washington as well as representatives of the Maryland Department of Transportation, the West Virginia Department of Transportation, Washington County Transit, and the Eastern Panhandle Transit Authority; and

WHEREAS, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, as the Metropolitan Planning Organization for the Hagerstown-MD-WV-PA-VA urban area and region, approved the 2025-2028 Transportation Improvement Program at its May 15, 2024 meeting, with federal concurrence received June 12, 2024; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the West Virginia Department of Transportation has requested approval of an amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the West Virginia Department of Transportation is requesting to amend four projects: WV 9 @ WV 901 LTL/Traffic Signal, WV 9 Schoolhouse Drive Intersection Improvement, Flowing Springs/WV 9 Connector Traffic Signal, Leelown Road Intersection Improvement; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure Investment and Jobs Act are met; and

WHEREAS, the proposed Transportation Improvement Program amendments were publicized for a 14-day review from October 2, 2024 to October 15, 2024. No comments were received on these projects.



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

NOW, THEREFORE, BE IT RESOLVED that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, approves the attached amendments to the 2025-2028 Transportation Improvement Program and finds them to conform to the applicable West Virginia State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization approved the aforementioned resolution on October 16, 2024.

Oct. 16, 2024
Date

EM
Elaine Bartoldson, Chair
Hagerstown/Eastern Panhandle MPO

[Signature]
Attest

APPENDIX D

MEMORANDUMS OF UNDERSTANDING AND PLANNING AGREEMENTS

MEMORANDUM OF UNDERSTANDING
Coordination of the Transportation Planning Processes
Between
Franklin County Metropolitan Planning Organization
and
Hagerstown/Eastern Panhandle Metropolitan Planning Organization

I. Background and Purpose

- A. The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) and the Franklin County Metropolitan Planning Organization (Franklin MPO) recognize that the Hagerstown, Maryland, Urbanized Boundary extends into Franklin County, Pennsylvania. The purpose of this agreement is to define the roles and responsibilities of the Metropolitan Planning Organizations (MPOs).
- B. This agreement provides the framework for the responsibilities of the Franklin MPO and HEPMPPO in regard to the federally mandated transportation planning and programming for the Hagerstown Urbanized Area within Franklin County. Each MPO will coordinate with the other on planning and programming of studies and projects that will impact the economy, environment, transportation systems and quality of life for the citizens within their respective planning areas.

II. General Points of Understanding and Agreement

- A. We agree to collaborate in the planning, conduct and reporting of transportation related information at the state and regional levels. We agree to share information and plans in order to achieve the goals of state and regional transportation plans, and to assist, where appropriate, in the joint selection of projects, and improve the coordination of investment across borders.
- B. We agree to work together to achieve compliance with all federal planning regulations and guidance.
- C. We agree that staffs of both MPOs will meet as needed to review progress of cooperative efforts, to discuss key findings from program activities, and to discuss the scope, plans and implementation of activities under consideration for the next planning cycle.
- D. We agree that Franklin County will maintain a non-voting seat on the HEPMPPO Board and a representative from the HEPMPPO will have a non-voting seat on the Franklin County MPO Board.
- E. This agreement will be reviewed when either agency identifies the need for a review.

III. Specific Points of Understanding and Agreement

A. MPO Boundary

1. We recognize the Franklin MPO Boundary is the entire County of Franklin.

B. Long Range Transportation Plans (LRTPs)

1. We recognize the currently adopted Franklin County Metropolitan Planning Organization Long Range Transportation Plan is the transportation plan for Franklin County, Pennsylvania. This includes the portion of the Hagerstown Urbanized Area in Franklin County.
2. We agree the Franklin MPO should address planning/programming needs of the Hagerstown Urbanized Area within Franklin County. Findings of the Franklin MPO concerning its portion of the Hagerstown Urbanized Area will be incorporated in the Long Range Transportation Plan for the Franklin MPO.

C. Transportation Improvement Program (TIP)

1. We agree to work together on planning and programming transportation projects for the Hagerstown Urbanized Area within Franklin County where applicable funds are spent on projects and programs that improve the transportation system. However, the Franklin County MPO will program the projects for the section of the Hagerstown Urbanized Area within Franklin County.

D. Unified Planning Work Program (UPWP)

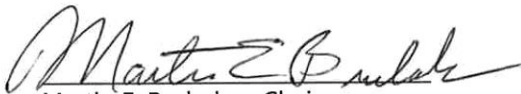
1. The Franklin MPO will develop and submit a work plan for all work in the Hagerstown Urbanized Area within Franklin County.
2. To help ensure the continuity of federal funds and help support the planning process within the two existing MPO planning area boundaries, each agency agrees to abide by the methodology and process currently used to allocate planning funds to the respective MPOs.

E. Other Planning Activities

1. We agree to work together to identify the need for corridor projects that cross the MPO boundary.
2. We agree the Franklin MPO will address urban area boundary issues and review the functional classification of all public roads and streets within

Franklin County on a periodic basis. This review will be completed using the National Functional Classification System guidelines.

