



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

INTERSTATE COUNCIL MEETING

March 18, 2026, 1:30pm

AGENDA

In-Person –

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

Virtual -

Please join meeting from your computer, tablet or smartphone: [Microsoft Teams meeting link](#)

You can also dial in using your phone: United States +1 (240) 673-0780; Phone Conference ID: 140 186 697#

CALL TO ORDER, *Chair Elaine Bartoldson*

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

APPROVAL OF MINUTES (January 21, 2026), *Chair Elaine Bartoldson – Discussion/Action*

I. Transportation Improvement Program

FY2025-2028 WEST VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS, *Michaela McDonough, Transportation Planner – Discussion/Action – Resolution 2026-09*

FY2025-2028 MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS, *Michaela McDonough, Transportation Planner – Discussion/Action – Resolution 2026-10*

DRAFT FY2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM, *Michaela McDonough, Transportation Planner – Information/Discussion*

EASTERN PANHANDLE TRANSIT AUTHORITY SAFETY PERFORMANCE MEASURES, *Michaela McDonough, Transportation Planner - Information/Discussion*

WASHINGTON COUNTY TRANSIT SAFETY PERFORMANCE MEASURES, *Michaela McDonough, Transportation Planner - Information/Discussion*

II. Long Range Transportation Plan

LONG RANGE TRANSPORTATION PLAN UPDATE, *Matt Mullenax, Executive Director – Information/Discussion*

US11 WINCHESTER AVENUE CORRIDOR STUDY, *Matt Mullenax, Executive Director – Information/Discussion*



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WV9 BICYCLE PATH CONNECTION FEASIBILITY STUDY, *Matt Mullenax, Executive Director – Information/Discussion*

LOCUST AND MULBERRY STREETS SIGNAL EVALUATION PLAN, *Matt Mullenax, Executive Director – Information/Discussion*

III. Organizational Administration

DRAFT FY 2027 UNIFIED PLANNING WORK PROGRAM, *Matt Mullenax, Executive Director – Information/Discussion*

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

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

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

V. Other Business

PUBLIC COMMENT

NEXT MEETING MAY 20, 2026 – MARTINSBURG, WV (TENTATIVELY)

VI. Adjournment

**HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION
INTERSTATE COUNCIL
January 21, 2026**

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization Interstate Council held a meeting on Wednesday, January 21, 2026 at 1:30 p.m. both in person [at the Eastern Panhandle Regional Airport in Martinsburg, WV] and via tele-conference call. MD and WV Open Governmental Meetings Acts and HEPMPO Bylaws permit virtual only meetings of our committees and boards provided members can hear and be heard by each other and by any media or members of the public.

CALL TO ORDER

The Chairman called the meeting to order at 1:35 p.m.

ROLL CALL

The following were in attendance: Elaine Bartoldson, Chairperson, EPTA Director; Matt Mullenax, HEPMPO Executive Director; Commissioner John Barr, Board of County Commissioners of Washington County, MD; Brian Carr, WV DOH; Steve Catlett, Berkeley County Commission; Shawn Kiernan, MDOT; and Shawn Harbaugh, Washington County Transit; Andy Blake, City of Martinsburg; Jaden Bound, City of Ranson; and Cara Keys, Jefferson County Commission.

Also present was: Pam Mohn, Washington County Dept. of Engineering; Michaela McDonough, HEPMPO; Debra Eckard, Washington County Dept. of Planning & Zoning/HEPMPO; Jennifer Kinzer, Washington County Dept. of Planning & Zoning; Jim Bender, City of Hagerstown Engineering Dept.; Kerri Wegner, WVDOH; Kevin Sullivan, WVDOH; Sean Varsalona, MDOT; and Chris Strovel, Senator Capito's Office.

For purposes of conducting this meeting with a quorum, Mr. Harbaugh held Ms. Baker's proxy.

MINUTES

Motion and Vote: Commissioner Barr made a motion to approve the minutes of the October 15, 2025 meeting as presented. The motion was seconded by Mr. Catlett and unanimously approved.

-TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025-2028 WV Transportation Improvement Program Amendments

Ms. McDonough presented the following amendments for the FY 2025-2028 WV TIP.

Berkeley County Amendments – *Formal action required*

- WV 9 CO 1 Roundabout+1, B2025-07
 - **Change:** Increase CON funding in FY 2028: \$12,000,000 (\$9,600,000 Federal, \$2,400,000 State)
- Race and Raleigh Intersection MPO Improvement Project, B2026-01
 - **Change:** Add ENG phase in FY 2026: \$350,000 (Federal); Move CON funding from FY 2025 to FY 2027
- I-81 Welcome Center, B2026-06
 - **Project Data:** ROW – FY 2027: \$1,200,000 (\$960,000 Federal; \$240,000 State)

Jefferson County Amendments – *Formal action required*

- Leetown Road Intersection Improvement, J2025-06
 - **Change:** Change scope to roundabout construction; move CON from FY 2026 to FY 2027 and increase to \$1,820,000 (Federal)

- Boxville Overpass NB and SB, J2026-02
 - **Project Data:** ENG – FY 2026: \$1,700,000 (\$1,360,000 Federal; \$340,000 State), ROW – FY 2026: \$250,000 (\$200,000 Federal; \$50,000 State); CON – FY 2028: \$11,250,000 (\$9,000,000 Federal; \$2,250,000 State)

Discussion and Comments: Mr. Mullenax stated that a public meeting will be held on February 10th at the Randy Smith Center in Inwood concerning the I-81 Welcome Center. No construction funding has been allocated at this time for the project.

Motion and Vote: Mr. Catlett made a motion to approve the WV FY-2025-2028 TIP Amendments as presented. The motion was seconded by Mr. Blake and unanimously approved.

Berkeley County Adjustments No formal action required

Eastern Panhandle Transit Authority

- Section 5339 – Buses and Bus Facilities Infrastructure Investment Program, WVT2021-08
 - **Change:** Add funding in FY2026: \$1,084,000
- Capital Assistance – Bus Replacement, WVT2022-01
 - **Change:** Remove funding in FY 2026
- Capital Assistance – Miscellaneous Equipment, WVT2025-03
 - **Change:** Remove funding in FY 2026
- Capital Assistance – Passenger Amenity, WVT2025-05
 - **Change:** Remove funding in FY2026

West Virginia Department of Transportation (No formal action required)

- Roadway Striping (D5), B2025-01
 - **Change:** Increase CON funding in FY2026: \$3,808,417 (\$3,427,575 Federal; \$380,842 State)
- D-5 Recall Striping, B2025-02
 - **Change:** Increase CON funding in FY 2026: \$518,513 (\$414,810 Federal; \$103,703 State)
- Winchester Ave RRFB, B2025-04
 - **Change:** Move CON funding from FY 2025 to FY 2026
- Norman and Carrie G Silver Memorial Bridge, B2025-08
 - **Change:** Move CON funding from FY 2026 to FY 2027
- 2025 D5 RDWY DEPART, B2025-09
 - **Change:** Move CON funding from FY 2025 to FY 2026
- I-81 Marlowe Overpass Overlay +2, B2026-04
 - **Project Data:** ENG FY2026:\$15,000 (\$12,000 Federal; \$3,000 State); CON – FY 2026: \$595,000 (\$476,000 Federal; \$119,000 State)
- Raleigh St – Berkeley Station, B2026-05
 - **Project Data:** ENG – FY 2026: \$5,000 (\$4,000 Federal; \$1,000 State); CON – FY 2026: \$1,300,000 (\$1,040,000 Federal; \$260,000 State)
- South Berkeley Inwood Park Ped Upgrade, B2026-07
 - **Change:** CON – FY 2027: \$816,558 (\$653,246 Federal; \$163,312 Local)

Jefferson County Adjustments No formal action required

- Shepherdstown Bike Path, J2014-05
 - **Change:** Move CON from FY 2025 to FY 2026

- Harpers Ferry High Street, J2017-03
 - **Change:** Move CON from FY 2026 to FY 2027
- Flowing Springs Park Trail, J2019-05.04
 - **Change:** Move CON from prior to FY 2026
- Fifth Avenue Streetscape, J2023-03
 - **Change:** Move CON from FY 2025 to FY 2026
- Congress/Lawrence I/S, J2025-01
 - **Change:** Move CON from FY 2025 to FY 2026
- Charles Town Augustine Ave Ph II, J2025-02
 - **Change:** Move CON from FY 2025 to FY 2026
- Blair Road Realignment, J2025-05
 - **Change:** Move ROW and CON from FY 2026 to FY 2027
- Mount Mission – Bloomery, J2026-03
 - **Project Data:** ENG – FY 2026: \$5,000 (\$4,000 Federal; \$1,000 State); CON – FY 2026: \$1,500,000 (\$1,200,000 Federal; \$300,000 State)
- Sam Michael’s Park Rec Trail Improvement, J2026-04
 - **Project Data:** ENG – FY 2026: \$50,000 (\$40,000 Federal; \$10,000 Local); CON – FY 2027: \$200,000 (\$160,000 Federal; \$40,000 Local)

FY 2025-2028 MD Transportation Improvement Program Amendments

Ms. McDonough presented the following amendment for the FY 2025-2028 MD TIP.

Maryland Department of Transportation Amendment *Formal action required*

- I-81 Phase 3 Highway Reconstruction, W2026-03
 - **Change:** Project removed because there is no funding in the current TIP years.

Motion and Vote: Mr. Kiernan made a motion to approve the MD TIP Amendment as presented. The motion was seconded by Commissioner Barr and unanimously approved.

Maryland Department of Transportation Adjustments *No formal action required*

- I-70 MD 65 and CSX Bridges Rehabilitation, W2019-09
 - **Change:** Project Obligated
- I-70 Crystal Falls Drive Bridges Replacement, W2022-04
 - **Change:** Project Obligated
- I-81 Interchange improvements at Maugans Avenue (I-81 Phase 4A), W2023-07
 - **Change:** Project Obligated
- National Electric Vehicle Infrastructure (NEVI), W2025-09
 - **Changes :** Increase ENG funding in FY2025: (\$5,000 Federal) and in FY 2026: \$34,000 (\$33,000 Federal; \$1,000 State); add ENG funding in FY 2027: \$10,000 (Federal) and in FY 2028: \$12,000 (Federal); Increase CON funding in FY 2025: \$468,000 (\$375,000 Federal; \$93,000 Private), FY 2026: \$515,000 (\$412,000 Federal; \$103,000 Private), FY 2027: \$461,000 (\$369,000 Federal; \$92,000 Private), and in FY 2028: \$316,000 (\$253,000 Federal; \$63,000 Private)

Washington County Engineering

- Local Federal Aid Projects, W2019-07
 - **Change:** Add \$50,000 (Local) PE funding in FY2027

West Virginia Safety Performance Measures

Ms. McDonough explained that MPOs are required to establish safety targets within 180 days after the State DOTs have established their targets for safety performance measures. West Virginia DOT recently finalized their highway safety performance measure targets for FY 2026. Safety targets are used to implement the HSIP and to assess serious injuries and fatalities on all public roads. The FY2026 safety performance measure targets are as follows:

1. the number of fatalities – 251.6
2. the number of serious injuries - 759.2
3. the rate of fatalities per 100 million vehicle miles traveled – 1.554
4. the rate of serious injuries per 100 million VMT – 4.695
5. the number of non-motorized fatalities and non-motorized serious injuries – 80.0

Mr. Mullenax stated that MPOs may adopt their own safety targets or they may adopt the State’s targets. Typically, most MPOs will adopt the State’s targets. As a whole, the State of West Virginia has had a slight decrease in fatalities and serious injuries; however, in Berkeley and Jefferson counties, these targets have increased.

Motion and Vote: Commissioner Barr made a motion to adopt the West Virginia DOT Safety Performance Measures as presented. The motion was seconded by Mr. Blake and unanimously approved.

-LONG RANGE TRANSPORTATION PLAN

Long Range Transportation Plan Update

Mr. Mullenax announced that the MPO staff and our consultant have been meeting with local City and County Planning and Engineering departments as well as local Economic Development authorities to discuss regional growth forecasts, review ongoing development, and identify high growth areas. These meetings are part of the process to collect data for inclusion in our Long Range Transportation Plan, which must be updated every five years looking out to a 25-year horizon. Data being collected includes: population, household growth and employment growth. This data is then put into the travel demand model which forecasts growth rates in certain areas and how this growth affects the current transportation system failures, where funds will be available for system expansion, and to prioritize projects to address the growth.

The Technical Advisory Committee will meet next month to discuss the existing conditions analysis and draft public surveys to be used for public outreach this spring or summer.

US 11 Winchester Avenue Corridor Study

Mr. Mullenax stated that the draft recommendations should be finalized next month and will be reviewed with the City of Martinsburg and WVDOT for initial comments. Updated crash data is expected from WVDOT soon. This data will be reviewed prior to releasing the recommendations for public comment.

WV 9 Bicycle Path Connection Feasibility Study

Mr. Mullenax noted that a public workshop was held in December that explored different alternatives for connecting the WV9 Bicycle Path from its terminus at Currie Road to downtown Ranson and Charles Town. A formal presentation was made during the workshop, which was attended by approximately 50 people. A public survey was also conducted for 30 days and closed last week. Public feedback is currently being reviewed.

Locust and Mulberry Streets Signal Evaluation Plan

Mr. Mullenax explained that the City of Hagerstown has collected traffic counts along the corridor side streets and they are utilizing their Urban SDK traffic dataset to provide volumes for signal warrant analysis. Our consultants are conducting sight distance analysis, evaluating safety issues and evaluating level of service for all intersections in the corridor. The consultants will present the preliminary findings to the City staff tomorrow.

-ORGANIZATIONAL ADMINISTRATION

Interstate Council Alternate Designation

Mr. Mullenax explained that the MPO's Bylaws provide the ability for an Interstate Council member to appoint an alternate to serve on the Council in their stead. Per the Bylaws, a vote is required by the Interstate Council to accept such requests. At this time, three requests have been submitted in writing to the Council for review and approval as follows: Jennifer Kinzer to represent Washington County Commissioner Randy Wagner; Jim Bender to represent City of Hagerstown Mayor Bill McIntire; and Commissioner Jack Hefestay to represent Jefferson County Commissioner Cara Keys.

Motion and Vote: Commissioner Barr made a motion to approve Jennifer Kinzer as the alternate for Commissioner Randy Wagner. The motion was seconded by Mr. Blake and unanimously approved.

Motion and Vote: Commissioner Barr made a motion to approve Jim Bender as the alternate for Mayor Bill McIntire. The motion was seconded by Mr. Catlett and unanimously approved.

Motion and Vote: Commissioner Keys made a motion to approve Commissioner Jack Hefestay as the alternate for Commissioner Keys. The motion was seconded by Mr. Bound and unanimously approved.

Financial Status Update

Ms. Eckard stated that the second quarter of FY2026 ended on December 31, 2025. We are currently awaiting information from our Grants Management Department so we may begin work on the second quarter reimbursements. A summary will be provided at the March meeting.

Director's Report

Mr. Mullenax gave a brief report on the following:

- Staff participated in a field review with MDOT on the Vulnerable Road User safety project for the US 11 (Virginia Avenue) corridor which extends from Armstrong Avenue south to I-81, Exit 2. Many of the recommendations from the MPO's corridor study, completed last June, are being incorporated.
- The Bridge Investment Program Planning Grant for the US 522 Bridge in Hancock is still on hold as FHWA reviews the program's Notice of Funding Opportunity. MDOT is expecting to reopen the grant this spring.
- The federal agreement for the Martinsburg Greenway Trail BUILD grant has been received by the City of Martinsburg from FHWA. The City continues to work through details with FHWA and a fully executed agreement is expected soon.
- The Federal Transit Administration is expected to schedule a kick-off meeting for the Washington County Transit Facilities Expansion Project so the BUILD grant funds can be obligated.
- The roof decking and panels are up on the Administration and Maintenance/Bus Storage buildings at the new EPTA Transit Center. Stormwater bypass work is also underway.
- The MPO is working with WVDOT and the Berkeley County Development Authority to submit a BUILD construction grant for the Harold Drive Extended project. This project is in our current LRTP on the fiscally constrained list and is identified as a high priority.

- The MPO is working with the cities of Charles Town and Ranson as well as WVDOT to submit a BUILD planning grant for the WV 9 Bike Path Extension project. This connection is one of the top priorities in our current Regional Bicycle & Pedestrian Plan.
- A public meeting for the I-81 Welcome Center is scheduled for February 10, 2026 from 4:30 to 7:30 pm at the Randy Smith Rec Center in Inwood.
- WVDOT is getting ready to update its Statewide Bicycle and Pedestrian Plan. Public meetings will be held throughout the State by their consultant Kimley-Horn.
- MDOT is working on its State Freight Plan Update.
- The Draft FY2027 Unified Planning Work Program (UPWP) will be presented at the March meeting. No major changes to funding or expenditures are anticipated.

Staff Report

Ms. McDonough gave a brief report on the following:

- Staff attended the WVDOT GIS day and the Western MD GIS Users Group meetings.
- Staff have been helping the local transit agencies to update their GTFS data.
- Staff have been working with EPTA on the implementation of a new route app.
- Staff are working on collecting and compiling data for the City of Hagerstown bicycle and pedestrian crash data in anticipation of applying for SS4A grant funding.
- Staff will begin working on the new draft TIP for FY2027-2030. The draft will be presented to the ISC in March.

Interstate Council Member Recognition

Mr. Mullenax recognized Ms. Jill Baker for 25 years of service on the Interstate Council as well as the Technical Advisory Committee. She will be retiring from Washington County government at the end of January.

OTHER BUSINESS

Public Comment

No public comment was received.

Future Meetings

The next scheduled meeting of the Interstate Council is Wednesday, March 18, 2026 at 1:30 p.m. This meeting will be held in person at the Eastern West Virginia Regional Airport in Martinsburg, WV, with a virtual and call-in option.

