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

TECHNICAL ADVISORY COMMITTEE MEETING
May 20, 2026, 10:30am
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: 970 040 317#

CALL TO ORDER, *Chair Elaine Bartoldson*

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

APPROVAL OF MINUTES (March 18, 2026), *Chair Elaine Bartoldson – Discussion/Action*

I. Transportation Improvement Program

FY2025-2028 WEST VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE MODIFICATIONS, *Michaela McDonough, Transportation Planner – Information/Discussion*

FY2025-2028 MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS, *Michaela McDonough, Transportation Planner – Discussion/Action – Resolution 2026-11*

MARYLAND TRANSIT ADMINISTRATION SAFETY PERFORMANCE MEASURES, *Michaela McDonough, Transportation Planner - Information/Discussion*

DRAFT FY2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM, *Michaela McDonough, Transportation Planner – Discussion/Action – Resolution 2026-12*

PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION CHANGES IN WASHINGTON COUNTY, *Nate Evans, Maryland Department of Transportation – Discussion/Action – Resolution 2026-13*

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*

REGIONAL INTERSECTION SAFETY STUDY, *Matt Mullenax, Executive Director – Discussion/Action*

ADA WEB ACCESSIBILITY RULE AND COMPLIANCE, *Matt Mullenax, Executive Director – Discussion/Action*

III. Organizational Administration

DRAFT FY 2027 UNIFIED PLANNING WORK PROGRAM, *Matt Mullenax, Executive Director – Discussion/Action – Resolution 2026-14*

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*

IV. Other Business

PUBLIC COMMENT

NEXT MEETING AUGUST 19, 2026 – MARTINSBURG, WV (TENTATIVELY)

V. Adjournment

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
March 18, 2026

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization Technical Advisory Committee held a meeting on Wednesday, March 18, 2026 at 10:30 a.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

Mr. Mullenax called the meeting to order at 10:35 a.m.

ROLL CALL

The following were in attendance: Matt Mullenax, HEPMPO Executive Director; Scott Hobbs, Washington County Dept. of Engineering; Mike Dodd, WV DOH; Shawn Kiernan, MDOT; Jennifer Kinzer, Washington County Dept. of Planning & Zoning; Jim Bender and Steve Bockmiller, City of Hagerstown; Laura Hoffmaster, Berkeley County; and Jennifer Wishmyer, Region IX.

Also present were: Michaela McDonough, HEPMPO; Debra Eckard, Washington County Dept. of Planning & Zoning; Ken Clohan, WVDOH; Nate Evans and Sean Varsalona, MD SHA; Stephen Finafrock, MTA; and Harry Roman, Texas Transportation Institute.

MINUTES

Motion and Vote: Mr. Dodd made a motion to approve the minutes of the January 21, 2026 meeting as presented. The motion was seconded by Ms. Kinzer and unanimously approved.

-TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025-2028 WV Transportation Improvement Program Amendments [Resolution 2026-09]

Ms. McDonough stated that the following TIP amendments were advertised with a public comment period from March 4 to March 17, 2026; no public comments were received. She then presented the following amendments for the FY 2025-2028 WV TIP.

Eastern Panhandle Transit Authority *– No formal action required*

- Mobility Management Assistance – Section 5310, WVT2021-07
  - 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)
- 5307 Bus Replacement, WVT2024-01
  - Add funding in FY2027, FY2028, FY2029 and FY2030: $250,000 ($200,000 Federal; $50,000 Local) each year
- 5307 Operating Commuter Service, WVT2024-02
  - 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
- Capital Assistance – Preventative Maintenance, WVT2025-02
  - Add funding in FY2027, FY2028, FY2029 and FY2030: $375,000 ($300,000 Federal; $75,000 Local) each year

