

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



# HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

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## FY 2025 – 2028 Transportation Improvement Program (TIP)

### Revision History

Adopted: May  
15, 2024

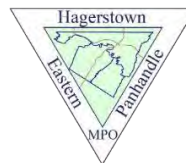
Revised:  
August 21, 2024

Revised:  
October 16, 2024

Revised:  
January 15, 2025

Revised:  
March 19, 2025

Revised:  
May 21, 2025



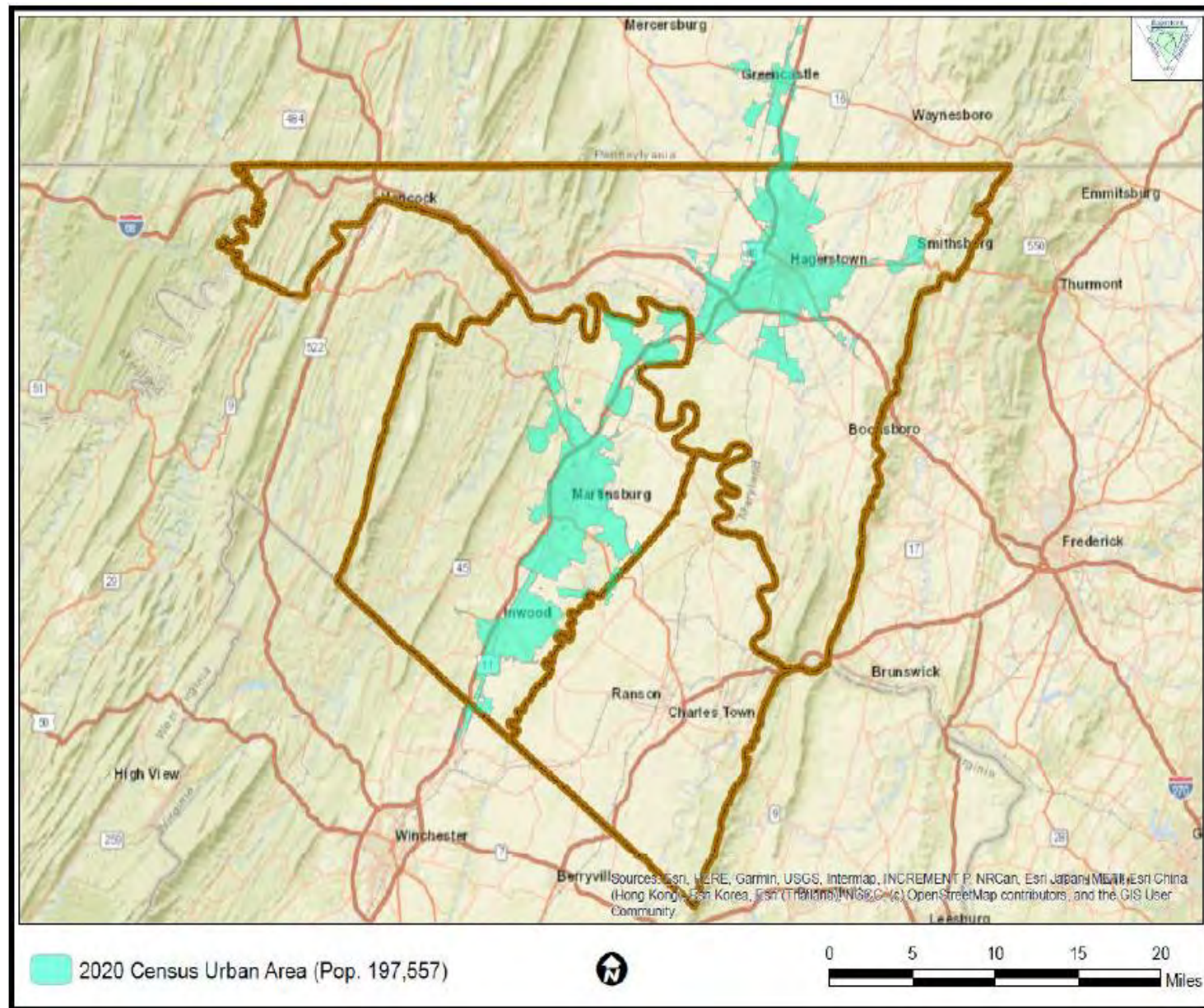


Figure 1 – The Hagerstown MD--WV--PA--VA urban area (UA) and the metropolitan planning area that is served by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).



Maryland Division

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<http://www.fhwa.dot.gov/mddiv/>

June 12, 2004

In Reply Refer To:  
HDA-MD

Ms. Michelle Martin  
Deputy Director  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Ms. Martin:

We have completed our review of the State request (MDOT Control #22-131 to amend the Fiscal Year (FY) 2022-2025 Statewide Transportation Improvement Program (STIP) to include the Hagerstown/Eastern Panhandle Metropolitan Planning Organization's (HEPMPO) FY 2025 – FY 2028 Transportation Improvement Program (TIP).

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP amendment please contact Jasmine Champion at (410) 779.7158.

Sincerely,

VALERIYA  
REMEZOVA

Digitally signed by  
VALERIYA REMEZOVA  
Date: 2024.06.12  
17:41:41 -04'00'

Valeriya Remezova  
Division Administrator

cc:  
Kari Snyder, MDOT/TSO  
Dan Janousek, MDOT/TSO  
Matt Baker, MDOT/SHA  
Ryan Long, FTA

## 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 HEPMPPO'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 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.

MDOT groups smaller projects, often referred to as "minor" or "system preservation," due to their limited scope and cost. These can include safety improvements, minor construction, and maintenance like road resurfacing. In metropolitan areas, they are grouped by MDOT SHA funding categories. Major or regionally significant projects are not grouped, and each has its own project information form (PIF) in the STIP. Some system preservation projects may also be considered regionally significant and listed separately. The table below shows these grouped projects. The generalized program groups are considered statewide unless otherwise demonstrated and are as follows:

Program Group	Program Name	Program Description
1	Areawide Bridge Rehabilitation	Bridge Inspection, Cleaning, Deck Overlay, Deck Replacement/Rehabilitation, Painting (Spot, Comprehensive), Parapet Modification/Reconstruction, Pedestrian Facilities Completed As Part Of A Bridge Project, Substructure Replacement/Rehabilitation, Superstructure Replacement/Rehabilitation
2	Areawide Congestion Management	Intelligent Transportation System Deployment, Park-And-Ride Facilities (Design, Construction, Expansion, Lighting), Permanent Congestion Monitoring Systems, Signal Systemization, Remote Timing, Traffic Management Detectors, Traffic Management Video/CCTV, Variable Message Signing

3	Areawide Environmental Projects	ADA Improvements; Bicycle/Pedestrian Facilities; Drainage Improvements (Areas Of Flooding, Road Closures); Environmental Compliance; Landscaping; Noise Abatement; Noise Barrier And Berm Construction, Retrofitting, And Rehabilitation; Trail Facilities; Reforestation And Tree Planting; Rest Areas; Scenic Beautification; Total Maximum Daily Load (TMDL) For Stormwater Management; Wildflower Seeding, <i>Only Outside The Baltimore And Washington Metropolitan Planning Areas</i> : Transportation Alternatives, Safe Routes To School, And Recreational Trails Program Improvements Including Bicycle/Pedestrian Improvements, Conversion/Use Of Abandoned Railroad Corridors, Highway Runoff-Related Water Pollution Mitigation, Historic Transportation Facility Rehabilitation, Landscaping, Transportation-Related Archeological Activities, And Urban Greenways
4	Areawide Transportation Alternatives	<i>Only Within The Baltimore And Washington Metropolitan Planning Areas</i> : Transportation Alternatives, Safe Routes To School, And Recreational Trails Programs Improvements Including Bicycle/Pedestrian Improvements, Conversion/Use Of Abandoned Railroad Corridors, Highway Runoff-Related Water Pollution Mitigation, Historic Transportation Facility Rehabilitation, Landscaping, Transportation-Related Archeological Activities, And Urban Greenways
5	Areawide Resurfacing and Rehabilitation	ADA Improvements, Concrete Patching, Guardrail Improvements, Joint Sealing, Milling, Patchwork, Pavement Markings/Striping, Resurfacing, Shared-Use Paths, Sidewalk, Striping
6	Areawide Safety And Spot Improvements	Acceleration/Deceleration Lanes, ADA Improvements, Bridge Inspection, Bypass Lanes, Crash Prevention, Drainage Improvements, Geometric Improvements, Guardrail Improvements, Intersection Capacity Improvements, Intersection Realignment, Joint Sealing, Major Storm Damage Repairs, Pavement Markings/Striping, Railroad Crossings, Ramp Modifications, Rest Areas, Roundabouts, Safety Improvements, School Access Improvements, Sinkhole Repairs, Slope Repairs, Truck Weigh Stations, Turn Lanes, Unforeseen Roadway/Bridge Emergency Repairs
7	Areawide Urban Reconstruction	ADA Improvements, Bicycle And Pedestrian Improvements, Curb And Gutter Improvements, Drainage Reconstruction, Landscaping, Lighting, Pavement Markings/Striping, Pavement Reconstruction (Milling, Resurfacing), Shared-Use Paths, Sidewalks, Signage, Street Furniture, Urban Amenity Improvements
8	Areawide Carbon Reduction Program	Improvements That Reduce Transportation Carbon Dioxide Emissions, Including Traffic Management, Public Transportation, Pedestrian Facilities, Alternative Fuels, And Port Electrification.

## **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.<sup>1</sup> 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  $\frac{3}{4}$  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.<sup>2</sup> 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.

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<sup>1</sup> **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.

<sup>2</sup> **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

## 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
<b>Crystal Falls Dr Bridge (W3051)</b>	Replace two lane bridge	PE—FY2015 CON—FY2026	PE--\$385.0 CON--\$2,503.3	PE--\$308.0 CON--\$1,971.8
<b>Keedysville Rd Bridge (W5651)</b>	Rehab stone arch bridge	PE – FY 2015 PE – FY 2025 PE - FY 2026 CON – FY 2026	PE - \$257.6 PE - \$50.0 PE- \$250.0 CON - \$2,707.0	PE - \$206.1 PE - \$0.0 PE - \$200.0 CON- \$2,165.6
<b>Roxbury Rd. Bridge (W5372)</b>	Replace two lane bridge	PE-FY 2015 PE-FY 2022 CON – FY 2026	PE - \$881.0 PE - \$85.2 CON - \$2,425.9	PE - \$480.0 PE - \$68.1 CON - \$1,940.7
<b>Gardenhour Rd Bridge</b>	Replace two lane bridge	PE – FY 2024 CON – FY 2026 CON -FY2027	PE - \$750.0 CON - \$1,900.0 CON - \$1,000.0	PE – 600.0 CON - \$1,520.0 CON - \$800.0
<b>Halfway Boulevard Bridges (W0912)</b>	Repair Bridges	PE – FY 2018 PE – FY 2022 CON – FY 2026	PE - \$235.0 PE - \$345.0 CON - \$2,675.9	PE - \$188.0 PE - \$276.0 CON - \$4,187.2

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
<b>Eastern Boulevard Extended (W2017-09)</b>	Construct new 4-lane road	PE - FY 2026 CON – FY2031	PE - \$150.0 CON - \$10,303.0	PE - \$0.0 CON - \$0.0

Source: Washington County Capital Improvement Plan FY 2024-2033

## WEST VIRGINIA SECTION

### West Virginia Project Selection Process

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

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

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

WVDOT TIP Projects				
TIP ID	Project Name	Project Program	Groupable/ Not Groupable	Performance Measure
Berkeley				
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
B2025-10	Martinsburg Greenway Trail	Community Development	G	PM3
B2025-11	WV45 Apple Harvest Drive Grade Separation Study	Traffic Program	G	PM1

Jefferson				
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
J2025-07	US 340 LTL Extension @ Cloverdale Rd	Traffic Program	G	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 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 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 manage 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<sub>2.5</sub> 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<sub>2.5</sub>), 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.<sup>3</sup> 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<sub>2.5</sub>)**

In April 2005, the EPA announced final attainment designations for PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub>) national ambient air quality standard (NAAQS).<sup>4</sup> 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<sub>2.5</sub> 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<sub>2.5</sub> NAAQS. The maintenance plan includes the 2017 and 2025 PM<sub>2.5</sub> and nitrogen oxides (NO<sub>x</sub>) mobile vehicle emissions budgets (MVEBs) for Berkeley County, West Virginia for the 1997 annual PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) to Attainment status.<sup>5</sup> 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<sub>2.5</sub> NAAQS through 2025 for the Maryland portion of the Area. The maintenance plan includes the 2017 and 2025 PM<sub>2.5</sub> and nitrogen oxides (NO<sub>x</sub>) mobile vehicle emissions budgets (MVEBs) for Washington County, Maryland for the 1997 annual PM<sub>2.5</sub> 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<sub>2.5</sub> 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.

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<sup>3</sup> [Agency / Docket #s EPA-HQ-OAR-2008-0006; FRL-8550-1]

<sup>4</sup> [Agency / Docket #s EPA-R03-OAR-2013-0690; FRL-9919-65-Region 3]

<sup>5</sup> [Agency / Docket #s EPA-R03-OAR-2014-0281; FRL-9920-42-Region 3]

### Conformity Determination Process & Findings

Due to the revocation of the 1997 Primary Annual PM<sub>2.5</sub> 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)
<b>Eastern Boulevard Widening Phase 1</b>	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
- Development 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 <sup>6</sup>**

<b>Asset Class (NTD)*</b>	<b>Baseline (% past useful life)</b>	<b>FY 2025 Targets</b>
<b>Bus (Heavy and Medium Duty)</b>	11%	10%
<b>Cutaway Bus</b>	27%	24%
<b>Automobile</b>	45%	46%
<b>Van</b>	10%	9%

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

#### **Equipment (Non-revenue vehicles): % of assets at or past their useful life <sup>6</sup>**

<b>Asset Class (NTD)*</b>	<b>Baseline (% past useful life)</b>	<b>FY 2025 Targets</b>
<b>Trucks/ Other Rubber Tire Vehicles</b>	62%	60%

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

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<sup>6</sup> Maryland MTA TAM Baseline and FY 2025 Targets adopted May 21, 2025.

**Facilities: % of assets rated below condition '3' on the TERM scale <sup>6</sup>**

Asset Class (NTD)*	Baseline (% below '3' on TERM Scale)	FY 2025 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 <sup>7</sup>**

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

<sup>7</sup> 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	0.09	126	6.81	56	3.05	8,161
Light Rail	1	0.45	13	5.0	30	11.27	954
Metro Subway	2	0.42	34	7.79	19	4.38	4,973
Mobility	0	0.03	49	3.08	23	1.43	16,631
Commuter Bus	0	0	0	0	0	0	35,514

\* MDOT MTA Safety Performance Targets, 2025

### 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)
<b>Fixed Route</b>	0	0	0.33	0	0	0	65,399
<b>Paratransit</b>	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)
<b>Bus Service</b>	0	0	1	2	1	.05	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)
<b>Demand Response Service</b>	0	0	1	.07	1	.07	Major Failures: > 80,000 miles Minor Failures: > 3,200 miles

\* EPTA Safety Performance Targets, 2024

## **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 <sup>8</sup>

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

### West Virginia Highway Safety Targets <sup>9</sup>

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

<sup>8</sup> Maryland Highway Safety Targets for FY 2025 adopted January 15, 2025.