3. We agree to cooperate with planning and implementation of our respective management and monitoring systems, especially the congestion management processes (CMP) system.
4. We agree to coordinate air quality maintenance and conformity issues as they affect the regional attainment status and conformity of each MPO's Long Range Transportation Plan and Transportation Improvement Program. However, the Franklin County MPO will be responsible for air quality maintenance and conformity relative to the Hagerstown Urbanized Area within Franklin County.



Martin E. Brubaker, Chairman
Hagerstown/Eastern Panhandle MPO

June 5, 2013
Date



Robert Thomas, Chairman
Franklin County MPO

May 1, 2011
Date

**AGREEMENT AND
MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE TRANSPORTATION PLANNING
BETWEEN
HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING
ORGANIZATION
AND
WASHINGTON COUNTY TRANSIT**

This Memorandum of Understanding is agreed and entered into on this day 9th day of March, 2017 between Hagerstown/Eastern Panhandle Metropolitan Planning Organization, hereinafter called HEPMPO, and Washington County Transit, hereinafter called WCT. This agreement specifies the roles and responsibilities of HEPMPO, the Metropolitan Planning Organization (MPO) for Washington County MD, Berkeley County WV, Jefferson County WV, Franklin County PA and WCT, the grantee, a publicly owned operator providing deviated route and demand response transit services for carrying out federal transportation planning and programming requirements for a continuing, cooperative and comprehensive transportation planning process.

This agreement provides the parameters for fulfilling the federal transportation planning requirements, and the cooperative effort between the agencies in meeting these requirements. This MOU specifically addresses the roles and responsibilities related to the development of the annual Unified Planning Work Program of a transit component, development of the local Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP), Air Quality Conformity Determinations, and the development and maintenance of the Multimodal Long Range Transportation Plan.

The roles and responsibilities of the cooperating agencies under this MOU are as follows:

Section 1: Role and Responsibilities of HEPMPO

- A. **Role:** To carry out the continuing, cooperative and comprehensive transportation planning process by providing the technical and administrative services necessary to fulfill all applicable federal transportation planning requirements.
- B. **Responsibilities:** In accordance with the current Statutory Planning and Programming Requirements in Fixing Americas Surface Transportation Act (FAST Act) and the previous legislation Moving Ahead for Progress in the 21st Century (MAP-21), as well as other federal and state regulations, HEPMPO is responsible for the following activity:
1. Develop an annual Unified Planning Work Program and budget inclusive of a transit work element.
 2. Develop and maintain a fiscally constrained Long Range Multimodal Transportation Plan that addresses the planning factors identified in the transportation legislation. The Long Range Plan and Transportation Improvement Program will incorporate FAST Act and MAP-21 transit provisions including asset management and safety plans with recommendations developed by the transit agency.
 3. Develop and maintain a Transportation Improvement Program (TIP) for the HEPMPO metropolitan planning area inclusive of all highway and transit projects programmed during the TIP period consistent with the TIP/STIP guidelines and timeframes.
 4. Develop an annual listing of obligated projects from the previous fiscal year. The list is to be developed in conjunction with the state and transit provider and made available for public

Monday, May 01, 2017

- review. HEPMPO will contact the transit agency to obtain the information.
5. Develop and maintain a public involvement/participation plan establishing a framework for soliciting public comments on all plans and programs developed by the HEPMPO. Within the plan are procedures and specific timeframes for posting notices and accepting comments relative to the Long Range Transportation Plan and Transportation Improvement Program.
 6. HEPMPO may coordinate any plan development requirements initiated by the state to maintain a coordinated effort between public, private, and non-profit transportation service, human service providers and the general public. The project selection and funding requirements under the former New Freedom program was made optional under MAP-21. Participation in the planning process may be required for grant recipients under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310).
 7. Schedule board meetings with the Policy Board and Technical Advisory Committee. Meeting notices, agendas and proposed resolutions are provided to the board prior to each meeting for review.
 8. Provide technical assistance to the local units of government and transit agencies cooperating in the transportation planning process.
 9. Perform the required air quality conformity analysis and determination on all plans and programs developed by HEPMPO.
 10. Coordinate with state, local units of government, and transit agency in the development of all plans, programs and policies established by HEPMPO.
 11. HEPMPO in coordination with the state and transit agency will establish performance targets as required by the Federal Transit Administration's Transit Asset Management and Safety-Related Final Rules.