West Virginia Department of Transportation *- No formal action required*

- WV9 Ridge Road Roundabout, B2025-05
  - Change CON federal fund source to CRP-FLEX
- WV 9 School House Drive I/S Improvement, B2025-06
  - Move ROW funding from FY2026 to FY2027
- Armory Canal Trail, J2019-05.06
  - Move CON from FY2026 to FY2027
- Hillside Drive Roundabout, J2024-06
  - Change CON federal fund source from STBG<5K POP to CMAQ
- VRU Eastern Panhandle +2, J2025-03
  - Move CON funding from FY2026 to FY2027
- Kearneysville-Mt. Pleasant, J2026-05
  - ENG – FY2026: $5,000 ($4,000 Federal; $1,000 State); CON: FY2026: $1,495,000 ($1,196,000 Federal; $299,000 State)

Eastern Panhandle Transit Authority – ***Formal action required***

- Operating Assistance – Section 5307, WVT2025-01
  - Add funding in FY2027, FY2028, FY2029 and FY2030: $2,616,674 ($1,308,337 Federal; $1,308,337 Local) each year

West Virginia Department of Transportation - ***Formal action required***

- Courthouse Drive Traffic Signal, B2026-08
  - ENG – FY2026: $7,000 ($5,600 Federal; $1,400 State); CON – FY2026: $500,000 ($400,000 Federal; $100,000 State)

Motion and Vote: Mr. Dodd made a motion to recommend approval to the Interstate Council of the WV TIP amendments as presented. The motion was seconded by Ms. Kinzer and unanimously approved.

FY 2025-2028 MD Transportation Improvement Program Amendments [Resolution 2026-10]

Ms. McDonough stated that the following TIP amendments were advertised with a public comment period from March 4 to March 17, 2026; no public comments were received. She then presented the following amendments for the FY 2025-2028 MD TIP.

Washington County Engineering *- No Formal action required*

- Local Federal Aid Projects, W2019-07
  - Move FY2027 CON to FY2029

Maryland Department of Transportation Amendment *- No Formal action required*

- Areawide Environmental Projects, W2025-01
  - Increase ENG funds in FY2027; $2,850,000 ($2,677,000 Federal; $173,000 State)
- Areawide Safety and Spot Improvements, W2025-02
  - Increase CON funds in FY2026: $15,000,000 ($13,427,000 Federal; $1,573,000 State)
- Capital Assistance – Section 5310, WT2025-05
  - Increase funding in FY2026: $1,514,585 ($832,492 Federal; $682,093 Local)

Maryland Department of Transportation Amendment - ***Formal action required***

- I-70 MD 65 and CSX Bridges Rehabilitation, W2019-09
    - Project obligated
- I-70 Crystal Falls Drive Bridges Replacement, W2022-04
    - Project obligated
- I-81 Interchange Improvements at Maugans Avenue (I-81 Phase 4A), W2023-07
    - Project obligated
- Bridge Replacements on I-70 over MD 632, W2025-13
    - Increase ENG funding in FY2025: $818,000 ($654,000 Federal; $164,000 State); FY2026: $620,000 ($496,000 Federal, $124,000 State); 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)

Motion and Vote: Ms. Kinzer made a motion to recommend approval to the Interstate Council of the MD TIP amendments as presented. The motion was seconded by Mr. Kiernan and unanimously approved.

Draft FY2027-2030 Transportation Improvement Program

Ms. McDonough stated that staff have begun working on the development of a new TIP. Sheets have been sent out to partner agencies for markup. The public comment period for the new draft will begin on April 17th and end on May 19th. The draft will be posted online and will be placed in the region's three County seat libraries. The draft will be presented at the MPO's May 20th meeting for adoption as well as any public comment that is received.

EPTA Transit Safety Performance Measures and WCT Safety Performance Measures

Ms. McDonough explained that both EPTA and WCT are required to set safety targets as part of their PTSP as described in FTA's National PTSP. Transit providers must establish by mode seven safety performance targets in four categories which include: fatalities, injuries, safety events, and safety reliability. Ms. McDonough then reviewed the safety performance targets as established for both EPTA and WCT.