<sup>9</sup> 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 <sup>10</sup>**

Measure	Baseline	Two-Year	Four-Year
<b>Pavements in Good Condition on Interstate (%) – 2022-2025</b>	55.4%	48.0%	45.0%
<b>Pavements in Poor Condition on Interstate (%) – 2022-2025</b>	0.6%	1.0%	1.0%
<b>Pavements in Good Condition on non-Interstate NHS (%) – 2022-2025</b>	30.4%	29.0%	28.0%
<b>Pavements in Poor Condition on non-Interstate NHS (%) – 2022-2025</b>	6.2%	8.0%	9.0%
<b>Bridges in Good Condition on NHS (%) – 2022-2025</b>	24.3%	24.5%	24.8%
<b>Bridges in Poor Condition on NHS (%) – 2022-2025</b>	2.6%	2.5%	2.4%

**West Virginia Bridge and Pavement Condition Targets <sup>12</sup>**

Measure	Baseline	Two-Year	Four-Year
<b>Pavements in Good Condition on Interstate (%)</b>	73.8%	74.0%	70.0%
<b>Pavements in Poor Condition on Interstate (%)</b>	0.4%	4.0%	4.0%
<b>Pavements in Good Condition on non-Interstate NHS (%)</b>	46.5%	46.0%	45.0%
<b>Pavements in Poor Condition on non-Interstate NHS (%)</b>	0.9%	5.0%	5.0%
<b>Bridges in Good Condition on NHS (%)</b>	10.1%	11.5%	12.0%
<b>Bridges in Poor Condition on NHS (%)</b>	14.0%	14.0%	13.0%

<sup>10</sup> Maryland Bridge and Pavement Condition Targets for 2022-2025 adopted January 18, 2023, revised on March 19, 2025.

<sup>12</sup> 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 <sup>13</sup>**

Measure	2021 (Baseline)	2023 (2-Year)	2025 (4-Year)
Person Miles Traveled on the Interstate That are Reliable (%)	84.7%	76.8%	67.8%
Person Miles Traveled on the non-Interstate NHS That are Reliable (%)	92.4%	87.2%	83.2%
Truck Travel Time Reliability Index	1.60	1.80	1.89

**West Virginia System and Freight Targets <sup>14</sup>**

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

<sup>13</sup> Maryland System and Freight Targets for 2022-2025 adopted January 18, 2023, revised on March 19, 2025.

<sup>14</sup> 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 <sup>15</sup>

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

<sup>15</sup> 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 13<sup>th</sup> to May 14<sup>th</sup>. Advertisements were placed in local newspapers on April 12<sup>th</sup>. 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 15<sup>th</sup> 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	\$10,872,068	\$405,072	\$720,000	\$168,000	\$0	\$13,907,615
ARC	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
CDS	\$0	\$543,000	\$0	\$0	\$0	\$0	\$543,000
CMAQ	\$80,000	\$4,442,000	\$3,848,000	\$5,000,000	\$7,500,000	\$0	\$20,870,000
CRP	\$0	\$121,000	\$282,000	\$281,000	\$342,000	\$342,000	\$1,368,000
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	\$0	\$11,944,520	\$800,000	\$0	\$0	\$23,819,920
FED	\$162,003,000	\$41,392,000	\$41,392,000	\$41,392,000	\$41,392,000	\$0	\$327,571,000
FLAP	\$1,932,443	\$1,100,000	\$385,188	\$0	\$0	\$0	\$3,417,631
FLTP	\$10,877,316	\$700,000	\$0	\$0	\$0	\$0	\$11,577,316
HSIP	\$2,176,700	\$187,035	\$135,000	\$0	\$0	\$0	\$2,498,735
HWI-BR	\$639,840	\$620,000	\$520,000	\$0	\$739,656	\$8,789,464	\$11,308,960
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	\$62,617,000	\$57,993,000	\$9,627,000	\$6,800,000	\$14,749,000	\$5,648,000	\$157,434,000
NPS	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
NRT	\$64,000	\$850,400	\$0	\$0	\$0	\$0	\$914,400
RAISE	\$0	\$31,142,643	\$0	\$0	\$0	\$0	\$31,142,643
RCE	\$0	\$1,440,000	\$0	\$0	\$0	\$0	\$1,440,000
RHCH	\$0	\$300,000	\$2,040,000	\$0	\$0	\$0	\$2,340,000
SS4A	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
STATE_MD_MTA	\$916,403	\$311,491	\$402,955	\$442,321	\$373,321	\$0	\$2,446,491
STBG	\$11,279,225	\$4,373,000	\$8,532,000	\$25,079,000	\$20,096,000	\$40,190,000	\$109,549,225
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



## Transportation Improvement Program - FY 2025-2028

Total Costs by Federal and Matching Funds cont.

Fund Type	Prior	2025	2026	2027	2028	Future	Total
STBG-FLEX	\$4,357,586	\$3,030,716	\$1,261,437	\$1,296,349	\$1,286,972	\$0	\$11,233,060
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	\$3,003,868	\$320,000	\$0	\$0	\$0	\$4,114,074
<b>Federal Subtotal</b>	<b>\$283,552,103</b>	<b>\$171,640,654</b>	<b>\$91,389,493</b>	<b>\$83,950,211</b>	<b>\$88,445,490</b>	<b>\$54,969,464</b>	<b>\$773,947,415</b>
LOCAL	\$408,187	\$966,674	\$176,298	\$0	\$0	\$0	\$1,551,159
LOCAL_EPTA	\$2,868,945	\$6,254,897	\$167,000	\$167,000	\$0	\$0	\$9,457,842
LOCAL_Hag	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
LOCAL_WashCo	\$7,710,620	\$224,000	\$4,370,680	\$1,646,000	\$1,671,000	\$0	\$15,622,300
LOCAL_WCT	\$2,229,956	\$816,318	\$988,449	\$746,220	\$677,220	\$0	\$5,458,163
PRIVATE	\$0	\$92,000	\$65,000	\$89,000	\$51,000	\$0	\$297,000
STATE_MD_SHA	\$48,402,000	\$10,417,000	\$10,978,000	\$9,982,000	\$9,639,000	\$3,614,000	\$93,032,000
STATE_WV	\$3,991,317	\$4,972,604	\$2,755,387	\$845,378	\$1,826,274	\$1,672,366	\$16,063,326
<b>Non-Federal Subtotal</b>	<b>\$65,611,025</b>	<b>\$23,783,493</b>	<b>\$19,500,814</b>	<b>\$13,475,598</b>	<b>\$13,864,494</b>	<b>\$5,286,366</b>	<b>\$141,521,790</b>
<b>Grand Total</b>	<b>\$349,163,128</b>	<b>\$195,424,147</b>	<b>\$110,890,307</b>	<b>\$97,425,809</b>	<b>\$102,309,984</b>	<b>\$60,255,830</b>	<b>\$915,469,205</b>



## 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	\$4,430,000	\$2,700,000	\$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	\$620,000	\$520,000	\$0	\$739,656	\$8,789,464	\$11,308,960
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
RAISE	\$0	\$20,820,536	\$0	\$0	\$0	\$0	\$20,820,536
RCE	\$0	\$1,440,000	\$0	\$0	\$0	\$0	\$1,440,000
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
<b>Federal Subtotal</b>	<b>\$3,007,040</b>	<b>\$49,082,536</b>	<b>\$8,277,000</b>	<b>\$5,000,000</b>	<b>\$8,239,656</b>	<b>\$8,789,464</b>	<b>\$82,395,696</b>
STATE_WV	\$251,760	\$2,613,000	\$1,113,000	\$0	\$184,914	\$1,672,366	\$5,835,040
<b>Non-Federal Subtotal</b>	<b>\$251,760</b>	<b>\$2,613,000</b>	<b>\$1,113,000</b>	<b>\$0</b>	<b>\$184,914</b>	<b>\$1,672,366</b>	<b>\$5,835,040</b>
<b>Grand Total</b>	<b>\$3,258,800</b>	<b>\$51,695,536</b>	<b>\$9,390,000</b>	<b>\$5,000,000</b>	<b>\$8,424,570</b>	<b>\$10,461,830</b>	<b>\$88,230,736</b>



## 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	\$187,035	\$135,000	\$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
<b>Federal Subtotal</b>	<b>\$13,135,137</b>	<b>\$3,081,751</b>	<b>\$1,756,437</b>	<b>\$1,656,349</b>	<b>\$1,646,972</b>	<b>\$0</b>	<b>\$21,276,646</b>
STATE_WV	\$3,512,454	\$1,157,804	\$845,387	\$845,378	\$841,360	\$0	\$7,202,383
<b>Non-Federal Subtotal</b>	<b>\$3,512,454</b>	<b>\$1,157,804</b>	<b>\$845,387</b>	<b>\$845,378</b>	<b>\$841,360</b>	<b>\$0</b>	<b>\$7,202,383</b>
<b>Grand Total</b>	<b>\$16,647,591</b>	<b>\$4,239,555</b>	<b>\$2,601,824</b>	<b>\$2,501,727</b>	<b>\$2,488,332</b>	<b>\$0</b>	<b>\$28,479,029</b>



## 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	\$12,000	\$1,148,000	\$0	\$0	\$0	\$1,160,000
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	\$251,443	\$100,000	\$385,188	\$0	\$0	\$0	\$736,631
NHPP	\$0	\$240,000	\$0	\$0	\$3,200,000	\$0	\$3,440,000
NRT	\$64,000	\$850,400	\$0	\$0	\$0	\$0	\$914,400
RHCH	\$0	\$300,000	\$2,040,000	\$0	\$0	\$0	\$2,340,000
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	\$3,003,868	\$320,000	\$0	\$0	\$0	\$4,114,074
<b>Federal Subtotal</b>	<b>\$2,014,059</b>	<b>\$7,423,495</b>	<b>\$3,893,188</b>	<b>\$0</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$16,530,742</b>
LOCAL	\$203,187	\$966,674	\$176,298	\$0	\$0	\$0	\$1,346,159
STATE_WV	\$227,103	\$1,201,800	\$797,000	\$0	\$800,000	\$0	\$3,025,903
<b>Non-Federal Subtotal</b>	<b>\$430,290</b>	<b>\$2,168,474</b>	<b>\$973,298</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$4,372,062</b>
<b>Grand Total</b>	<b>\$2,444,349</b>	<b>\$9,591,969</b>	<b>\$4,866,486</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$20,902,804</b>



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	\$311,491	\$402,955	\$442,321	\$373,321	\$0	\$2,446,491
Federal Subtotal	\$7,217,750	\$2,002,104	\$4,203,348	\$2,395,862	\$1,774,862	\$0	\$17,593,926
LOCAL_WCT	\$2,229,956	\$816,318	\$988,449	\$746,220	\$677,220	\$0	\$5,458,163
Non-Federal Subtotal	\$2,229,956	\$816,318	\$988,449	\$746,220	\$677,220	\$0	\$5,458,163
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	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
CRP	\$0	\$121,000	\$282,000	\$281,000	\$342,000	\$342,000	\$1,368,000
EMRK	\$355,680	\$0	\$0	\$0	\$0	\$0	\$355,680
FA	\$11,075,400	\$0	\$11,944,520	\$800,000	\$0	\$0	\$23,819,920
FED	\$162,003,000	\$41,392,000	\$41,392,000	\$41,392,000	\$41,392,000	\$0	\$327,571,000
FLAP	\$1,681,000	\$0	\$0	\$0	\$0	\$0	\$1,681,000
FLTP	\$9,227,316	\$700,000	\$0	\$0	\$0	\$0	\$9,927,316
NEVI	\$19,000	\$369,000	\$286,000	\$355,000	\$205,000	\$0	\$1,234,000
NHPP	\$61,037,000	\$36,553,000	\$9,627,000	\$6,800,000	\$11,549,000	\$5,648,000	\$131,214,000
NPS	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
SS4A	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
STBG	\$6,780,000	\$4,373,000	\$8,532,000	\$25,079,000	\$20,096,000	\$40,190,000	\$105,050,000
STBG (TC)	\$3,000	\$0	\$5,000	\$0	\$0	\$0	\$8,000
<b>Federal Subtotal</b>	<b>\$252,271,396</b>	<b>\$83,668,000</b>	<b>\$73,068,520</b>	<b>\$74,707,000</b>	<b>\$73,584,000</b>	<b>\$46,180,000</b>	<b>\$603,478,916</b>
LOCAL	\$205,000	\$0	\$0	\$0	\$0	\$0	\$205,000
LOCAL_Hag	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
LOCAL_WashCo	\$7,710,620	\$224,000	\$4,370,680	\$1,646,000	\$1,671,000	\$0	\$15,622,300
PRIVATE	\$0	\$92,000	\$65,000	\$89,000	\$51,000	\$0	\$297,000
STATE_MD_SHA	\$48,402,000	\$10,417,000	\$10,978,000	\$9,982,000	\$9,639,000	\$3,614,000	\$93,032,000
<b>Non-Federal Subtotal</b>	<b>\$56,317,620</b>	<b>\$10,773,000</b>	<b>\$15,413,680</b>	<b>\$11,717,000</b>	<b>\$11,361,000</b>	<b>\$3,614,000</b>	<b>\$109,196,300</b>
<b>Grand Total</b>	<b>\$308,589,016</b>	<b>\$94,441,000</b>	<b>\$88,482,200</b>	<b>\$86,424,000</b>	<b>\$84,945,000</b>	<b>\$49,794,000</b>	<b>\$712,675,216</b>



## 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	\$10,394,996	\$0	\$0	\$0	\$0	\$11,358,527
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
<b>Federal Subtotal</b>	<b>\$5,906,721</b>	<b>\$26,382,768</b>	<b>\$191,000</b>	<b>\$191,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,671,489</b>
LOCAL_EPTA	\$2,868,945	\$6,254,897	\$167,000	\$167,000	\$0	\$0	\$9,457,842
<b>Non-Federal Subtotal</b>	<b>\$2,868,945</b>	<b>\$6,254,897</b>	<b>\$167,000</b>	<b>\$167,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,457,842</b>
<b>Grand Total</b>	<b>\$8,775,666</b>	<b>\$32,637,665</b>	<b>\$358,000</b>	<b>\$358,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,129,331</b>

## B2021-19 - Nichols Overhead

Clean and paint bridge

StateID	S302 11 01469 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Principal Arterial
Groupable	True

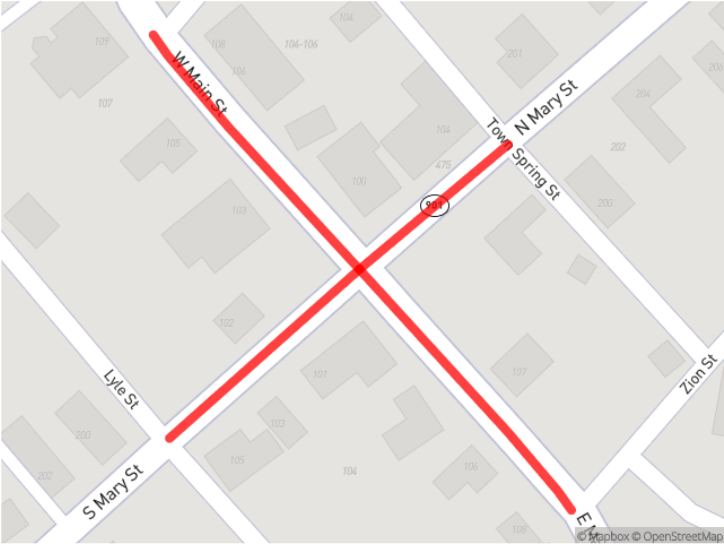


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	HWI-BR	\$28,800	-	-	-	-	-	\$28,800
ENG	STATE_WV	\$8,000	-	-	-	-	-	\$8,000
ENG	STBG-FLEX	\$3,200	-	-	-	-	-	\$3,200
Total ENG		\$40,000	-	-	-	-	-	\$40,000
ROW	HWI-BR	\$8,000	-	-	-	-	-	\$8,000
ROW	STATE_WV	\$2,000	-	-	-	-	-	\$2,000
Total ROW		\$10,000	-	-	-	-	-	\$10,000
CON	HWI-BR	-	\$420,000	-	-	-	-	\$420,000
CON	STATE_WV	-	\$105,000	-	-	-	-	\$105,000
Total CON		-	\$525,000	-	-	-	-	\$525,000
Total Prior Costs		\$50,000	-	-	-	-	-	\$50,000
Total Pro-programmed		\$50,000	\$525,000	-	-	-	-	\$575,000

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

Construct left turn lane and traffic signal renovation.