Section 2: Roles and Responsibilities of WCT

- A. Role:** To provide deviated route and demand response transit service within the service areas of Washington County, Maryland. Participate in the transportation planning process to insure compliance with FAST Act transit provisions.
- B. Responsibilities:** Within the frame work of the transportation planning process WCT is represented on the HEPMPO Interstate Council (voting board) and the Technical Advisory Committee (non-voting). As a TAC member WCT provides the Policy Board with technical guidance when making policy decisions and coordinates with HEPMPO to ensure that transit issues are adequately addressed. The responsibilities of the WCT in the planning process are as follows:
 1. To review the planning activity identified in the Unified Planning Work Program to insure that all transit planning emphasis areas are being met.
 2. To participate in the development of the Long Range Multimodal Transportation Plan for the region providing transit program improvements, project cost estimates, and fiscal projections.
 3. To Participate in the development and maintenance of the Transportation Improvement Program providing HEPMPO with the appropriate project information including capital and operating expenses covering the TIP period.
 4. WCT will provide HEPMPO with a list of obligated transit projects from the previous fiscal year to fulfill the annual listing of projects requirement.
 5. The transit agency will review public notices as they relate to transit activity to insure that program requirements are fulfilled.
 6. As a public transit provider, WCT will serve as a stakeholder/committee member in the development and maintenance of the Coordinated Public Transit-Human Services Transportation Plan.
 7. To attend HEPMPO meetings providing transit status reports as necessary.

Monday, May 01, 2017

8. To provide transit related data that supports plans and programs developed through the transportation planning process.
9. To provide the Policy Board with technical assistance that aides in policy decision making.
10. In coordination and cooperation with HEPMPO and the Maryland Transit Administration, WCT will participate in the establishment and maintenance of performance measures and targets.
11. The transit agency will be part of a group transit asset management plan that at a minimum includes capital inventories, condition assessments, and investment prioritization. The transit agency will develop a public safety plan that at a minimum includes safety risk identification and evaluation, minimizing exposure to hazards and performance targets. The information is to be shared with the HEPMPO for incorporation into the Long Range Transportation Plan.

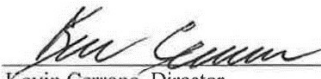
Section 3: Amendments

HEPMPO will continue to review any agreements with WCT to ensure that they continue to satisfy all planning requirements. HEPMPO and WCT may cooperatively amend any sections of this Agreement/MOU in accordance with any new or revised federal regulations. This Agreement/MOU shall remain in effect unless the HEPMPO and WCT terminate the MOU in writing.

Agreed to this 25th day of April, 2017
By:



Matthew Mullenax, Executive Director
Hagerstown/Eastern Panhandle Metropolitan Planning Organization



Kevin Cerrone, Director
Washington County Transit

Monday, May 01, 2017

**AGREEMENT AND
MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE TRANSPORTATION PLANNING
BETWEEN
HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING
ORGANIZATION
AND
EASTERN PANHANDLE TRANSIT AUTHORITY**

This Memorandum of Understanding is agreed and entered into on this day 13th day of January, 2022 between Hagerstown/Eastern Panhandle Metropolitan Planning Organization, hereinafter called HEPMPO, the Eastern Panhandle Transit Authority, hereinafter called EPTA. This agreement specifies the roles and responsibilities of HEPMPO, the Metropolitan Planning Organization (MPO) for Washington County MD, Berkeley County WV, Jefferson County WV, Franklin County PA and EPTA, the grantee, a publicly owned operator providing deviated route and demand response transit services for carrying out federal transportation planning and programming requirements for a continuing, cooperative and comprehensive transportation planning process.

This agreement provides the parameters for fulfilling the federal transportation planning requirements, and the cooperative effort between the agencies in meeting these requirements. This MOU specifically addresses the roles and responsibilities related to the development of the annual Unified Planning Work Program of a transit component, development of the local Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP), Air Quality Conformity Determinations, and the development and maintenance of the Multimodal Long Range Transportation Plan.

The roles and responsibilities of the cooperating agencies under this MOU are as follows:

Section 1: Role and Responsibilities of HEPMPO

- A. Role:** To carry out the continuing, cooperative and comprehensive transportation planning process by providing the technical and administrative services necessary to fulfill all applicable federal transportation planning requirements.
- B. Responsibilities:** In accordance with the current Statutory Planning and Programming Requirements in Fixing Americas Surface Transportation Act (Fast Act) and the previous legislation Moving Ahead for Progress in the 21st Century (MAP-21), as well as other federal and state regulations, HEPMPO is responsible for the following activity:
1. Develop an annual Unified Planning Work Program and budget inclusive of a transit work element.
 2. Develop and maintain a fiscally constrained Long Range Multimodal Transportation Plan that addresses the planning factors identified in the transportation legislation. The Long Range Plan and Transportation Improvement Program will incorporate FAST Act and MAP-21 transit provisions including asset management and safety plans with recommendations developed by the transit agency.
 3. Develop and maintain a Transportation Improvement Program (TIP) for the HEPMPO metropolitan planning area inclusive of all highway and transit projects programmed during the TIP period consistent with the TIP/STIP guidelines and timeframes.