ELECTION OF OFFICERS

Mr. Mullenax explained that the MPO's Bylaws state that the Election of Officers will occur in January each year and that the Chairperson and Vice-Chairperson cannot be from the same state.

Nominations for Chairperson: Mr. Catlett nominated Ms. Bartoldson to serve as Chairperson. Mr. Blake seconded the nomination and requested that the nominations be closed. The vote was unanimous for Ms. Bartoldson to act as Chairperson for the coming year.

Nominations for Vice-Chairperson: Ms. Bartoldson nominated Mr. Harbaugh to serve as Vice-Chairperson. The nomination was seconded by Mr. Blake. Mr. Catlett requested the nominations be closed. The vote was unanimous for Mr. Harbaugh to act as the Vice-Chairperson for the coming year.

-ADJOURNMENT

Ms. Bartoldson adjourned the meeting at 2:24 p.m.

Respectfully submitted,

Elaine Bartoldson, Chairperson

Hagerstown/Eastern Panhandle MPO (HEPMPO)
FY2025-2028 TIP Revision
March 18, 2026

Within this document you will find one amendment and four administrative modification requests from the Eastern Panhandle Transit Authority, one amendment and six administrative modification requests from the West Virginia Department of Transportation (WVDOT), one administrative modification request from Washington County Engineering, and four amendment and three administrative modification requests from the Maryland Department of Transportation (MDOT). Below is a staff summary of these changes. They will be presented and acted on during the regular meeting of the Interstate Council (ISC) on March 18th, 2026. The amendments were advertised and given a public comment period per the adopted Public Participation Plan which began on Wednesday, March 4th, 2026 and ended on Tuesday, March 17th, 2026. The administrative modifications listed below are provided for informational purposes and do not require formal action by the Interstate Council.

WEST VIRGINIA

EASTERN PANHANDLE TRANSIT AUTHORITY

EXISTING PROJECT

Project Name, TIP ID: Mobility Management Assistance – Section 5310, WVT2021-07
Description: Mobility manager salary
Requesting Agencies: EPTA
County, State: Berkeley & Jefferson, West Virginia
Project Data: FY2025: \$40,000 (\$32,000 Federal; \$8,000 Local). FY2026: \$40,000 (\$32,000 Federal; \$8,000 Local). FY2027: \$40,000 (\$32,000 Federal; \$8,000 Local).
Changes: Increase funding in FY2026 and FY2027 to \$52,500 (\$42,000 Federal; \$10,500 Local) and add funding in FY2028, FY2029 and FY2030 in the same amount (\$52,500).
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: 5307 Bus Replacement, WVT2024-01
Description: Bus Replacement
Requesting Agencies: EPTA
County, State: Berkeley & Jefferson, West Virginia
Project Data: FY2025: \$900,000 (\$720,000 Federal; \$180,000 Local).
Changes: Add funding in FY2027, FY2028, FY2029 and FY2030: \$250,000 (\$200,000 Federal; \$50,000 Local) each year.
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: 5307 Operating Commuter Service, WVT2024-02
Description: Operating Commuter Service
Requesting Agencies: EPTA
County, State: Berkeley & Jefferson, West Virginia
Project Data: FY2025: \$318,000 (\$159,000 Federal; \$159,000 Local). FY2026: \$318,000 (\$159,000 Federal; \$159,000 Local). FY2027: \$318,000 (\$159,000 Federal; \$159,000 Local).
Changes: Decrease funding in FY2026 and FY2027: \$145,000 (\$72,500 Federal; \$72,500 Local) and add funding in FY2028, FY2029 and FY2030 in the same amount.
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Operating Assistance – Section 5307, WVT2025-01
Description: Funding for Staff and typical office functions
Requesting Agencies: EPTA
County, State: Berkeley & Jefferson, West Virginia
Project Data: FY2025: \$6,321,280 (\$3,160,640 Federal; \$3,160,640 Local).
Changes: Add funding in FY2027, FY2028, FY2029 and FY2030: \$2,616,674 (\$1,308,337 Federal; \$1,308,337 Local) each year.
Action: *Amendment – Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Capital Assistance – Preventative Maintenance, WVT2025-02
Description: Preventative Maintenance for fleet vehicles
Requesting Agencies: EPTA
County, State: Berkeley & Jefferson, West Virginia
Project Data: FY2025: \$742,532 (\$594,025 Federal; \$148,507 Local).
Changes: Add funding in FY2027, FY2028, FY2029 and FY2030: \$375,000 (\$300,000 Federal; \$75,000 Local) each year.
Action: *Administrative Modification – No Formal Action Required.*

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

EXISTING PROJECT

Project Name, TIP ID: WV 9 Ridge Rd Roundabout, B2025-05
Description: Roundabout construction
Requesting Agencies: WVDOT
County, State: Berkeley, West Virginia
Project Data: ENG- FY2025: \$850,000 (Federal). ROW- FY2026: \$1,500,000 (Federal). CON- FY2027: \$5,000,000 (Federal).
Changes: Change CON federal fund source to CRP-FLEX.
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: WV 9 School House Dr I/S Improvement, B2025-06
Description: Roadway Construction
Requesting Agencies: WVDOT
County, State: Berkeley, West Virginia
Project Data: ENG- FY2025: \$850,000 (\$680,000 Federal; \$170,000 State). ROW- FY2026: \$1,500,000 (\$1,200,000 Federal; \$300,000 State).
Changes: Move ROW funding from FY2026 to FY2027.
Action: *Administrative Modification – No Formal Action Required.*

NEW PROJECT

Project Name, TIP ID: Courthouse Drive Traffic Signal, B2026-08
Description: Traffic Signal
Requesting Agencies: WVDOT
County, State: Berkeley, West Virginia
Project Data: ENG- FY2026: \$7,000 (\$5,600 Federal; \$1,400 State). CON- FY2026: \$500,000 (\$400,000 Federal; \$100,000 State).
Action: *Amendment – Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Armory Canal Trail, J2019-05.06
Description: Design and Construct Trail
Requesting Agencies: WVDOT
County, State: Jefferson, West Virginia
Project Data: ENG- FY2025: \$100,000 (Federal). CON- FY2026: \$481,486 (\$385,188 Federal; \$96,298 Local).
Changes: Move CON from FY2026 to FY2027.
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Hillside Dr Roundabout, J2024-06
Description: Construct Roundabout
Requesting Agencies: WVDOT
County, State: Jefferson, West Virginia
Project Data: ENG- Prior: \$60,000 (\$48,000 Federal; \$12,000 State). CON- FY2026: \$1,500,000 (\$1,200,000 Federal; \$300,000 State).
Changes: Change CON federal fund source from STBG<5K POP to CMAQ.
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: VRU Eastern Panhandle +2, J2025-03
Description: Safety Improvements
Requesting Agencies: WVDOT
County, State: Jefferson & Berkeley, West Virginia
Project Data: ENG- FY2025: \$75,000 (\$67,500 Federal; \$7,500 State). CON- FY2026: \$150,000 (\$135,000 Federal; \$15,000 State).
Changes: Move CON funding from FY2026 to FY2027.
Action: *Administrative Modification – No Formal Action Required.*

NEW PROJECT

Project Name, TIP ID: Kearneysville-Mt. Pleasant, J2026-05
Description: Resurfacing
Requesting Agencies: WVDOT
County, State: Jefferson, West Virginia
Project Data: ENG- FY2026: \$5,000 (\$4,000 Federal; \$1,000 State). CON- FY2026: \$1,495,000 (\$1,196,000 Federal; \$299,000 State).
Action: *Administrative Modification – No Formal Action Required.*

MARYLAND

WASHINGTON COUNTY ENGINEERING

EXISTING PROJECT

Project Name, TIP ID: Local Federal Aid Projects, W2019-07
Description: Local Federal Aid Projects in Washington County
Requesting Agencies: Washington County Engineering
County, State: Washington, Maryland
Project Data: PE- Prior: \$5,180,000 (\$4,124,000 Federal; \$1,056,000 Local), FY2025: \$50,000 (Local), FY2026: \$250,000 (\$200,000 Federal; \$50,000 Local), FY2027: \$50,000 (Local). CON- Prior: \$9,087,400 (\$6,951,400 Federal; \$2,136,000 Local), FY2026: \$14,790,200 (\$11,744,520 Federal; \$3,045,680 Local), FY2027: \$1,000,000 (\$800,000 Federal; \$200,000 Local).
Changes: Move FY2027 CON to FY2029.
Action: *Administrative Modification – No Formal Action Required*

MARYLAND DEPARTMENT OF TRANSPORTATION

EXISTING PROJECT

Project Name, TIP ID: I-70 MD 65 and CSX Bridges Rehabilitation, W2019-09
Description: Resurfacing
Requesting Agencies: MDOT
County, State: Washington, Maryland
Project Data: PP- Prior: \$2,011,000 (State). CON- Prior: \$32,911,000 (\$27,025,000 Federal; \$5,886,000 State).
Changes: Project obligated.
Action: *Amendment – Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: I-70 Crystal Falls Drive Bridges Replacement, W2022-04
Description: Replacement of bridges 211353 and 2113504 over Crystal Falls Dr
Requesting Agencies: MDOT
County, State: Washington, Maryland
Project Data: PE- Prior: \$1,818,000 (\$711,000 Federal; \$1,107,000 State). CON- Prior: \$19,932,000 (\$19,006,000 Federal; \$926,000 State), FY2025: \$7,114,000 (\$6,790,000 Federal; \$324,000 State).
Changes: Project obligated.
Action: *Amendment – Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: I-81 Interchange Improvements at Maugans Avenue (I-81 Phase 4A), W2023-07
Description: Construction of I-81 interchange improvements at Maugans Avenue.
Requesting Agencies: MDOT
County, State: Washington, Maryland
Project Data: PE- Prior: \$822,000 (\$295,000 Federal; \$527,000 State). CON- Prior: \$2,276,000 (Federal).
Changes: Project obligated.
Action: *Amendment – Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Areawide Environmental Projects, W2025-01
Description: Areawide Environmental Projects
Requesting Agencies: MDOT
County, State: Washington, Maryland
Project Data: ENG- FY2025: \$751,000 (\$713,000 Federal; \$38,000 State), FY2026: \$1,350,000 (\$1,283,000 Federal; \$67,000 State), FY2027: \$850,000 (\$808,000 Federal; \$42,000 State), FY2028: \$400,000 (\$380,000 Federal; \$20,000 State). ROW- FY2025: \$100,000 (\$95,000 Federal; \$5,000 State), FY2026: \$100,000 (\$95,000 Federal; \$5,000 State), FY2027: \$100,000 (\$95,000 Federal; \$5,000 State), FY2028: \$100,000 (\$95,000 Federal; \$5,000 State). CON- FY2025: \$2,550,000 (\$2,428,000 Federal; \$122,000 State), FY2026: \$2,550,000 (\$2,428,000 Federal;

\$122,000 State), FY2027: \$2,550,000 (\$2,428,000 Federal; \$122,000 State),
FY2028: \$2,550,000 (\$2,428,000 Federal; \$122,000 State).

Changes: Increase ENG funds in FY2027: \$2,850,000 (\$2,677,000 Federal; \$173,000 State).
Action: *Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Areawide Safety & Spot Improvements, W2025-02

Description: Areawide Safety & Spot Improvements

Requesting Agencies: MDOT

County, State: Washington, Maryland

Project Data: ENG- FY2025: \$1,250,000 (\$1,188,000 Federal; \$62,000 State), FY2026:
\$2,301,000 (\$2,185,000 Federal; \$116,000 State), FY2027: \$900,000 (\$857,000
Federal; \$43,000 State), FY2028: \$900,000 (\$857,000 Federal; \$43,000). ROW-
FY2025: \$150,000 (\$143,000 Federal; \$7,000 State), FY2026: \$100,000 (\$95,000
Federal; \$5,000 State), FY2027: \$100,000 (\$95,000 Federal; \$5,000 State),
FY2028: \$100,000 (\$95,000 Federal; \$5,000 State). CON- FY2025: \$5,000,000
(\$4,761,000 Federal; \$239,000 State), FY2026: \$12,000,000 (\$10,961,000
Federal; \$1,039,000 State), FY2027: \$5,000,000 (\$4,761,000 Federal; \$239,000
State), FY2028: \$5,000,000 (\$4,761,000 Federal; \$239,000 State).

Changes: Increase CON funds in FY2026: \$15,000,000 (\$13,427,000 Federal; \$1,573,000
State).

