

# HEPMPO - *Direction 2055*

## Long-Range Transportation Plan

February 11, 2026



### Existing Conditions



# Meeting Agenda

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1 Introductions & Meeting Objectives

2 Project Status Overview

3 Highlights from Last Meeting

4 State & Local Needs Review

5 Public Engagement

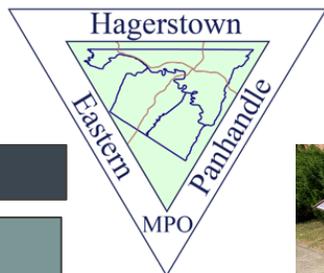
*\* Need TAC Review and Comments on Draft Survey*

6 Review of Land Use Meetings

7 Other LRTP Emphasis Area Updates

8 Next Steps

# Project Team & Roles



Interstate Council (ISC)  
 Technical Advisory Committee (TAC)



**Matt Mullenax**  
 HEPMPO Director



**Jim Frazier, PMP**  
 Project Manager

**Michael Baker**  
 INTERNATIONAL



**Dan Szekeres**  
 Deputy Project Manager

## Michael Baker Team:



Active Transportation & Safety



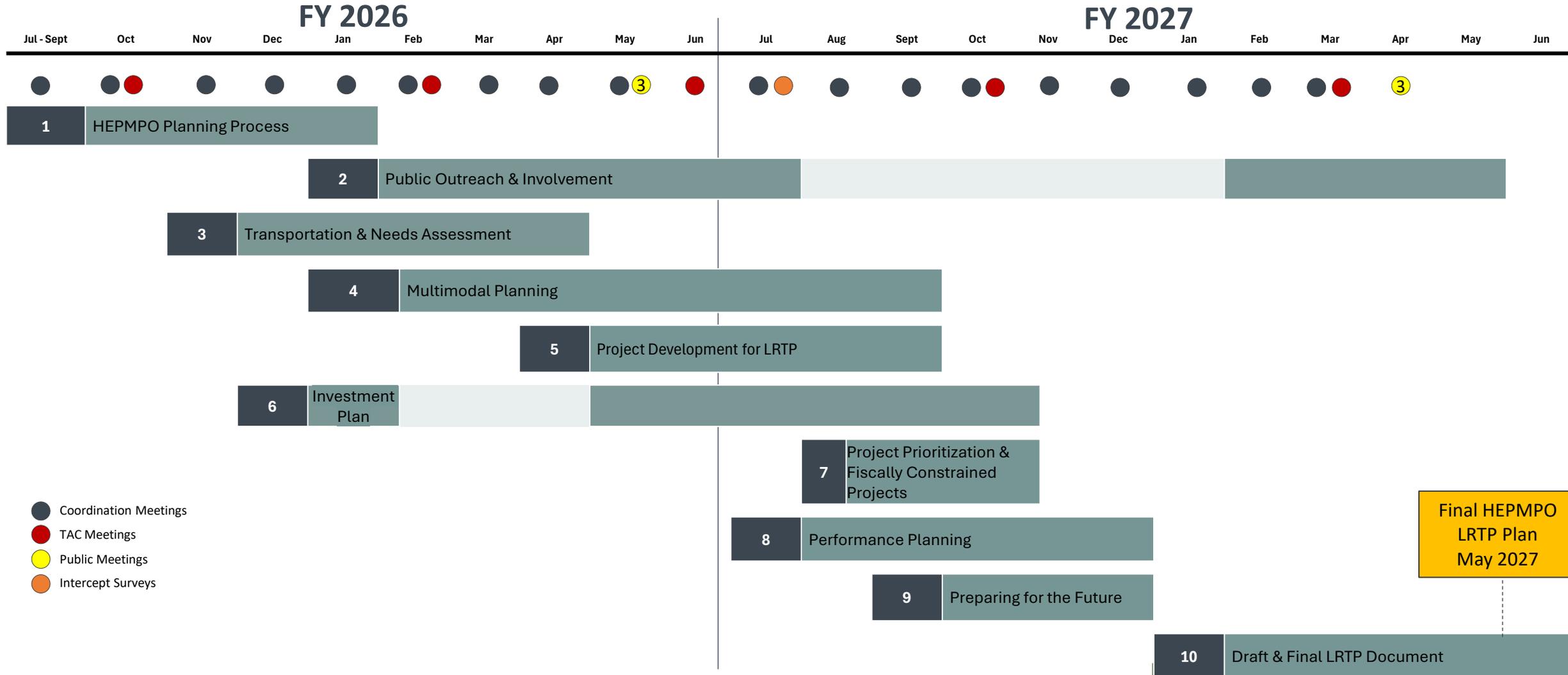
Public Involvement & Website



Transit

# Project Status Overview

# L RTP Development Schedule



# L RTP Progress Overview

Phase I

- Goals and Objectives
- Data Collection & Mapping
- Land Use & Developments Coordination
- Existing Conditions
- Needs Assessment
- Project Needs Lists
- L RTP Website

Phase II

- Future Conditions
- Multimodal Plan Elements
  - Transit
  - Active Transportation
  - Freight
- Public Engagement Survey
  - Intercept Survey
- L RTP Emphasis Areas
  - Safety, Congestion, Asset Management...

Phase III

- Fiscal Constraint
- Prioritization
- Performance Measures
- Draft L RTP
- Public Comment Period
- Public Meetings
- Final Plan & ISC Approval



# Highlights From Kickoff Meeting

# Kickoff Meeting Highlights

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## L RTP Goals Ranking by TAC

1. System Preservation
2. Land Use and Transportation Integration
3. System Mobility
4. Multimodal Transportation
5. Safety and Security
6. Economic Prosperity
7. Environmental Stewardship

Minor Changes to Direction 2050 Goals and Objectives

Identified Updates to Projects for Inclusion in L RTP

## Most Important Role of L RTP

1. Identify transportation projects
2. Set goals and objectives to guide decisions
3. Identify key needs and issues
4. Create a framework & vision for region
5. Provide MPO actions to better assess needs

# State and Local Needs Review

# Washington County Needs and Issues

## Highway and Safety

- **Continue I-81** corridor improvements and widening to PA State Line
- Support regional goals of **reducing fatalities and serious injuries** at all intersections and roadway
- **Insufficient road network** to accommodate future traffic in Hagerstown and surrounding growth areas.
- Address **roadway safety issues** such as speeding, distracted and aggressive driving, impaired driving, and unrestrained vehicle occupants.
- Improve **traffic signal coordination** and timing in Hagerstown