-LONG RANGE TRANSPORTATION PLAN

Long Range Transportation Plan Update

Mr. Mullenax reported that the TAC met last month to review and discuss existing conditions, preliminary analysis and the draft public survey for the first round of public outreach for the LRTP update. The LRTP is a Federally required document that MPOs must update every four to five years. The public survey will be open for 30 days during the month of April and the project site will be going live. Public meetings will be held during April in each of the three counties. Mr. Mullenax provided a brief review and demonstration of the MetroQuest survey that will be available online. Our consultants, Michael Baker International, are working on the transportation needs assessment and multimodal planning sections of the document. Intercept surveys should be completed in June or July.

US 11 Winchester Avenue Corridor Study

Mr. Mullenax noted that staff and our consultants met last week with the Stakeholders group to review draft recommendations for the corridor and the preliminary turning analysis. Members' meeting packets contained examples of recommendations being considered. For example, we are exploring the feasibility of a left-turn at the Winchester Avenue/King Street intersection in the future. These recommendations also examine improving safety conditions along this corridor which would build on the City's Gateway

Vision Plan. Staff are anticipating finalization of the draft for public review and comment as well as a public meeting in April.

WV 9 Bicycle Path Connection Feasibility Study

Mr. Mullenax stated that the public comments received from the public workshop and survey held this past winter are being incorporated into the draft study. These comments along with the preliminary preferred alternative and implementation plan will be reviewed with the study committee this month. Public comments overwhelmingly supported the WV Crossing Option B plan. Option B would add two pedestrian bridges, one near existing Curry Road and one at Fairfax Boulevard. The draft study will be released as well as a public meeting will be scheduled sometime in April or May.

Locust and Mulberry Streets Signal Evaluation Plan

Mr. Mullenax explained that six intersections on Locust and Mulberry Streets in Hagerstown were analyzed for conversion from traffic signals to all-way stops. These six intersections were identified as the only intersections that currently meet zero traffic signal warrants and performed a LOS B or greater for the corridor. Staff are working with City staff to develop intersection improvement sketches showing sign placements and signal conversion as well as finalizing technical memorandum.

-ORGANIZATIONAL ADMINISTRATION

Draft FY2027 UPWP

Mr. Mullenax stated that the UPWP contains our proposed budget and work program for the upcoming fiscal year. Staff will be focusing on two major special studies: 1) completion of our ongoing LRTP update and 2) a Regional Intersection Safety Plan. The Regional Intersection Safety Plan will focus on improving safety at a variety of problem intersections throughout the entire region and developing countermeasures to make these intersections safer.

The draft budget proposes no new hardware purchases and includes a 3.5% salary increase on par with the local government budgets. The draft was provided to FHWA and FTA prior to the meeting; a few minor comments were received and have been addressed. The draft will be posted online with hard copies being placed in our three county-seat libraries and will be advertised for public comment from April 17th to May 19th. Staff will present the draft for approval at the May 20th meeting along with any public comments received.

Financial Status Update

Ms. Eckard stated that during the second quarter, a total of approximately $214,000 was expended with approximately $103,000 being spent on our special studies. At this time, we are on task and on budget. The third quarter will end on March 31st and a report will be provided at the May 20th meeting.

Director's Report

Mr. Mullenax gave a brief report on the following:

- 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.
- The High Street FLAP Grant was awarded for $1.3 million at 100% federal share. Only five projects were awarded throughout West Virginia. Staff prepared and submitted the grant on behalf of the Corporation of Harpers Ferry.
- The Shepherdstown Path project went out to bid and closed on March 12th. Staff have been working on this project since November 2010 and have helped to secure four separate grants totaling $2.2 million for this project. The bids received were slightly higher than anticipated and WVDOT has developed a plan to address the overage and avoid rebidding the project.