Action: *Administrative Modification – No Formal Action Required.*

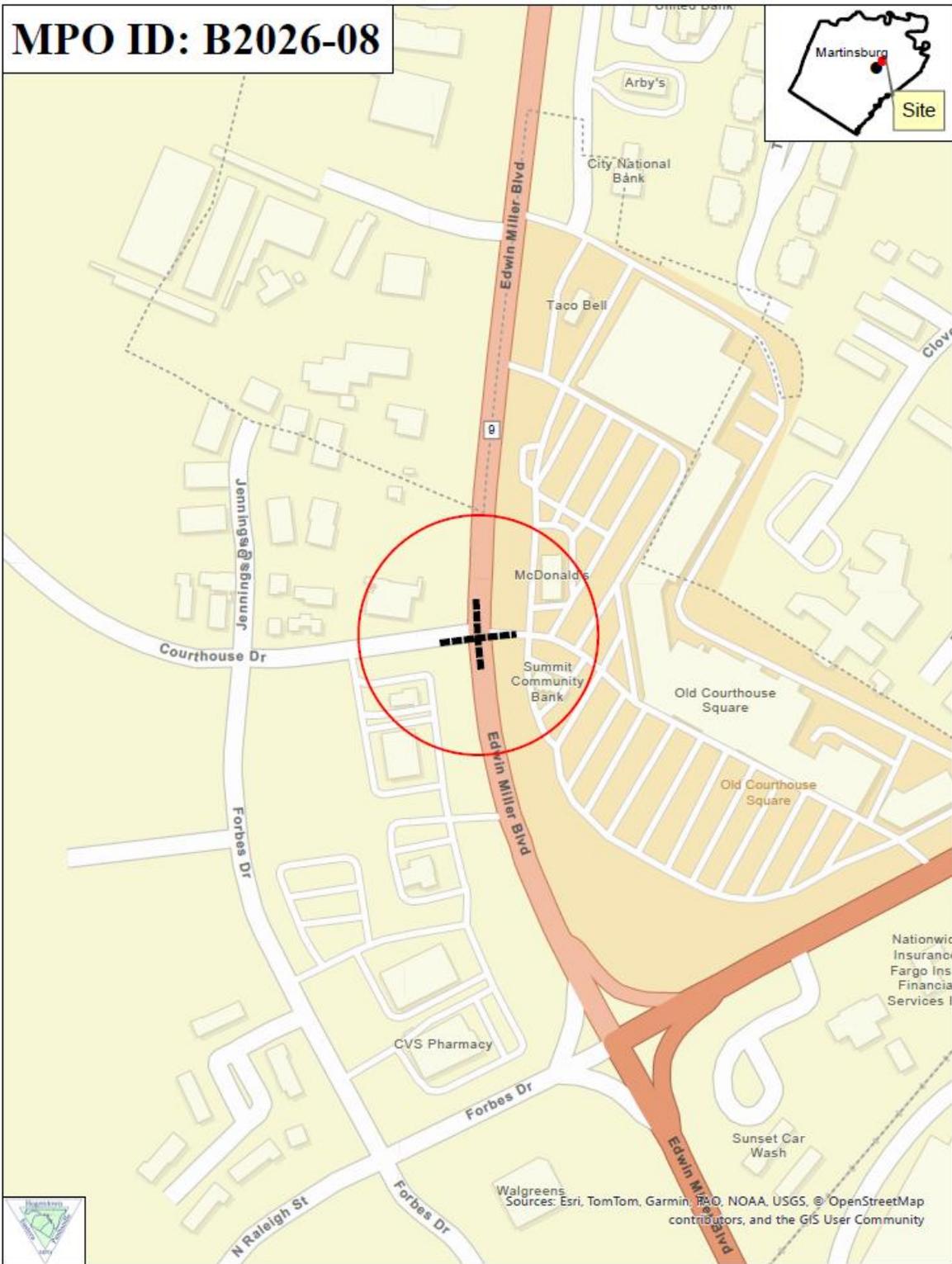
EXISTING PROJECT

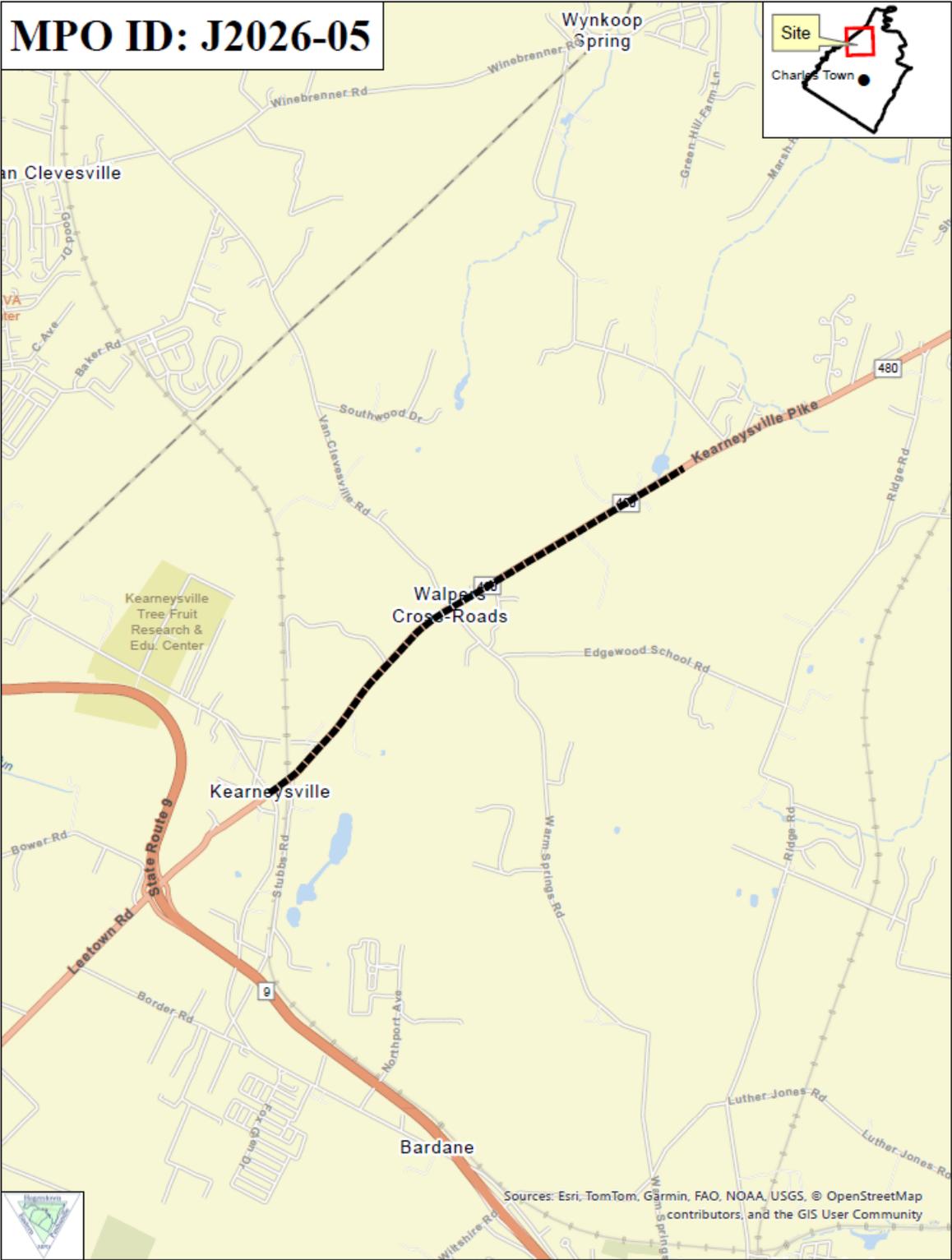
Project Name, TIP ID: Bridge Replacements on I-70 over MD 632, W2025-13
Description: Replace I-70 bridges over MD 632
Requesting Agencies: MDOT
County, State: Washington, Maryland
Project Data: ENG- FY2025: \$551,000 (\$441,000 Federal; \$110,000 State), FY2026: \$551,000 (\$441,000 Federal; \$110,000 State), FY2027: \$415,000 (\$332,000 Federal; \$83,000 State). CON- FY2027: \$8,085,000 (\$6,468,000 Federal; \$1,617,000 State), FY2028: \$14,436,000 (\$11,549,000 Federal; \$2,887,000 State), Future: \$7,060,000 (\$5,648,000 Federal; \$1,412,000 State).
Changes: Increase ENG funding in FY2025: \$818,000 (\$654,000 Federal; \$164,000 State), FY2026: \$620,000 (\$496,000 Federal; \$124,000 State, and FY2027: \$504,000 (\$479,000 Federal; \$25,000 State). Add ROW in FY2026, FY2027, FY2028, FY2029 and FY2030: \$1,000 (Federal) each year. Decrease CON funding in FY2027: \$1,645,000 (\$1,563,000 Federal; \$82,000 State) and in FY2028: \$6,027,000 (\$5,726,000 Federal; \$301,000 State). Increase Future CON: \$21,909,000 (\$20,814,000 Federal; \$1,095,000 State).
Action: *Amendment – Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID: Capital Assistance – Section 5310, WT2025-05
Description: Capital and Operating
Requesting Agencies: MDOT
County, State: Washington, Maryland
Project Data: FY2026: \$1,407,975 (\$1,126,380 Federal; \$281,595 Local).
Changes: Increase funding in FY2026: \$1,514,585 (\$832,492 Federal; \$682,093 Local).
Action: *Administrative Modification – No Formal Action Required*

MPO ID: B2026-08





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	\$42,000 \$32,000	\$42,000 \$32,000	\$42,000	\$84,000	\$350,000 \$204,000
Transit	LOCAL_EPTA	\$27,000	\$8,000	\$10,500 \$8,000	\$10,500 \$8,000	\$10,500	\$21,000	\$87,500 \$51,000
Total Transit		\$135,000	\$40,000	\$52,500 \$40,000	\$52,500 \$40,000	\$52,500	\$105,000	\$437,500 \$255,000
Total Prior Costs		\$135,000	\$0	\$0	\$0	\$0	\$0	\$135,000
Total Programmed		\$135,000	\$40,000	\$52,500 \$40,000	\$52,500 \$40,000	\$52,500	\$105,000	\$437,500 \$255,000

WVT2024-01 - 5307 Bus Replacement

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	5307	\$0	\$720,000	\$0	\$200,000	\$200,000	\$400,000	\$1,520,000
Transit	LOCAL_EPTA	\$0	\$180,000	\$0	\$50,000	\$50,000	\$100,000	\$380,000
Total Transit		\$0	\$900,000	\$0	\$250,000	\$250,000	\$500,000	\$1,900,000
Total Programmed		\$0	\$900,000	\$0	\$250,000	\$250,000	\$500,000	\$1,900,000

WVT2024-02 - 5307 Operating Commuter Service

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	\$72,500	\$145,000	\$795,000
Transit	LOCAL_EPTA	\$318,000	\$159,000	\$159,000	\$159,000	\$72,500	\$145,000	\$795,000
Total Transit		\$636,000	\$318,000	\$318,000	\$318,000	\$145,000	\$290,000	\$1,590,000
Total Prior Costs		\$636,000	\$0	\$0	\$0	\$0	\$0	\$636,000
Total Programmed		\$636,000	\$318,000	\$318,000	\$318,000	\$145,000	\$290,000	\$1,679,000

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	\$0	\$1,308,337	\$1,308,337	\$2,616,674	\$10,472,340
Transit	LOCAL_EPTA	\$2,078,352	\$3,160,640	\$0	\$1,308,337	\$1,308,337	\$2,616,674	\$5,238,992
Total Transit		\$4,156,704	\$6,321,280	\$0	\$2,616,674	\$2,616,674	\$5,233,348	\$20,944,680
Total Prior Costs		\$4,156,704	\$0	\$0	\$0	\$0	\$0	\$4,156,704
Total Programmed		\$4,156,704	\$6,321,280	\$0	\$2,616,674	\$2,616,674	\$5,233,348	\$20,944,680

WVT2025-02 - Capital Assistance - Preventative Maintenance

Preventative Maintenance for fleet vehicles

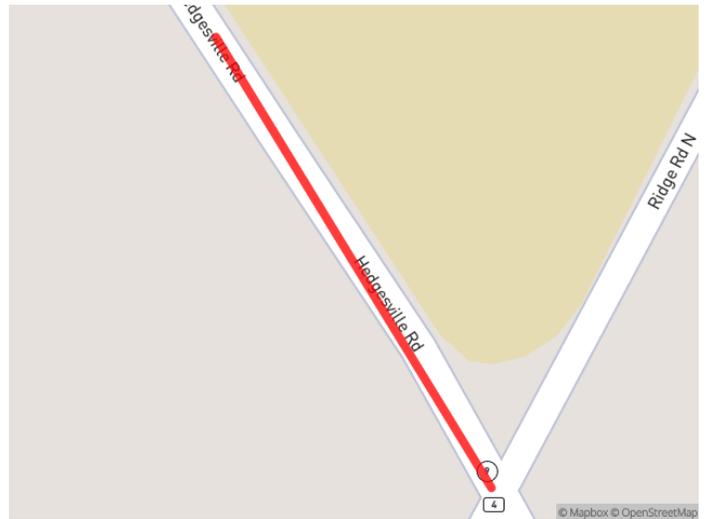
StateID:	n/a
Lead Agency:	EPTA
County:	WV Transit
State:	West Virginia
Project Type:	Transit
Performance Measures:	Transit
Functional Classification:	NA
Groupable:	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	5307	\$788,838	\$594,025	\$0	\$300,000	\$300,000	\$600,000	\$2,582,863
Transit	LOCAL_EPTA	\$197,210	\$148,507	\$0	\$75,000	\$75,000	\$150,000	\$645,717
Total Transit		\$986,048	\$742,532	\$0	\$375,000	\$375,000	\$750,000	\$3,228,580
Total Prior Costs		\$986,048	\$0	\$0	\$0	\$0	\$0	\$986,048
Total Programmed		\$986,048	\$742,532	\$0	\$375,000	\$375,000	\$750,000	\$3,228,580

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:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	Principal Arterial
Groupable:	False

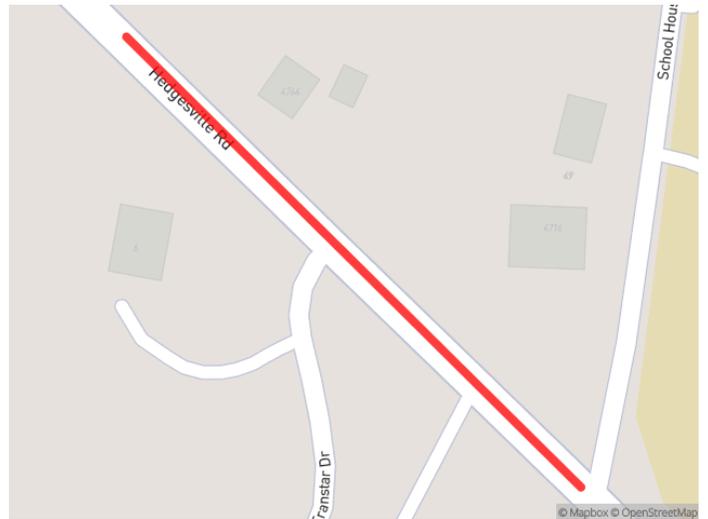


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	EMRK	\$0	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total ENG		\$0	\$850,000	\$0	\$0	\$0	\$0	\$850,000
ROW	CMAQ	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total ROW		\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
CON	CRP-FLEX CMAQ	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Total CON		\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Total Programmed		\$0	\$850,000	\$1,500,000	\$5,000,000	\$0	\$0	\$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:	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	\$0	\$680,000	\$0	\$0	\$0	\$0	\$680,000
ENG	STATE_WV	\$0	\$170,000	\$0	\$0	\$0	\$0	\$170,000
Total ENG		\$0	\$850,000	\$0	\$0	\$0	\$0	\$850,000
ROW	CMAQ	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$1,200,000
ROW	STATE_WV	\$0	\$0	\$300,000	\$300,000	\$0	\$0	\$300,000
Total ROW		\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000
Total Programmed		\$0	\$850,000	\$1,500,000	\$1,500,000	\$0	\$0	\$2,350,000

AMENDMENT

B2026-08 - Courthouse Drive Traffic Signal

Traffic Signal

StateID:	U302- 009 11.37 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	CRP-FLEX	\$0	\$0	\$5,600	\$0	\$0	\$0	\$5,600
ENG	STATE_WV	\$0	\$0	\$1,400	\$0	\$0	\$0	\$1,400
Total ENG		\$0	\$0	\$7,000	\$0	\$0	\$0	\$7,000
CON	CRP-FLEX	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
CON	STATE_WV	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Total CON		\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Total Programmed		\$0	\$0	\$507,000	\$0	\$0	\$0	\$507,000

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

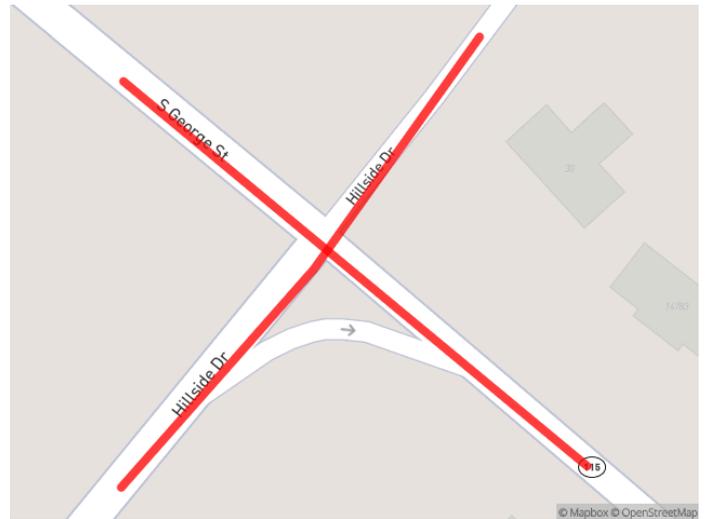


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FLAP	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total ENG		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
CON	FLAP	\$0	\$0	\$385,188	\$385,188	\$0	\$0	\$385,188
CON	LOCAL	\$0	\$0	\$96,298	\$96,298	\$0	\$0	\$96,298
Total CON		\$0	\$0	\$481,486	\$481,486	\$0	\$0	\$481,486
Total Programmed		\$0	\$100,000	\$481,486	\$481,486	\$0	\$0	\$581,486

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

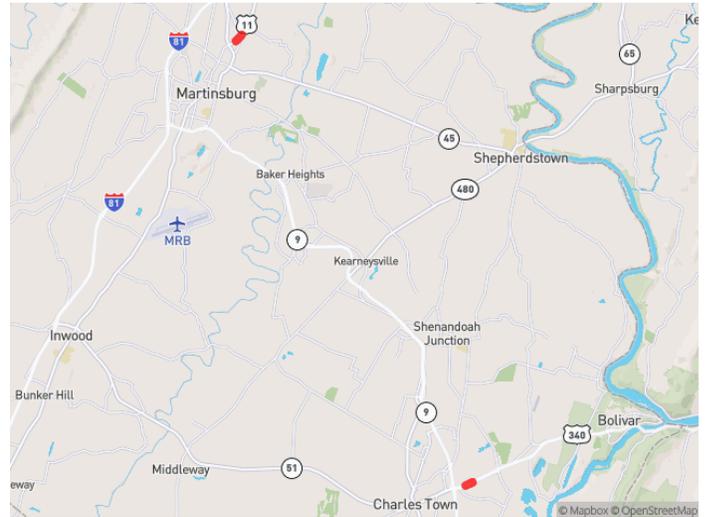


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	STATE_WV	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
ENG	STBG-FLEX	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
Total ENG		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
CON	STATE_WV	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
CON	CMAQ STBG-<5K POP	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Total CON		\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Prior Costs		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Total Programmed		\$60,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,560,000

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	\$0	\$67,500	\$0	\$0	\$0	\$0	\$67,500
ENG	STATE_WV	\$0	\$7,500	\$0	\$0	\$0	\$0	\$7,500
Total ENG		\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
CON	HSIP	\$0	\$0	\$135,000	\$135,000	\$0	\$0	\$135,000
CON	STATE_WV	\$0	\$0	\$15,000	\$15,000	\$0	\$0	\$15,000
Total CON		\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$150,000
Total Programmed		\$0	\$75,000	\$150,000	\$150,000	\$0	\$0	\$225,000

J2026-05 - Kearneysville-Mt. Pleasant

Resurfacing

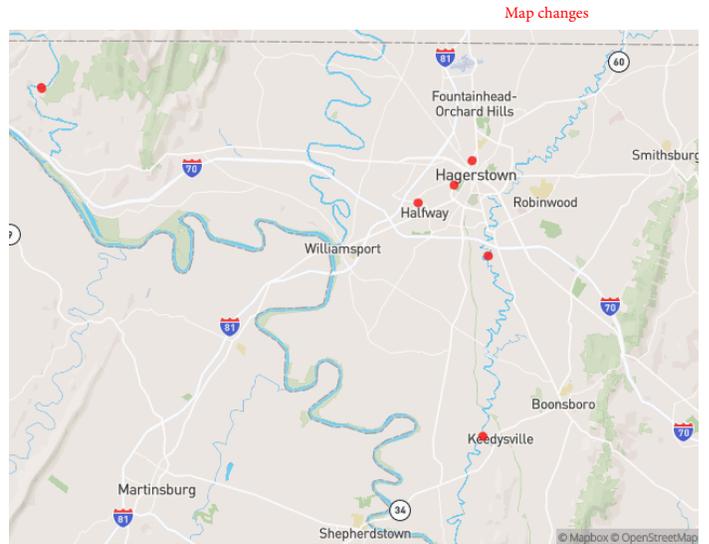
StateID:	S319-480 0 00
Lead Agency:	WV DOT
County:	Je erson County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	MinorArterial
Groupable:	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	STATE_WV	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
ENG	STBG-FLEX	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
Total ENG		\$0	\$0	\$5,000	\$0	\$0	\$0	\$5,000
CON	STATE_WV	\$0	\$0	\$299,000	\$0	\$0	\$0	\$299,000
CON	STBG-FLEX	\$0	\$0	\$1,196,000	\$0	\$0	\$0	\$1,196,000
Total CON		\$0	\$0	\$1,495,000	\$0	\$0	\$0	\$1,495,000
Total Programmed		\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