## Freight

- Despite high truck volumes, **I-81 has limited truck parking** availability in Western Maryland, followed by I-70, particularly from Hagerstown to Baltimore.
- Western Maryland identified as one of the **highest daily truck activity statewide** almost 50% of Maryland’s public rail crossings.
- **Congestion affects truck travel** especially along portions of US 40, and MD 135.
- **Critical Freight Corridors** (US 340, Halfway Blvd, MD63, MD65, East Oak Ridge Drive)
- Truck impacts of **warehouse developments** and intermodal terminal
- Support the development of **EVSE for medium and heavy-duty vehicles**

## Multi-Modal

- Implement measures to address the disproportionate rate of **Vulnerable Road User (VRU)** crashes.
- Funding opportunities for **bike and pedestrian safety** improvements
- Expansion of **WCT transit facilities and service** and more service hours and staffing.
- Implement pedestrian and bicycle safety improvements on **priority corridors and high-injury network (HIN)**.
- **Improve trail connectivity.**
- More **accessible multimodal options** and enhancements to maintain safety and efficiency for all users
- Streamlining and improve **on-time performance of transit routes** with shorten travel time for transit users.
- Enhance connectivity **by expanding transit service** into new geographical areas and extending service hours.

# Berkeley and Jefferson County Needs and Issues

## Highway and Safety

- Need to address **Medical center and YMCA developments** impact on Tennessee Ave. traffic
- **I-81, US11, US340, WV9, WV45** are busy corridors that displays a high level of unreliability
- **High rate of KSIs in the state**, need to address roadway safety issues such as speeding, distracted and aggressive driving, impaired driving, and unrestrained vehicle occupants.
- Infrastructure improvements needed for Eastern Panhandle’s **high growth forecast**
- **Funding** for safety improvement priorities identified
- Improve efficiency on project approval process

## Freight

- Insufficient dedicated and overall **truck parking**
- Secure **viable funding sources** to finance improvements in the freight rail system
- Encourage **cooperative ventures** between freight railroads and coastal ports to provide inland logistics
- Prioritize safety improvements at **Rail crossings** with high numbers of incidents
- Incorporate **new technologies** and infrastructure to improve safety, efficiency, and sustainability
- **Study alternative routes** to avoid freight movement through historic downtown areas

## Multi-Modal

- Implement measures to address the disproportionate rate of **VRU and KSI crashes**.
- Consistent and **viable funding sources** to improve transit operations
- Connect and fill gaps in bike network and install **bike route signage**
- Improve **pedestrian connections** and safety along Gateway corridors
- **Promote connectivity and mobility** to historic towns while preserving **local character**
- Improve **transit passenger amenities**
- Improve **park-and-ride solutions** for commuters
- **Safety improvements at intersections** to include sidewalks, crossings, bike lanes, pedestrian crossing measures

# Discussion Topic

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**What High Priority Need or Local Issues Should be Addressed in the LRTP?**

*Provide Ideas in the Chat Box*

# Public Engagement

# HEPMPO LRTP Webpage

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- [hepmo.com/direction-2055](https://hepmo.com/direction-2055)
- Password: **Direction2055**
- Work-in progress

[HOME](#) / DIRECTION 2055



## HEPMO's 20-Year Vision for Regional Transportation

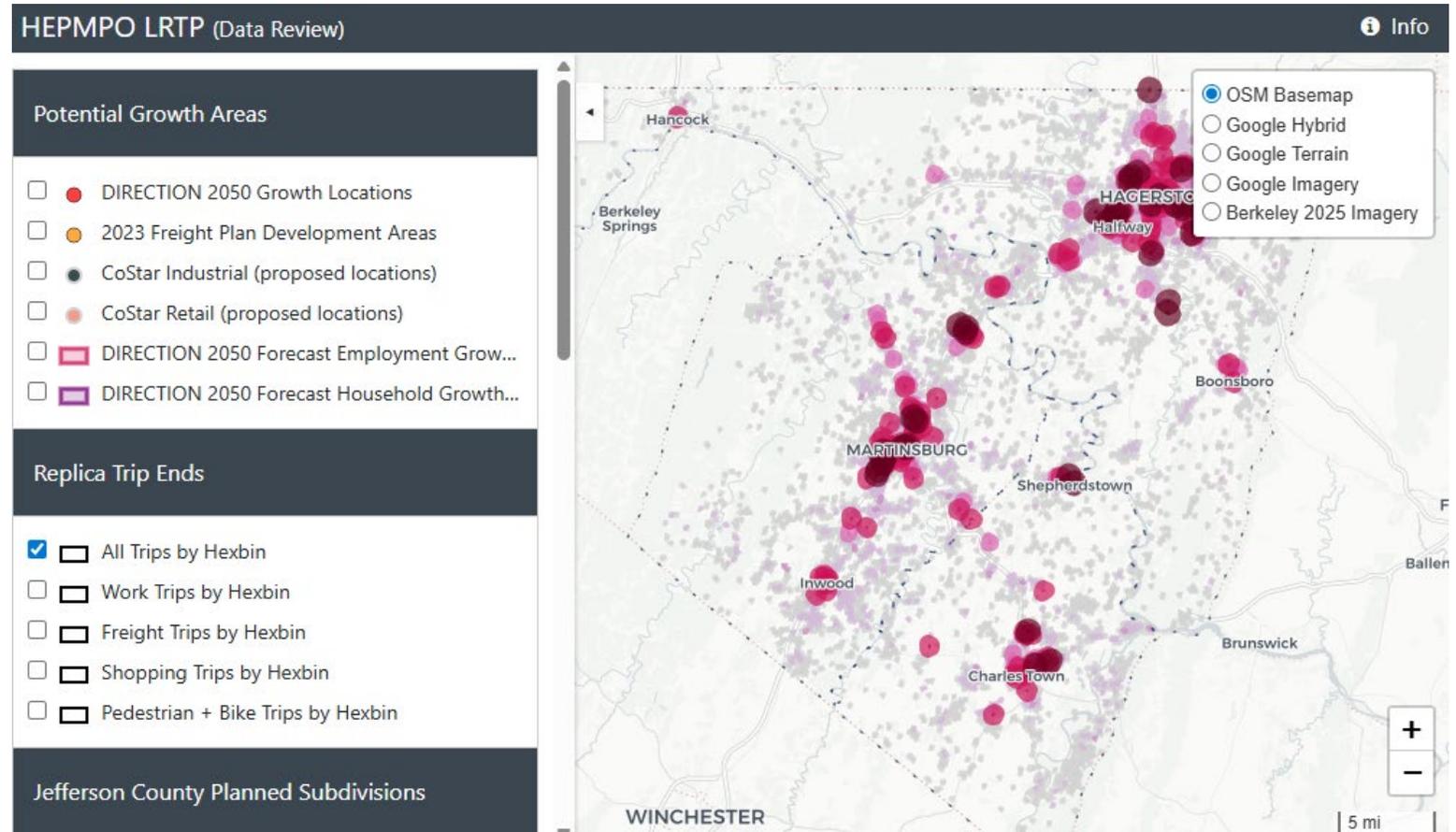
The Long Range Transportation Plan (LRTP) describes HEPMPO's vision for the regional transportation system for the next 20 years. The plan:

- Identifies critical needs and challenges
- Establishes a framework for decision-making for future transportation investments
- Defines a prioritized project list based on anticipated financial constraints
- Incorporates a proactive public participation process
- Evaluates multimodal connectivity across the region.

The next update to the LRTP, Direction 2055, is due to be released in May 2027.

# Data Updates

- [Direction2055 LRTP Mapping](#)
- Updates to Mapping:
  - Replica Trip Ends
  - County Planned Subdivisions
  - 2025 INRIX XD PTI
  - Unconstrained Projects
  - TIP Projects
  - HEPMPO Studies
    - Safety
    - Freight
    - Congestion
    - Transit



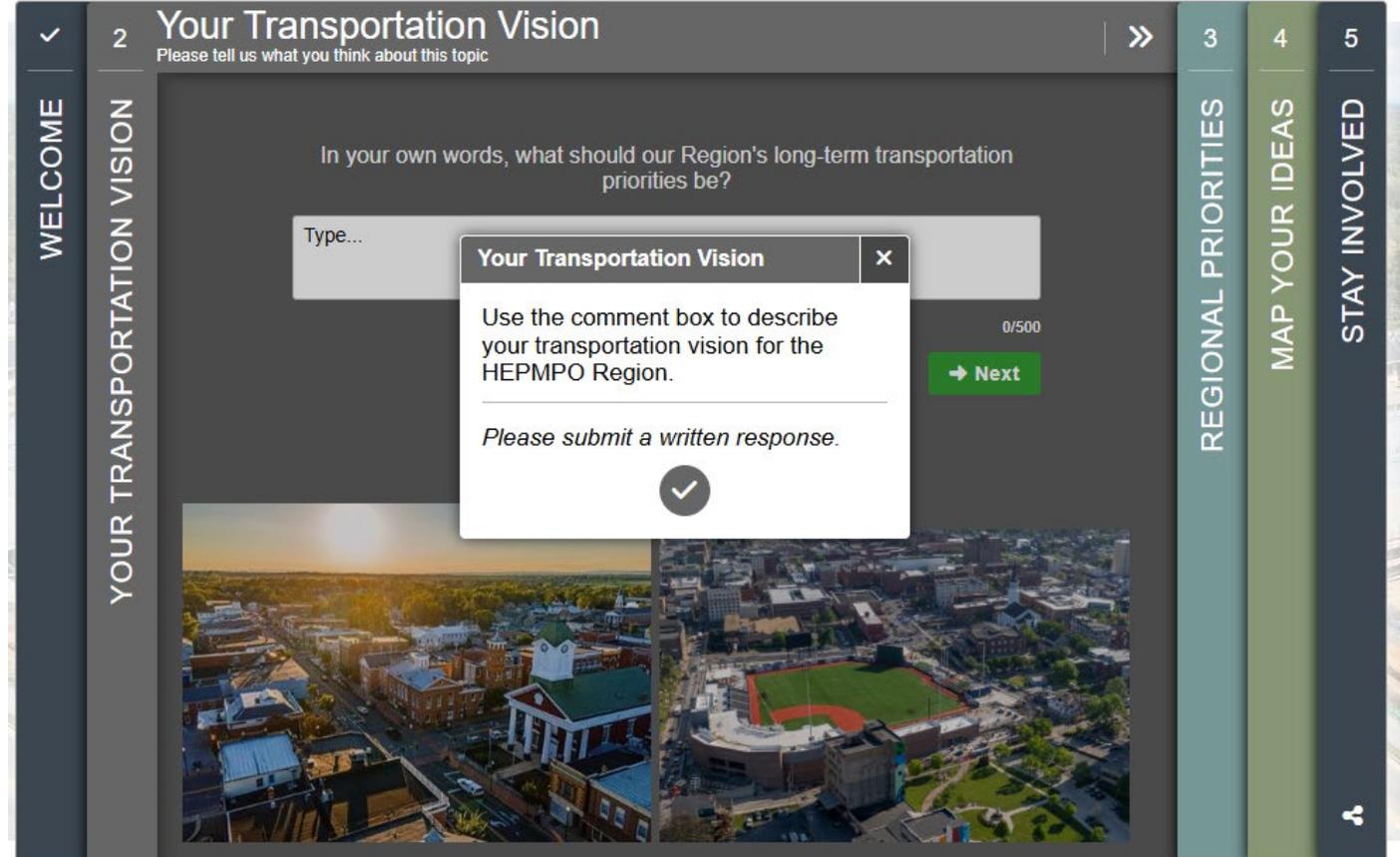
# Planned Outreach and Summaries

- Survey – March/April timeframe
- HEPMPO Social Media outreach emphasis
- 3 Public Meetings
- Intercept Survey – June timeframe



# L RTP Outreach Survey

- Welcome
- Regional Priorities
- Mapping Concerns
- Demographic Info
  
- Two Screen Alternatives
  - [Option 1: Investment Priorities](#)
  - [Option 2: Transportation Vision](#)