- review. HEPMPO will contact the transit agency to obtain the information.
5. Develop and maintain a public involvement/participation plan establishing a framework for soliciting public comments on all plans and programs developed by the HEPMPO. Within the plan are procedures and specific timeframes for posting notices and accepting comments relative to the Long Range Transportation Plan and Transportation Improvement Program. EPTA relies on the public participation process for the TIP to satisfy Section 5307 public involvement requirements for the POP.
 6. HEPMPO may coordinate any plan development requirements initiated by the state to maintain a coordinated effort between public, private, and non-profit transportation service, human service providers and the general public. The project selection and funding requirements under the former New Freedom program was made optional under MAP-21. Participation in the planning process may be required for grant recipients under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310).
 7. Schedule board meetings with the Policy Board and Technical Advisory Committee. Meeting notices, agendas and proposed resolutions are provided to the board prior to each meeting for review.
 8. Provide technical assistance to the local units of government and transit agencies cooperating in the transportation planning process.
 9. Perform the required air quality conformity analysis and determination on all plans and programs developed by HEPMPO.
 10. Coordinate with state, local units of government, and transit agency in the development of all plans, programs and policies established by HEPMPO.
 11. HEPMPO in coordination with the state and transit agency will establish and maintain performance targets that address national performance measures issued by the U.S. DOT based on goals outlined in the law including transit safety and asset management.

Section 2: Roles and Responsibilities of EPTA

- A. Role:** To provide deviated route and demand response transit service within the service areas of Berkeley & Jefferson Counties, West Virginia. Participate in the transportation planning process to insure compliance with FAST Act transit provisions.
- B. Responsibilities:** Within the frame work of the transportation planning process EPTA is represented on the HEPMPO Interstate Council (voting board) and the Technical Advisory Committee (non-voting). As a TAC member EPTA provides the Policy Board with technical guidance when making policy decisions and coordinates with HEPMPO to ensure that transit issues are adequately addressed. The responsibilities of the EPTA in the planning process are as follows:
 1. To review the planning activity identified in the Unified Planning Work Program to insure that all transit planning emphasis areas are being met.
 2. To participate in the development of the Long Range Multimodal Transportation Plan for the region providing transit program improvements, project cost estimates, and fiscal projections.
 3. To Participate in the development and maintenance of the Transportation Improvement Program providing HEPMPO with the appropriate project information including capital and operating expenses covering the TIP period.
 4. EPTA will provide HEPMPO with a list of obligated transit projects from the previous fiscal year to fulfill the annual listing of projects requirement.
 5. The transit agency will review public notices as they relate to transit activity to insure that program requirements are fulfilled.
 6. As a public transit provider, EPTA will serve as a stakeholder/committee member in the

development and maintenance of the Coordinated Public Transit-Human Services Transportation Plan.

7. To attend HEPMPO meetings providing transit status reports as necessary.
8. To provide transit related data that supports plans and programs developed through the transportation planning process.
9. To provide the Policy Board with technical assistance that aides in policy decision making.
10. In coordination and cooperation with HEPMPO and the state Division of Public Transit, EPTA will participate in the establishment and maintenance of performance measures and targets.
11. The transit agency will develop a transit asset management plan that at a minimum includes capital inventories, condition assessments, and investment prioritization. The transit agency will develop a public safety plan that at a minimum includes safety risk identification and evaluation, minimizing exposure to hazards and performance targets. The information is to be shared with the HEPMPO for incorporation into the Long Range Transportation Plan.

Section 3: Amendments

HEPMPO will continue to review any agreements with EPTA to ensure that they continue to satisfy all planning requirements. HEPMPO and EPTA may cooperatively amend any sections of this Agreement/MOU in accordance with any new or revised federal regulations. This Agreement/MOU shall remain in effect unless the HEPMPO and EPTA terminate the MOU in writing.

Agreed to this 13th day of January, 2022

By:



Matthew Mullenax, Executive Director
Hagerstown/Eastern Panhandle Metropolitan Planning Organization



Elaine Bartoldson, Director
Eastern Panhandle Transit Authority

MEMORANDUM OF UNDERSTANDING
Coordination of the Transportation Planning Processes
Between
Winchester-Frederick County (WinFred) Metropolitan Planning Organization (MPO)
and
Hagerstown/Eastern Panhandle (HEP) Metropolitan Planning Organization (MPO)

I. Background and Purpose

A. The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) and the Winchester-Frederick County Metropolitan Planning Organization (WinFred MPO) recognize that the Hagerstown, Maryland, Urban Boundary extends into Frederick County, Virginia. The purpose of this agreement is to define the roles and responsibilities of the Metropolitan Planning Organizations (MPOs).

B. This agreement provides the framework for the responsibilities of the WinFred MPO and HEPMPO in regard to the federally mandated transportation planning and programming for the Hagerstown Urbanized Area within Frederick County. Each MPO will coordinate with the other on planning and programming of studies and projects that will impact the economy, environment, transportation systems and quality of life for the citizens within their respective planning areas.

II. General Points of Understanding and Agreement

A. We agree to collaborate in the planning, conduct and reporting of transportation related information at the state and regional levels. We agree to share information and plans to achieve the goals of state and regional transportation plans, and to assist, where appropriate, in the joint selection of projects, and improve the coordination of investment across borders.

B. We agree to work together to achieve compliance with all federal planning regulations and guidance.

C. We agree that staff of both MPOs will meet as needed to review progress of cooperative efforts, to discuss key findings from program activities, and to discuss the scope, plans and implementation of activities under consideration for the next planning cycle.