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

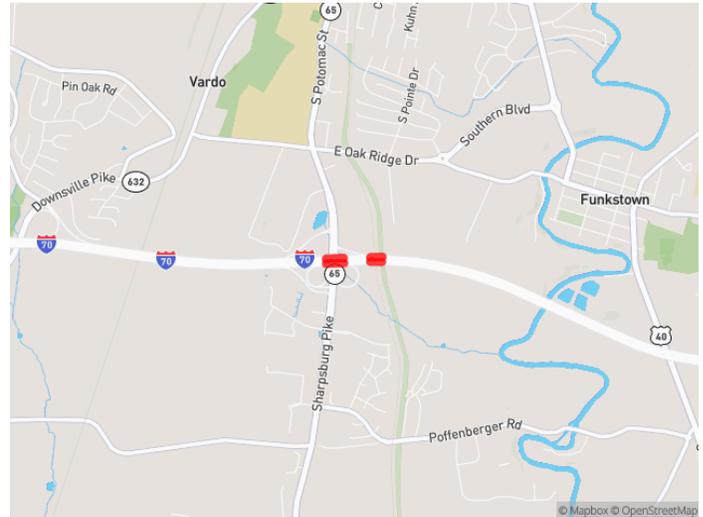


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	FA	\$6,951,400	\$0	\$12,544,520	\$800,000	\$0	\$800,000 \$0	\$20,295,920
CON	LOCAL_WashCo	\$2,136,000	\$0	\$3,245,680	\$200,000	\$0	\$200,000 \$0	\$5,581,680
Total CON		\$9,087,400	\$0	\$15,790,200	\$1,000,000	\$0	\$1,000,000 \$0	\$25,877,600
PE	FA	\$4,124,000	\$0	\$200,000	\$0	\$0	\$0	\$4,324,000
PE	LOCAL_WashCo	\$1,056,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$1,206,000
Total PE		\$5,180,000	\$50,000	\$250,000	\$50,000	\$0	\$0	\$5,530,000
-	FA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$14,267,400	\$0	\$0	\$0	\$0	\$0	\$14,267,400
Total Programmed		\$14,267,400	\$50,000	\$16,040,200	\$50,000 \$1,050,000	\$0	\$1,000,000 \$0	\$31,407,600

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



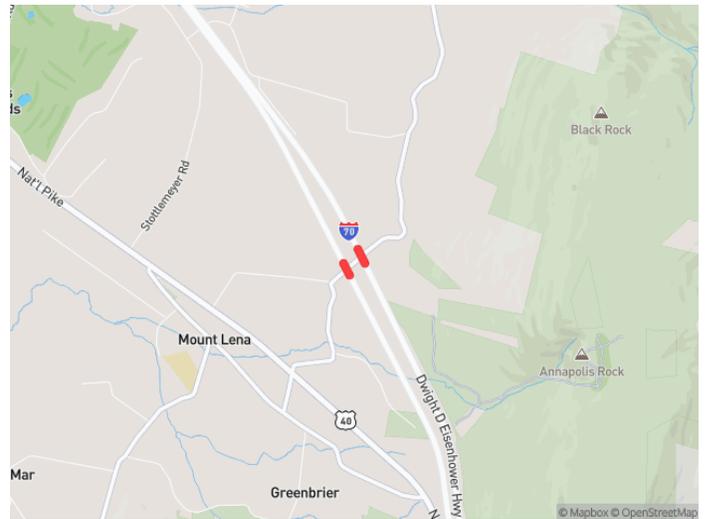
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	NHPP	\$27,025,000	\$0	\$0	\$0	\$0	\$0	\$27,025,000
CON	STATE_MD_SHA	\$5,886,000	\$0	\$0	\$0	\$0	\$0	\$5,886,000
Total CON		\$32,911,000	\$0	\$0	\$0	\$0	\$0	\$32,911,000
PP	STATE_MD_SHA	\$2,011,000	\$0	\$0	\$0	\$0	\$0	\$2,011,000
Total PP		\$2,011,000	\$0	\$0	\$0	\$0	\$0	\$2,011,000
Total Prior Costs		\$34,922,000	\$0	\$0	\$0	\$0	\$0	\$34,922,000
Total Programmed		\$34,922,000	\$0	\$0	\$0	\$0	\$0	\$34,922,000

OBLIGATED - PROJECT REMOVED

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

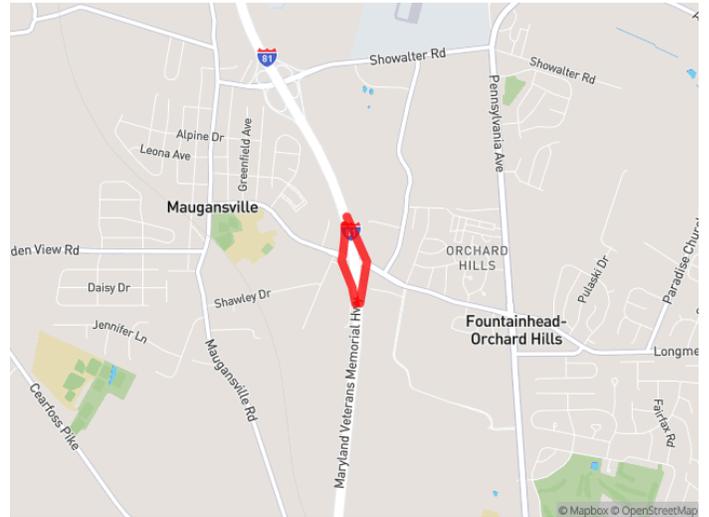


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	NHPP	\$19,006,000	\$6,790,000	\$0	\$0	\$0	\$0	\$25,796,000
CON	STATE_MD_SHA	\$926,000	\$324,000	\$0	\$0	\$0	\$0	\$1,250,000
Total CON		\$19,932,000	\$7,114,000	\$0	\$0	\$0	\$0	\$27,046,000
PE	NHPP	\$711,000	\$0	\$0	\$0	\$0	\$0	\$711,000
PE	STATE_MD_SHA	\$1,107,000	\$0	\$0	\$0	\$0	\$0	\$1,107,000
Total PE		\$1,818,000	\$0	\$0	\$0	\$0	\$0	\$1,818,000
Total Prior Costs		\$21,750,000	\$0	\$0	\$0	\$0	\$0	\$21,750,000
Total Programmed		\$21,750,000	\$7,114,000	\$0	\$0	\$0	\$0	\$28,864,000

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	\$0	\$0	\$0	\$0	\$0	\$2,276,000
Total CON		\$2,276,000	\$0	\$0	\$0	\$0	\$0	\$2,276,000
PE	NHPP	\$295,000	\$0	\$0	\$0	\$0	\$0	\$295,000
PE	STATE_MD_SHA	\$527,000	\$0	\$0	\$0	\$0	\$0	\$527,000
Total PE		\$822,000	\$0	\$0	\$0	\$0	\$0	\$822,000
Total Prior Costs		\$3,098,000	\$0	\$0	\$0	\$0	\$0	\$3,098,000
Total Programmed		\$3,098,000	\$0	\$0	\$0	\$0	\$0	\$3,098,000

W2025-01 - Areawide Environmental Projects

Program to provide environmental and aesthetic 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	\$0	\$713,000	\$1,283,000	\$808,000 \$2,677,000	\$380,000	\$0	\$3,184,000 \$5,053,000
ENG	STATE_MD_SHA	\$0	\$38,000	\$67,000	\$42,000 \$173,000	\$20,000	\$0	\$167,000 \$298,000
Total ENG		\$0	\$751,000	\$1,350,000	\$850,000 \$2,850,000	\$400,000	\$0	\$3,351,000 \$5,351,000
ROW	FED	\$350,000	\$95,000	\$95,000	\$95,000	\$95,000	\$0	\$730,000
ROW	STATE_MD_SHA	\$50,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$70,000
Total ROW		\$400,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$800,000
CON	FED	\$15,770,000	\$2,428,000	\$2,428,000	\$2,428,000	\$2,428,000	\$0	\$25,482,000
CON	STATE_MD_SHA	\$2,230,000	\$122,000	\$122,000	\$122,000	\$122,000	\$0	\$2,718,000
Total CON		\$18,000,000	\$2,550,000	\$2,550,000	\$2,550,000	\$2,550,000	\$0	\$28,200,000
PP	FED	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
PP	STATE_MD_SHA	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total PP		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
PE	FED	\$1,082,000	\$0	\$0	\$0	\$0	\$0	\$1,082,000
PE	STATE_MD_SHA	\$118,000	\$0	\$0	\$0	\$0	\$0	\$118,000
Total PE		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Total Prior Costs		\$19,800,000	\$0	\$0	\$0	\$0	\$0	\$19,800,000
Total Programmed		\$19,800,000	\$3,401,000	\$4,000,000	\$3,500,000 \$5,500,000	\$3,050,000	\$0	\$33,751,000 \$35,751,000

W2025-02 - Areawide Safety & Spot Improvements

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

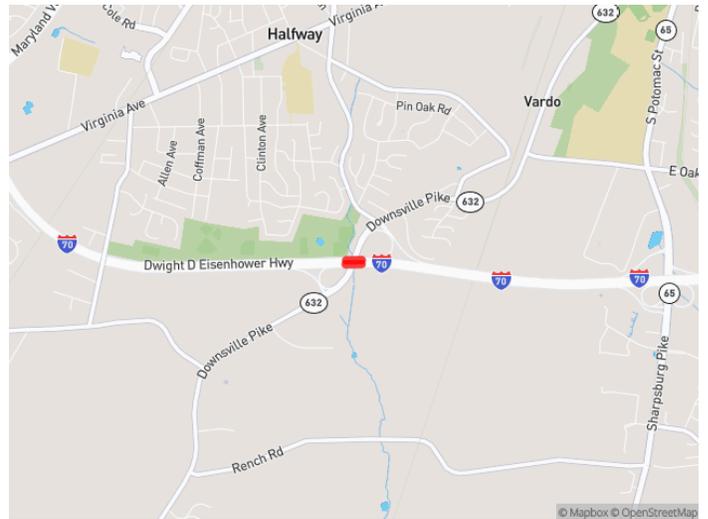
StateID:	n/a
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Safety
Performance Measures:	-
Functional Classification:	NA
Groupable:	True

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	FED	\$0	\$1,188,000	\$2,185,000	\$857,000	\$857,000	\$0	\$5,087,000
ENG	STATE_MD_SHA	\$0	\$62,000	\$116,000	\$43,000	\$43,000	\$0	\$264,000
Total ENG		\$0	\$1,250,000	\$2,301,000	\$900,000	\$900,000	\$0	\$5,351,000
ROW	FED	\$350,000	\$143,000	\$95,000	\$95,000	\$95,000	\$0	\$778,000
ROW	STATE_MD_SHA	\$50,000	\$7,000	\$5,000	\$5,000	\$5,000	\$0	\$72,000
Total ROW		\$400,000	\$150,000	\$100,000	\$100,000	\$100,000	\$0	\$850,000
CON	FED	\$35,204,000	\$4,761,000	\$10,961,000 \$13,427,000	\$4,761,000	\$4,761,000	\$0	\$60,448,000 \$62,914,000
CON	STATE_MD_SHA	\$5,380,000	\$239,000	\$1,039,000 \$1,573,000	\$239,000	\$239,000	\$0	\$7,136,000 \$7,670,000
Total CON		\$40,584,000	\$5,000,000	\$12,000,000 \$15,000,000	\$5,000,000	\$5,000,000	\$0	\$67,584,000 \$70,584,000
PE	FED	\$3,063,000	\$0	\$0	\$0	\$0	\$0	\$3,063,000
PE	STATE_MD_SHA	\$297,000	\$0	\$0	\$0	\$0	\$0	\$297,000
Total PE		\$3,360,000	\$0	\$0	\$0	\$0	\$0	\$3,360,000
Total Prior Costs		\$44,344,000	\$0	\$0	\$0	\$0	\$0	\$44,344,000
Total Programmed		\$44,344,000	\$6,400,000	\$14,401,000 \$17,401,000	\$6,000,000	\$6,000,000	\$0	\$77,145,000 \$80,145,000

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:	PM2 - Pavement and Bridge
Functional Classification:	Interstates
Groupable:	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	NHPP	\$734,000	\$654,000 \$441,000	\$496,000 \$441,000	\$479,000 \$332,000	\$0	\$0	\$2,363,000 \$1,948,000
ENG	STATE_MD_SHA	\$183,000	\$164,000 \$110,000	\$124,000 \$110,000	\$25,000 \$83,000	\$0	\$0	\$496,000 \$486,000
Total ENG		\$917,000	\$818,000 \$551,000	\$620,000 \$551,000	\$504,000 \$415,000	\$0	\$0	\$2,859,000 \$2,434,000
ROW	NHPP	\$0	\$0	\$1,000	\$1,000	\$1,000	\$2,000	\$5,000
TOTAL ROW		\$0	\$0	\$1,000	\$1,000	\$1,000	\$2,000	\$5,000
CON	NHPP	\$0	\$0	\$0	\$1,563,000 \$6,468,000	\$5,726,000 \$11,549,000	\$20,814,000 \$5,648,000	\$28,103,000 \$23,665,000
CON	STATE_MD_SHA	\$0	\$0	\$0	\$82,000 \$1,617,000	\$301,000 \$2,887,000	\$1,095,000 \$1,412,000	\$1,478,000 \$5,916,000
Total CON		\$0	\$0	\$0	\$1,645,000 \$8,085,000	\$6,027,000 \$14,436,000	\$21,909,000 \$7,060,000	\$29,581,000 \$29,581,000
Total Prior Costs		\$917,000	\$0	\$0	\$0	\$0	\$0	\$917,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$21,911,000 \$7,060,000	\$21,911,000 \$7,060,000
Total Programmed		\$917,000	\$818,000 \$551,000	\$621,000 \$551,000	\$2,150,000 \$8,500,000	\$6,028,000 \$14,436,000	\$21,911,000 \$7,060,000	\$32,445,000 \$32,015,000

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	\$0	\$832,492 \$1,126,380	\$0	\$0	\$0	\$1,958,872 \$2,252,760
Transit	LOCAL_WCT	\$0	\$0	\$682,093 \$281,595	\$0	\$0	\$0	\$682,093 \$281,595
Total Transit		\$1,126,380	\$0	\$1,514,585 \$1,407,975	\$0	\$0	\$0	\$2,640,965 \$2,534,355
Total Prior Costs		\$1,126,380	\$0	\$0	\$0	\$0	\$0	\$1,126,380
Total Programmed		\$1,126,380	\$0	\$1,514,585 \$1,407,975	\$0	\$0	\$0	\$2,640,965 \$2,534,355

Maryland - Washington County Transit

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/Failures)
Fixed Route	0	0	0.59 0.33	0.30 0	0.33 0	0.17 0	65,399 24,500
Paratransit	0	0	0	0	0	0	88,471 85,486

* WCT Safety Performance Targets, 2023
2025

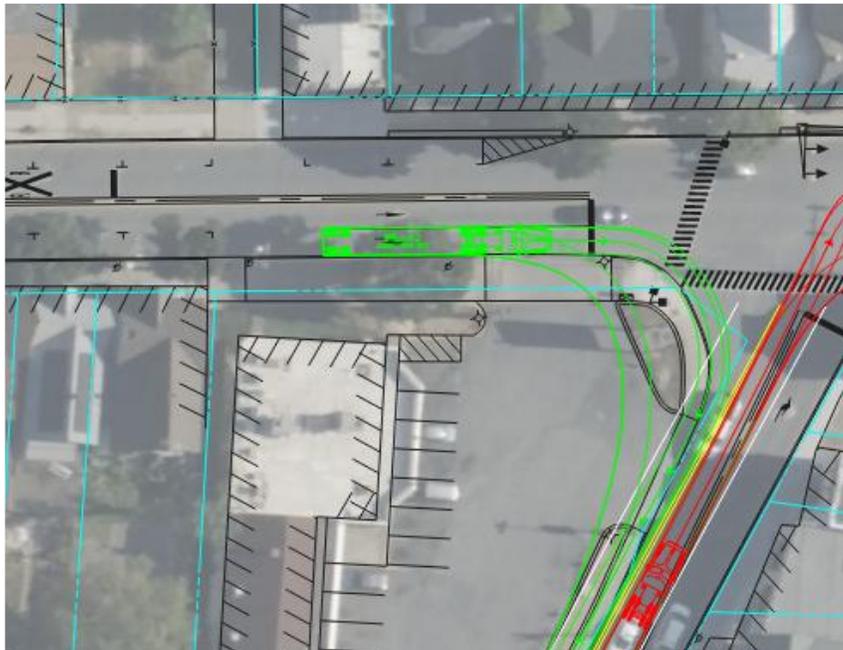
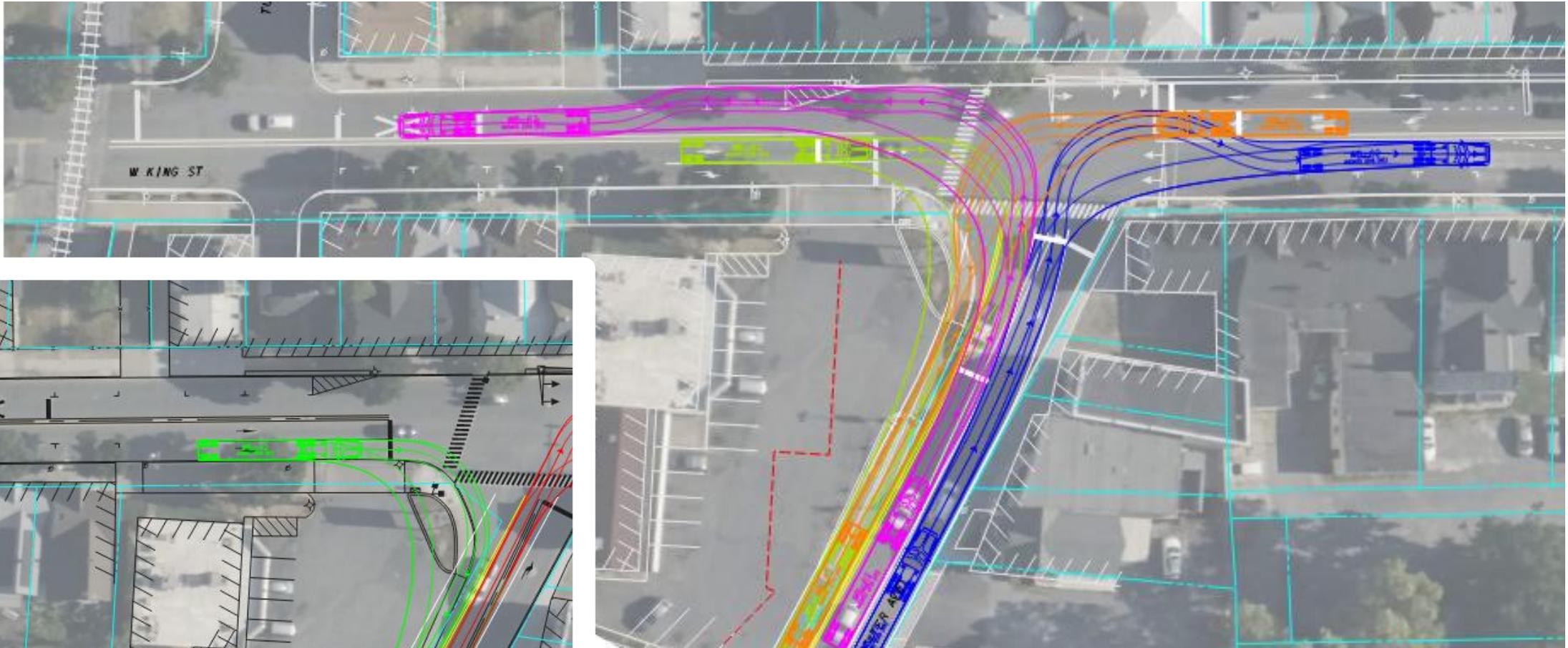
West Virginia – Eastern Panhandle Transit Authority