# Review of County Land Use Meetings

# County Land Use Meetings

Jefferson  
County

• 12/15/25

Berkeley  
County

• 12/17/25

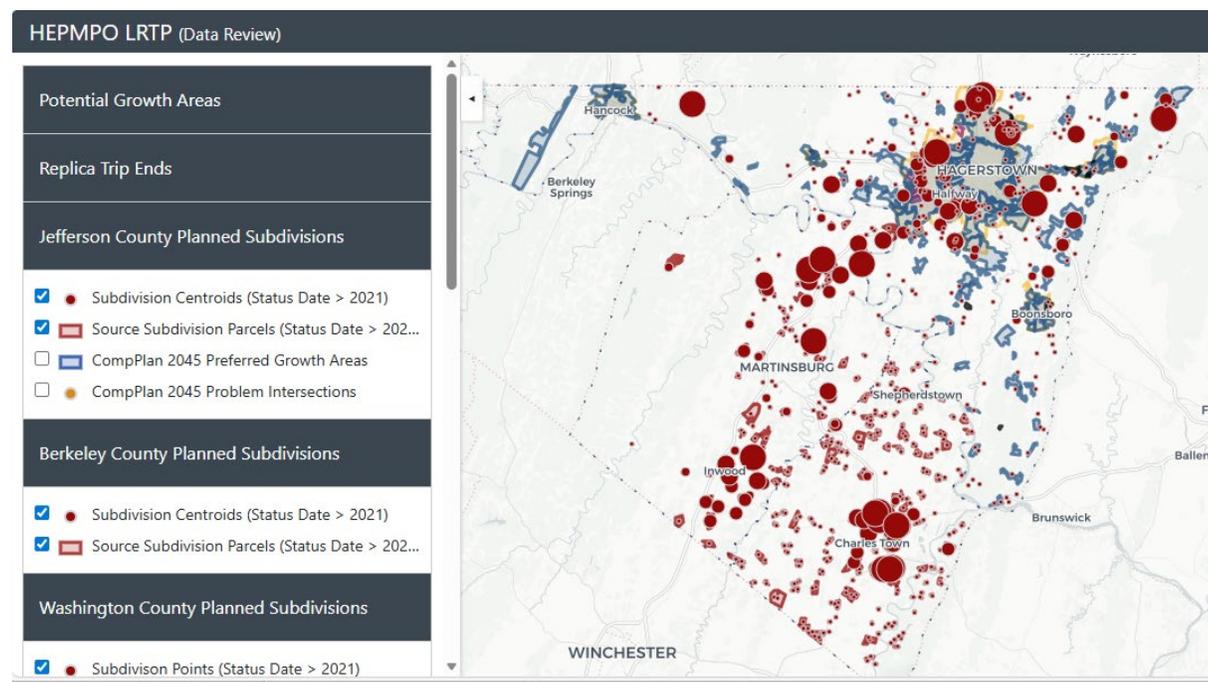
Washington  
County

• 12/18/25

## Meeting Agenda Topics:

- Land Use Growth Areas and Vision
  - Comprehensive Plans
  - Developer Improvements
- Transportation Projects & Strategies
  - Planned / Programmed Investments
  - GIS Data Sharing for Future Subdivisions

## Direction2055 LRTP Mapping



# Materials Discussed at Meeting

## Population

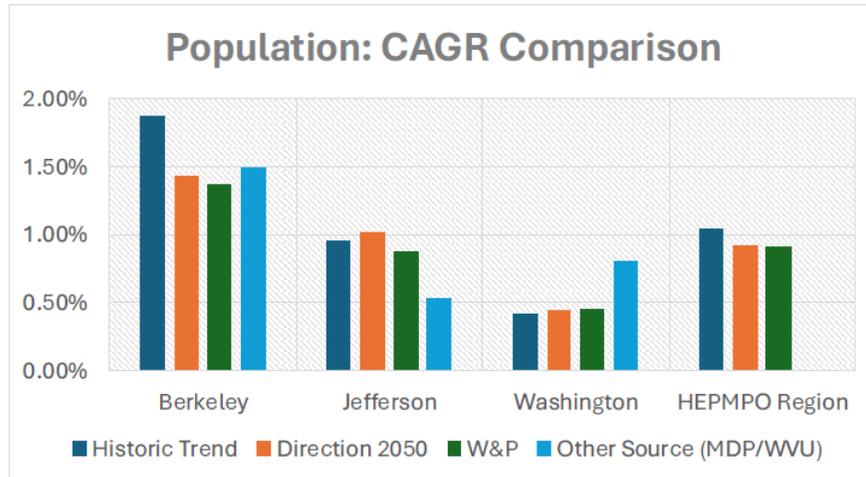
County	Historic Trend		Direction 2050		Woods & Poole		Other Sources (MDP/WVU)	
	CAGR*	Absolute Growth - (2025-2055)	CAGR	Absolute Growth (Direction 2050)	CAGR**	Absolute Growth - (2025-2055)	CAGR***	Absolute Growth - (2025-2055)
Berkeley	1.86%	102,049	1.42%	71,120	1.37%	69,427	1.49%	77,182
Jefferson	0.95%	20,227	1.01%	18,977	0.87%	18,415	0.53%	10,695
Washington	0.41%	20,775	0.44%	21,456	0.45%	22,931	0.80%	42,598
HEPMPO Region	1.03%	128,886	0.92%	111,553	0.90%	110,773	-	-

\* Calculated using W&P historic data (2010-2025)

\*\* Calculated using W&P forecast data (2025-2055)

\*\*\* Calculated using [WVU data](#) (2025-2040); [MDP data](#) (2025-2055)

Statewide Population	Historic CAGR
Maryland (W&P 2010-2025)	0.51%
West Virginia ( <a href="#">Neilsberg</a> 2012-2024)	-0.33%



# Materials Discussed at Meeting

## Employment

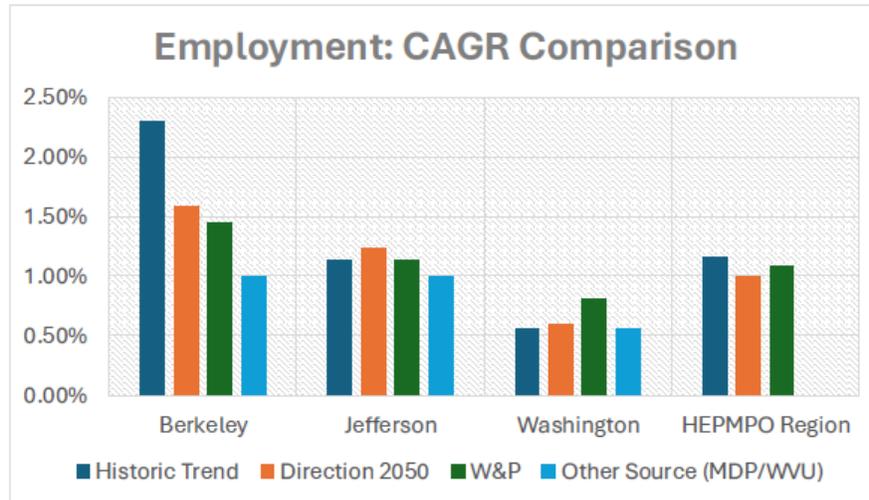
County	Historic Trend		Direction 2050		Woods & Poole		Other Sources (MDP/WWU)	
	CAGR*	Absolute Growth - (2025-2055)	CAGR	Absolute Growth (Direction 2050)	CAGR**	Absolute Growth - (2025-2055)	CAGR***	Absolute Growth - (2025-2055)
Berkeley	2.29%	54,257	1.58%	31,029	1.45%	30,176	1.00%	19,466
Jefferson	1.13%	10,475	1.23%	11,244	1.13%	10,434	1.00%	9,048
Washington	0.55%	15,761	0.59%	27,668	0.81%	24,220	0.55%	15,935
HEPMPO Region	1.16%	70,502	1.00%	69,941	1.08%	64,830	-	-