- The City of Martinsburg's consultants have provided 65% design plans to FHWA-WV and WVDOT to begin the NEPA process on the Martinsburg Greenway Trail Build grant. The MPO is supporting the City on finalizing its federal agreement to begin its SS4A Safety Action Plan.
- We continue to wait on FTA to schedule a kick-off meeting on the Washington County Transit Facilities Expansion project so we can obligate the BUILD grant funds.
- The EPTA Transit Center is progressing with the concrete floors poured in the Administration building, interior framing is being constructed, the roof is complete, and the stormwater bypass is nearing completion. The entire project should be completed by the end of 2026.
- MPO Staff submitted a Capital BUILD grant and a Planning BUILD grant last month. The Capital grant is for the Harold Drive Extension project in Berkeley County seeking $25 million and the Planning grant is for the WV 9 Bike Path Extension project in Jefferson County seeking $1.27 million.
- MDOT is nearing completion of its VRU Safety Assessment on US 11 Virginia Avenue corridor which extends from Governor Lane Boulevard to Armstrong Avenue. This project is building on the MPO's 2025 corridor study and will improve safety for pedestrians as well as bicyclists, especially at intersections.
- There are two MPO Carbon Reduction Program projects currently underway in the City of Martinsburg. The first project will realign the offset intersection and install a traffic signal at Race and Raleigh Streets intersection. A virtual preliminary field review meeting was held; many components being proposed by WVDOT are consistent with the City's Gateway Vision Plan. The second project is a new RRFB at the intersection of Winchester Avenue and Addition Street. This project will focus on improvements to pedestrian safety. Both projects are currently in the design phase.
- MDOT has completed initial design work on the Hagerstown Accessible Pedestrian Signal project in downtown Hagerstown. This project will add pedestrian signals to five intersections: Washington/Prospect Streets; Washington/Mulberry Streets; Washington/Locust Streets; Franklin/Mulberry Streets; and Franklin/Locust Streets. This project is being funded through the MPO's sub-allocated Carbon Reduction Program funds and was identified in the City's 2020 Bicycle and Pedestrian Priority Area Plan.
- MDOT is conducting a comprehensive safety study along Route 40 from Garland Groh Boulevard through Hagerstown to the I-70 Exit 32 ramp. A parking study for downtown Hagerstown will be conducted this Spring in relation to the project's proposal to remove parking along one side of Franklin Street. A public meeting is anticipated this Fall to present this concept which the Hagerstown City Council has expressed concern over.
- Staff attended a meeting with the WVDOH Development Office and the Charles Town Mayor to discuss the WV51 Design Study. DOH staff reported they are planning to move forward with a traffic signal and pedestrian improvements project at the WV 51/CR 13 intersection. This alternative meets the project's purpose and need; however, no funding has been identified at this time.
- Staff have been working closely with WVDOT to submit a Railroad Crossing Elimination grant this year for the CSX/Engle Switch Road at-grade crossing in Jefferson County. More information will be available at a later date.

Staff Report

Ms. McDonough gave a brief report on the following:

- Staff have started creating story maps to support the special studies Mr. Mullenax just described during the public comment period.
- Staff will be participating in a webinar series given by EcoInteractive entitled "Learn From Your Peers". The MPO will be the first guest in the series to talk about our experiences with the TIP software.

OTHER BUSINESS

Public Comment

No public comment was received.

Future Meetings

The next scheduled meeting of the Interstate Council is Wednesday, May 20, 2026 at 10:30 a.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.

-ADJOURNMENT

Mr. Dodd made a motion to adjourn the meeting at 11:26 a.m. The motion was seconded by Ms. Kinzer and so ordered by Mr. Mullenax.