Mode of Transit Service	Fatalities	Fatalities (per 700k VRM)	Injuries	Injuries (per 700k VRM)	Safety Events	Safety Events (per 700k VRM)	System Reliability (VRM/Failures)
Bus Service	0	0	1	1 2	1	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)
Demand Response Service	0	0	1	1 .07	1	1 .07	Major Failures: > 80,000 miles Minor Failures: > 3,200 miles

* EPTA Safety Performance Targets, 2024
2025

Turning Analysis

Winchester Ave and King St



Recommendations

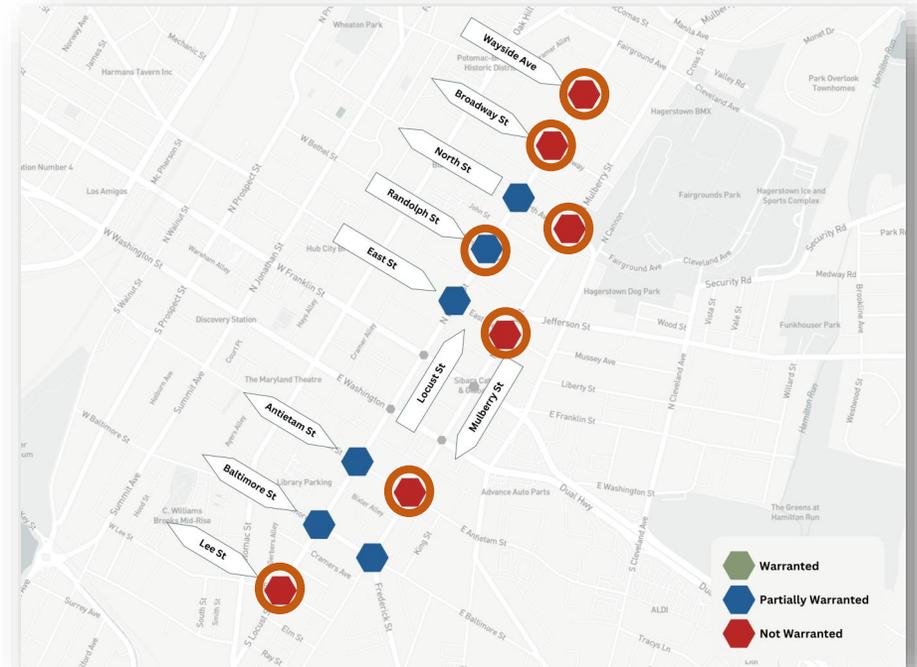
Winchester Ave and King St



- 14) Add Left Turn Lane
- 15) Remove Parking to Provide Room for Left Turning Trucks
- 16) Relocate Curb Line and Construct 5' Sidewalk
- 17) Install Truck Aprons with Mountable Curb and/or Pavement Colors
- 18) Reconstruct Driveways
- 19) Tie to Existing/Meet Existing
- 20) Install Transition Island to Develop Left Turn Lane
- 21) Eliminate Right Turn Lane and Install Mountable Curb Bump Out
- 22) Traffic Signal Revisions Including Relocation of Signal Supports and Signal Heads, FYA, No Turn On Red, OHSNS, Coordination with Raleigh St EB to NB Left Turns. Adjust All Stop Bars to Accommodate Left and Right Turning Trucks

All-Way Stop Control (AWSC) LOS Summary

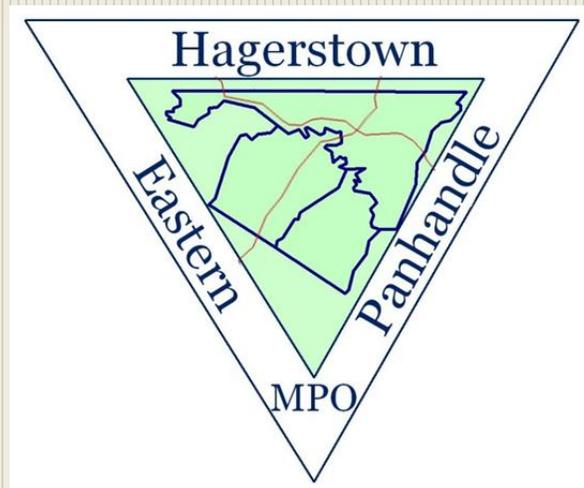
Corridor	Sidestreet	ADT (vpd)	ADT (vpd)	AWSC	AWSC	AWSC Queue Lengths Corridor/sidestreet
		Major St	Side St	LOS/Delay (Corridor)	LOS/Delay (Sidestreet)	
Locust	Lee	3925	1350	B / 11.1 sec	A / 8.5 sec	2.5 veh / 0.3 veh
Locust	Baltimore	4400	5000	C / 18.7 sec	B / 13.0 sec	5.0 veh / 2.2 veh
Locust	Antietam	4400	3483	C / 17.2 sec	B / 10.5 sec	5.2 veh / 1.0 veh
Locust	East	5198	2636	C / 17.2 sec	B / 12.3 sec	5.3 veh / 2.2 veh
Locust	Randolph	5198	1196	B / 13.9 sec	A / 9.4 sec	4.3 veh / 0.7 veh
Locust	North	5198	2089	C / 15.8 sec	B / 10.9 sec	4.9 veh / 1.5 veh
Locust	Broadway	5198	1056	B / 13.6 sec	A / 8.7 sec	4.2 veh / 0.3 veh
Locust	Wayside	5198	872	B / 13.6 sec	A / 9.0 sec	4.1 sec / 0.5 sec
Mulberry	Baltimore/ Frederick	1760	560/ 5091	N/A	N/A	N/A
Mulberry	Antietam	1760	3483	A / 8.7 sec	A / 8.7 sec	0.7 veh / 0.8 veh
Mulberry	East	2599	2232	B / 13.0 sec	B / 10.6 sec	3.4 veh / 1.5 veh
Mulberry	North	2599	2665	B / 13.6 sec	B / 11.5sec	3.5 veh / 2.0 veh



DRAFT

FY 2027
Unified Planning Work Program

July 1, 2026 through June 30, 2027



**HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING
ORGANIZATION**

Adopted:

FY 2027 UNIFIED PLANNING WORK PROGRAM

Table of Contents

<u>Section</u>	<u>Page #</u>
Resolution of Adoption.....	ii
FHWA/FTA Approval letter	iv
Section I – Introduction.....	1
Section II - Organization and Management	2
Section III - Work Program by Task	
6010 - Short Range Program	5
6020 - Transportation Improvement Program	8
6050 - Traffic Data.....	10
6051 - GIS and Traffic Modeling.....	12
6100 - Long Range Transportation Plan.....	14
6250 - Service.....	16
6300 - Air Quality/Conformity	18
6500 - Mass Transit Planning	20
6650 - Special Studies	22
6990 - Program Administration	24
Section IV - Cost Allocation Plan.....	27
Section V – Budget.....	29
Section VI – Public Participation Process	33

For further information contact:
Hagerstown/Eastern Panhandle MPO
226 Pilot Way; Suite E
Martinsburg, WV 25405
(240) 313 – 2081
<http://www.hepmpo.net/>

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

Federal Project ID: 20.205 CFDA

UNIFIED PLANNING WORK PROGRAM FY 2027

Section I - Introduction

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

This Unified Planning Work Program (UPWP) for the Hagerstown/Eastern Panhandle Metropolitan Planning Organization hereafter referred to as HEPMPO, documents the transportation planning activities and budget for the 2027 fiscal year that runs from July 1, 2026 through June 30, 2027. The objective of this work program is to ensure that a continuing, cooperative, and comprehensive approach for metropolitan transportation planning is established and maintained for the planning area, with proper coordination with neighboring jurisdictions and the Departments of Transportation for the States of Maryland and West Virginia, and as needed, with the Commonwealths of Pennsylvania and Virginia.

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

The work tasks included in the FY 2027 UPWP are both a continuation of work performed during FY 2026 and additional work items designed to meet the requirements of the current authorizing transportation legislation Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 15, 2021. During this FY, MPO staff will continue developing organizational data collection, databases and GIS layers. Staff will work with the transportation planning consultant to assist with planning activities related to the adopted Long Range Transportation Plan (LRTP), with special focus on performance measures, reporting and target-setting. Additional focus of the consultant will be assistance with transportation conformity (air quality) as needed and special planning studies. MPO staff will continue to work on activities associated with the newly approved Transportation Improvement Program (TIP), the newly approved LRTP, implementation of visualization techniques into the planning activities, the public involvement process, integration of

safety, freight and system measures into the planning process and purchasing necessary hardware and software.

During FY 2026 Staff worked with the Maryland and West Virginia Departments of Transportation, as well as with the area's locally operated transit systems to develop, adopt and assist implementing highway and transit performance measure targets. Staff continued to integrate performance-based plans and processes, and support recommendations in both Maryland and West Virginia Departments of Transportation State Freight Plans.

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

Section II - Organization and Management

A. Metropolitan Planning Organization:

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

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

Washington County Transit
West Virginia Department of Transportation

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

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

B. Technical Committee:

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

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

C. MPO Staff

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

It is expected in FY2027 that support will continue to come from various staff in Washington County. Support costs are estimated as part of the work program including clerical support, planning and data collection support.

D. Operational Procedures and By-laws:

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

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

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

226 Pilot Way, Suite E
Martinsburg, WV 25405

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

Section III - Work Program by Task

Task 6010

Short Range Planning

A. Objective:

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

B. Previous Work:

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

The MPO has also worked with local municipalities to develop Transportation Alternatives Program (TAP), Recreational Trail Program (RTP), and Federal Land Access Program (FLAP) grant applications, as well as Safe Routes to School (SRTS), Maryland Bikeways and Safe Streets and Roads For All (SS4A). Primarily, staff has written grants, reviewed grant applications, shared data and provided letters of support to the grant sponsors. In FY 2026, the MPO provided technical assistance on TAP and FLAP applications in West Virginia, such as the Foxcroft Avenue Sidewalk Project, the Moulton Park Pedestrian Improvements Project, the Harpers Ferry High Street Project, and the Paw Paw ARISE Project. The MPO provided technical assistance on the City of Hagerstown's SS4A implementation grant in Maryland.

C. Methodology:

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

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

provide the appropriate planning information and support to develop short-term solutions to identified problem areas within the MPO region. Potential projects identified would ultimately become part of the LRTP, TIP or Transit Development Plans (TDP).

D. Product:

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

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary
Maryland Washington County	\$5,646	FHWA \$4,517 FTA \$0 MD DOT \$565 Local \$565 Subtotal <u>\$5,646</u>
West Virginia Region 9		WV Federal \$6,349 WV DOT \$794 Local \$794 Subtotal <u>\$7,936</u>
MPO Total		Federal \$10,866 MD DOT \$565 WV DOT \$794 MD Local \$565 WV Local \$794 Total <u>\$13,583</u>

A. Objective:

To coordinate MPO review and approval of the consolidated multi-year Transportation Improvement Program (TIP) developed from TIP proposals from the various State Departments of Transportation, transit providers and the MPO. The current TIP covers planning years FY 2025-2028 and shall be amended as necessary to accommodate revisions/updates to the Statewide Transportation Improvement Programs (STIP). This work program shall cover activities associated with implementation and maintenance of the FY 2025-2028 TIP, including the FY 2027 STIP amendments.

B. Previous Work:

Refinement and updates to the MPO's TIP software management system EcoInteractive continued throughout FY 2026. Staff also developed a new TIP covering Fiscal Years 2027 – 2030. The MPO works continually with the State DOT's to maintain an up to date and accurate TIP. Staff continued updating the TIP project web mapping application for public display and information.

C. Methodology:

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

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

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

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

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

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

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

Any TIP amendments will be coordinated with the Air Quality Advisory Committee as

necessary to ensure that transportation conformity with the air quality regulations is maintained.

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

D. Product:

1. The final product of this task will be a “Consolidated” TIP that conforms to IJJA and any subsequent transportation authorization planning provisions and meets any required air quality conformity requirements.
2. Transition from implementation of new TIP software management system to maintenance. The estimated cost of this work is \$22,800.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$24,153	FHWA	\$19,322
		FTA	\$0
		MD DOT	\$2,415
		Local	\$2,415
		Subtotal	\$24,153
West Virginia Region 9	\$32,291	WV Federal	\$25,833
		WV DOT	\$3,229
		Local	\$3,229
		Subtotal	\$32,291
MPO Total	\$56,444	Federal	\$45,155
		MD DOT	\$2,415
		WV DOT	\$3,229
		MD Local	\$2,415
		WV Local	\$3,229
		Total	\$56,444

A. Objective:

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

B. Previous Work:

During FY 2026, the MPO continued to acquire traffic counts (by counter location and road segments), turning movements and accident data which were integrated into the GIS. Spatial analysis was performed to determine areas on the road network that have experienced significant volume gains/losses. Staff maintained web mapping applications assimilating and displaying count and accident data from State and Federal sources. In FY 2026 staff collected traffic data in the form of traffic impact studies required by county planning departments and traffic count and crash information from the Departments of Transportation.

As part of the recent Long Range Transportation Plan update, traffic count data and traffic analysis zone enhancements were incorporated into the MPO's travel demand model by the planning consultant in FY 2026.

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

C. Methodology:

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

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

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

D. Product:

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

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

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary
Maryland Washington County	\$3,691	FHWA \$2,953 FTA \$0 MD DOT \$369 Local \$369 Subtotal \$3,691
West Virginia Region 9	\$4,824	WV Federal \$3,859 WV DOT \$482 Local \$482 Subtotal \$4,824
MPO Total	\$8,515	Federal \$6,812 MD DOT \$369 WV DOT \$482 MD Local \$369 WV Local \$482 Total \$8,515

A. Objective:

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

B. Previous Work:

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

In FY 2026, Staff published a number of web maps highlighting the projects and recommendations of the new Long Range Transportation Plan Update. In addition staff participated in a number of regional GIS User Group meetings, as well as received training on the latest geospatial technological advancements. In FY 2026 Staff created online StoryMap and mapping applications and other GIS products in support of special studies and updated transit mapping data.

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

C. Methodology:

Development of new layers and updates to existing layers occur by staff as data becomes available in conjunction with the activities associated with the Traffic Data Collection task. Work to improve GIS coverage of the entire transportation system including public transit routes, service areas and Title VI requirements. Continue to develop mapping products and applications that successfully convey locational information to the public. Work with the transportation planning consultant to incorporate GIS data from special studies and the new 2055 Long Range Transportation Plan.

Continue to work with the local government initiatives in the MPO to ensure that GIS technology is implemented throughout planning activities in the region. Work to maintain and continued expansion of the MPO's database and GIS capacity.

D. Product:

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

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$15,243	FHWA	\$12,194
		FTA	\$0
		MD DOT	\$1,524
		Local	\$1,524
		Subtotal	<u>\$15,243</u>
West Virginia Region 9	\$22,031	WV Federal	\$17,625
		WV DOT	\$2,203
		Local	\$2,203
		Subtotal	<u>\$22,031</u>
MPO Total	\$37,273	Federal	\$29,819
		MD DOT	\$1,524
		WV DOT	\$2,203
		MD Local	\$1,524
		WV Local	<u>\$2,203</u>
		Total	<u>\$37,273</u>

A. Objective:

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

B. Previous Work:

During FY 2026 the MPO utilized a consultant to assist in the development of the region's Long Range Transportation Plan Update. Staff also worked to identify work elements for the recently adopted Long Range Transportation Plan.

In FY 2026, staff attended various training activities sponsored by both the Maryland and West Virginia DOTs. Staff responded to various data, project and financial requests related to the current LRTP. Staff continued to work to address long-term planning needs on the major transportation corridors within the region (Interstate 81, US 340, etc.). Staff continued to monitor other regional project developments and amended the LRTP as necessary in partnership with State DOTs.

Staff also worked with State DOT partners on major discretionary grants related to projects of regional significance including: US 522 Bridge in Hancock (BIP), Harold Drive Extension in Martinsburg (BUILD) and WV 9 Path Extension in Ranson and Charles Town (BUILD).