D. We agree that Frederick County will maintain a non-voting seat on the HEPMPO Board and a representative from the HEPMPO will have a non-voting seat on the WinFred MPO Board.

E. This agreement will be reviewed when either agency identifies the need for a review.

III. Specific Points of Understanding and Agreement

A. MPO Boundary

1. We recognize the WinFred MPO boundary is the eastern portion of Frederick County and the City of Winchester.

B. Metropolitan Transportation Plans (MTPs)

1. We recognize the currently adopted WinFred MPO Metropolitan Transportation Plan is the transportation plan for WinFred MPO. This includes the portion of the Hagerstown Urbanized Area in Frederick County.

2. We agree the WinFred MPO should address planning/programming needs of the Hagerstown Urbanized Area within Frederick County. Findings of the WinFred MPO concerning its portion of the Hagerstown Urbanized Area will be incorporated in the Metropolitan Transportation Plan for the WinFred MPO.

C. Transportation Improvement Program (TIP)

1. We agree to work together on planning and programming transportation projects for the Hagerstown Urbanized Area within Frederick County where applicable funds are spent on projects and programs that improve the transportation system. However, the WinFred MPO will program the projects for the section of the Hagerstown Urbanized Area within Frederick County.

D. Unified Planning Work Program (UPWP)

1. The WinFred MPO will develop and submit a work plan for all work in the Hagerstown Urbanized Area within Frederick County.

2. To help ensure the continuity of federal funds and help support the planning process within the two existing MPO planning area boundaries, each agency agrees to abide by the methodology and process currently used to allocate planning funds to the respective MPOs.

E. Other Planning Activities

1. We agree to work together to identify the need for corridor projects that cross the MPO boundary.

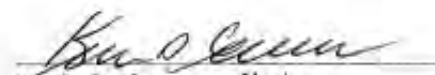
2. We agree the WinFred MPO will address urban area boundary issues and VDOT review the functional classification of all public roads and streets within Frederick County on a periodic basis. This review will be completed using the National Functional Classification System guidelines.

3. We agree to coordinate air quality maintenance and conformity issues as they affect the regional attainment status and conformity of each MPO's Metropolitan Transportation Plan and Transportation Improvement Program. However, the WinFred MPO will be responsible for air quality maintenance and conformity relative to the Hagerstown Urbanized Area within Frederick County.



Judith McCann-Slaughter, Chair
Winchester Frederick County MPO

9-26-2023
Date



Kevin D. Cerrone, Chair
Hagerstown/Eastern Panhandle
MPO

10-18-23
Date

APPENDIX E
PERFORMANCE MEASURE RESOLUTIONS



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

RESOLUTION NUMBER 2023-07

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

**ADOPTION OF MARYLAND BRIDGE AND PAVEMENT CONDITION
PERFORMANCE MEASURE TARGETS**

RECITALS

WHEREAS the HEPMPO partners with the Maryland Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, Maryland Department of Transportation coordinated with HEPMPO on the development of their targets for six bridge and pavement condition performance measures: (1) percent of pavements in good condition on the Interstate system, (2) percent of pavements in good condition on the non-Interstate National Highway System, (3) percent of pavements in poor condition on the Interstate system, (4) percent of pavements in poor condition on the non-Interstate National Highway System, (5) percent of bridges in good condition on the National Highway System and (6) percent of bridges in poor condition on the National Highway System; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the National Highway System infrastructure conditions targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

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

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of Maryland's National Highway System infrastructure conditions, bridge and pavement, targets.

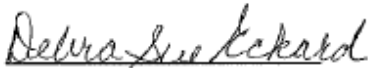
PASSED AND DULY ADOPTED this 18th day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By


Kevin Cerrone, Chair

Attest:





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

RESOLUTION NUMBER 2023-08

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

**ADOPTION OF MARYLAND SYSTEM PERFORMANCE/FREIGHT/CMAQ
PERFORMANCE MEASURE TARGETS**

RECITALS

WHEREAS the HEPMPO partners with the Maryland Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, Maryland Department of Transportation coordinated with HEPMPO on the development of their three applicable system performance/freight/CMAQ performance measures: (1) percent of the Person-Miles Traveled on the Interstate That Are Reliable, (2) percent of the Person-Miles Traveled on the non-Interstate National Highway System That Are Reliable, (3) Truck Travel Time Reliability Index; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the applicable system performance/freight/CMAQ performance targets required for the HEPMPO planning area of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of Maryland's system performance/freight/CMAQ targets.



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

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

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

PASSED AND DULY ADOPTED this 18th day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By *Kevin Cerrone*
Kevin Cerrone, Chair

Attest: *Debra Sue Eckard*



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

RESOLUTION NUMBER 2023-10

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

**ADOPTION OF WEST VIRGINIA BRIDGE AND PAVEMENT CONDITION
PERFORMANCE MEASURE TARGETS**

RECITALS

WHEREAS the HEPMPO partners with the West Virginia Department of Transportation, the Federal Highway Administration; and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, West Virginia Department of Transportation coordinated with HEPMPO on the development of their targets for six bridge and pavement condition performance measures: (1) percent of pavements in good condition on the Interstate system, (2) percent of pavements in good condition on the non-Interstate National Highway System, (3) percent of pavements in poor condition on the Interstate system, (4) percent of pavements in poor condition on the non-Interstate National Highway System, (5) percent of bridges in good condition on the National Highway System and (6) percent of bridges in poor condition on the National Highway System; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the National Highway System infrastructure conditions targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

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

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

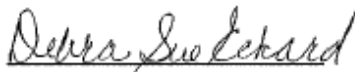
NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of West Virginia's National Highway System infrastructure conditions, bridge and pavement, targets.