StateID	U302 9 00613 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Safety
Performance Measures	PM1 - Safety
Functional Classification	Principal Arterial
Groupable	False

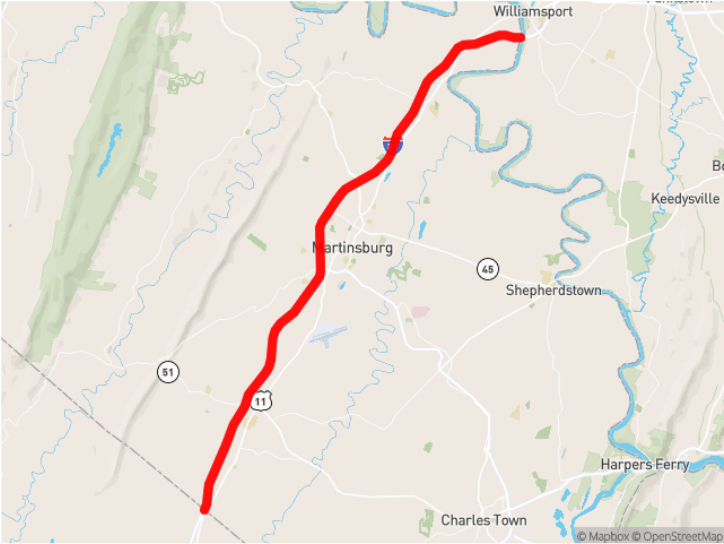


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	CMAQ	\$20,000	-	-	-	-	-	\$20,000
ENG	STATE_WV	\$5,000	-	-	-	-	-	\$5,000
Total ENG		\$25,000	-	-	-	-	-	\$25,000
ROW	CMAQ	\$60,000	-	-	-	-	-	\$60,000
ROW	STATE_WV	\$15,000	-	-	-	-	-	\$15,000
Total ROW		\$75,000	-	-	-	-	-	\$75,000
CON	CMAQ	-	\$1,700,000	-	-	-	-	\$1,700,000
Total CON		-	\$1,700,000	-	-	-	-	\$1,700,000
Total Prior Costs		\$100,000	-	-	-	-	-	\$100,000
Total Pro-programmed		\$100,000	\$1,700,000	-	-	-	-	\$1,800,000

B2023-13 - I-81 Signing

Renovate signing

StateID	U30281000000
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Safety
Performance Measures	PM1 - Safety
Functional Classification	Interstates
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$500,000	\$5,000,000	-	-	-	-	\$5,500,000

# B2023-15 - Sewage Treatment Plant Bridge

Bridge Repair

StateID	S302STPB0100
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	NA
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$300,000	\$10,000	\$125,000	-	-	-	\$435,000

B2024-02 - Butts Mill Bridge

Bridge Repair

StateID	S 302 23 204 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Local
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$430,000	-	-	-	\$900,000	-	\$1,330,000

B2024-04 - Bunker Hill Mill

Bridge Replacement

StateID	S 302 26 504 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Local
Groupable	True

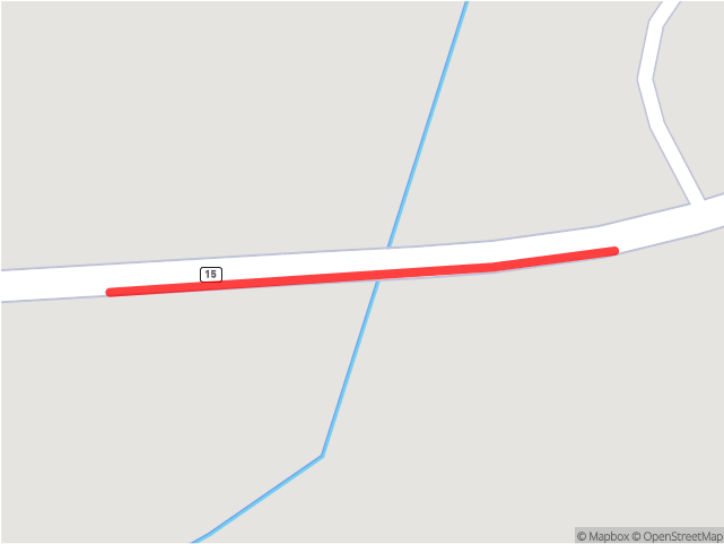


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	HWI-BR	-	-	-	-	-	\$832,000	\$832,000
ENG	STATE_WV	-	-	-	-	-	\$208,000	\$208,000
Total ENG		-	-	-	-	-	\$1,040,000	\$1,040,000
ROW	HWI-BR	-	-	-	-	-	\$240,000	\$240,000
ROW	STATE_WV	-	-	-	-	-	\$60,000	\$60,000
Total ROW		-	-	-	-	-	\$300,000	\$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 Pro-programmed		-	-	-	-	-	\$8,260,000	\$8,260,000

# B2024-05 - Tuscarora Creek Bridge

Bridge rehab

StateID	S 302 15 161 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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		-	-	-	-	-	\$101,830	\$101,830

B2024-06 - Harlan Run Bridge

Bridge Replacement

StateID	S202 1 343 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Local
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	HWI-OFF	-	\$360,000	-	-	-	-	\$360,000
ENG	STATE_WV	-	\$90,000	-	-	-	-	\$90,000
Total ENG		-	\$450,000	-	-	-	-	\$450,000
Total Pro-programmed		-	\$450,000	-	-	-	-	\$450,000

B2024-07 - New GM Access Road Bridge

Bridge Repair

StateID	S302 930 010 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	NA
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		-	\$250,000	\$650,000	-	-	-	\$900,000

B2024-08 - Old Mill Road Bridge

Bridge Repair

StateID	S302 256 003 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

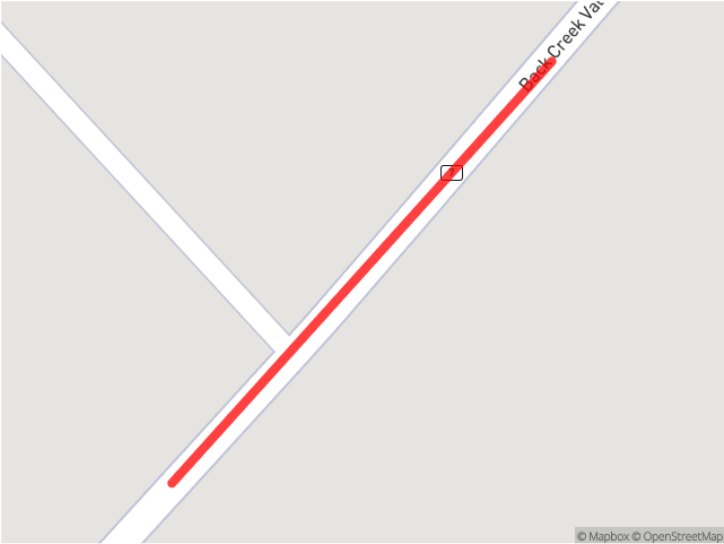


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	HWI-BR	\$600,000	-	-	-	-	-	\$600,000
Total ENG		\$600,000	-	-	-	-	-	\$600,000
ROW	HWI-BR	-	-	-	-	-	\$100,000	\$100,000
Total ROW		-	-	-	-	-	\$100,000	\$100,000
CON	HWI-BR	-	-	-	-	-	\$2,000,000	\$2,000,000
Total CON		-	-	-	-	-	\$2,000,000	\$2,000,000
Total Prior Costs		\$600,000	-	-	-	-	-	\$600,000
Total Future Costs		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Pro-programmed		\$600,000	-	-	-	-	\$2,100,000	\$2,700,000

B2024-09 - Elk Branch #3

Bridge rehab

StateID	S302 7 777 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

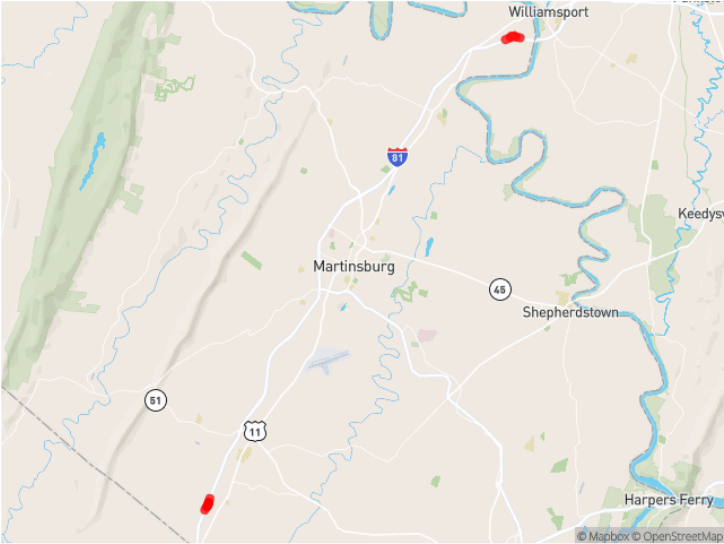


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	HWI-BR	\$3,040	-	-	-	-	-	\$3,040
ENG	STATE_WV	\$760	-	-	-	-	-	\$760
Total ENG		\$3,800	-	-	-	-	-	\$3,800
CON	HWI-BR	-	-	-	-	\$19,656	-	\$19,656
CON	STATE_WV	-	-	-	-	\$4,914	-	\$4,914
Total CON		-	-	-	-	\$24,570	-	\$24,570
Total Prior Costs		\$3,800	-	-	-	-	-	\$3,800
Total Pro-programmed		\$3,800	-	-	-	\$24,570	-	\$28,370

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

Welcome Center and Truck Parking Upgrades

StateID	S302-081/00 1.5 00 23
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Facilities
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Interstates
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$1,200,000	\$18,000,000	-	-	-	-	\$19,200,000

B2024-12 - US 11 @ Hatchery Rd Improvements

TURN LANE, BRIDGE REPLACEMENT, SIGNAL

StateID	U302 11 590 00
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Roadway
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Minor Arterial
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$75,000	\$100,000	\$2,500,000	-	-	-	\$2,675,000

B2025-01 - Roadway Striping (D5)

Install pavement markings.

StateID	S385 STRIP 21-26 00
Lead Agency	WV DOT
County	Berkeley-Jefferson Regional
State	West Virginia
Project Type	Other
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-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

Pavement marking (paint)

StateID	S385 RECAL 21 00
Lead Agency	WV DOT
County	Berkeley-Jefferson Regional
State	West Virginia
Project Type	Other
Performance Measures	PM1 - Safety
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$1,588,234	\$491,738	\$231,400	\$281,303	\$267,908	-	\$2,860,583

B2025-03 - SF BR Inspect - D5

Bridge inspection by SF

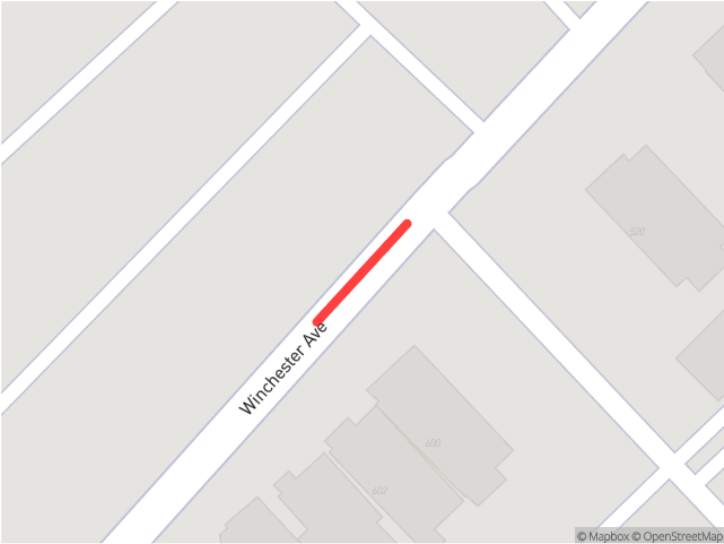
StateID	SF T685 NBIS 23 00
Lead Agency	WV DOT
County	Berkeley-Jefferson Regional
State	West Virginia
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$2,400,000	\$725,000	\$900,000	\$900,000	\$900,000	-	\$5,825,000

B2025-04 - Winchester Ave RRFB

Rectangular Rapid Flashing Beacon Installation

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

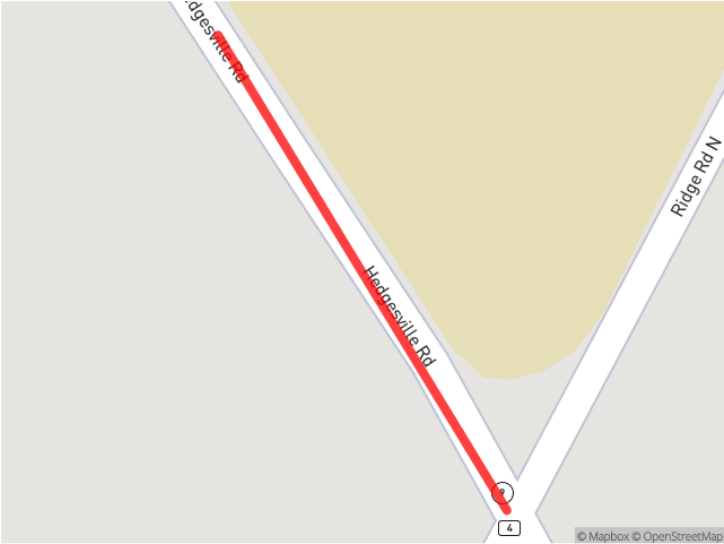


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	CRP 50-200K POP	-	\$50,000	-	-	-	-	\$50,000
Total CON		-	\$50,000	-	-	-	-	\$50,000
Total Pro-programmed		-	\$50,000	-	-	-	-	\$50,000

# B2025-05 - WV 9 Ridge Rd Roundabout

Roundabout construction

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		-	\$850,000	\$1,500,000	\$5,000,000	-	-	\$7,350,000

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

Construct roadway

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

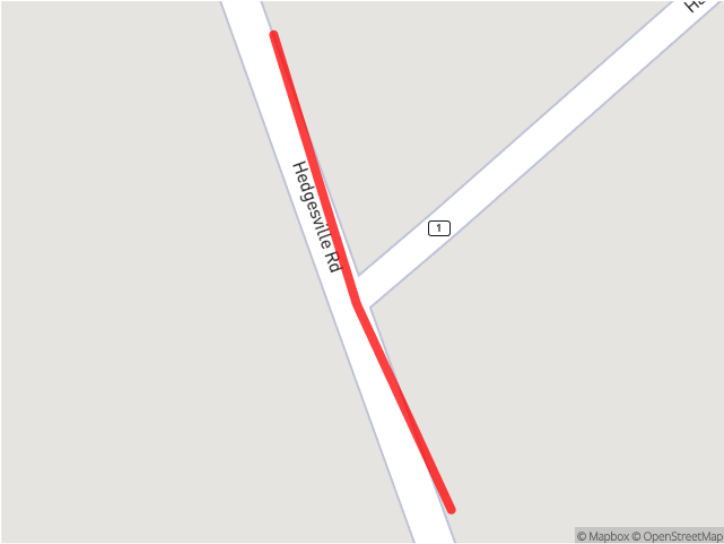


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	CMAQ	-	\$680,000	-	-	-	-	\$680,000
ENG	STATE_WV	-	\$170,000	-	-	-	-	\$170,000
Total ENG		-	\$850,000	-	-	-	-	\$850,000
ROW	CMAQ	-	-	\$1,200,000	-	-	-	\$1,200,000
ROW	STATE_WV	-	-	\$300,000	-	-	-	\$300,000
Total ROW		-	-	\$1,500,000	-	-	-	\$1,500,000
Total Pro-programmed		-	\$850,000	\$1,500,000	-	-	-	\$2,350,000

B2025-07 - WV 9 CO 1 Roundabout +1

roundabout construction

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-grammed		-	\$1,200,000	\$2,200,000	-	\$7,500,000	-	\$10,900,000