\* Calculated using W&P historic data (2010-2025)

\*\* Calculated using W&P data (2025-2055)

\*\*\* [WWU Forecast Through 2029 \(>1.0%\)](#); [MDP data \(2025-2055\)](#)

Statewide	Historic CAGR
Maryland (W&P 2010-2025)	1.33%
West Virginia ( <a href="#">Census OTM 2010-2022</a> )	-0.26%



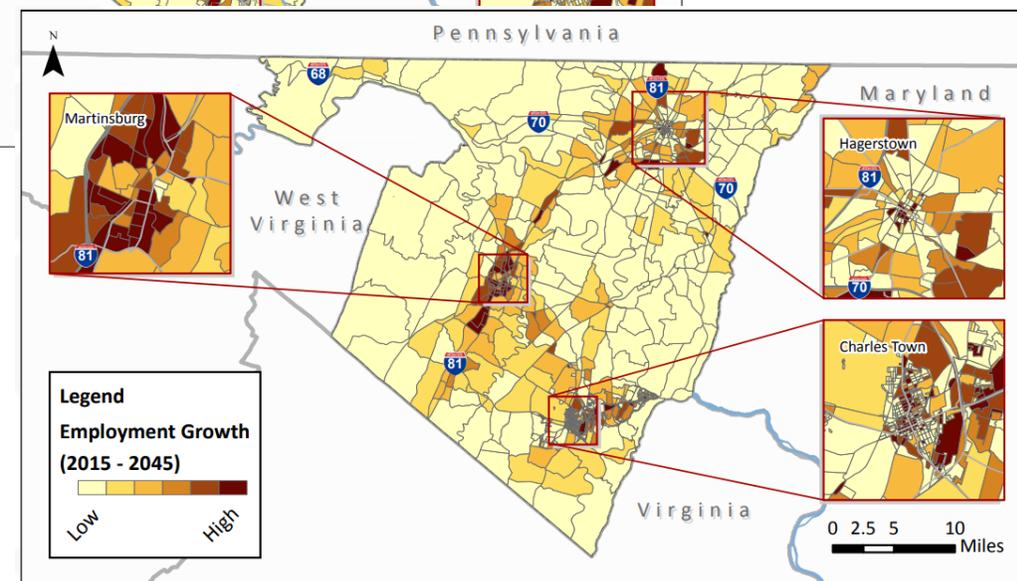
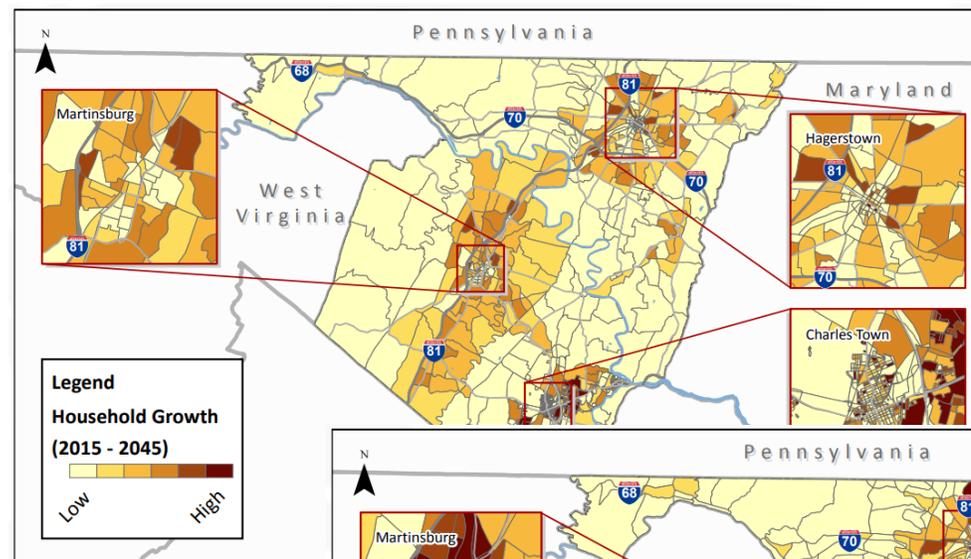
# Future Activities Related to Land Use



Outreach to Local Planning and Economic Development Staff to identify:

- Proposed developments
- Priority areas for future development

- Develop a 2055 population and employment “vision” for region
- Evaluate if any *scenarios* are appropriate for inclusion in LRTP
- Integrate that vision into regional travel model to estimate traffic impacts



# Other LRTP Emphasis Areas Updates

# L RTP Topic Areas

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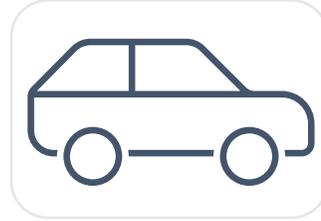
HEPMPO  
Accomplishments



Supported Grant  
Awards



Land Use



Travel  
Characteristics



Traffic Congestion



Safety



Asset Management



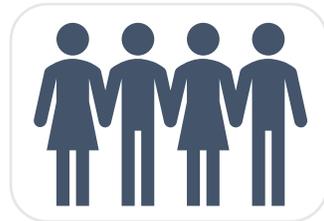
Transit



Active  
Transportation



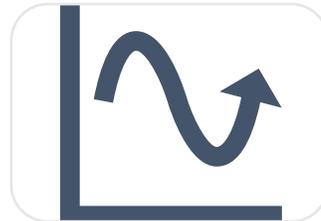
Freight



Community Needs  
Assessment



Resiliency



Performance  
Measures



# Traffic Congestion



- Leverage new WVDOT access to INRIX data through Eastern Transportation Coalition and RITIS Platform
- Data available at INRIX's finest "XD" level which covers many roads in region
- Historic information back to 2018 to evaluate trends
- Much improved over data available previously for national performance measures

The screenshot displays a grid of 14 interactive tool cards on a dark background. Each card features an icon, a title, a brief description, and links for 'Tutorial', 'Help', and 'History'.