C. Methodology:

The primary work effort for the MPO for this fiscal year will be continuing implementation of the current Long Range Transportation Plan and beginning work on the Plan Update (to be completed in FY 2027). This Plan includes IIJA guidance for metropolitan transportation planning. The Plan will be revised as needed in accordance with federal transportation performance management requirements to accomplish State highway and transit performance measure targets, as well as amend and include measures and targets as needed. The staff will continue to work with the federal partners and state DOTs to ensure that conformity is addressed as required. The HEPMPO will continue to work to identify projects, make data revisions and work to explore visualization techniques to use in the planning process.

D. Product:

1. Begin updating the adopted LRTP and ensure conformity with the IIJA and subsequent

- planning provisions. Estimated costs will be \$200,000 in FY 2027.
2. Continue to implement recommendations made in the adopted LRTP.
 3. Continue to monitor transportation system’s performance and condition and progress achieved toward performance targets.
 5. Continue to work with regional issues having long-term implications for the transportation system, such as the I-81 Corridor Coalition, the Appalachian Regional Commission’s “Network Appalachia” Initiative and other regionally significant projects, studies and initiatives.
 6. Purchase hardware, software and data as needed to ensure the MPO’s ability to address long-range transportation planning needs within the region.
 7. Work to improve data and information exchange between the MPO, local governments and the State Departments of Transportation.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$64,197	FHWA	\$51,357
		FTA	\$0
		MD DOT	\$6,420
		Local	\$6,420
		Subtotal	\$64,197
West Virginia Region 9	\$198,912	WV Federal	\$159,129
		WV DOT	\$19,891
		Local	\$19,891
		Subtotal	\$198,912
		MPO Total	\$263,108
MD DOT	\$6,420		
WV DOT	\$19,891		
MD Local	\$6,420		
WV Local	\$19,891		
Total	\$263,108		

A. Objective:

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

B. Previous Work:

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

In FY 2025, staff continued the implementation of the Public Participation Plan, including specific participation, involvement and education strategies and the Title VI Plan. Updates to both the Public Participation Plan and Title VI Plan were completed in FY 2025. Staff continued to employ key elements of the Limited English Proficiency (LEP) implementation plan found in the Title VI Plan. Staff also continued to update and refine the MPO website and social media pages for public consumption.

C. Methodology:

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

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

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

D. Product:

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

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$9,283	FHWA FTA MD DOT Local Subtotal	\$7,426 \$0 \$928 \$928 <hr/> \$9,283
West Virginia Region 9	\$13,016	WV Federal WV DOT Local Subtotal	\$10,412 \$1,302 \$1,302 <hr/> \$13,016
MPO Total	\$22,298	Federal MD DOT WV DOT MD Local WV Local Total	\$17,838 \$928 \$1,302 \$928 \$1,302 <hr/> \$22,298

A. Objective:

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

B. Previous Work:

During FY 2017, the Air Quality Advisory Committee met to discuss a conformity update and Long Range Transportation Plan amendment to the fiscally constrained project list. A subsequent updated Air Quality Conformity Analysis was completed. In October 2016, Washington County and Berkeley County became attainment areas for the critical pollutant PM_{2.5} with the revocation of the 1997 Primary Annual PM_{2.5} National Ambient Air Quality Standard (NAAQS). Staff also worked with state DOTs on reviewing CMAQ eligible projects.

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

C. Methodology:

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

D. Product:

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

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$2,638	FHWA FTA MD DOT Local Subtotal	\$2,110 \$0 \$264 \$264 <hr/> \$2,638
West Virginia Region 9	\$3,424	WV Federal WV DOT Local Subtotal	\$2,739 \$342 \$342 <hr/> \$3,424
MPO Total	\$6,062	Federal MD DOT WV DOT MD Local WV Local Total	\$4,850 \$264 \$342 \$264 \$342 <hr/> \$6,062

A. Objective:

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

B. Previous Work:

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

In FY 2026, Staff participated in numerous project meetings on the planning, administration and construction of the EPTA Transit Center project in Martinsburg. Staff was able to successfully maintain and update EPTA and Washington County Transit's General Transit Feed Specification (GTFS) data (including holiday schedules).

C. Methodology:

The collection and tabulation of data is performed by one part-time employee hired by and under the supervision of the Director of Washington County Transit. The database includes ridership by route by time of day, vehicle miles traveled, hours operated, revenue and operating costs. The MPO staff works closely with both regional transit service providers to ensure that appropriate planning activities and data are provided to meet the federal requirements and to continue service in the region. Staff will continue working with the local transit providers as they implement their respective collaborative planning efforts with the MPO, including the EPTA 2025-2030 Transit Development Plan, the 2025 WCT Transit Development Plan and the Washington County Facilities Expansion Plan.

D. Product:

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

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

The MPO staff will also work with MTA, Washington County Transit and the Eastern Panhandle Transit Authority on implementing recommendations in their respective Transit Development Plans, long range plans and technical studies. Staff will also continue to support the

Eastern Panhandle Transit Authority’s new Transit Center project, as well as implementation of their 2025-2030 Transit Development Plan. Staff will also support Washington County Transit in implementing their Transit Development Plan, Facilities Expansion Plan and any supporting grant opportunities.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$77,800	FHWA	\$3,769
		FTA	\$58,470
		MD DOT	\$7,780
		Local	\$7,780
		Subtotal	<u>\$77,800</u>
West Virginia Region 9	\$18,497	WV Federal	\$14,798
		WV DOT	\$1,850
		Local	\$1,850
		Subtotal	<u>\$18,497</u>
MPO Total	\$96,297	Federal	\$77,038
		MD DOT	\$7,780
		WV DOT	\$1,850
		MD Local	\$7,780
		WV Local	\$1,850
		Total	<u>\$96,297</u>

A. Objective:

To address specific transportation issues and to foster expansion of transportation enhancement activities in the region by providing for specific analysis above what may occur under the other tasks. Projects under this task are those that normally require utilization of outside consulting services and are dependent upon the availability of federal planning funds and local government matching funds. Task includes at least 2.5% of PL Funds to increase safe and accessible options for multiple travel modes.

B. Previous Work:

In FY2024 HEPMPO completed the area's first Regional Safety Action Plan, as well as first Congestion Management Process. In FY2025 HEPMPO completed three corridor safety studies (US11/Virginia Avenue, WV9/Edwin Miller Boulevard and WV51/Washington Street), as well as two transit studies (EPTA TDP Update, WCT Facilities Expansion Plan). In FY2026 HEPMPO completed two corridor studies (Locust/Mulberry Streets, US11/Winchester Avenue), as well as the WV9 Bicycle Path Connection Feasibility Study.

C. Methodology:

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

D. Products:

During FY 2027, the MPO will consider developing Complete Streets projects in accordance with IIA such as the Regional Intersection Safety Study (\$200,000). This study will produce recommendations for improving intersection safety for all modes of transportation throughout the region. Other special studies may be developed as they are identified and as funding permits. Staff will also continue to support the City of Hagerstown Safety Action Plan, WVDOT's I-81 Transportation Systems Management and Operations (TSMO) Plan, and the City of Martinsburg Safety Action Plan. The MPO will also look to support any transportation planning initiatives on Interstate 81 as appropriate.

E. Work Schedule:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary
Maryland Washington County	\$123,457	FHWA \$85,580 FTA \$13,186 MD DOT \$12,346 Local \$12,346 Subtotal \$123,457
West Virginia Region 9	\$134,815	WV Federal \$107,852 WV DOT \$13,481 Local \$13,481 Subtotal \$134,815
MPO Total	\$258,271	Federal \$206,617 MD DOT \$12,346 WV DOT \$13,481 MD Local \$12,346 WV Local \$13,481 Total \$258,271

A. Objective:

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

B. Previous Work:

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

In FY 2023 staff completed a major update to HEPMPO's website meeting applicable web content accessibility guidelines. In FY 2025 staff completed an update of the Title VI Plan as well as revisions to the Public Participation Plan.

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

C. Methodology:

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

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

D. Products:

1. Continued implementation and maintenance of the Unified Planning Work Program for FY 2027.
2. Compilation of quarterly progress reports to FHWA and FTA on the progress of the UPWP over FY 2027.
3. Continually reviewing and updating organizational documents as needed, such as MPO bylaws, the public involvement process, and their associated agreements with organizations, such as the state DOTs, air quality agencies, and transit operators.
4. Continued implementation of recommendations in the Long Range Transportation Plan.
5. The MPO will analyze and update existing planning documents and procedures for compliance with the IIJA and other required regulations.
6. Ensure compliance with all Title VI requirements, as well as following Public Participation Plan.

E. Work Schedule and Task Budget:

Work will be continuous throughout the fiscal year, July 1, 2026 - June 30, 2027. It is anticipated that all work will be completed by June 30, 2027.

State/Organization	Funding Total	Funding Summary	
Maryland Washington County	\$19,069	FHWA	\$15,255
		FTA	\$0
		MD DOT	\$1,907
		Local	\$1,907
		Subtotal	\$19,069
West Virginia Region 9	\$27,605	WV Federal	\$22,084
		WV DOT	\$2,760
		Local	\$2,760
		Subtotal	\$27,605
MPO Total	\$46,674	Federal	\$37,339
		MD DOT	\$1,907
		WV DOT	\$2,760
		MD Local	\$1,907
		WV Local	\$2,760
		Total	\$46,674

Section IV - Cost Allocation Plan

This section presents the FY 2027 Cost Allocation Plan and contains information detailing how fringe and indirect rates were calculated. The following parameters were used in development of the cost allocation plan:

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

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

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

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

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

2. The labor cost associated with administration is shown as a work task and is budgeted as direct costs under that task. No administrative labor cost is included in any indirect cost figures.
3. A fringe benefit ratio of 30% was calculated for each position allocated labor time under each task.
4. FHWA reimbursement requests may reflect labor costs for completion of the tasks other than those identified in the proposed budget. This reflects drawing on the expertise of other staff members of the various agencies and governments associated with the MPO.
6. Utilities, insurance and minor support service charges for legal, accounting, purchasing, etc. are considered to be included as part of any agreement between the MPO and Washington County and/or Region 9.
7. The **Indirect Cost Ratio** of 15.1% was determined by using the figures in the most recent UPWP reimbursement.
8. Operational Budget

Rent	\$6,000
Admin fee – Region 9	24,000
Insurance	2,200
Postage	100
Telephone	400
Travel	7,500
Materials & Supplies	800
Equipment Leases	1,550
Printing	100

Dues	1500
Legal Notice	5,000
<u>Total</u>	<u>\$71,950</u>

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

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Section V – Budget

Table A. Budget Summary

Labor Costs	\$336,312
Operating Costs	\$71,950
Capital Costs	\$100
Consultant Services	\$400,163
Total	\$808,525

Table B. Revenue Summary

Revenue	FY 2027 Allocation
Maryland	
MD FHWA	\$203,005
MD FTA (5305)	\$73,136
MD DOT	\$34,518
MD Local	\$34,518
MD Subtotal	\$345,177
WV - PL Allocation	
WV Consolidated PL Funds	\$370,680
WV DOT	\$46,335
WV Local - Region IX	\$46,335
WV Subtotal	\$463,350
MPO Total	\$808,527

Additional Notes:

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

Table C - Estimated Person Hours By Task

Task	Position					MPO Total
	Executive Director	Planner	PT Admin Assistant	PT Planner	MD Transit Clerk	
6010 - Short Range	30	30				60
6020 - TIP	175	450				625
6050 - Traffic Data	30	30				60
6051 - GIS	350	185				535
6100 - Long Range	400	400				825
6250 - Service	150	50				200
6300 - Air Quality/Conf.	20	20				40
6500 - Transit	200	150			1345	1695
6650 - Special Studies	400	550				950
6990 - Administration	325	215	200			740
TOTAL	2080	2080	200	0	1345	5705

**Table D
Funding Source Allocations**

TASK	MD FHWA	MD FTA	MD DOT	MD LOCAL	MD TOTAL
6010 - SHORT RANGE	\$4,517	\$0	\$565	\$565	\$5,646
6020 - TIP	\$19,322	\$0	\$2,415	\$2,415	\$24,153
6050 - TRAFFIC DATA	\$2,953	\$0	\$369	\$369	\$3,691
6051 - GIS	\$12,194	\$0	\$1,524	\$1,524	\$15,243
6100 - LONG RANGE	\$51,357	\$0	\$6,420	\$6,420	\$64,197
6250 - SERVICE	\$7,426	\$0	\$928	\$928	\$9,283
6300 - AIR QUALITY/CONF.	\$2,110	\$0	\$264	\$264	\$2,638
6500 - TRANSIT	\$3,769	\$58,470	\$7,780	\$7,780	\$77,800
6650 - SPECIAL STUDIES	\$85,580	\$13,186	\$12,346	\$12,346	\$123,457
6990 - ADMINISTRATION	\$15,255	\$0	\$1,907	\$1,907	\$19,069
MD Subtotal	\$204,485	\$71,656	\$34,518	\$34,518	\$345,176
TASK	WV CONSOL	WV DOT	WV LOCAL	WV TOTAL	
6010 - SHORT RANGE	\$6,349	\$794	\$794	\$7,936	
6020 - TIP	\$25,833	\$3,229	\$3,229	\$32,291	
6050 - TRAFFIC DATA	\$3,859	\$482	\$482	\$4,824	
6051 - GIS	\$17,625	\$2,203	\$2,203	\$22,031	
6100 - LONG RANGE	\$159,129	\$19,891	\$19,891	\$198,912	
6250 - SERVICE	\$10,412	\$1,302	\$1,302	\$13,016	
6300 - AIR QUALITY/CONF.	\$2,739	\$342	\$342	\$3,424	
6500 - TRANSIT	\$14,798	\$1,850	\$1,850	\$18,497	
6650 - SPECIAL STUDIES	\$107,852	\$13,481	\$13,481	\$134,815	
6990 - ADMINISTRATION	\$22,084	\$2,760	\$2,760	\$27,605	
WV Subtotal	\$370,680	\$46,335	\$46,335	\$463,350	