# B2025-08 - Norman & Carrie G Silver Memorial Bridge

Bridge Rehab

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

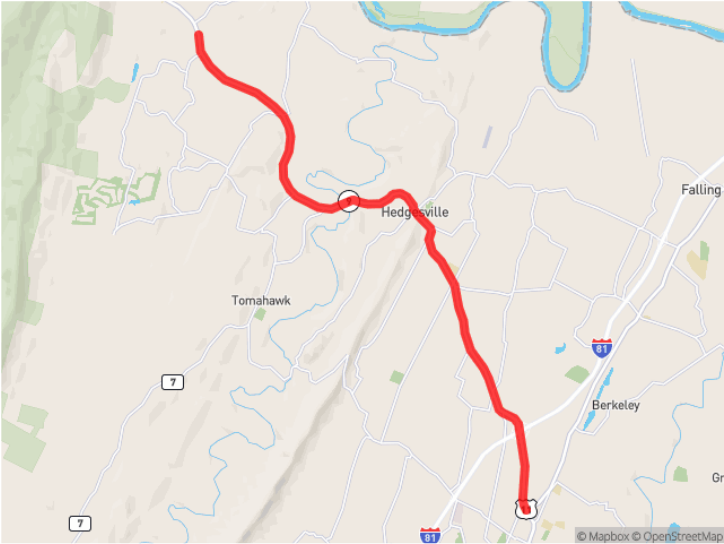


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	STATE_WV	-	\$18,000	-	-	-	-	\$18,000
ENG	STBG <5K POP	-	\$72,000	-	-	-	-	\$72,000
Total ENG		-	\$90,000	-	-	-	-	\$90,000
CON	STATE_WV	-	-	\$183,000	-	-	-	\$183,000
CON	STBG <5K POP	-	-	\$732,000	-	-	-	\$732,000
Total CON		-	-	\$915,000	-	-	-	\$915,000
Total Pro-programmed		-	\$90,000	\$915,000	-	-	-	\$1,005,000

B2025-09 - 2025 D5 RDWY DEPART

Signing

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	HSIP	-	\$119,535	-	-	-	-	\$119,535
CON	STATE_WV	-	\$13,282	-	-	-	-	\$13,282
Total CON		-	\$132,817	-	-	-	-	\$132,817
Total Pro-programmed		-	\$132,817	-	-	-	-	\$132,817

# B2025-10 - Martinsburg Greenway Trail

Trail Construction

StateID	-
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Active Transportation
Performance Measures	-
Functional Classification	-
Groupable	-

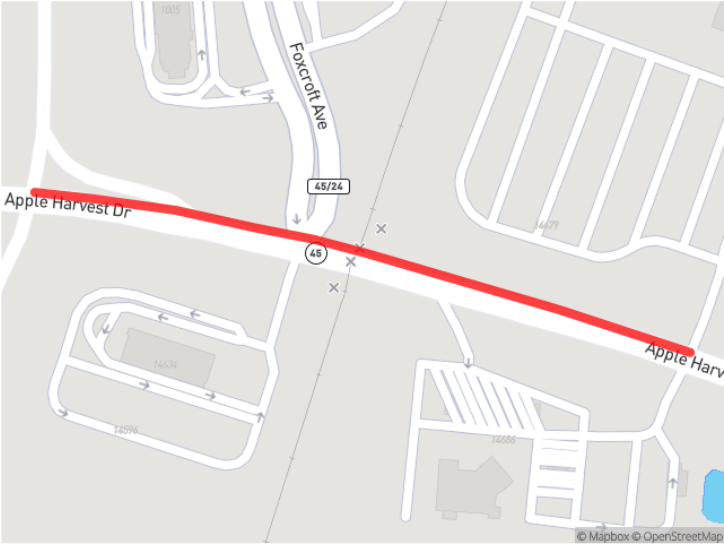


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	RAISE	-	\$20,820,536	-	-	-	-	\$20,820,536
Total CON		-	\$20,820,536	-	-	-	-	\$20,820,536
Total Pro-programmed		-	\$20,820,536	-	-	-	-	\$20,820,536

# B2025-11 - WV45 Apple Harvest Drive Grade Separation Study

Grade Separation Study

StateID	-
Lead Agency	WV DOT
County	Berkeley County
State	West Virginia
Project Type	Planning
Performance Measures	-
Functional Classification	-
Groupable	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	RCE	-	\$1,440,000	-	-	-	-	\$1,440,000
ENG	STATE_WV	-	\$360,000	-	-	-	-	\$360,000
Total ENG		-	\$1,800,000	-	-	-	-	\$1,800,000
Total Pro-programmed		-	\$1,800,000	-	-	-	-	\$1,800,000

## J2014-05 - Shepherdstown Bike Path

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

StateID	U319-SHEPH-8.00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Principal Arterial
Groupable	True

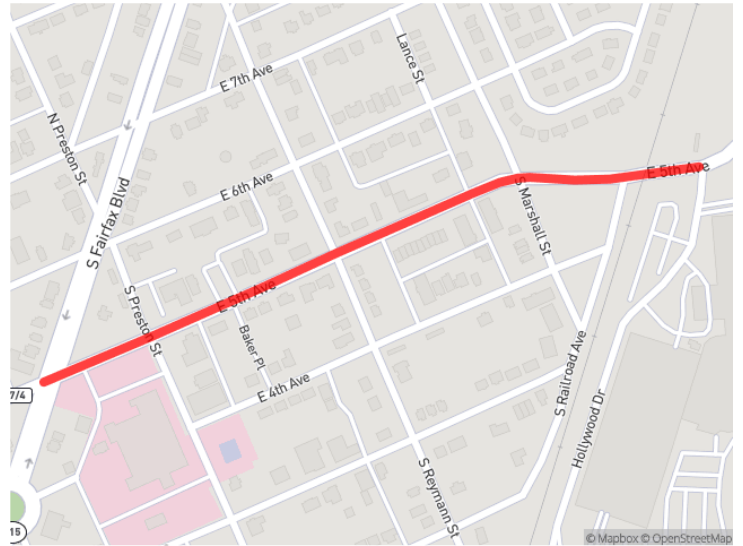


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	CDS	-	\$543,000	-	-	-	-	\$543,000
CON	LOCAL	-	\$265,100	-	-	-	-	\$265,100
CON	NRT	-	\$850,400	-	-	-	-	\$850,400
CON	TAP	-	\$416,600	-	-	-	-	\$416,600
Total CON		-	\$2,075,100	-	-	-	-	\$2,075,100
Total Pro-grammed		-	\$2,075,100	-	-	-	-	\$2,075,100

## J2017-01 - Ranson 5th Ave Complete Street

Sidewalk construction, on-street parking improvements, pedestrian accessibility

StateID	U319-RANSO-1
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Local
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$875,000	-	-	-	-	-	\$875,000

## J2017-03 - Harpers Ferry High St

Design and Construct Sidewalks

StateID	U319-HARPE-2
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Local
Groupable	True

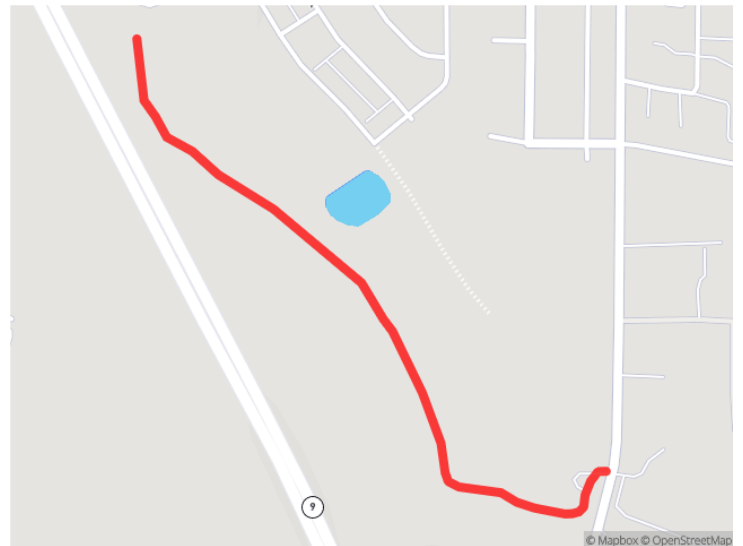


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	TAP	\$41,458	-	-	-	-	-	\$41,458
Total ENG		\$41,458	-	-	-	-	-	\$41,458
CON	LOCAL	-	-	\$80,000	-	-	-	\$80,000
CON	TAP	-	-	\$320,000	-	-	-	\$320,000
Total CON		-	-	\$400,000	-	-	-	\$400,000
Total Prior Costs		\$41,458	-	-	-	-	-	\$41,458
Total Pro-programmed		\$41,458	-	\$400,000	-	-	-	\$441,458

## J2019-05.04 - Flowing Springs Park Trail

Milling and overlaying and sidewalk improvements

StateID	U319-FLOSP-1
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	NA
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$331,443	-	-	-	-	-	\$331,443

## J2019-05.06 - Armory Canal Trail

Design and construct trail

StateID	U319 ARM OR1 00, U319 ARM PR1 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Local
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FLAP	-	\$100,000	-	-	-	-	\$100,000
Total ENG		-	\$100,000	-	-	-	-	\$100,000
CON	FLAP	-	-	\$385,188	-	-	-	\$385,188
CON	LOCAL	-	-	\$96,298	-	-	-	\$96,298
Total CON		-	-	\$481,486	-	-	-	\$481,486
Total Programmed		-	\$100,000	\$481,486	-	-	-	\$581,486

J2023-01 - Ranson & Charles Town +1

Resurfacing

StateID	S319 115 00790 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Roadway
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Local
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		-	\$474,000	-	-	-	-	\$474,000

## J2023-03 - Fifth Avenue Streetscape

Construct new sidewalk and install lighting

StateID	TAP2022045D
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Local
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	LOCAL	\$12,187	-	-	-	-	-	\$12,187
ENG	TAP	\$48,748	-	-	-	-	-	\$48,748
Total ENG		\$60,935	-	-	-	-	-	\$60,935
CON	LOCAL	-	\$576,817	-	-	-	-	\$576,817
CON	TAP	-	\$2,307,268	-	-	-	-	\$2,307,268
Total CON		-	\$2,884,085	-	-	-	-	\$2,884,085
Total Prior Costs		\$60,935	-	-	-	-	-	\$60,935
Total Programmed		\$60,935	\$2,884,085	-	-	-	-	\$2,945,020

## J2023-05 - US 340 Signing

Signing

StateID	U31934000000
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Safety
Performance Measures	PM1 - Safety
Functional Classification	NA
Groupable	True

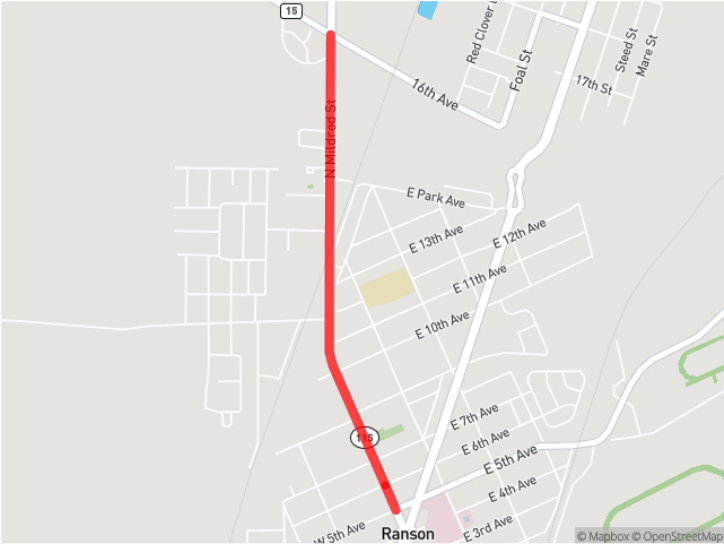


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	CRP <5K POP	\$200,000	-	-	-	-	-	\$200,000
ENG	STATE_WV	\$50,000	-	-	-	-	-	\$50,000
Total ENG		\$250,000	-	-	-	-	-	\$250,000
CON	NHPP	-	-	-	-	\$3,200,000	-	\$3,200,000
CON	STATE_WV	-	-	-	-	\$800,000	-	\$800,000
Total CON		-	-	-	-	\$4,000,000	-	\$4,000,000
Total Prior Costs		\$250,000	-	-	-	-	-	\$250,000
Total Pro-grammed		\$250,000	-	-	-	\$4,000,000	-	\$4,250,000

J2024-03 - Ranson (N. Mildred)

Resurfacing 1.5-2"

StateID	S319 115 00790 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Roadway
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Local
Groupable	True

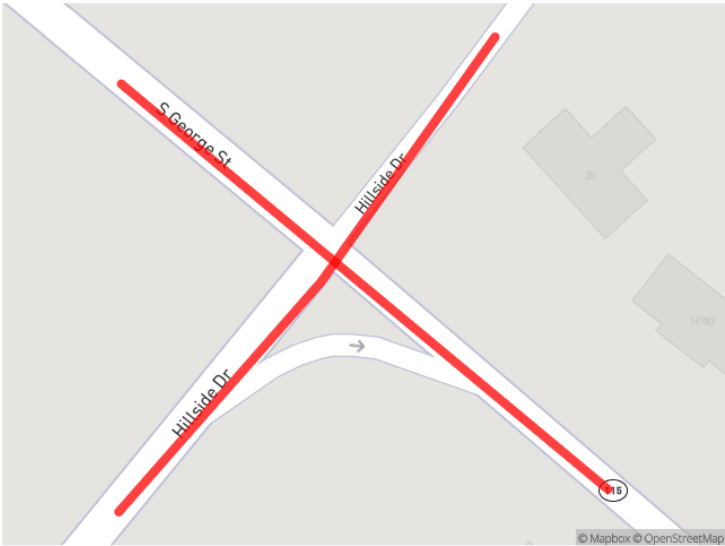


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	STATE_WV	\$1,000	-	-	-	-	-	\$1,000
ENG	STBG-FLEX	\$4,000	-	-	-	-	-	\$4,000
Total ENG		\$5,000	-	-	-	-	-	\$5,000
CON	STATE_WV	\$163,103	-	-	-	-	-	\$163,103
CON	STBG <5K POP	\$652,410	-	-	-	-	-	\$652,410
Total CON		\$815,513	-	-	-	-	-	\$815,513
Total Prior Costs		\$820,513	-	-	-	-	-	\$820,513
Total Pro-programmed		\$820,513	-	-	-	-	-	\$820,513

J2024-06 - Hillside Dr Roundabout

Construct Roundabout

StateID	U319 115 598 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Congestion
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Principal Arterial
Groupable	False

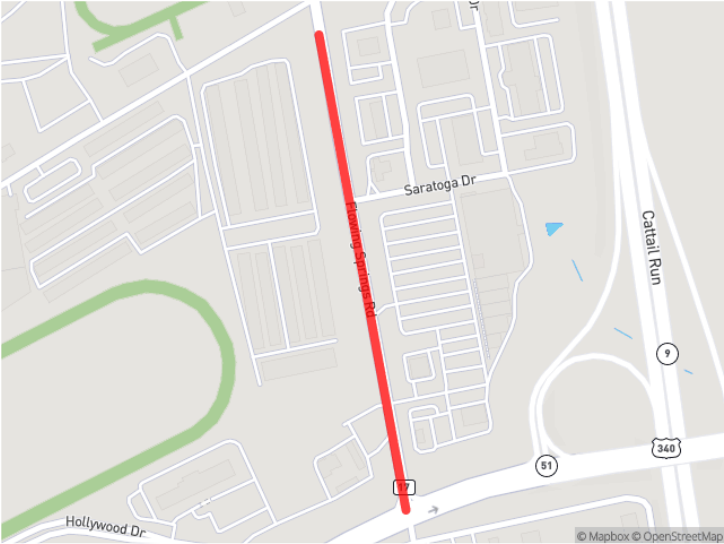


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	STATE_WV	\$12,000	-	-	-	-	-	\$12,000
ENG	STBG-FLEX	\$48,000	-	-	-	-	-	\$48,000
Total ENG		\$60,000	-	-	-	-	-	\$60,000
CON	STATE_WV	-	\$300,000	-	-	-	-	\$300,000
CON	STBG <5K POP	-	\$1,200,000	-	-	-	-	\$1,200,000
Total CON		-	\$1,500,000	-	-	-	-	\$1,500,000
Total Prior Costs		\$60,000	-	-	-	-	-	\$60,000
Total Pro-programmed		\$60,000	\$1,500,000	-	-	-	-	\$1,560,000