- REGION EXPLORER**: Explore the relationships between bottlenecks and traffic events in real-time and in the past.
- MASSIVE DATA DOWNLOADER**: Download raw probe data from our archive for offline analysis.
- CONGESTION SCAN**: Analyze the rise and fall of congested conditions on a stretch of road.
- CORRIDOR SPEED BINS**: Visualize congestion measures by time spent at each speed on a stretch of road.
- CORRIDOR TIME COMPARISON**: View congestion metrics as a function of location on a road.
- TREND MAP**: Create animated maps of roadway conditions.
- PERFORMANCE CHARTS**: Chart performance metrics over time.
- PERFORMANCE SUMMARIES**: Report on Buffer Time Index, Planning Time Index, and other performance metrics.
- BOTTLENECK RANKING**: Rank bottlenecks and discover which ones have the greatest impact.
- USER DELAY COST ANALYSIS**: Put a dollar amount on how much a road's performance impacts its users.
- DASHBOARD**: Build and share personalized dashboards using a multitude of widgets that track performance metrics.
- TRAVEL TIME DELTA RANKING**: Rank roads based on their change in travel time performance between two time periods.
- TRAVEL TIME COMPARISON**: Chart travel times to compare performance for different time periods.
- TEMPORAL COMPARISON MAPS**: Analyze performance metrics of any road segment by one or more time ranges.

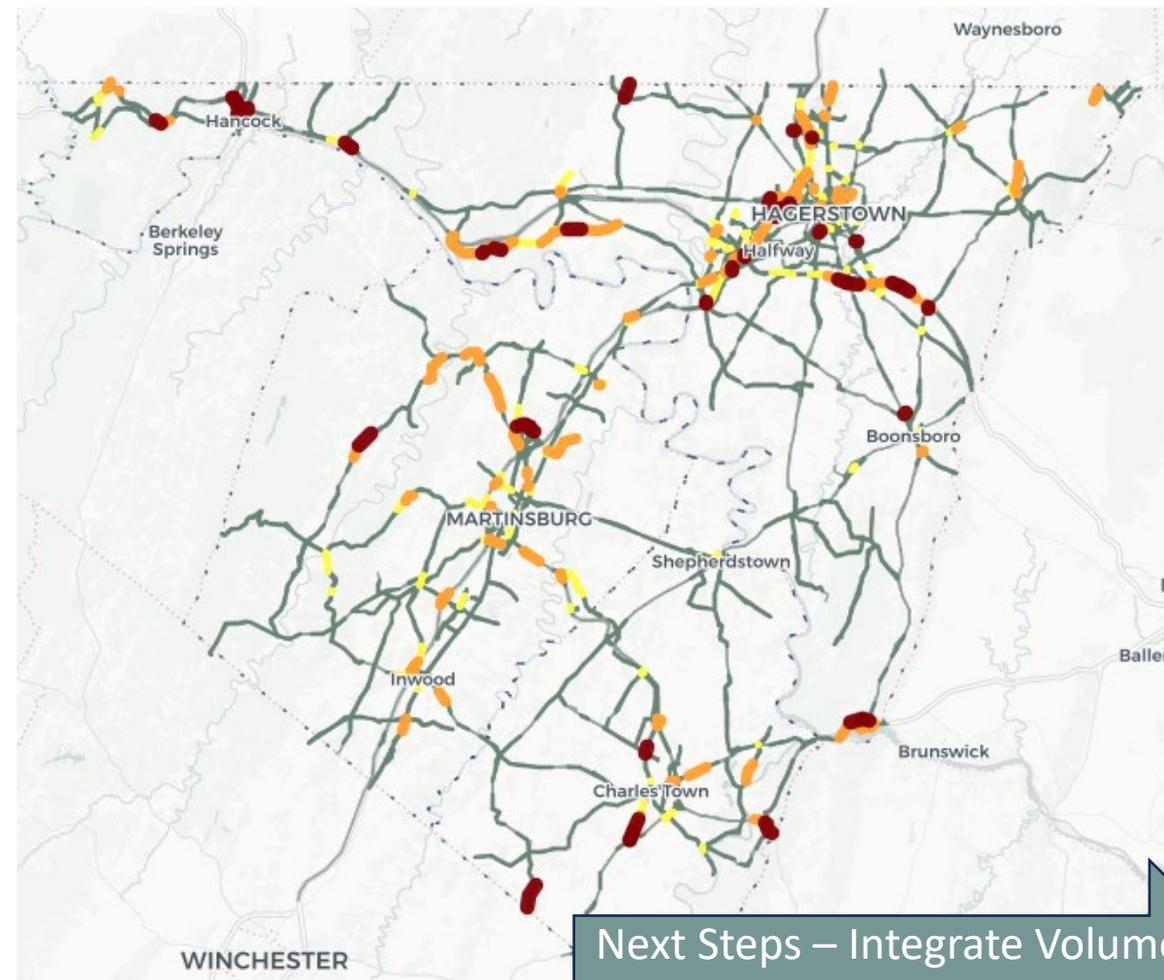
# Traffic Congestion

- Planning Time Index (PTI) Calculated for 2025 Weekday Hours
- Measures travel time reliability by comparing the travel time needed to ensure on-time arrival during high-congestion or unpredictable periods to the normal uncongested travel time

$$PTI = \frac{TT_{95\%}}{TT_{Free\ Flow}}$$

- $TT_{95\%}$  = 95th percentile travel time
- $TT_{Free\ Flow}$  = travel time under free-flow/light-traffic conditions

[Map Link](#)