Table E
Work Task Cost Analysis

	MD FHWA	MD FTA	MDOT HWY	MD LOCAL	MD TOTAL	WV CONSOL	WV DOT HWY	WV LOCAL	WV TOTAL	MPO TOTAL
6010 - SHORT RANGE										
Direct	\$1,936.32	\$0.00	\$242.04	\$242.04	\$2,420.40	\$2,904.48	\$363.06	\$363.06	\$3,630.60	\$6,050.99
Fringe	\$928.25	\$0.00	\$116.03	\$116.03	\$1,160.31	\$1,392.37	\$174.05	\$174.05	\$1,740.46	\$2,900.77
Indirect	\$344.39	\$0.00	\$43.05	\$43.05	\$430.48	\$516.58	\$64.57	\$64.57	\$645.72	\$1,076.21
Other	\$1,308.24	\$0.00	\$163.53	\$163.53	\$1,635.30	\$1,535.76	\$191.97	\$191.97	\$1,919.70	\$3,555.00
Sub-Total	\$4,517.19	\$0.00	\$564.65	\$564.65	\$5,646.49	\$6,349.19	\$793.65	\$793.65	\$7,936.48	\$13,582.97
6020 - TIP										
Direct	\$5,829.17	\$0.00	\$728.65	\$728.65	\$7,286.46	\$8,743.75	\$1,092.97	\$1,092.97	\$10,929.69	\$18,216.14
Fringe	\$2,794.43	\$0.00	\$349.30	\$349.30	\$3,493.04	\$4,191.64	\$523.96	\$523.96	\$5,239.56	\$8,732.59
Indirect	\$1,036.75	\$0.00	\$129.59	\$129.59	\$1,295.94	\$1,555.13	\$194.39	\$194.39	\$1,943.91	\$3,239.86
Other	\$9,661.84	\$0.00	\$1,207.73	\$1,207.73	\$12,077.30	\$11,342.16	\$1,417.77	\$1,417.77	\$14,177.70	\$26,255.00
Sub-Total	\$19,322.19	\$0.00	\$2,415.27	\$2,415.27	\$24,152.74	\$25,832.68	\$3,229.09	\$3,229.09	\$32,290.86	\$56,443.59
6050 - TRAFFIC DATA										
Direct	\$726.12	\$0.00	\$90.76	\$90.76	\$907.65	\$1,089.18	\$136.15	\$136.15	\$1,361.47	\$2,269.12
Fringe	\$348.09	\$0.00	\$43.51	\$43.51	\$435.12	\$522.14	\$65.27	\$65.27	\$652.67	\$1,087.79
Indirect	\$129.14	\$0.00	\$16.14	\$16.14	\$161.43	\$193.72	\$24.21	\$24.21	\$242.15	\$403.58
Other	\$1,749.84	\$0.00	\$218.73	\$218.73	\$2,187.30	\$2,054.16	\$256.77	\$256.77	\$2,567.70	\$4,755.00
Sub-Total	\$2,953.20	\$0.00	\$369.15	\$369.15	\$3,691.50	\$3,859.19	\$482.40	\$482.40	\$4,823.99	\$8,515.49
6051 - GIS										
Direct	\$6,124.56	\$0.00	\$765.57	\$765.57	\$7,655.70	\$9,186.85	\$1,148.36	\$1,148.36	\$11,483.56	\$19,139.26
Fringe	\$2,936.04	\$0.00	\$367.00	\$367.00	\$3,670.05	\$4,404.06	\$550.51	\$550.51	\$5,505.07	\$9,175.12
Indirect	\$1,089.29	\$0.00	\$136.16	\$136.16	\$1,361.62	\$1,633.94	\$204.24	\$204.24	\$2,042.42	\$3,404.04
Other	\$2,044.24	\$0.00	\$255.53	\$255.53	\$2,555.30	\$2,399.76	\$299.97	\$299.97	\$2,999.70	\$5,555.00
Sub-Total	\$12,194.14	\$0.00	\$1,524.27	\$1,524.27	\$15,242.67	\$17,624.60	\$2,203.08	\$2,203.08	\$22,030.75	\$37,273.42
6100 - LONG RANGE										
Direct	\$10,533.78	\$0.00	\$1,316.72	\$1,316.72	\$13,167.23	\$15,800.67	\$1,975.08	\$1,975.08	\$19,750.84	\$32,918.06
Fringe	\$5,049.76	\$0.00	\$631.22	\$631.22	\$6,312.20	\$7,574.64	\$946.83	\$946.83	\$9,468.31	\$15,780.51
Indirect	\$1,873.50	\$0.00	\$234.19	\$234.19	\$2,341.87	\$2,810.25	\$351.28	\$351.28	\$3,512.81	\$5,854.69
Other	\$33,900.24	\$0.00	\$4,237.53	\$4,237.53	\$42,375.30	\$32,943.76	\$16,617.97	\$16,617.97	\$166,179.70	\$208,555.00
Sub-Total	\$51,357.28	\$0.00	\$6,419.66	\$6,419.66	\$64,196.60	\$59,129.32	\$19,891.17	\$19,891.17	\$198,911.66	\$263,108.26
6250 - SERVICE										
Direct	\$3,136.41	\$0.00	\$392.05	\$392.05	\$3,920.51	\$4,704.61	\$588.08	\$588.08	\$5,880.77	\$9,801.28
Fringe	\$1,503.56	\$0.00	\$187.94	\$187.94	\$1,879.44	\$2,255.33	\$281.92	\$281.92	\$2,819.17	\$4,698.61
Indirect	\$557.83	\$0.00	\$69.73	\$69.73	\$697.29	\$836.75	\$104.59	\$104.59	\$1,045.93	\$1,743.22
Other	\$2,228.24	\$0.00	\$278.53	\$278.53	\$2,785.30	\$2,615.76	\$326.97	\$326.97	\$3,269.70	\$6,055.00
Sub-Total	\$7,426.04	\$0.00	\$928.25	\$928.25	\$9,282.54	\$10,412.45	\$1,301.56	\$1,301.56	\$13,015.57	\$22,298.11
6300 - AIR QUALITY/CONF.										
Direct	\$484.08	\$0.00	\$60.51	\$60.51	\$605.10	\$726.12	\$90.76	\$90.76	\$907.65	\$1,512.75
Fringe	\$232.06	\$0.00	\$29.01	\$29.01	\$290.08	\$348.09	\$43.51	\$43.51	\$435.12	\$725.19
Indirect	\$86.10	\$0.00	\$10.76	\$10.76	\$107.62	\$129.14	\$16.14	\$16.14	\$161.43	\$269.05
Other	\$1,308.24	\$0.00	\$163.53	\$163.53	\$1,635.30	\$1,535.76	\$191.97	\$191.97	\$1,919.70	\$3,555.00
Sub-total	\$2,110.48	\$0.00	\$263.81	\$263.81	\$2,638.10	\$2,739.12	\$342.39	\$342.39	\$3,423.90	\$6,061.99
6500 - TRANSIT										
Direct	\$2,082.60	\$32,304.38	\$4,298.37	\$4,298.37	\$42,983.73	\$8,002.47	\$1,000.31	\$1,000.31	\$10,003.09	\$52,986.81
Fringe	\$1,550.17	\$24,045.59	\$3,199.47	\$3,199.47	\$31,994.70	\$3,836.28	\$479.54	\$479.54	\$4,795.36	\$36,790.05
Indirect	\$57.47	\$891.39	\$118.61	\$118.61	\$1,186.07	\$1,423.29	\$177.91	\$177.91	\$1,779.11	\$2,965.19
Other	\$79.23	\$1,229.01	\$163.53	\$163.53	\$1,635.30	\$1,535.76	\$191.97	\$191.97	\$1,919.70	\$3,555.00
Sub-Total	\$3,769.47	\$38,470.37	\$7,779.98	\$7,779.98	\$77,799.80	\$14,797.80	\$1,849.73	\$1,849.73	\$18,497.26	\$96,297.05
6650-SPECIAL STUDIES										
Direct	\$9,127.47	\$1,406.31	\$1,316.72	\$1,316.72	\$13,167.23	\$15,800.67	\$1,975.08	\$1,975.08	\$19,750.84	\$32,918.06
Fringe	\$4,375.60	\$674.17	\$631.22	\$631.22	\$6,312.20	\$7,574.64	\$946.83	\$946.83	\$9,468.31	\$15,780.51
Indirect	\$1,623.38	\$250.12	\$234.19	\$234.19	\$2,341.87	\$2,810.25	\$351.28	\$351.28	\$3,512.81	\$5,854.69
Other	\$70,453.21	\$10,855.03	\$10,163.53	\$10,163.53	\$101,635.30	\$81,666.16	\$10,208.27	\$10,208.27	\$102,082.70	\$203,718.00
Sub-Total	\$85,579.65	\$13,185.63	\$12,345.66	\$12,345.66	\$123,456.60	\$107,851.72	\$13,481.47	\$13,481.47	\$134,814.66	\$258,271.26
6900 - ADMINISTRATION										
Direct	\$7,730.02	\$0.00	\$966.25	\$966.25	\$9,662.53	\$11,595.03	\$1,449.38	\$1,449.38	\$14,493.79	\$24,156.32
Fringe	\$4,061.28	\$0.00	\$507.66	\$507.66	\$5,076.61	\$6,091.93	\$761.49	\$761.49	\$7,614.91	\$12,691.51
Indirect	\$1,014.68	\$0.00	\$126.84	\$126.84	\$1,268.35	\$1,522.02	\$190.25	\$190.25	\$1,902.53	\$3,170.88
Other	\$2,449.04	\$0.00	\$306.13	\$306.13	\$3,061.30	\$2,874.96	\$359.37	\$359.37	\$3,593.70	\$6,655.00
Sub-Total	\$15,255.03	\$0.00	\$1,906.88	\$1,906.88	\$19,068.79	\$22,083.94	\$2,760.49	\$2,760.49	\$27,604.93	\$46,673.71
TOTAL	\$204,484.66	\$71,656.00	\$34,517.58	\$34,517.58	\$345,175.82	\$370,680.03	\$46,335.00	\$46,335.00	\$463,350.04	\$808,525.87



Section VI – Public Participation Process

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

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

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

Cost Summary Analysis

		Short Range (6010)	TIP (6020)	Traffic Data (6050)	GIS (6051)	Long Range (6100)	Service (6250)	AQ Conf (6300)	Transit (6500)	Sp. Studies (6650)	Admin. (6990)	Total
Current Invoice Expenditures												
	MD	\$297.67	\$5,980.11		\$821.47	\$22,965.39	\$334.72	\$97.09	\$16,013.45	\$45,000.54	\$8,593.94	\$100,104.39
	WV	\$844.47	\$4,093.46	\$79.21	\$4,080.53	\$31,218.81	\$1,665.94		\$2,061.98	\$58,409.88	\$11,480.87	\$113,935.15
	Total Invoice	\$1,142.14	\$10,073.57	\$79.21	\$4,902.00	\$54,184.21	\$2,000.66	\$97.09	\$18,075.43	\$103,410.41	\$20,074.81	\$214,039.54
Year-to-Date Expenditures												
Invoice #1	MD	\$407.54	\$4,985.28	\$79.21	\$1,760.48	\$3,689.59	\$396.04		\$20,874.75	\$9,152.70	\$11,635.25	\$52,980.84
	WV	\$1,286.50	\$5,448.92	\$158.42	\$4,775.52	\$6,541.11	\$4,840.67		\$2,472.08	\$15,088.62	\$14,234.45	\$54,846.29
Invoice #2	MD	\$297.67	\$5,980.11		\$821.47	\$22,965.39	\$334.72	\$97.09	\$16,013.45	\$45,000.54	\$8,593.94	\$100,104.39
	WV	\$844.47	\$4,093.46	\$79.21	\$4,080.53	\$31,218.81	\$1,665.94		\$2,061.98	\$58,409.88	\$11,480.87	\$113,935.15
Invoice #3	MD											
	WV											
Invoice #4	MD											
	WV											
YTD Subtotal	MD	\$705.21	\$10,965.39	\$79.21	\$2,581.95	\$26,654.98	\$730.76		\$36,888.20	\$54,153.24	\$20,229.19	\$153,085.23
	WV	\$2,130.97	\$9,542.38	\$237.63	\$8,856.05	\$37,759.92	\$6,506.61		\$4,534.06	\$73,498.50	\$25,715.32	\$168,781.44
FY 2026 BUDGET												
	MD	\$3,193.00	\$24,694.00	\$3,746.00	\$16,002.00	\$118,557.00	\$6,983.00	\$2,731.00	\$73,088.00	\$74,074.00	\$21,261.00	\$344,329.00
	WV	\$4,200.00	\$33,198.00	\$4,848.00	\$23,115.00	\$103,950.00	\$9,886.00	\$3,507.00	\$14,665.00	\$235,144.00	\$30,837.00	\$463,350.00
	Overall	\$7,393.00	\$57,892.00	\$8,594.00	\$39,117.00	\$222,507.00	\$16,869.00	\$6,238.00	\$87,753.00	\$309,218.00	\$52,098.00	\$807,679.00
Remaining Budget (+/-)												
	MD	\$2,487.79	\$13,728.61	\$3,666.79	\$13,420.05	\$91,902.02	\$6,252.24	\$2,731.00	\$36,199.80	\$19,920.76	\$1,031.81	\$191,243.77
	WV	\$2,069.03	\$23,655.62	\$4,610.37	\$14,258.95	\$66,190.08	\$3,379.39	\$3,507.00	\$10,130.94	\$161,645.50	\$5,121.68	\$294,568.56
	Overall	\$4,556.82	\$37,384.23	\$8,277.16	\$27,679.00	\$158,092.09	\$9,631.63	\$6,238.00	\$46,330.74	\$181,566.27	\$6,153.49	\$485,812.33

Invoice Summary

	Amount Programmed FY 2026	Invoice 1	Invoice 2	Invoice 3	Invoice 4	Year total	Percent Expended	Unused funds
Total MPO Expense:	\$807,679.00	\$107,827.13	\$214,039.54			\$321,866.67		
Maryland Expense:	\$344,329.00	\$52,980.84	\$100,104.39			\$153,085.23		
West Virginia Expense:	\$463,350.00	\$54,846.29	\$113,935.15			\$168,781.44		
MD Breakdown:								
MD FHWA Funds (80%)	\$203,807	\$21,509.93	\$64,070.06			\$85,579.99		\$118,227.01
MD FTA (80%)	\$71,656	\$20,874.75	\$16,013.45			\$36,888.20		\$34,767.80
MD DOT Matching Funds (10%)	\$34,433	\$5,298.08	\$10,010.44			\$15,308.52		\$19,124.48
Local Share (10%)	\$34,433	\$5,298.08	\$10,010.44			\$15,308.52		\$19,124.48
MD Total	\$344,329.00	\$52,980.84	\$100,104.39	\$0.00	\$0.00	\$153,085.23	44.5%	\$191,243.77
WV Breakdown:								
NEW PLANNING FUNDS								
WV Fed Consolidated PL Funds (80%)	\$370,680	\$43,877.03	\$91,148.12	\$0.00	\$0.00	\$135,025.15		\$235,654.85
WV DOT Matching Funds (10%)	\$46,335	\$5,484.63	\$11,393.51	\$0.00	\$0.00	\$16,878.14		\$29,456.86
Region IX Local (10%)	\$46,335	\$5,484.63	\$11,393.51	\$0.00	\$0.00	\$16,878.14		\$29,456.86
Regular Planning Subtotal	\$463,350.00	\$54,846.29	\$113,935.15	\$0.00	\$0.00	\$168,781.44	36.4%	\$294,568.56



**WEST VIRGINIA
DEPARTMENT OF TRANSPORTATION**

1900 Kanawha Boulevard East • Building Five • Room 109
Charleston, West Virginia 25305-0440 • (304) 558-0444

Michael J. DeMers
Deputy Secretary of Transportation

Stephen T. Rumbaugh, P.E.
Secretary of Transportation
Commissioner of Highways

February 20, 2026

The Honorable Sean Duffy
Secretary
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

**FY 2026 BUILD Grant Program
Harold Drive Safety, Access, and Growth Extension Project
Berkeley County, West Virginia**

Dear Secretary Duffy:

The Harold Drive Safety, Access, and Growth Extension Project will complete a missing segment in the frontage road network along Interstate 81 (I-81) in Berkeley County, West Virginia. The current roadway fragmentation limits north-south circulation and forces commuters and area residents to rely on I-81 through Martinsburg, West Virginia, even for short trips. By completing the missing frontage-road link between Harold Drive and West Virginia 45 (WV-45), the project will provide a continuous north-south access route that can encourage local drivers to avoid interstate traffic, reduce ramp conflict demand, enhance network redundancy, and offer an alternative route for emergency access and response.

The project cost is \$31,791,593 which would comprise of the \$25 million Better Utilizing Investments to Leverage Development (BUILD) request with the remaining \$6,791,593 made up of other federal funds and the required state match. This project is of very high priority with the West Virginia Division of Highways (WVDOH) and is willing to work with the United States Department of Transportation (USDOT) and Federal Highway Administration (FHWA) to secure the necessary funds to complete this project.

Should you have any questions or need additional information, please contact Ms. Gehan Elsayed, P.E., Ph.D., by phone at (304) 558-3113, or email at Gehan.M.Elsayed@wv.gov.

Sincerely,

DocuSigned by:

A handwritten signature in blue ink that reads "STR" followed by a stylized flourish.

0E3507D7B4484B4...

Stephen T. Rumbaugh, P.E.
Secretary of Transportation/
Commissioner of Highways

STR:Mm

WV Panhandle REC Path Project



Start and End Points

- Start: WV Route 9 Path at Currie Road
- End: Augustine Avenue Path at Charles Town Skate Park

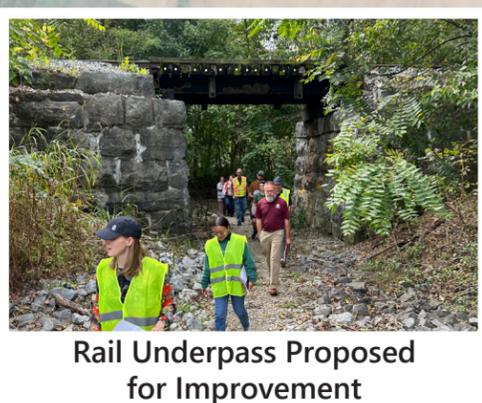


Path Alignment

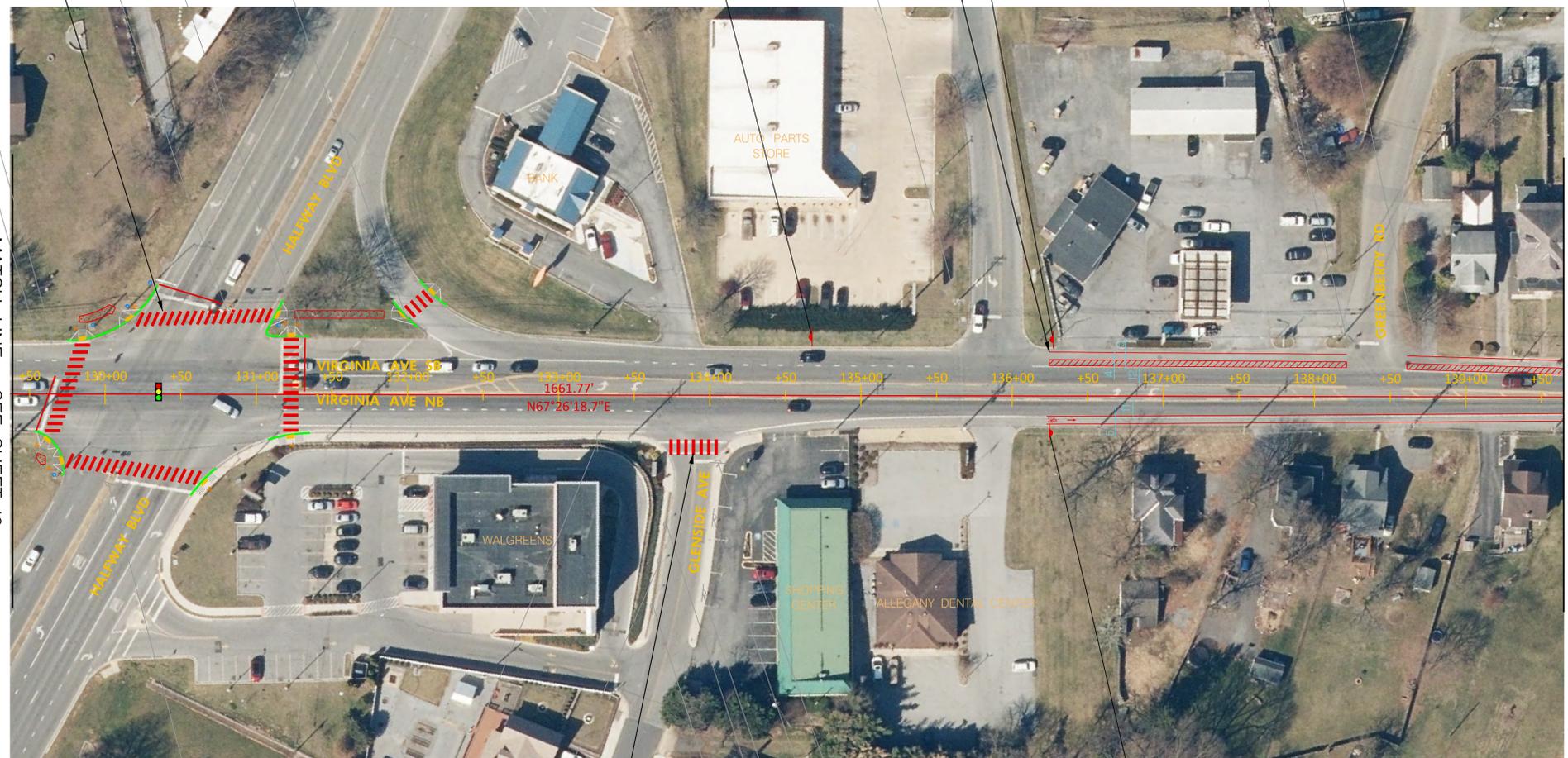


Point of Interest

- | | |
|--|--|
| 1 Park and Ride Lot & Existing Terminus of Rt. 9 Trail to Martinsburg | 2 Charles C. Marcus Field |
| 3 Potomac Marketplace Commercial Center | 4 Ranson Elementary School |
| 5 City of Ranson City Hall | 6 Ranson Lost History Trail Sign |
| 7 Evitts Run Footpath | 8 Ranson Community Gardens |
| 9 Pedestrian Bridge | 10 Ranson Civic Center |
| 11 Jefferson County Government Complex | 12 Jefferson County Judicial Complex |
| 13 Boys and Girls Club of the Eastern Panhandle | 14 Charles Town Park |
| 15 Charles Town City Hall | 16 Charles Town Public Library |
| 17 WVU Jefferson Medical Center | 18 Jefferson County Courthouse National Historic Landmark |