# J2024-11 - Flowing Springs Road

Road improvements

StateID	S319- 017 0.00 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Roadway
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Major Collector
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$5,000	\$495,000	-	-	-	-	\$500,000

J2025-01 - Congress/Lawrence I/S

Design/build ADA ramps

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

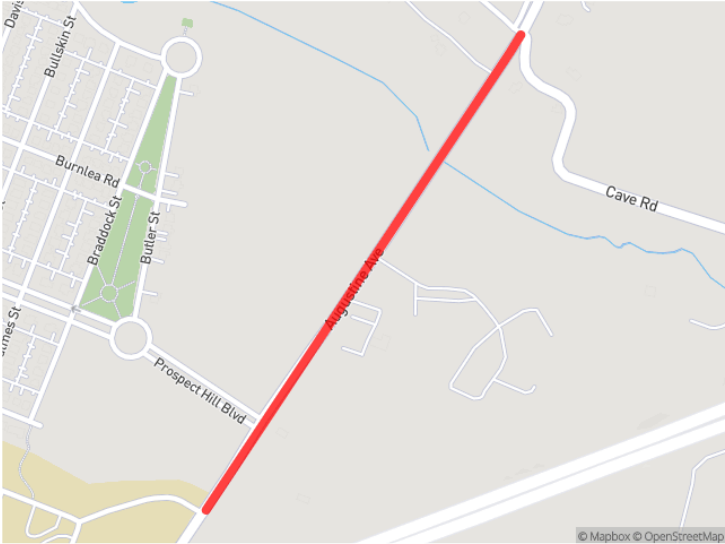


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	CRP 5k-49,999	-	\$219,027	-	-	-	-	\$219,027
CON	LOCAL	-	\$54,757	-	-	-	-	\$54,757
Total CON		-	\$273,784	-	-	-	-	\$273,784
Total Pro-programmed		-	\$273,784	-	-	-	-	\$273,784

# J2025-02 - Charles Town Augustine Ave Ph II

Design plan for bike/pedestrian path

StateID	U319- CHARL 4 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Active Transportation
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Minor Arterial
Groupable	True

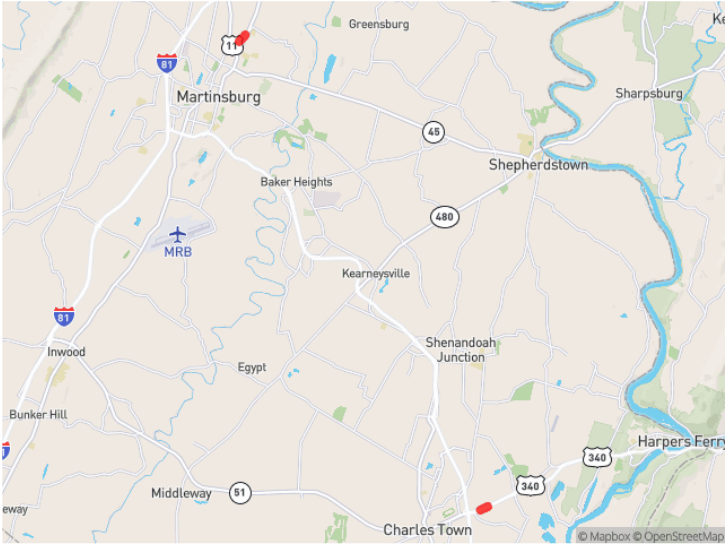


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	LOCAL	-	\$70,000	-	-	-	-	\$70,000
CON	TAP	-	\$280,000	-	-	-	-	\$280,000
Total CON		-	\$350,000	-	-	-	-	\$350,000
Total Pro-programmed		-	\$350,000	-	-	-	-	\$350,000

J2025-03 - VRU Eastern Panhandle +2

Safety Improvements

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

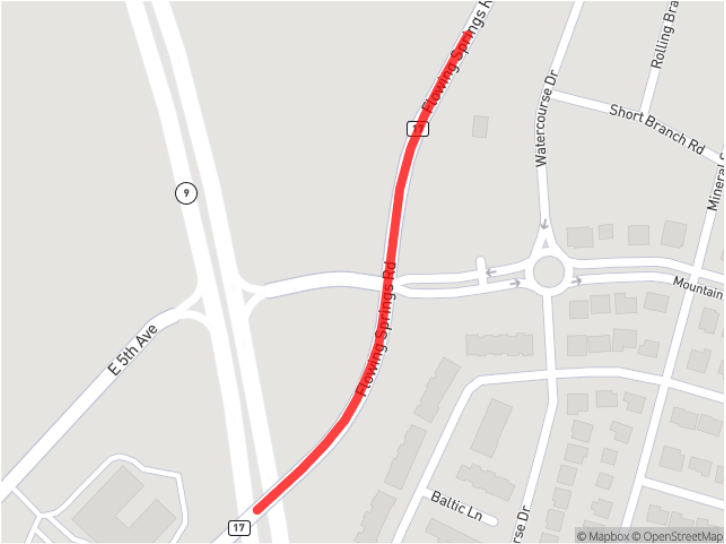


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	HSIP	-	\$67,500	-	-	-	-	\$67,500
ENG	STATE_WV	-	\$7,500	-	-	-	-	\$7,500
Total ENG		-	\$75,000	-	-	-	-	\$75,000
CON	HSIP	-	-	\$135,000	-	-	-	\$135,000
CON	STATE_WV	-	-	\$15,000	-	-	-	\$15,000
Total CON		-	-	\$150,000	-	-	-	\$150,000
Total Pro-grammed		-	\$75,000	\$150,000	-	-	-	\$225,000

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

Widen Turn Lanes, add 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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-grammed		-	\$825,000	-	-	-	-	\$825,000

## J2025-05 - Blair Road Realignment

Hazard Elimination

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

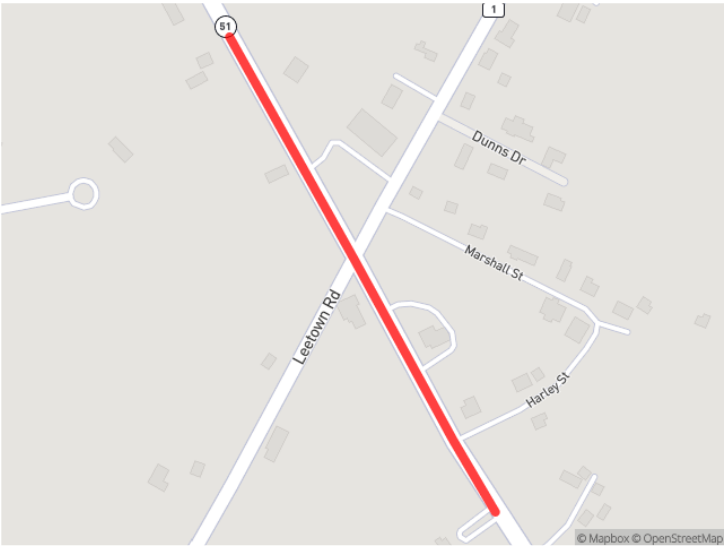


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	RHCH	-	\$300,000	-	-	-	-	\$300,000
Total ENG		-	\$300,000	-	-	-	-	\$300,000
ROW	RHCH	-	-	\$280,000	-	-	-	\$280,000
ROW	STATE_WV	-	-	\$70,000	-	-	-	\$70,000
Total ROW		-	-	\$350,000	-	-	-	\$350,000
CON	RHCH	-	-	\$1,760,000	-	-	-	\$1,760,000
CON	STATE_WV	-	-	\$440,000	-	-	-	\$440,000
Total CON		-	-	\$2,200,000	-	-	-	\$2,200,000
Total Pro-grammed		-	\$300,000	\$2,550,000	-	-	-	\$2,850,000

J2025-06 - Leetown Rd Intersection Improvement

Construct New Lane and Add Signal

StateID	S319- 051 0.64 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Congestion
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Major Collector
Groupable	False

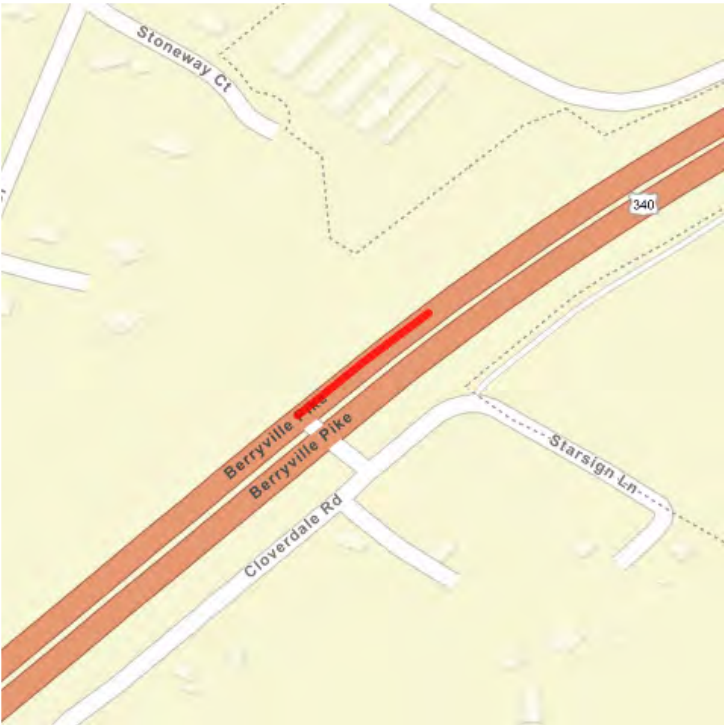


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ROW	CMAQ	-	-	\$12,000	-	-	-	\$12,000
ROW	STATE_WV	-	-	\$3,000	-	-	-	\$3,000
Total ROW		-	-	\$15,000	-	-	-	\$15,000
CON	CMAQ	-	-	\$1,136,000	-	-	-	\$1,136,000
CON	STATE_WV	-	-	\$284,000	-	-	-	\$284,000
Total CON		-	-	\$1,420,000	-	-	-	\$1,420,000
Total Pro-programmed		-	-	\$1,435,000	-	-	-	\$1,435,000

J2025-07 - US 340 LTL Extension @ Cloverdale Rd

Widen/Install Turn Lane

StateID	U319- 340 5.02 00
Lead Agency	WV DOT
County	Jefferson County
State	West Virginia
Project Type	Congestion
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Principal Arterial
Groupable	True



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	CMAQ	-	\$12,000	-	-	-	-	\$12,000
ENG	STATE_WV	-	\$3,000	-	-	-	-	\$3,000
Total ENG		-	\$15,000	-	-	-	-	\$15,000
CON	NHPP	-	\$240,000	-	-	-	-	\$240,000
CON	STATE_WV	-	\$60,000	-	-	-	-	\$60,000
Total CON		-	\$300,000	-	-	-	-	\$300,000
Total Pro-programmed		-	\$315,000	-	-	-	-	\$315,000

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

Study of potential I-70 interchange improvements at MD 65

StateID	Pending, WA2581
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Planning
Performance Measures	-
Functional Classification	Interstates
Groupable	False

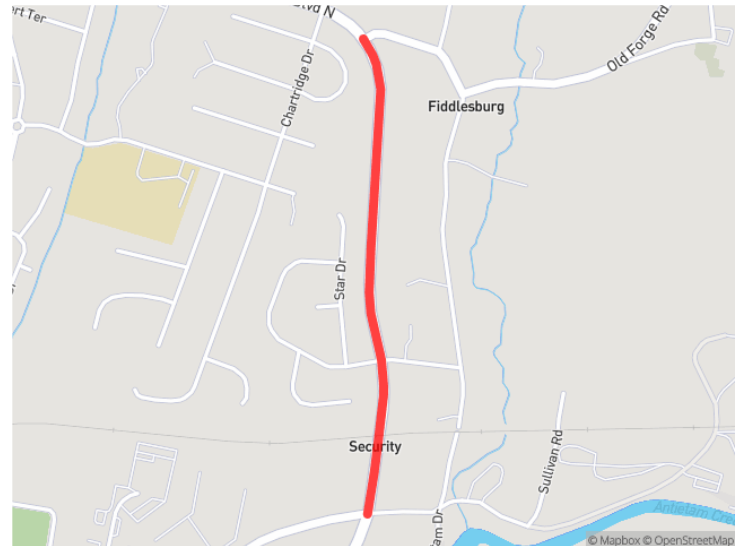


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PP	STATE_MD_SHA	\$1,815,000	-	-	-	-	-	\$1,815,000
Total PP		\$1,815,000	-	-	-	-	-	\$1,815,000
Total Prior Costs		\$1,815,000	-	-	-	-	-	\$1,815,000
Total Pro-programmed		\$1,815,000	-	-	-	-	-	\$1,815,000

## W2017-08 - Eastern Blvd Widening Ph II

Widen existing road to 4 lanes

StateID	n/a
Lead Agency	Washington County
County	Washington County
State	Maryland
Project Type	Roadway
Performance Measures	-
Functional Classification	Minor Arterial
Groupable	False

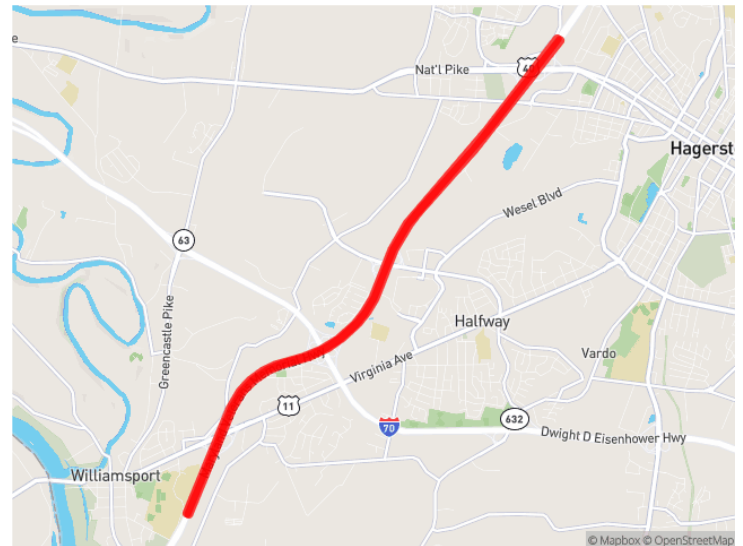


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	LOCAL_Wash-Co	\$2,240,000	\$174,000	\$775,000	\$647,000	\$1,000,000	-	\$4,836,000
Total CON		\$2,240,000	\$174,000	\$775,000	\$647,000	\$1,000,000	-	\$4,836,000
PE	EMRK	\$355,680	-	-	-	-	-	\$355,680
PE	LOCAL_Wash-Co	\$480,620	-	-	-	-	-	\$480,620
Total PE		\$836,300	-	-	-	-	-	\$836,300
Total Prior Costs		\$3,076,300	-	-	-	-	-	\$3,076,300
Total Pro-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

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).