Next Steps – Integrate Volume & Compare to CMP Corridors

# CENSUS Work Data

## Destination Analysis

*Workers: Living in Jefferson County, WV*

*Showing: Employment locations grouped by Counties*

	2023 ▼	
	Count	Share
Jefferson County, WV	7,613	27.6%
Loudoun County, VA	3,858	14.0%
Berkeley County, WV	3,562	12.9%
Fairfax County, VA	2,277	8.2%
Frederick County, MD	1,420	5.1%
Montgomery County, MD	1,087	3.9%
Washington County, MD	637	2.3%
Frederick County, VA	554	2.0%
Winchester city, VA	460	1.7%
Kanawha County, WV	423	1.5%
Prince William County, VA	398	1.4%
Monongalia County, WV	346	1.3%
Clarke County, VA	265	1.0%
District of Columbia, DC	208	0.8%
Mineral County, WV	185	0.7%
Franklin County, PA	144	0.5%
Cabell County, WV	132	0.5%
Fauquier County, VA	127	0.5%
Prince George's County, MD	127	0.5%
Arlington County, VA	125	0.5%
Baltimore County, MD	117	0.4%
Harrison County, WV	108	0.4%
Anne Arundel County, MD	105	0.4%
Baltimore city, MD	105	0.4%
Warren County, VA	102	0.4%
All Other Locations	3,133	11.3%

HEPMPO is a net labor-exporting region—workers consistently travel to larger metro areas for employment.

Northern Virginia and suburban Maryland dominate as destination counties for Jefferson and Berkeley workers.

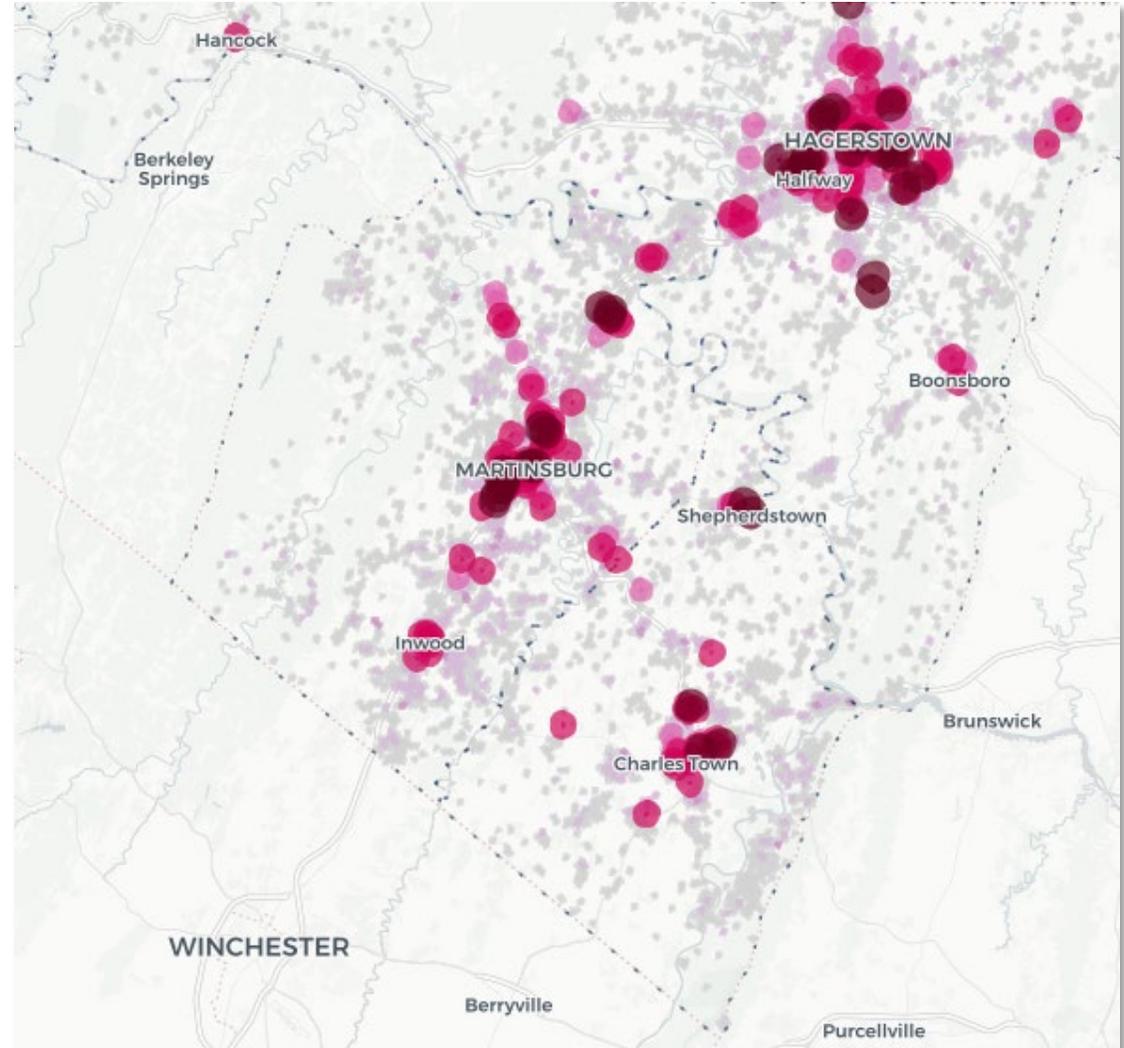
Long-distance commuting (50+ miles) is significant, especially for workers connecting to the Washington DC region.

Employment clusters align with interstate corridors (I-81, US-340, WV-9) illustrating transportation significance.