Respectfully submitted,

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Matthew Mullenax, Executive Director

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Hagerstown/Eastern Panhandle MPO (HEPMPO)
FY2025-2028 TIP Revision
May 20, 2026

Within this document you will find three administrative modification requests from the West Virginia Department of Transportation (WVDOT), one administrative modification request from Washington County Engineering, one amendment from the City of Hagerstown, and one amendment and two 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 May 20th, 2026. The amendments were advertised and given a public comment period per the adopted Public Participation Plan which began on Wednesday, May 6th and ended on Tuesday, May 19th, 2026. The administrative modifications listed below are provided for informational purposes and do not require formal action by the Interstate Council.

WEST VIRGINIA

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

EXISTING PROJECT

Project Name, TIP ID:	Winchester Ave RRFB, B2025-04
Description:	Rectangular Rapid Flashing Beacon Installation
Requesting Agencies:	WVDOT
County, State:	Berkeley, West Virginia
Project Data:	CON- FY2026: $50,000 (Federal).
Changes:	Add $20,000 State CON funding in FY2026 and incorporate a federal/state split.
Action:	*Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID:	Race & Raleigh Intersection MPO Improvement Project, B2026-01
Description:	Intersection Improvement
Requesting Agencies:	WVDOT
County, State:	Berkeley, West Virginia
Project Data:	ENG- FY2026: $350,000 (Federal). CON- FY2027: $1,300,000 (Federal).
Changes:	Add ROW phase in FY2027: $75,000 (Federal).
Action:	*Administrative Modification – No Formal Action Required.*

EXISTING PROJECT

Project Name, TIP ID:	Raleigh St – Berkeley Station, B2026-05
Description:	Resurfacing
Requesting Agencies:	WVDOT
County, State:	Berkeley, West Virginia
Project Data:	ENG- FY2026: $5,000 ($4,000 Federal; $1,000 State). CON- FY2026: $1,300,000 ($1,040,000 Federal; $260,000 State).
Changes:	Increase FY2026 CON funding: $1,620,000 ($1,296,000 Federal; $324,000 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: $15,790,200 ($12,544,520 Federal; $3,245,680 Local), Future: $1,000,000 ($800,000 Federal; $200,000 Local).
Changes:	Move FY2026 Federal CON to FY2027 ($12,544,520) and add $1,028,200 for Crystal Falls, Halfway, Roxbury and Gardenhour Bridges. Move FY2026 Local CON to FY2027 ($3,045,680) and move $200,000 of it to FY2026 Local ENG. Add $800,000 to FY2026 Federal ENG, $100,000 to FY2026 Local ENG and $638,000 to FY2026 Local CON. Add $1,400,000 to FY2027 Federal ENG.
Action:	*Administrative Modification – No Formal Action Required*

CITY OF HAGERSTOWN

EXISTING PROJECT

Project Name, TIP ID:	Hagerstown Safety Action Plan, W2025-11
Description:	Creation of Safety Action Plan
Requesting Agencies:	City of Hagerstown
County, State:	Washington, Maryland
Project Data:	PP- 2025: $200,000 ($160,000 Federal; $40,000 Local).
Changes:	Project obligated.
Action:	*Amendment – Formal Action Required*

MARYLAND DEPARTMENT OF TRANSPORTATION

EXISTING PROJECT

Project Name, TIP ID:	National Electric Vehicle Infrastructure (NEVI), W2025-09
Description:	Create network of electric vehicle chargers
Requesting Agencies:	MDOT
County, State:	Washington, Maryland
Project Data:	ENG- Prior: $23,000 ($22,000 Federal; $1,000 State), FY2025: $5,000 (Federal), FY2026: $34,000 ($33,000 Federal; $1,000 State), FY2027: $10,000 (Federal), FY2028: $12,000 (Federal). CON- FY2025: $468,000 ($375,000 Federal; $93,000 Private), FY2026: $515,000 ($412,000 Federal; $103,000 Private), FY2027: $461,000 ($369,000 Federal; $92,000 Private), FY2028: $316,000 ($253,000 Federal; $63,000 Private,
Changes:	Decrease ENG funding in FY2025: $0, FY2026: $2,000 (Federal), FY2027: $4,000 (Federal), and in FY2028: $11,000 ($10,000 Federal; $1,000 State). Decrease CON funding in FY2025: $18,000 ($14,000 Federal; $4,000 Private). Increase CON funding in FY2026: $538,000 ($430,000 Federal; $108,000 Private), FY2027: $1,088,000 ($870,000 Federal; $218,000 Private), and in FY2028: $644,000 ($515,000 Federal; 129,000 Private).
Action:	*Administrative Modification – No Formal Action Required.*