StateID	WA0921
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Roadway
Performance Measures	-
Functional Classification	Interstates
Groupable	False

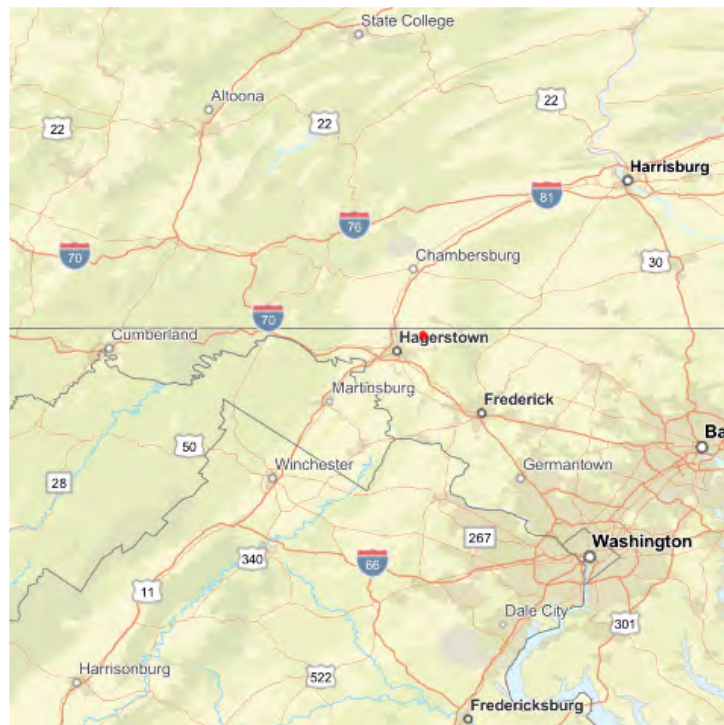


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ROW	STATE_MD_SHA	-	-	\$69,000	\$69,000	-	-	\$138,000
ROW	STBG	-	-	\$274,000	\$274,000	-	-	\$548,000
Total ROW		-	-	\$343,000	\$343,000	-	-	\$686,000
CON	STATE_MD_SHA	-	-	\$101,000	\$1,058,000	\$1,058,000	\$2,116,000	\$4,333,000
CON	STBG	-	-	\$1,916,000	\$20,096,000	\$20,096,000	\$40,190,000	\$82,298,000
Total CON		-	-	\$2,017,000	\$21,154,000	\$21,154,000	\$42,306,000	\$86,631,000
PE	STATE_MD_SHA	\$4,161,000	\$168,000	\$480,000	\$480,000	-	-	\$5,289,000
PE	STBG	\$6,556,000	\$252,000	\$720,000	\$720,000	-	-	\$8,248,000
Total PE		\$10,717,000	\$420,000	\$1,200,000	\$1,200,000	-	-	\$13,537,000
Total Prior Costs		\$10,717,000	-	-	-	-	-	\$10,717,000
Total Future Costs		-	-	-	-	-	\$42,306,000	\$42,306,000
Total Pro-programmed		\$10,717,000	\$420,000	\$3,560,000	\$22,697,000	\$21,154,000	\$42,306,000	\$100,854,000

## W2019-07 - Local Federal Aid Projects

Local Federal Aid Projects in Washington County and the City of Hagerstown (see Table on Page 8 of the TIP for more detail).

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

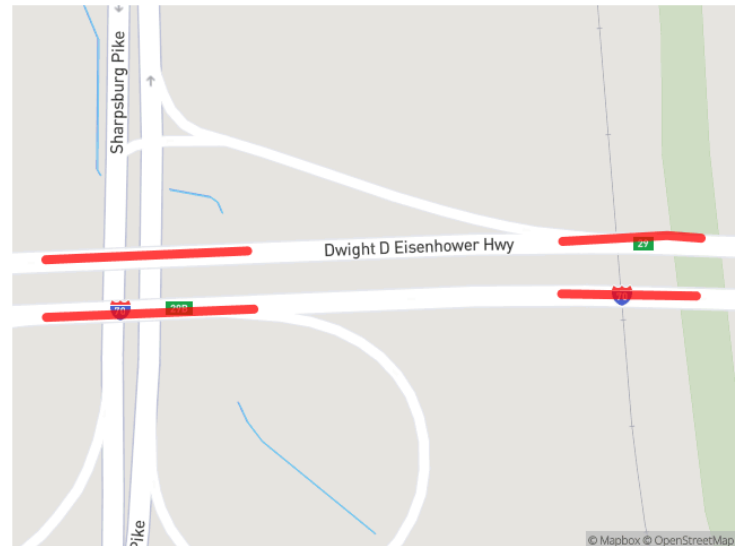


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FA	\$6,951,400	-	\$11,744,520	\$800,000	-	-	\$19,495,920
CON	LOCAL_Wash-Co	\$2,136,000	-	\$3,045,680	\$200,000	-	-	\$5,381,680
Total CON		\$9,087,400	-	\$14,790,200	\$1,000,000	-	-	\$24,877,600
PE	FA	\$4,124,000	-	\$200,000	-	-	-	\$4,324,000
PE	LOCAL_Wash-Co	\$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	\$50,000	\$15,040,200	\$1,000,000	-	-	\$30,357,600

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

Resurfacing

StateID	WA2451
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Bridge
Performance Measures	-
Functional Classification	Interstates
Groupable	False

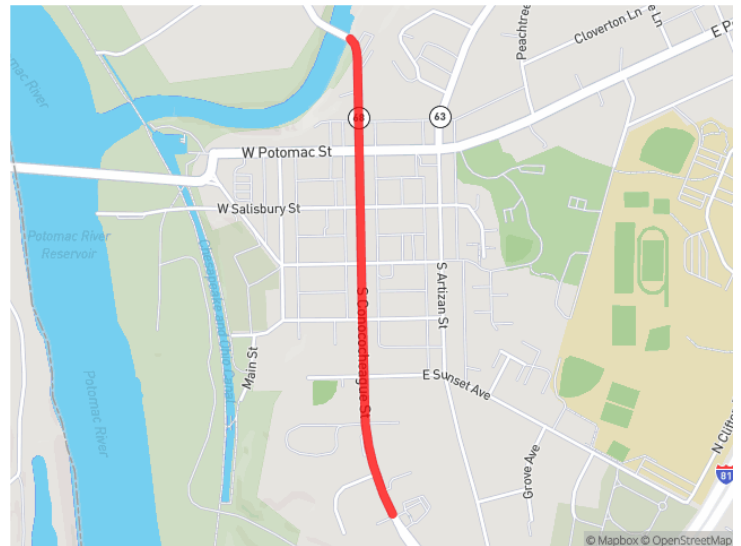


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	NHPP	\$27,025,000	-	-	-	-	-	\$27,025,000
CON	STATE_MD_SHA	\$5,886,000	-	-	-	-	-	\$5,886,000
Total CON		\$32,911,000	-	-	-	-	-	\$32,911,000
PP	STATE_MD_SHA	\$2,011,000	-	-	-	-	-	\$2,011,000
Total PP		\$2,011,000	-	-	-	-	-	\$2,011,000
Total Prior Costs		\$34,922,000	-	-	-	-	-	\$34,922,000
Total Pro-programmed		\$34,922,000	-	-	-	-	-	\$34,922,000

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

Design and construct trail

StateID	-
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Active Transportation
Performance Measures	-
Functional Classification	Major Collector
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FLAP	\$1,532,000	-	-	-	-	-	\$1,532,000
CON	LOCAL	\$165,000	-	-	-	-	-	\$165,000
CON	STATE_MD_SHA	\$104,000	-	-	-	-	-	\$104,000
Total CON		\$1,801,000	-	-	-	-	-	\$1,801,000
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_MD_SHA	\$30,000	-	-	-	-	-	\$30,000
Total PE		\$169,000	-	-	-	-	-	\$169,000
Total Prior Costs		\$2,020,000	-	-	-	-	-	\$2,020,000
Total Programmed		\$2,020,000	-	-	-	-	-	\$2,020,000

## W2021-07 - Wright Road Relocation

New roadway construction, construction is consisting of

grading, paving, concrete sidewalks.

StateID		n/a						
Lead Agency		Washington County						
County		Washington County						
State		Maryland						
Project Type		Roadway						
Performance Measures		-						
Functional Classification		Local						
Groupable		False						

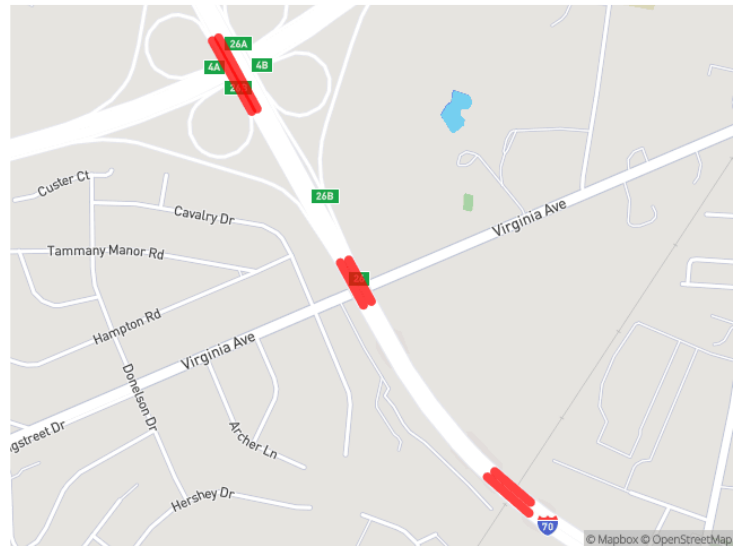
  

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	ARC	-	-	\$1,000,000	-	-	-	\$1,000,000
CON	LOCAL_Wash-Co	\$1,698,000	-	\$500,000	\$799,000	\$671,000	-	\$3,668,000
CON	STATE_MD_SHA	-	-	\$1,400,000	-	-	-	\$1,400,000
Total CON		\$1,698,000	-	\$2,900,000	\$799,000	\$671,000	-	\$6,068,000
PE	LOCAL_Wash-Co	\$100,000	-	-	-	-	-	\$100,000
Total PE		\$100,000	-	-	-	-	-	\$100,000
Total Prior Costs		\$1,798,000	-	-	-	-	-	\$1,798,000
Total Pro-programmed		\$1,798,000	-	\$2,900,000	\$799,000	\$671,000	-	\$6,168,000

## W2021-08 - I-70 Roadway and Bridge Improvements

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.

StateID	WA4431
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Roadway
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Interstates
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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

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

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

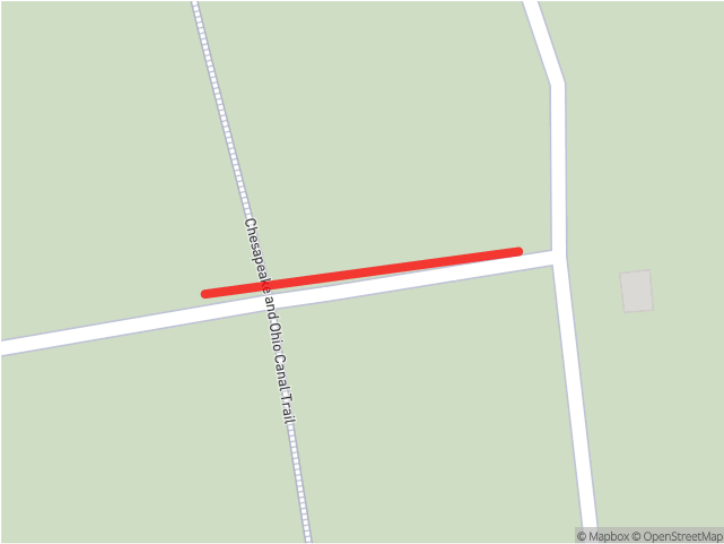


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FLTP	\$2,288,905	-	-	-	-	-	\$2,288,905
Total CON		\$2,288,905	-	-	-	-	-	\$2,288,905
PE	FLTP	\$718,650	-	-	-	-	-	\$718,650
PE	NPS	\$85,000	-	-	-	-	-	\$85,000
Total PE		\$803,650	-	-	-	-	-	\$803,650
Total Prior Costs		\$3,092,555	-	-	-	-	-	\$3,092,555
Total Pro-programmed		\$3,092,555	-	-	-	-	-	\$3,092,555

## W2022-02 - Repair 3 Bridges

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

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

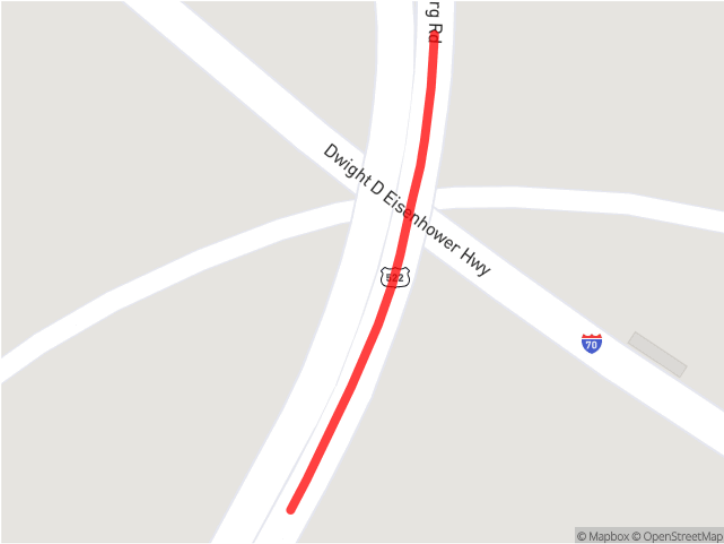


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FLTP	\$1,695,000	-	-	-	-	-	\$1,695,000
Total CON		\$1,695,000	-	-	-	-	-	\$1,695,000
PE	FLTP	\$639,761	-	-	-	-	-	\$639,761
PE	NPS	\$5,000	-	-	-	-	-	\$5,000
Total PE		\$644,761	-	-	-	-	-	\$644,761
Total Prior Costs		\$2,339,761	-	-	-	-	-	\$2,339,761
Total Pro-programmed		\$2,339,761	-	-	-	-	-	\$2,339,761

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

Replacement of bridge 2109000 over eastbound I-70

StateID	WA2631
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Principal Arterial
Groupable	False

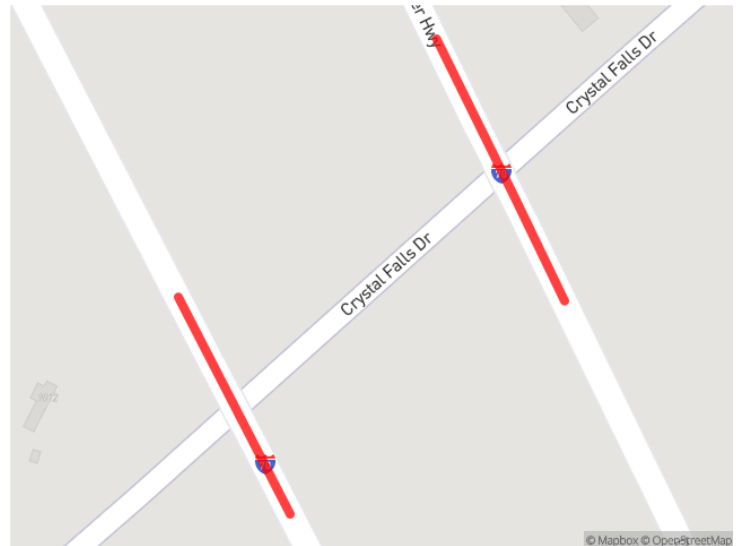


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	NHPP	\$741,000	-	-	-	-	-	\$741,000
PE	STATE_MD_SHA	\$470,000	-	-	-	-	-	\$470,000
Total PE		\$1,211,000	-	-	-	-	-	\$1,211,000
Total Prior Costs		\$1,211,000	-	-	-	-	-	\$1,211,000
Total Pro-programmed		\$1,211,000	-	-	-	-	-	\$1,211,000

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

Replacement of bridges 211353 and 2113504 over Crystal Falls Drive

StateID	WA4511
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Interstates
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$21,750,000	\$7,114,000	-	-	-	-	\$28,864,000

## W2022-05 - I-68 Creek Road Bridges Replacement

I-68 Creek Road Bridges Replacement

StateID	WA4611
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Interstates
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$8,908,000	\$9,267,000	\$3,000,000	-	-	-	\$21,175,000