# Regional Trip Activity

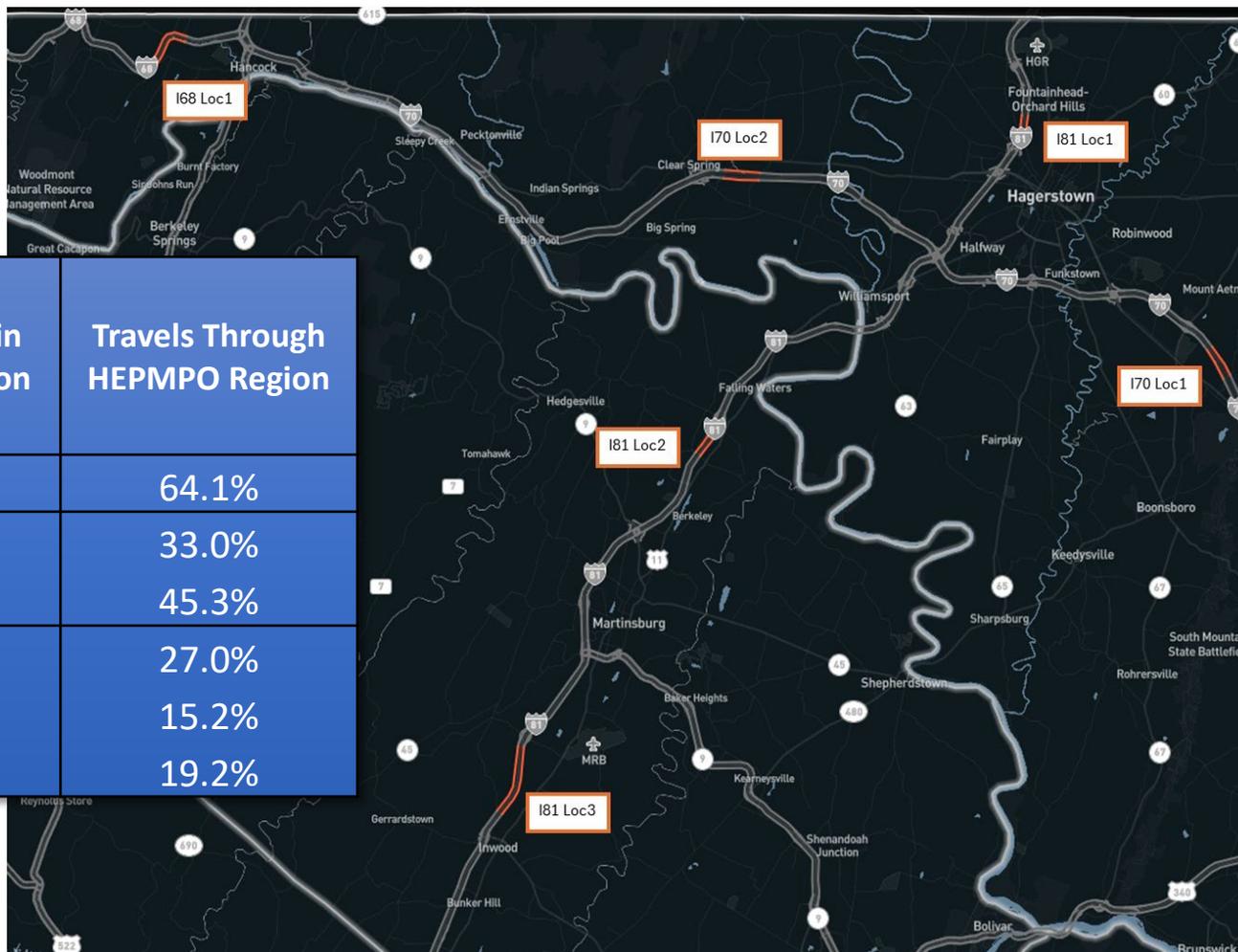
- Leverage MBI access to Replica Platform which blends “Big Data” and Modeling
- Evaluate Trip Destinations at a fine area level
- May be used to help prioritize investment needs or to better understand trip activity in region

[Map Link](#)



All Trips	By Purpose	Bike/Ped/Transit
EV	Freight	Low-Income

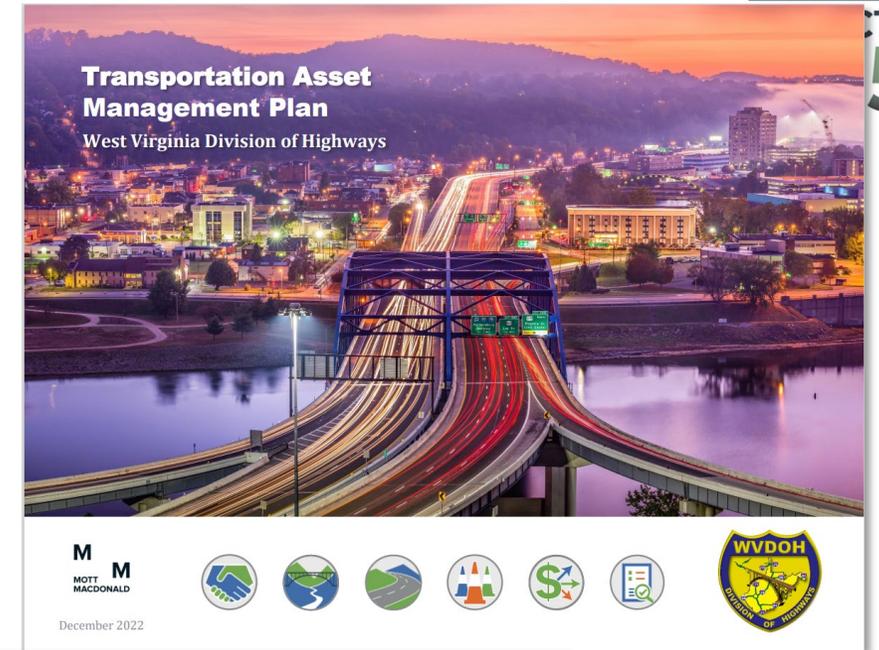
# Evaluation of Interstate Travel



Map Location	Trip Starts & Ends in HEPMPO Region	One Trip End in HEPMPO Region	Travels Through HEPMPO Region
I-68	3.4%	32.5%	64.1%
I-70 (Loc 1)	0.2%	66.8%	33.0%
I-70 (Loc 2)	23.0%	31.7%	45.3%
I-81 (Loc 1)	26.8%	46.2%	27.0%
I-81 (Loc 2)	52.0%	32.8%	15.2%
I-81 (Loc 3)	33.3%	47.5%	19.2%

# Asset Management

- Reviewed and summarized the latest MDOT/WVDOT asset management practices and plans
- Updated links to key condition data and projects lists
- Created draft section for LRTP document



# Resiliency

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- Initiating efforts to evaluate & expand the LRTP resiliency component
- Resources being evaluated include:

## Historic Closures

- MDOT CHART Closure Data
- Can WV511 historic data be obtained?

## Review County Hazard Mitigation Plans and State TRIPs

- Projects in TRIP within region
- HMPs latest versions from 2022-2023

## Other Tools

- [WV Flood Tool](#)
- MDOT SHA Climate Change Vulnerability Viewer ([CCVV](#))

# Next Steps

# Next Steps

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**Continue LRTP Website  
Launch 30-Day Public  
Outreach Survey  
Intercept Survey**



**Financial Forecast  
Project Prioritization**



**Data Collection and Analysis  
Multimodal Plan Elements  
Future Conditions Analysis**



**LRTP Emphasis Area  
Next TAC Meeting – July  
Timeframe**

# Contact Information

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