NEW PROJECT

Project Name, TIP ID:	Replacement of Bridges 2109403/04 on I-70 over Licking Creek and 2109300 on I-70 over US 40 Ramp, W2026-04
Description:	Replacement two I-70 bridges
Requesting Agencies:	MDOT
County, State:	Washington, Maryland
Project Data:	ENG- Prior: $1,225,000 ($980,000 Federal; $245,000 State), FY2025: $638,000 ($510,000 Federal; $128,000 State), FY2026: $638,000 ($510,000 Federal; $128,000 State), FY2027: $638,000 ($510,000 Federal; $128,000 State), FY2028: $161,000 ($129,000 Federal; $32,000 State). CON- FY2027: $3,986,000 ($3,189,000 Federal; $797,000 State), FY2028: $15,686,000 ($12,549,000 Federal; $3,137,000 State), Future: $10,329,000 ($8,263,000 Federal; $2,066,000 State).
Action:	*Amendment – Formal Action Required.*

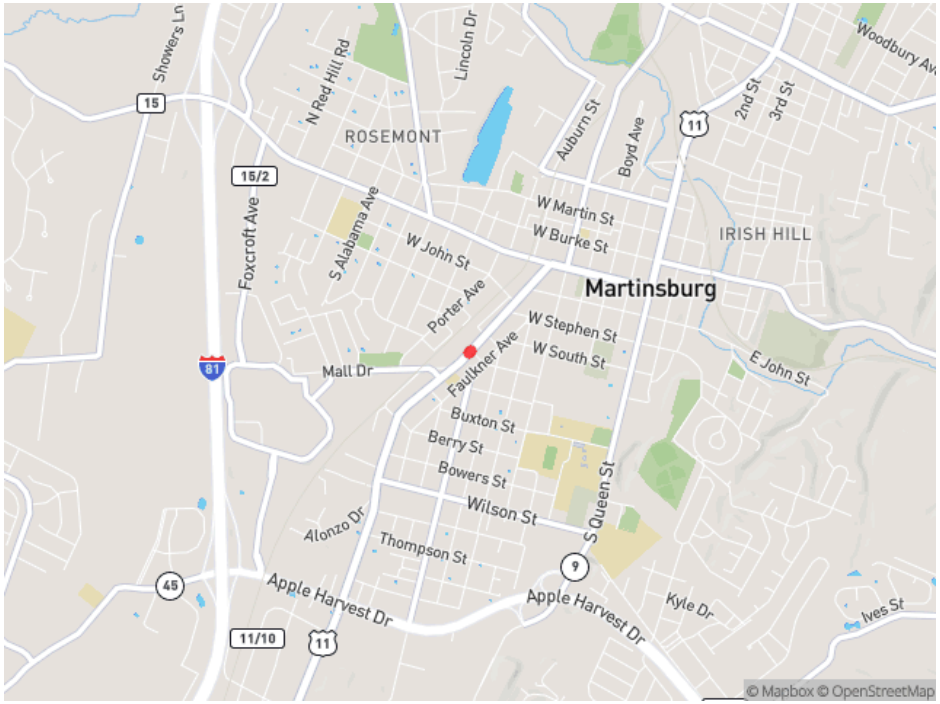
EXISTING PROJECT

Project Name, TIP ID:	Capital Assistance – Preventative Maintenance, WT2025-03
Description:	Capital assistance for WCT
Requesting Agencies:	MDOT MTA
County, State:	Washington, Maryland
Project Data:	FY2025: $355,000 ($280,000 Federal; $75,000 Local), FY2026: $375,000 ($300,000 Federal; $37,500 State; $37,500 Local), FY2027: $375,000 ($300,000 Federal; $37,500 State; $37,500 Local), FY2028: $375,000 ($300,000 Federal; $37,500 State; $37,500 Local)