# W2022-06 - MD 56 Toms Run Bridge Replacement

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

StateID	WA8971
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Bridge
Performance Measures	PM2 - Pavement and Bridge
Functional Classification	Minor Collector
Groupable	False

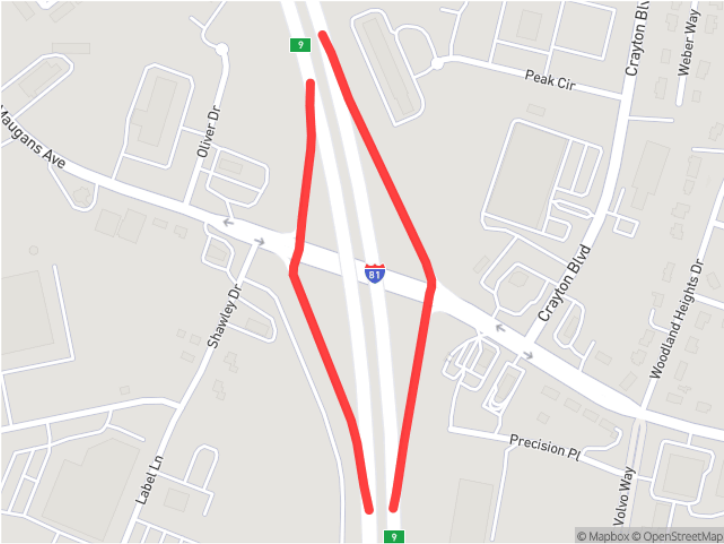


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ROW	STATE_MD_SHA	\$99,000	-	-	-	-	-	\$99,000
Total ROW		\$99,000	-	-	-	-	-	\$99,000
CON	STATE_MD_SHA	\$1,522,000	-	-	-	-	-	\$1,522,000
Total CON		\$1,522,000	-	-	-	-	-	\$1,522,000
Acquisition	STATE_MD_SHA	-	\$11,000	-	-	-	-	\$11,000
Total 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)

Construction of I-81 interchange improvements at Maugans Avenue

StateID	WA2221
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Roadway
Performance Measures	PM1 - Safety, PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Interstates
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	NHPP	\$2,276,000	-	-	-	-	-	\$2,276,000
Total CON		\$2,276,000	-	-	-	-	-	\$2,276,000
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 Pro-programmed		\$3,098,000	-	-	-	-	-	\$3,098,000

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

Construction of I-81 interchange improvements at Showalter Avenue

StateID	WA5611
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Roadway
Performance Measures	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification	Interstates
Groupable	False



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	NHPP	\$320,000	-	-	-	-	-	\$320,000
PE	STATE_MD_SHA	\$160,000	-	-	-	-	-	\$160,000
Total PE		\$480,000	-	-	-	-	-	\$480,000
Total Prior Costs		\$480,000	-	-	-	-	-	\$480,000
Total Pro-grammed		\$480,000	-	-	-	-	-	\$480,000

# W2024-01 - Byron Bridge Accessibility

MD NP CHOH 221851

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

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FLTP	\$500,000	-	-	-	-	-	\$500,000
Total CON		\$500,000	-	-	-	-	-	\$500,000
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Pro-programmed		\$500,000	-	-	-	-	-	\$500,000

## W2024-02 - C&O Tunnel Rehabilitation

Rehab 3 tunnels and approaches.

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FLTP	\$3,385,000	-	-	-	-	-	\$3,385,000
Total CON		\$3,385,000	-	-	-	-	-	\$3,385,000
Total Prior Costs		\$3,385,000	-	-	-	-	-	\$3,385,000
Total Pro-programmed		\$3,385,000	-	-	-	-	-	\$3,385,000

## W2025-01 - Areawide Environmental Projects

Program to provide environmental and aesthestic improvements on SHA highways.

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	-	\$333,000	\$333,000	\$333,000	\$333,000	-	\$1,332,000
ENG	STATE_MD_SHA	-	\$17,000	\$17,000	\$17,000	\$17,000	-	\$68,000
Total ENG		-	\$350,000	\$350,000	\$350,000	\$350,000	-	\$1,400,000
ROW	FED	\$350,000	\$95,000	\$95,000	\$95,000	\$95,000	-	\$730,000
ROW	STATE_MD_SHA	\$50,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$70,000
Total ROW		\$400,000	\$100,000	\$100,000	\$100,000	\$100,000	-	\$800,000
CON	FED	\$15,770,000	\$2,428,000	\$2,428,000	\$2,428,000	\$2,428,000	-	\$25,482,000
CON	STATE_MD_SHA	\$2,230,000	\$122,000	\$122,000	\$122,000	\$122,000	-	\$2,718,000
Total CON		\$18,000,000	\$2,550,000	\$2,550,000	\$2,550,000	\$2,550,000	-	\$28,200,000
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	-	-	-	-	-	\$1,082,000
PE	STATE_MD_SHA	\$118,000	-	-	-	-	-	\$118,000
Total PE		\$1,200,000	-	-	-	-	-	\$1,200,000
Total Prior Costs		\$19,800,000	-	-	-	-	-	\$19,800,000
Total Pro-programmed		\$19,800,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	-	\$31,800,000

## W2025-02 - Areawide Safety & Spot Improvements

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

StateID	n/a							
Lead Agency	MD DOT							
County	Washington County							
State	Maryland							
Project Type	Safety							
Performance Measures	-							
Functional Classification	NA							
Groupable	True							
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	-	\$857,000	\$857,000	\$857,000	\$857,000	-	\$3,428,000
ENG	STATE_MD_SHA	-	\$43,000	\$43,000	\$43,000	\$43,000	-	\$172,000
Total ENG		-	\$900,000	\$900,000	\$900,000	\$900,000	-	\$3,600,000
ROW	FED	\$350,000	\$95,000	\$95,000	\$95,000	\$95,000	-	\$730,000
ROW	STATE_MD_SHA	\$50,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$70,000
Total ROW		\$400,000	\$100,000	\$100,000	\$100,000	\$100,000	-	\$800,000
CON	FED	\$35,204,000	\$4,761,000	\$4,761,000	\$4,761,000	\$4,761,000	-	\$54,248,000
CON	STATE_MD_SHA	\$5,380,000	\$239,000	\$239,000	\$239,000	\$239,000	-	\$6,336,000
Total CON		\$40,584,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	-	\$60,584,000
PE	FED	\$3,063,000	-	-	-	-	-	\$3,063,000
PE	STATE_MD_SHA	\$297,000	-	-	-	-	-	\$297,000
Total PE		\$3,360,000	-	-	-	-	-	\$3,360,000
Total Prior Costs		\$44,344,000	-	-	-	-	-	\$44,344,000
Total Pro-programmed		\$44,344,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	-	\$68,344,000

W2025-03 - Areawide Resurfacing & Rehabilitation

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

StateID	n/a							
Lead Agency	MD DOT							
County	Washington County							
State	Maryland							
Project Type	Roadway							
Performance Measures	-							
Functional Classification	NA							
Groupable	True							
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	-	\$1,520,000	\$1,520,000	\$1,520,000	\$1,520,000	-	\$6,080,000
ENG	STATE_MD_SHA	-	\$380,000	\$380,000	\$380,000	\$380,000	-	\$1,520,000
Total ENG		-	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	-	\$7,600,000
ROW	FED	\$350,000	\$95,000	\$95,000	\$95,000	\$95,000	-	\$730,000
ROW	STATE_MD_SHA	\$50,000	\$5,000	\$5,000	\$5,000	\$5,000	-	\$70,000
Total ROW		\$400,000	\$100,000	\$100,000	\$100,000	\$100,000	-	\$800,000
CON	FED	\$49,523,000	\$16,000,000	\$16,000,000	\$16,000,000	\$16,000,000	-	\$113,523,000
CON	STATE_MD_SHA	\$10,477,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	-	\$26,477,000
Total CON		\$60,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	-	\$140,000,000
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	-	-	-	-	-	\$3,725,000
PE	STATE_MD_SHA	\$575,000	-	-	-	-	-	\$575,000
Total PE		\$4,300,000	-	-	-	-	-	\$4,300,000
Total Prior Costs		\$64,800,000	-	-	-	-	-	\$64,800,000
Total Pro-programmed		\$64,800,000	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	-	\$152,800,000

## W2025-04 - Areawide Bridge Replacement & Rehabilitation

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

StateID	n/a							
Lead Agency	MD DOT							
County	Washington County							
State	Maryland							
Project Type	Bridge							
Performance Measures	-							
Functional Classification	NA							
Groupable	True							
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	-	\$4,560,000	\$4,560,000	\$4,560,000	\$4,560,000	-	\$18,240,000
ENG	STATE_MD_SHA	-	\$240,000	\$240,000	\$240,000	\$240,000	-	\$960,000
Total ENG		-	\$4,800,000	\$4,800,000	\$4,800,000	\$4,800,000	-	\$19,200,000
ROW	FED	\$700,000	\$190,000	\$190,000	\$190,000	\$190,000	-	\$1,460,000
ROW	STATE_MD_SHA	\$100,000	\$10,000	\$10,000	\$10,000	\$10,000	-	\$140,000
Total ROW		\$800,000	\$200,000	\$200,000	\$200,000	\$200,000	-	\$1,600,000
CON	FED	\$26,225,000	\$7,125,000	\$7,125,000	\$7,125,000	\$7,125,000	-	\$54,725,000
CON	STATE_MD_SHA	\$3,275,000	\$375,000	\$375,000	\$375,000	\$375,000	-	\$4,775,000
Total CON		\$29,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	-	\$59,500,000
PE	FED	\$11,485,000	-	-	-	-	-	\$11,485,000
PE	STATE_MD_SHA	\$1,165,000	-	-	-	-	-	\$1,165,000
Total PE		\$12,650,000	-	-	-	-	-	\$12,650,000
Total Prior Costs		\$42,950,000	-	-	-	-	-	\$42,950,000
Total Pro-programmed		\$42,950,000	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	-	\$92,950,000

W2025-05 - Areawide Urban Reconstruction

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

StateID	n/a							
Lead Agency	MD DOT							
County	Washington County							
State	Maryland							
Project Type	Other							
Performance Measures	-							
Functional Classification	NA							
Groupable	True							
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	-	\$190,000	\$190,000	\$190,000	\$190,000	-	\$760,000
ENG	STATE_MD_SHA	-	\$10,000	\$10,000	\$10,000	\$10,000	-	\$40,000
Total ENG		-	\$200,000	\$200,000	\$200,000	\$200,000	-	\$800,000
ROW	FED	\$176,000	\$48,000	\$48,000	\$48,000	\$48,000	-	\$368,000
ROW	STATE_MD_SHA	\$24,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$32,000
Total ROW		\$200,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$400,000
CON	FED	\$2,628,000	\$714,000	\$714,000	\$714,000	\$714,000	-	\$5,484,000
CON	STATE_MD_SHA	\$372,000	\$36,000	\$36,000	\$36,000	\$36,000	-	\$516,000
Total CON		\$3,000,000	\$750,000	\$750,000	\$750,000	\$750,000	-	\$6,000,000
PP	FED	\$80,000	-	-	-	-	-	\$80,000
PP	STATE_MD_SHA	\$40,000	-	-	-	-	-	\$40,000
Total PP		\$120,000	-	-	-	-	-	\$120,000
PE	FED	\$700,000	-	-	-	-	-	\$700,000
PE	STATE_MD_SHA	\$80,000	-	-	-	-	-	\$80,000
Total PE		\$780,000	-	-	-	-	-	\$780,000
Total Prior Costs		\$4,100,000	-	-	-	-	-	\$4,100,000
Total Pro-programmed		\$4,100,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	\$8,100,000

## W2025-06 - Areawide Congestion Management

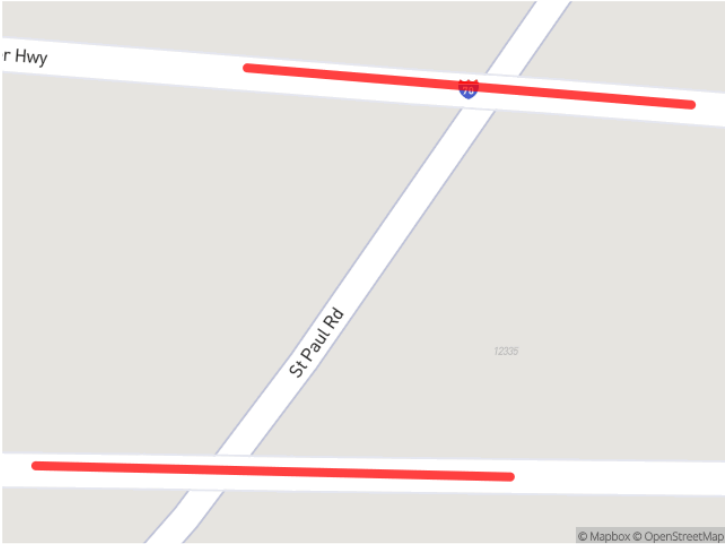
Program to provide traffic control, management, and monitoring on SHA highways.

StateID		n/a						
Lead Agency		MD DOT						
County		Washington County						
State		Maryland						
Project Type		Congestion						
Performance Measures		-						
Functional Classification		NA						
Groupable		True						
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	-	\$905,000	\$905,000	\$905,000	\$905,000	-	\$3,620,000
ENG	STATE_MD_SHA	-	\$45,000	\$45,000	\$45,000	\$45,000	-	\$180,000
Total ENG		-	\$950,000	\$950,000	\$950,000	\$950,000	-	\$3,800,000
ROW	FED	\$176,000	\$48,000	\$48,000	\$48,000	\$48,000	-	\$368,000
ROW	STATE_MD_SHA	\$24,000	\$2,000	\$2,000	\$2,000	\$2,000	-	\$32,000
Total ROW		\$200,000	\$50,000	\$50,000	\$50,000	\$50,000	-	\$400,000
CON	FED	\$7,486,000	\$1,428,000	\$1,428,000	\$1,428,000	\$1,428,000	-	\$13,198,000
CON	STATE_MD_SHA	\$1,114,000	\$72,000	\$72,000	\$72,000	\$72,000	-	\$1,402,000
Total CON		\$8,600,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$14,600,000
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	-	-	-	-	-	\$2,610,000
PE	STATE_MD_SHA	\$290,000	-	-	-	-	-	\$290,000
Total PE		\$2,900,000	-	-	-	-	-	\$2,900,000
Total Prior Costs		\$11,800,000	-	-	-	-	-	\$11,800,000
Total Pro-programmed		\$11,800,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	-	\$21,800,000

# W2025-07 - Bridge Replacement on I-70

Bridge replacement of bridges over Saint Paul Rd

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

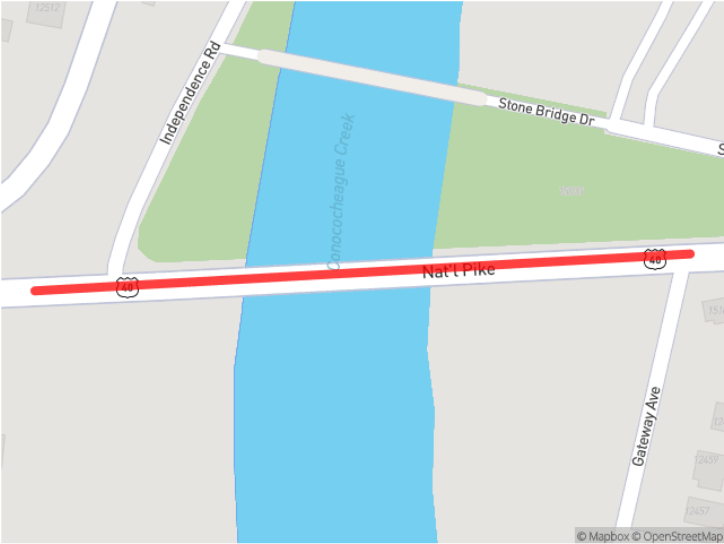


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	NHPP	\$238,000	\$159,000	-	-	-	-	\$397,000
ENG	STATE_MD_SHA	\$59,000	\$39,000	-	-	-	-	\$98,000
Total ENG		\$297,000	\$198,000	-	-	-	-	\$495,000
CON	NHPP	-	\$8,064,000	\$6,336,000	-	-	-	\$14,400,000
CON	STATE_MD_SHA	-	\$2,016,000	\$1,584,000	-	-	-	\$3,600,000
Total CON		-	\$10,080,000	\$7,920,000	-	-	-	\$18,000,000
Total Prior Costs		\$297,000	-	-	-	-	-	\$297,000
Total Pro-programmed		\$297,000	\$10,278,000	\$7,920,000	-	-	-	\$18,495,000

# W2025-08 - Bridge Rehabilitation on US 40

Bridge rehab over Conococheague Creek

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$280,000	\$5,151,000	\$7,027,000	\$4,986,000	-	-	\$17,444,000

W2025-09 - National Electric Vehicle Infrastructure (NEVI)

Create network of electric vehicle chargers

StateID				WA3401				
Lead Agency				MD DOT				
County				Washington County				
State				Maryland				
Project Type				Other				
Performance Measures				-				
Functional Classification				-				
Groupable				False				
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$23,000	\$461,000	\$357,000	\$444,000	\$256,000	-	\$1,541,000

# W2025-10 - Polly Pond Bridge

Bridge Repair

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



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FLTP	-	\$700,000	-	-	-	-	\$700,000
Total CON		-	\$700,000	-	-	-	-	\$700,000
Total Pro-programmed		-	\$700,000	-	-	-	-	\$700,000

# W2025-11 - Hagerstown Safety Action Plan

Creation of Safety Action Plan

StateID	-
Lead Agency	City of Hagerstown
County	Washington County
State	Maryland
Project Type	Planning
Performance Measures	-
Functional Classification	-
Groupable	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PP	LOCAL_Hag	-	\$40,000	-	-	-	-	\$40,000
PP	SS4A	-	\$160,000	-	-	-	-	\$160,000
Total PP		-	\$200,000	-	-	-	-	\$200,000
Total Pro-programmed		-	\$200,000	-	-	-	-	\$200,000

# W2025-13 - Bridge Replacements on I-70 over MD 632

Replace I-70 bridges over MD 632.