PASSED AND DULY ADOPTED this 18th day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By


Kevin Cerrone, Chair

Attest: 



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

RESOLUTION NUMBER 2023-11

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

**ADOPTION OF WEST VIRGINIA SYSTEM PERFORMANCE/FREIGHT/CMAQ
PERFORMANCE MEASURE TARGETS**

RECITALS

WHEREAS the HEPMPO partners with the West Virginia Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, West Virginia Department of Transportation coordinated with HEPMPO on the development of their three applicable system performance/freight/CMAQ performance measures: (1) percent of the Person-Miles Traveled on the Interstate That Are Reliable, (2) percent of the Person-Miles Traveled on the non-Interstate National Highway System That Are Reliable, (3) Truck Travel Time Reliability Index; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the applicable system performance/freight/CMAQ performance targets required for the HEPMPO planning area of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of West Virginia's system performance/freight/CMAQ targets.



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

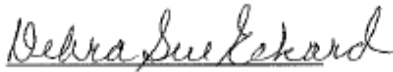
www.hepmpo.net

PASSED AND DULY ADOPTED this 18th day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By


Kevin Cerrone, Chair

Attest: 



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

RESOLUTION NUMBER 2024-06

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

ADOPTION OF MARYLAND HIGHWAY PERFORMANCE MEASURE TARGETS

RECITALS

WHEREAS the HEPMPO partners with the Maryland Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, Maryland Department of Transportation coordinated with HEPMPO on the development of their Strategic Highway Safety Plan and targets for five safety performance measures: (1) fatalities, (2) rate of fatalities (3) number of serious injuries (4) rate of serious injuries and (5) number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the highway safety targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline safety performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of Maryland's highway safety targets.

PASSED AND DULY ADOPTED this 17th day of January 2024.

HAGERSTOWN/EASTERN PANHANDLE



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

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

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

METROPOLITAN PLANNING ORGANIZATION

By *Kevin Cerrone*
Kevin Cerrone, Chair

Attest: *Peters. Sue Eckard*



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

RESOLUTION NUMBER 2024-07

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

ADOPTION OF WEST VIRGINIA HIGHWAY PERFORMANCE MEASURE TARGETS

RECITALS

WHEREAS the HEPMPO partners with the West Virginia Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, West Virginia Department of Transportation coordinated with HEPMPO on the development of their Strategic Highway Safety Plan and targets for five safety performance measures: (1) fatalities, (2) rate of fatalities (3) number of serious injuries (4) rate of serious injuries and (5) number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the highway safety targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline safety performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of West Virginia's highway safety targets,

PASSED AND DULY ADOPTED this 17th day of January 2024.

HAGERSTOWN/EASTERN PANHANDLE



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

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

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

METROPOLITAN PLANNING ORGANIZATION

By

Kevin Cerrone, Chair

Attest:



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

RESOLUTION NUMBER 2024-09

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

**ADOPTION OF MARYLAND GREENHOUSE GASES
PERFORMANCE MEASURE TARGETS**

RECITALS

WHEREAS the HEPMPO partners with the Maryland Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, Maryland Department of Transportation coordinated with HEPMPO on the development of their one applicable greenhouse gases performance measure: (1) percent change in tailpipe CO₂ emissions on the NHS compared to the 2022 reference year; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the applicable greenhouse gases performance target required for the HEPMPO planning area of Maryland for its respective portion of the planning area; and

WHEREAS, HEPMPO will report baseline performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of Maryland's greenhouse gases targets.

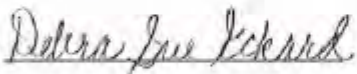
PASSED AND DULY ADOPTED this 15th day of May 2024.



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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By 
Elaine Bartoldson, Chair

Attest: 



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

RESOLUTION NUMBER 2025-05

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

ADOPTION OF MARYLAND HIGHWAY PERFORMANCE MEASURE TARGETS

RECITALS

WHEREAS the HEPMPO partners with the Maryland Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, Maryland Department of Transportation coordinated with HEPMPO on the development of their Strategic Highway Safety Plan and targets for five safety performance measures: (1) fatalities, (2) rate of fatalities (3) number of serious injuries (4) rate of serious injuries and (5) number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the highway safety targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline safety performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of Maryland's highway safety targets.

PASSED AND DULY ADOPTED this 15th day of January 2025.