CONSTRUCT ADA COMPLIANT RAMPS, PEDESTRIAN SIGNALS, CONTINENTAL CROSSWALKS TO ALL FOUR LEGS OF THE INTERSECTION



MATCH LINE - SEE SHEET 13

MATCH LINE - SEE SHEET 15

W11-1
24"X24"



W16-1P
18"X24"



END BUFFERED
BIKE LANE



R3-17
30"X24"

R3-17b
30"x12"



VIRGINIA AVE SE
VIRGINIA AVE NB
1661.77'
N67°26'18.7"E

GLENVIEW AVE



R3-17
30"X24"

R3-17b
30"x12"

SPEED
LIMIT
30

SPEED
LIMIT
25

UPDATE INTERSECTION CROSSWALK
TO BE CONTINENTAL CROSSWALK

LEGEND

- OBSERVED MID-BLOCK CROSSING POINT
- SIGNALIZED INTERSECTION
- BIKE & PED COUNTS (24 HR)
- PROPOSED PAVEMENT MARKINGS
- BUS STOP
- PROPOSED SIDEWALK
- EXISTING SIGN
- PROPOSED SIGN
- PROPOSED GUIDE RAIL

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

VULNERABLE ROAD USER STUDY (VRU)
MD 11 (VIRGINIA AVENUE)
FROM BROOKMEADE DRIVE
TO ARMSTRONG AVENUE

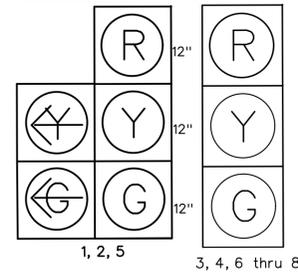
PROPOSED COUNTERMEASURES

SCALE 1" = 50' ADVERTISED DATE _____ CONTRACT NO. _____

DESIGNED BY _____ ST _____ COUNTY WASHINGTON
DRAWN BY _____ ST _____ LOGMILE _____
CHECKED BY _____ SM _____
MDE/PRD _____

BY: sterill -

NEW SIGNAL HEADS



FLASH SEQUENCE

HEAD NO.	FLASH
1-4	Y
5-8	R
9-16	DARK

S-1, S-2 & S-3 (NEW)

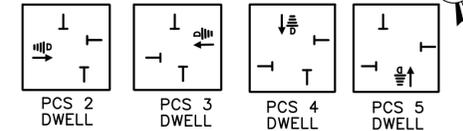
w/NEW MOUNTING HARDWARE



R10-12 Sign (2'x2.5')

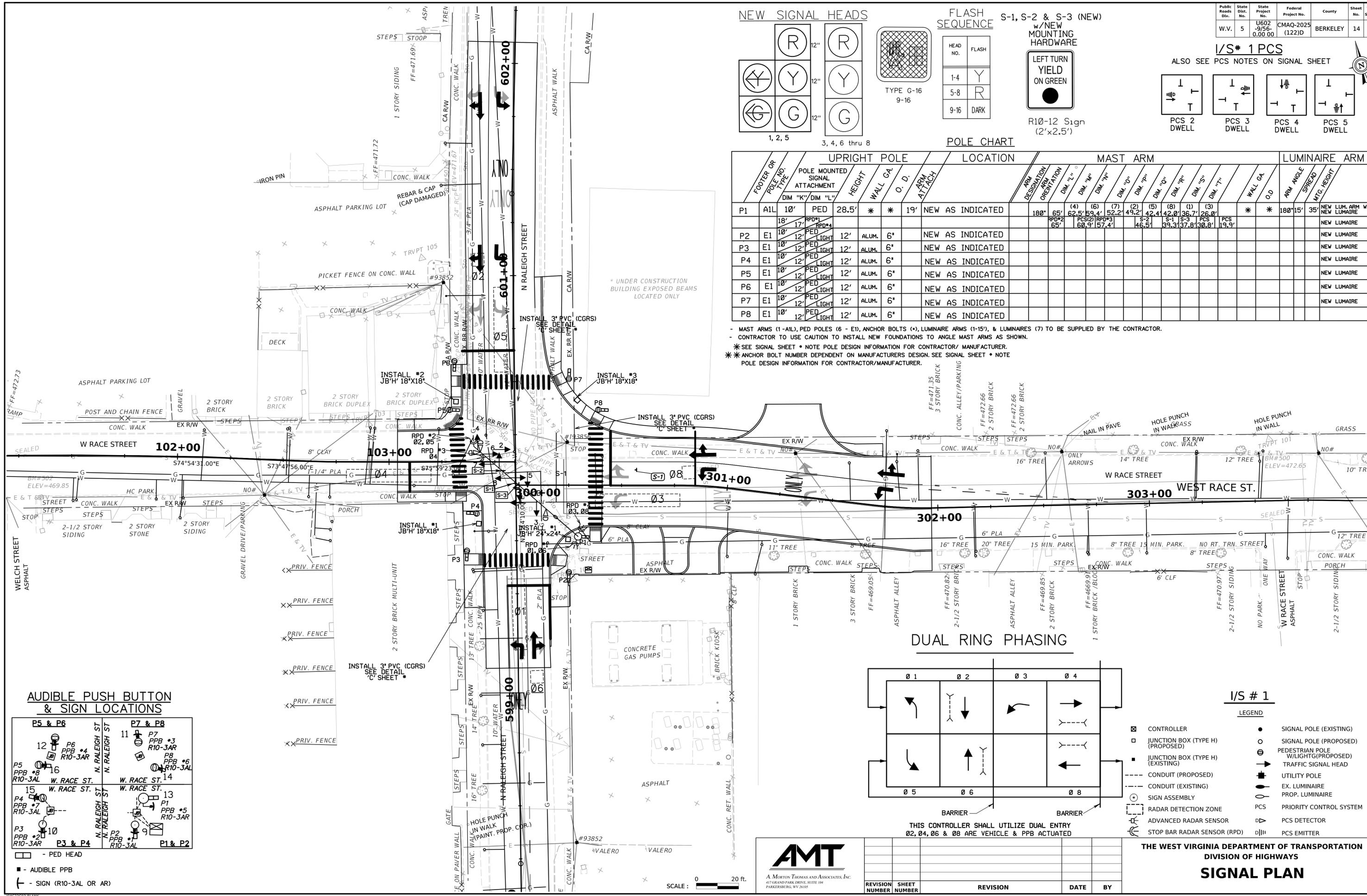
I/S # 1 PCS

ALSO SEE PCS NOTES ON SIGNAL SHEET

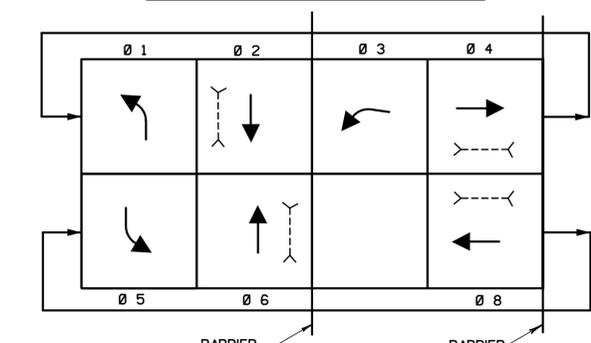


FOOTER OR POLE NO.	POLE TYPE	POLE MOUNTED SIGNAL ATTACHMENT		HEIGHT	WALL GA.	O. D.	ARM ATTACH	LOCATION	MAST ARM											LUMINAIRE ARM					
		DIM "K"	DIM "L"						ARM DESIGNATION	ARM ORIENTATION	DIM. "L"	DIM. "W"	DIM. "H"	DIM. "D"	DIM. "P"	DIM. "O"	DIM. "R"	DIM. "S"	DIM. "T"	WALL GA.	O.D.	ARM ANGLE	SPREAD	MTC HEIGHT	
P1	A1L	10'	PED	28.5'	*	*	19'	NEW AS INDICATED	180°	65°	(4) 62.5'	(6) 59.4'	(7) 52.2'	(2) 49.2'	(5) 42.4'	(8) 42.0'	(1) 36.7'	(3) 26.0'	*	*	180°	15'	35'	NEW LUM. ARM W/ NEW LUMINAIRE	
P2	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE
P3	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE
P4	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE
P5	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE
P6	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE
P7	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE
P8	E1	10'	PED LIGHT	12'	ALUM.	6"		NEW AS INDICATED																	NEW LUMINAIRE

- MAST ARMS (1-A1L), PED POLES (6 - E1), ANCHOR BOLTS (*), LUMINAIRE ARMS (1-15'), & LUMINAIRES (7) TO BE SUPPLIED BY THE CONTRACTOR.
- CONTRACTOR TO USE CAUTION TO INSTALL NEW FOUNDATIONS TO ANGLE MAST ARMS AS SHOWN.
- * SEE SIGNAL SHEET • NOTE POLE DESIGN INFORMATION FOR CONTRACTOR/ MANUFACTURER.
- ** ANCHOR BOLT NUMBER DEPENDENT ON MANUFACTURERS DESIGN. SEE SIGNAL SHEET • NOTE POLE DESIGN INFORMATION FOR CONTRACTOR/MANUFACTURER.

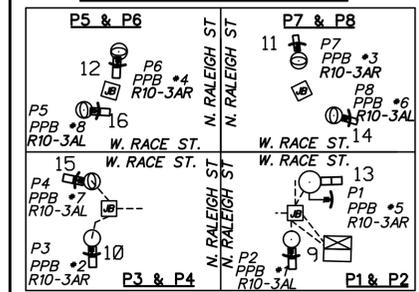


DUAL RING PHASING



THIS CONTROLLER SHALL UTILIZE DUAL ENTRY
02, 04, 06 & 08 ARE VEHICLE & PPB ACTUATED

AUDIBLE PUSH BUTTON & SIGN LOCATIONS



I/S # 1

LEGEND

- CONTROLLER
- JUNCTION BOX (TYPE H) (PROPOSED)
- JUNCTION BOX (TYPE H) (EXISTING)
- CONDUIT (PROPOSED)
- CONDUIT (EXISTING)
- SIGN ASSEMBLY
- RADAR DETECTION ZONE
- ADVANCED RADAR SENSOR
- STOP BAR RADAR SENSOR (RPD)
- SIGNAL POLE (EXISTING)
- SIGNAL POLE (PROPOSED)
- PEDESTRIAN POLE W/LIGHT (PROPOSED)
- TRAFFIC SIGNAL HEAD
- UTILITY POLE
- EX. LUMINAIRE
- PROP. LUMINAIRE
- PCS PRIORITY CONTROL SYSTEM
- PCS DETECTOR
- PCS EMITTER

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SIGNAL PLAN



REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

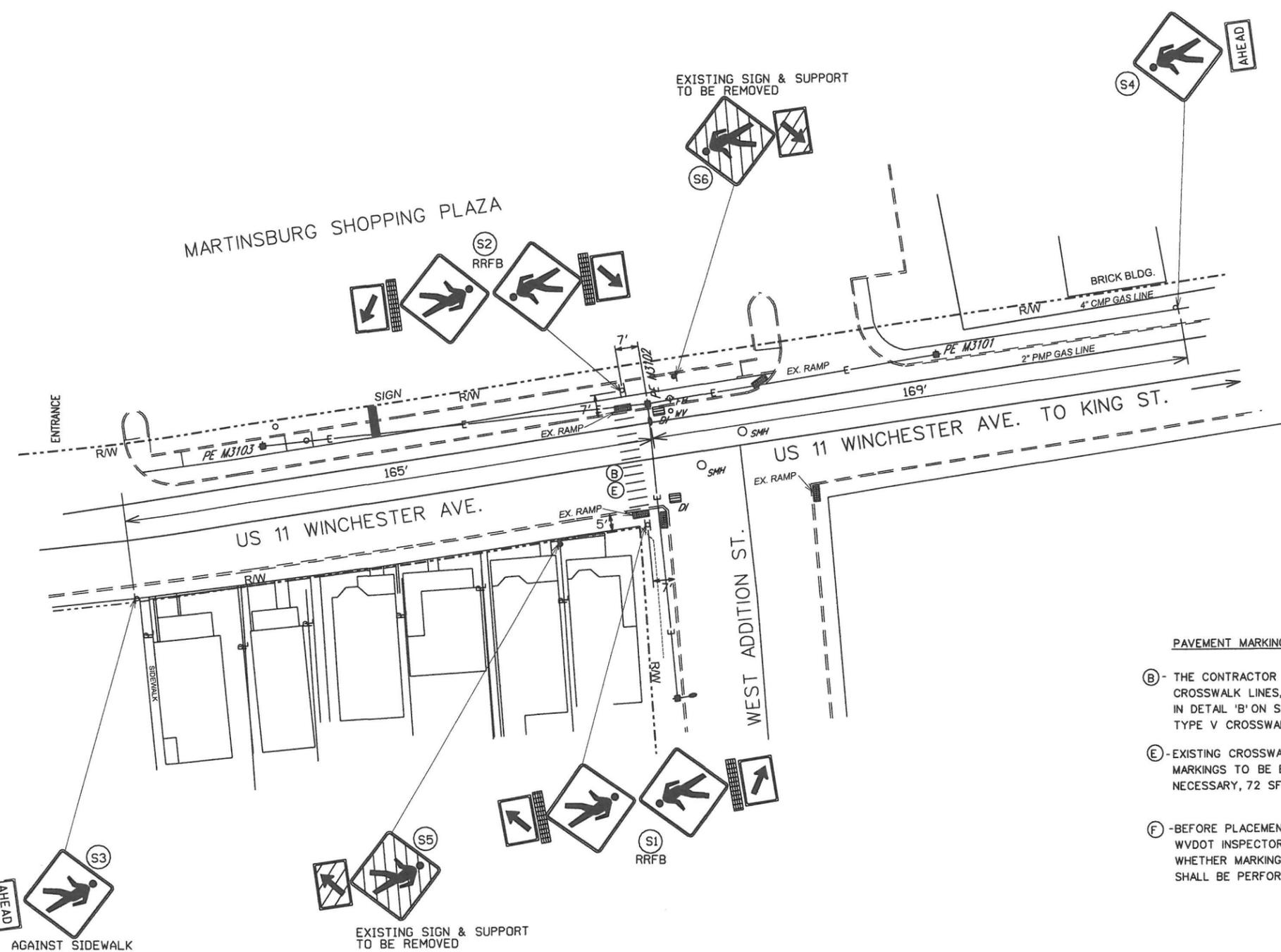


5-FEB-2026

5-FEB-2026 23:00

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W.V.	5	U302-011-12.52 00	CMAD-0011 (216)D	2026	BERKELEY	6	6

- NOTES**
- SEE SIGNAL SHEET 2 NOTES 5 & 6 FOR INLET PROTECTION AND SILT FENCE NOTE.
 - CONTRACTOR SHALL HAVE ALL UNDERGROUND UTILITIES LOCATED WITHIN WORK AREA PRIOR TO ANY EXCAVATING.



EXISTING SIGN & SUPPORT TO BE REMOVED APPROX. 340' US 11 SB FROM EX. UTILITY POLE

EXISTING SIGN & SUPPORT TO BE REMOVED APPROX. 430' US 11 NB FROM EX. UTILITY POLE

AGAINST SIDEWALK

EXISTING SIGN & SUPPORT TO BE REMOVED

PAVEMENT MARKING NOTES

- (B) - THE CONTRACTOR SHALL SUPPLY AND INSTALL CROSSWALK LINES, TYPE V, PARALLEL AS SHOWN IN DETAIL 'B' ON SHEET 3. A TOTAL OF 72 LF 12" TYPE V CROSSWALK LINE AS SHOWN ON THIS SHEET
- (E) - EXISTING CROSSWALKS AND OTHER CONFLICTING PAVEMENT MARKINGS TO BE ERADICATED BY LIGHTLY GRINDING IF NECESSARY, 72 SF. BID ERADICATION TO 636007-002.
- (F) - BEFORE PLACEMENT OF PAVEMENT MARKINGS THE WVDOT INSPECTOR/ENGINEER SHALL DETERMINE WHETHER MARKINGS ARE STILL WARRANTED AND SHALL BE PERFORMED.

I/S # 1

LEGEND

- CONTROLLER
- EXISTING CITY LIGHT POLE
- DROP INLET
- ▬ RRFB ASSEMBLY (PROPOSED)
- ⊕ SIGN ASSEMBLY (EXISTING)
- ⊕ SIGN ASSEMBLY (PROPOSED)
- ⊕ UTILITY POLE

SCALE : 0 20 ft

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RECTANGULAR RAPID FLASHING BEACON
 US 11 (WINCHESTER AVE.) AT WEST ADDITION STREET
 MARTINSBURG, BERKELEY COUNTY