StateID	WA4801
Lead Agency	MD DOT
County	Washington County
State	Maryland
Project Type	Bridge
Performance Measures	-
Functional Classification	Interstates
Groupable	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	NHPP	\$734,000	\$441,000	\$441,000	\$332,000	-	-	\$1,948,000
ENG	STATE_MD_SHA	\$183,000	\$110,000	\$110,000	\$83,000	-	-	\$486,000
Total ENG		\$917,000	\$551,000	\$551,000	\$415,000	-	-	\$2,434,000
CON	NHPP	-	-	-	\$6,468,000	\$11,549,000	\$5,648,000	\$23,665,000
CON	STATE_MD_SHA	-	-	-	\$1,617,000	\$2,887,000	\$1,412,000	\$5,916,000
Total CON		-	-	-	\$8,085,000	\$14,436,000	\$7,060,000	\$29,581,000
Total Prior Costs		\$917,000	-	-	-	-	-	\$917,000
Total Future Costs		-	-	-	-	-	\$7,060,000	\$7,060,000
Total Pro-programmed		\$917,000	\$551,000	\$551,000	\$8,500,000	\$14,436,000	\$7,060,000	\$32,015,000

## W2025-14 - Areawide Carbon Reduction Program

Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

StateID		-						
Lead Agency		MD DOT						
County		Washington County						
State		Maryland						
Project Type		Other						
Performance Measures		-						
Functional Classification		-						
Groupable		-						
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	CRP	-	\$24,000	\$48,000	\$48,000	\$60,000	\$60,000	\$240,000
ENG	STATE_MD_SHA	-	\$6,000	\$12,000	\$12,000	\$15,000	\$15,000	\$60,000
Total ENG		-	\$30,000	\$60,000	\$60,000	\$75,000	\$75,000	\$300,000
ROW	CRP	-	\$6,000	\$12,000	\$12,000	\$15,000	\$15,000	\$60,000
ROW	STATE_MD_SHA	-	\$2,000	\$3,000	\$3,000	\$4,000	\$4,000	\$16,000
Total ROW		-	\$8,000	\$15,000	\$15,000	\$19,000	\$19,000	\$76,000
CON	CRP	-	\$91,000	\$182,000	\$181,000	\$227,000	\$227,000	\$908,000
CON	STATE_MD_SHA	-	\$23,000	\$45,000	\$45,000	\$57,000	\$57,000	\$227,000
Total CON		-	\$114,000	\$227,000	\$226,000	\$284,000	\$284,000	\$1,135,000
PP	CRP	-	-	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
PP	STATE_MD_SHA	-	-	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
Total PP		-	-	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
Total Future Costs		-	-	-	-	-	\$428,000	\$428,000
Total Pro-programmed		-	\$152,000	\$352,000	\$351,000	\$428,000	\$428,000	\$1,711,000

# WT2025-01 - Medium Duty Bus Replacement

Medium Duty Bus Replacement of 4 buses

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$802,680	\$401,340	\$401,340	\$900,000	-	-	\$2,505,360

WT2025-02 - Operating Assistance - Section 5307

Operating assistance for transit services provided by Washington County

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	5307	\$2,800,623	\$933,541	\$933,541	\$933,541	\$933,541	-	\$6,534,787
Transit	LOCAL_WCT	\$1,982,088	\$681,684	\$618,720	\$618,720	\$618,720	-	\$4,519,932
Transit	STATE_MD_MTA	\$818,535	\$251,857	\$314,821	\$314,821	\$314,821	-	\$2,014,855
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 Pro-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

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

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$710,000	\$355,000	\$375,000	\$375,000	\$375,000	-	\$2,190,000

WT2025-04 - Capital Assistance - Section 5339

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

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$172,000	\$195,000	\$105,000	-	\$210,000	-	\$682,000

## WT2025-05 - Capital Assistance - Section 5310

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.

StateID		-						
Lead Agency		MTA						
County		MD Transit						
State		Maryland						
Project Type		Transit						
Performance Measures		Transit						
Functional Classification		NA						
Groupable		True						

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$1,126,380	-	\$1,407,975	-	-	-	\$2,534,355

WT2025-06 - Operating Assistance - Section 5310

Operating assistance for elderly and disabled transit services.

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$1,035,400	-	\$1,035,400	-	-	-	\$2,070,800

WVT2021-07 - Mobility Management Assistance - Section 5310

Mobility manager salary for service in Berkeley and Jefferson counties.

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$135,000	\$40,000	\$40,000	\$40,000	-	-	\$255,000

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

### Bus Facility Construction

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	5339	-	\$10,096,800	-	-	-	-	\$10,096,800
Transit	LOCAL_EPTA	-	\$2,524,200	-	-	-	-	\$2,524,200
Transit	RAISE	-	\$10,322,107	-	-	-	-	\$10,322,107
Total Transit		-	\$22,943,107	-	-	-	-	\$22,943,107
Total Pro-programmed		-	\$22,943,107	-	-	-	-	\$22,943,107

WVT2022-01 - Capital Assistance - Bus Replacement

5339 Capital funds for bus replacements

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$699,990	\$280,800	-	-	-	-	\$980,790

WVT2024-01 - 5307 Bus Replacement

Lapsed money from Weirton

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	5307	-	\$720,000	-	-	-	-	\$720,000
Transit	LOCAL_EPTA	-	\$180,000	-	-	-	-	\$180,000
Total Transit		-	\$900,000	-	-	-	-	\$900,000
Total Pro-programmed		-	\$900,000	-	-	-	-	\$900,000

WVT2024-02 - 5307 Operating Commuter Service

Lapsed money from Weirton

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$636,000	\$318,000	\$318,000	\$318,000	-	-	\$1,590,000

### WVT2024-03 - Harpers Ferry EV Bus Replacement

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

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	FLAP	-	\$1,000,000	-	-	-	-	\$1,000,000
Total Transit		-	\$1,000,000	-	-	-	-	\$1,000,000
Total Pro-programmed		-	\$1,000,000	-	-	-	-	\$1,000,000

# WVT2024-04 - Harpers Ferry Bus Facility Expansion

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

StateID	-
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$1,650,000	-	-	-	-	-	\$1,650,000

WVT2025-01 - Operating Assistance - Section 5307

Funding for Staff and typical office functions

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$4,156,704	\$6,321,280	-	-	-	-	\$10,477,984

WVT2025-02 - Capital Assistance - Preventative Maintenance

Preventative Maintenance for fleet vehicles

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$986,048	\$742,532	-	-	-	-	\$1,728,580

# WVT2025-03 - Capital Assistance - Miscellaneous Equipment

Purchase of miscellaneous equipment for vehicle fleet

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$67,205	\$91,945	-	-	-	-	\$159,150

# WVT2025-04 - Capital Assistance - Section 5339 Bus Replacement

Bus Purchase Program.

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

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-programmed		\$351,281	\$1	-	-	-	-	\$351,282

# WVT2025-05 - Capital Assistance - Passenger Amenity

Bus Shelter Purchase, System Signage, and Other Passenger Information

StateID	n/a
Lead Agency	EPTA
County	WV Transit
State	West Virginia
Project Type	Transit
Performance Measures	Transit
Functional Classification	NA
Groupable	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	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 Pro-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**

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

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Infrastructure Investment and Jobs Act (IIJA) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the Maryland and West Virginia Departments of Transportation and the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, the Metropolitan Planning Organization for the Hagerstown, MD-WV-PA-VA urban area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Hagerstown/Eastern Panhandle MPO

Signature

Title

Date

Maryland Department of Transportation

Signature

Title

Date

West Virginia Department of Transportation

Signature

Title

Date

## **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.<sup>1</sup> 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.

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<sup>1</sup> [http://www.hepmo.net/PDF/HEPMPO\\_PublicParticipationPlan.pdf](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 15<sup>th</sup> day of May 2024.

**HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION**

By

Elaine Bartoldson, Chair

Attest: Debra Sue Likens



**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](http://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**  
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Phone: 240-313-2080, Fax: 240-313-2084  
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**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 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 – 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**

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[www.hepmo.net](http://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  
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**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, Leetown 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](http://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

Elaine Bartoldson  
Elaine Bartoldson, Chair  
Hagerstown/Eastern Panhandle MPO

[Signature]  
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](http://www.hepmo.net)

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

**RESOLUTION # 2025 – 09**

**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 two projects: (1) Martinsburg Greenway Trail and (2) WV45 Apple Harvest Drive Grade Separation Study; 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 March 5, 2025 to March 18, 2025. 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](http://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 March 19, 2025.

3/19/2025  
Date

  
Elaine Bartoldson, Chair  
Hagerstown/Eastern Panhandle MPO

  
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](http://www.hepmo.net)

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

**RESOLUTION # 2025 – 10**

**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) Polly Pond Bridge, (2) Hagerstown Safety Action Plan, (3) Areawide Environmental Projects, (4) Areawide Safety & Spot Improvements, (5) Areawide Resurfacing & Rehabilitation, (6) Areawide Bridge Replacement & Rehabilitation (7) Areawide Urban Reconstruction, (8) Areawide Congestion Management, (9) Bridge Replacements on I-70 over MD 632 (10) Areawide Carbon Reduction Program and (11) I-81 Ph 2 & 3 Hwy Reconstruction; 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



**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](http://www.hepmo.net)


**WHEREAS**, the proposed Transportation Improvement Program amendments were publicized for a 14-day review from March 5, 2025 to March 18, 2025. No comments were received on these projects.

**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 March 19, 2025.

3/19/2025  
Date

  
Elaine Bartoldson, Chair  
Hagerstown/Eastern Panhandle MPO

  
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)

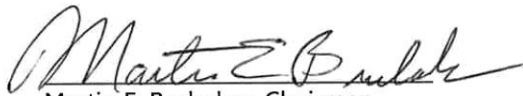
1. The Franklin MPO will develop and submit a work plan for all work in the Hagerstown Urbanized Area within Franklin County.
2. To help ensure the continuity of federal funds and help support the planning process within the two existing MPO planning area boundaries, each agency agrees to abide by the 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 9<sup>th</sup> 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 21<sup>st</sup> 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 25<sup>th</sup> 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 13<sup>th</sup> 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 21<sup>st</sup> 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 13<sup>th</sup> 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](http://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.

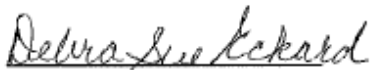
PASSED AND DULY ADOPTED this 18<sup>th</sup> day of January 2023.

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

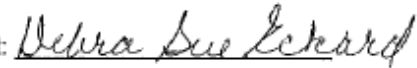
[www.hepmo.net](http://www.hepmo.net)

PASSED AND DULY ADOPTED this 18<sup>th</sup> day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Kevin Cerrone, Chair

Attest: 



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
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**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;



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**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.

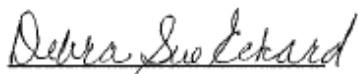
PASSED AND DULY ADOPTED this 18<sup>th</sup> day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Kevin Cerrone, Chair

Attest:





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**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.



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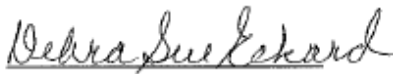
PASSED AND DULY ADOPTED this 18<sup>th</sup> day of January 2023.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Kevin Cerrone, Chair

Attest:





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**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 17<sup>th</sup> day of January 2024.

**HAGERSTOWN/EASTERN PANHANDLE**



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**

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METROPOLITAN PLANNING ORGANIZATION

By

Kevin Cerrone, Chair

Attest:



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**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 17<sup>th</sup> day of January 2024.

**HAGERSTOWN/EASTERN PANHANDLE**



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**

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

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METROPOLITAN PLANNING ORGANIZATION

By



Kevin Cerrone, Chair

Attest:





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**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 CO<sub>2</sub> 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.

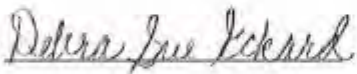
**PASSED AND DULY ADOPTED** this 15<sup>th</sup> day of May 2024.



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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  
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**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 15<sup>th</sup> day of January 2025.


HAGERSTOWN/EASTERN PANHANDLE



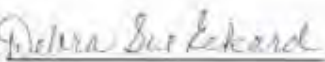
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[www.hepmo.net](http://www.hepmo.net)

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 15<sup>th</sup> day of January 2025.

HAGERSTOWN/EASTERN PANHANDLE



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**METROPOLITAN PLANNING ORGANIZATION**

By   
Elaine Bartoldson, Chair

Attest: 



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**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;



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**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 15<sup>th</sup> day of January 2025.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Elaine Bartoldson, Chair

Attest:





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**RESOLUTION NUMBER 2025-11**

**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

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**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 19<sup>th</sup> day of March 2025.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Elaine Bartoldson, Chair

Attest:





**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
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**RESOLUTION NUMBER 2025-12**

**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.



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PASSED AND DULY ADOPTED this 19<sup>th</sup> day of March 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

**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.

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04/12/2024

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MARIAH VERHAGEN  
Notary Public  
State of Wisconsin

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## 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](http://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](mailto:mmullenax@hepmo.net), or submitted online at [www.hepmo.net/contact](http://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

(signature) Yuade Moore

### VERIFICATION

State of Texas  
County of Bexar



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

Rfb

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

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## **APPENDIX G**

### **MARYLAND OBLIGATED PROJECT LIST**

MPO ID	Project Description	Year of Obligation	Total Cost (in thousands)
<b>MD Highways</b>			
W2018-01	Halfway Boulevard Extended Ph 1 & Ph 2	2025	\$11,423,000

MPO ID	Project Description	Year of Obligation	Total Cost (in thousands)
<b>WCT Transit</b>			

## **APPENDIX H**

### **WEST VIRGINIA OBLIGATED PROJECT LIST**

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
<b>Berkeley County Highways</b>				
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
<b>Jefferson County Highways</b>				
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				