HAGERSTOWN/EASTERN PANHANDLE




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

METROPOLITAN PLANNING ORGANIZATION

By



Elaine Bartoldson, Chair

Attest: 



Hagerstown/Eastern Panhandle Metropolitan Planning Organization
30 W. Washington St. 4th Floor Suite 402 Hagerstown, MD 21740
Phone: 240-313-2080 Fax: 240-313-2081
www.hepmo.net

RESOLUTION NUMBER 2025-06

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

ADOPTION OF WEST VIRGINIA HIGHWAY PERFORMANCE MEASURE TARGETS

RECITALS

WHEREAS the HEPMPO partners with the West Virginia Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, West Virginia Department of Transportation coordinated with HEPMPO on the development of their Strategic Highway Safety Plan and targets for five safety performance measures: (1) fatalities, (2) rate of fatalities (3) number of serious injuries (4) rate of serious injuries and (5) number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the highway safety targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline safety performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of West Virginia's highway safety targets.

PASSED AND DULY ADOPTED this 15th day of January 2025.

HAGERSTOWN/EASTERN PANHANDLE



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

METROPOLITAN PLANNING ORGANIZATION

By 
Elaine Bartoldson, Chair

Attest: 



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

RESOLUTION NUMBER 2025-07

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

**ADOPTION OF WEST VIRGINIA BRIDGE AND PAVEMENT CONDITION
PERFORMANCE MEASURE TARGETS**

RECITALS

WHEREAS the HEPMPO partners with the West Virginia Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to develop short term planning studies and long term multi-modal metropolitan transportation plans through a "continuous, cooperative and comprehensive planning program" that identify and address the transportation needs of our community in an open collaborative process that builds community consensus; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the Infrastructure Investment and Jobs Act (IIJA), established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

WHEREAS, West Virginia Department of Transportation coordinated with HEPMPO on the development of their targets for six bridge and pavement condition performance measures: (1) percent of pavements in good condition on the Interstate system, (2) percent of pavements in good condition on the non-Interstate National Highway System, (3) percent of pavements in poor condition on the Interstate system, (4) percent of pavements in poor condition on the non-Interstate National Highway System, (5) percent of bridges in good condition on the National Highway System and (6) percent of bridges in poor condition on the National Highway System; and

WHEREAS, HEPMPO is a multi-state metropolitan planning organization that will adopt the National Highway System infrastructure conditions targets of both Maryland and West Virginia for each State's respective portions of the planning area; and

WHEREAS, HEPMPO will report baseline performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

WHEREAS, HEPMPO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets; and

WHEREAS, HEPMPO will provide this resolution (and future ones) as a mutually agreed-upon way to report targets to State;



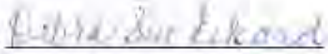
Hagerstown/Eastern Panhandle Metropolitan Planning Organization
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740
Phone: 240-313-2080, Fax: 240-313-2084
www.hepmo.net

NOW THEREFORE BE IT RESOLVED that the Hagerstown/Eastern Panhandle MPO adopts the State of West Virginia's National Highway System infrastructure conditions, bridge and pavement, targets.

PASSED AND DULY ADOPTED this 15th day of January 2025.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By 
Elaine Bartoldson, Chair

Attest: 

APPENDIX F

PUBLIC PARTICIPATION DOCUMENTATION

LOCALiQ

The Herald-Mail

PO Box 630519 Cincinnati, OH 45263-0519

5/3/24

AFFIDAVIT OF PUBLICATION

Hagerstown-Eastern Panhandle Mpo
33 W Washington ST # 402
Hagerstown MD 21740-4858

STATE OF MARYLAND, COUNTY OF WASHINGTON

The Herald-Mail is a daily newspaper of general circulation, printed in the English language and published in the City of Hagerstown in said County and State, and that annexed hereto is a copy of a certain order taken from said newspaper in which the order was published.

Published in the issue dated:
04/12/2024

Sworn to and subscribed before on 04/12/2024

Legal Clerk

M Jacobs
M Miller

Notary, State of WI, County of Brown

\$ 25.76

My commission expires

Publication Cost:	\$154.32	
Order No:	10044661	# of Copies:
Customer No:	564191	0
PO #:	LHAG0083637	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

MARIAH VERHAGEN Notary Public State of Wisconsin
--

PUBLIC NOTICE

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the proposed FY 2025-2028 Transportation Improvements Plan (TIP) for the Hagerstown-Martinsburg, MD-WV Metropolitan Area, that is in Washington County, MD and Berkeley and Jefferson Counties, WV, is available for comment and review. The proposed TIP identifies more than \$100 million in projects for highway, transit and other related transportation services that are planned to be constructed or implemented over the next four years throughout the metropolitan area. This public participation process for the TIP also serves to meet the Federal Transit Administration public participation requirements for the Eastern Panhandle Transit Authority and the Maryland Transit Administration's Program of Projects (POP).

Copies of the draft TIP are available online at the website www.hepmo.net and on display at the Washington County Free Library in Hagerstown, Martinsburg-Berkeley County Library, and the Charles Town Library.

The public comment period will begin on Friday, April 12, 2024 and end on Tuesday, May 14, 2024. Written comments may be mailed to the HEPMPO's office (33 W Washington Street, Suite 402, Hagerstown, MD 21740), sent via e-mail to mmullenax@hepmo.net, or submitted online at www.hepmo.net/contact. Only written comments will be accepted. Questions should be directed to Matt Mullenax at 240-313-2081.

April 12 2024
LHAG0083637

The Journal

AFFIDAVIT OF PUBLICATION

Journal (Martinsburg)
207 W. King St
(304) 263-8931

State of Texas, County of Bexar, ss:

Yuade Moore, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Journal (Martinsburg), a newspaper printed and published in the City of Martinsburg, County of Berkeley, State of West Virginia, and that this affidavit is Page 1 of 1 with the full text of the sworn-to notice set forth on the pages that follow, and that the attachment hereto contains the correct copy of what was published in said legal newspaper in consecutive issues on the following dates:

PUBLICATION DATES:
Apr. 12, 2024

NOTICE ID: 7n6k5R9ubVoIQWnquNTm
NOTICE NAME: FY2025-2028 TIP
Publication Fee: \$50.48

(signed) Yuade Moore

VERIFICATION

State of Texas
County of Bexar



Subscribed in my presence and sworn to before me on this: 04/12/2024

Rob

Notary Public
Electronically signed and notarized online using the Proof platform.

PUBLIC NOTICE

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the proposed FY 2025-2028 Transportation Improvements Plan (TIP) for the Hagerstown-Martinsburg, MD-WV Metropolitan Area, that is in Washington County, MD and Berkeley and Jefferson Counties, WV, is available for comment and review. The proposed TIP identifies more than \$100 million in projects for highway, transit and other related transportation services that are planned to be constructed or implemented over the next four years throughout the metropolitan area. This public participation process for the TIP also serves to meet the Federal Transit Administration public participation requirements for the Eastern Panhandle Transit Authority and the Maryland Transit Administration's Program of Projects (POP). Copies of the draft TIP are available online at the website www.hepmo.net and on display at the Washington County Free Library in Hagerstown, Martinsburg-Berkeley County Library, and the Charles Town Library.

The public comment period will begin on Friday, April 12, 2024 and end on Tuesday, May 14, 2024. Written comments may be mailed to the HEPMPPO's office (33 W Washington Street, Suite 402, Hagerstown, MD 21740), sent via e-mail to mmullenax@hepmo.net, or submitted online at www.hepmo.net/contact. Only written comments will be accepted. Questions should be directed to Matt Mullenax at 240-313-2081.

APPENDIX G

MARYLAND OBLIGATED PROJECT LIST

MPO ID	Project Description	Year of Obligation	Total Cost (in thousands)
MD Highways			

MPO ID	Project Description	Year of Obligation	Total Cost (in thousands)
WCT Transit			

APPENDIX H

WEST VIRGINIA OBLIGATED PROJECT LIST

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
Berkeley County Highways				
B2022-18	Martinsburg North Queen St	CON	2024	\$1,078,203
B2023-07	Specks Run Rd Traffic Signal	CON	2024	\$621,567
B2021-09	US 11 TWLTL Extension	CON	2024	\$1,725,451
B2022-14	Meadow Lane Roundabout	CON	2024	\$870,744
B2023-11	Route 11 Turning Improvement	CON	2024	\$1,366,426
B2024-01	Bessemer Overhead +1	CON	2024	\$407,358
B2024-11	Queen St @ Moler Ave Signal Renovation and Ped Upgrade	CON	2024	\$607,733
B2024-13	I81 Eit 20 SB Ramp Widening	CON	2024	\$556,946
B2024-17	D5 Guardrail Project	CON	2024	\$500,000
B2024-14	Hammonds Mill Rd RTL	ROW	2024	\$10,000
B2024-02	Butts Mill Bridge	ROW	2024	\$30,000
B2024-10	I-81 Welcome Centers & Overnight Truck Parking	ENG	2024	\$1,200,000
B2022-02	Meadow Lane Traffic Signal	CON	2024	\$1,668,388
B2024-14	Hammonds Mill Rd RTL	CON	2024	\$457,884

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
Jefferson County Highways				
J2024-02	Ridge Road-Morgan Grove	CON	2023	\$896,526
J2024-08	Maddex Square Ped Crossing	ENG	2024	\$10,000
J2024-08	Maddex Square Ped Crossing	CON	2024	\$148,912
J2024-09	W Washington St	ENG	2024	\$688,531
J2024-10	Flowing Springs Exit Lighting	ENG	2024	\$50,000
J2024-10	Flowing Springs Exit Lighting	CON	2024	\$399,439
J2021-05	W Washington St	CON	2024	\$750,000
J2024-11	Flowing Springs Road	ENG	2024	\$5,000
NA	Leetown Rd Intersection Improvements	ENG	2024	\$20,000
J2019-05.03	Charles Town Augustine Ave	CON	2024	\$700,000
NA	2024 Jefferson HFST +	CON	2024	\$397,352
NA	US 340 @ Augustine Ave I/S	CON	2024	\$938,458

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
Transit - EPTA				