Changes:	Increase funding in FY2026: $380,300 ($304,240 Federal; $38,030 State; $38,030 Local). Change name from Preventative Maintenance to Section 5307.
Action:	*Administrative Modification – No Formal Action Required.*

B2025-04 - Winchester Ave RRFB

Rectangular Rapid Flashing Beacon Installation

StateID:	U302- 011 12.52 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Active Transportation
Performance Measures:	PM1 - Safety
Functional Classification:	Minor Arterial
Groupable:	False

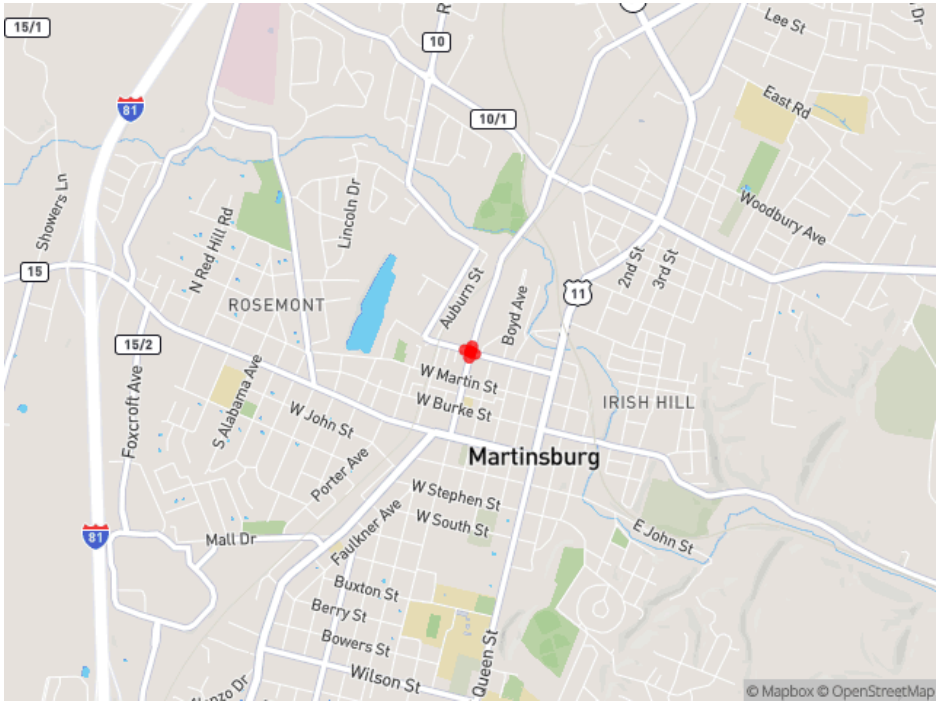


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
CON	CRP 50-200K POP	$0	$0	~~$50,000~~ $56,000	$0	$0	$0	~~$50,000~~ $56,000
CON	$STATE_WV	$0	$0	$14,000	$0	$0	$0	$14,000
Total CON		$0	$0	~~$50,000~~ $70,000	$0	$0	$0	~~$50,000~~ $70,000
Total Programmed		$0	$0	~~$50,000~~ $70,000	$0	$0	$0	~~$50,000~~ $70,000

B2026-01 - Race & Raleigh Intersection MPO Improvement Project

Intersection Improvement

StateID:	U602- 009/56 0 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM1 - Safety
Functional Classification:	Minor Arterial
Groupable:	False

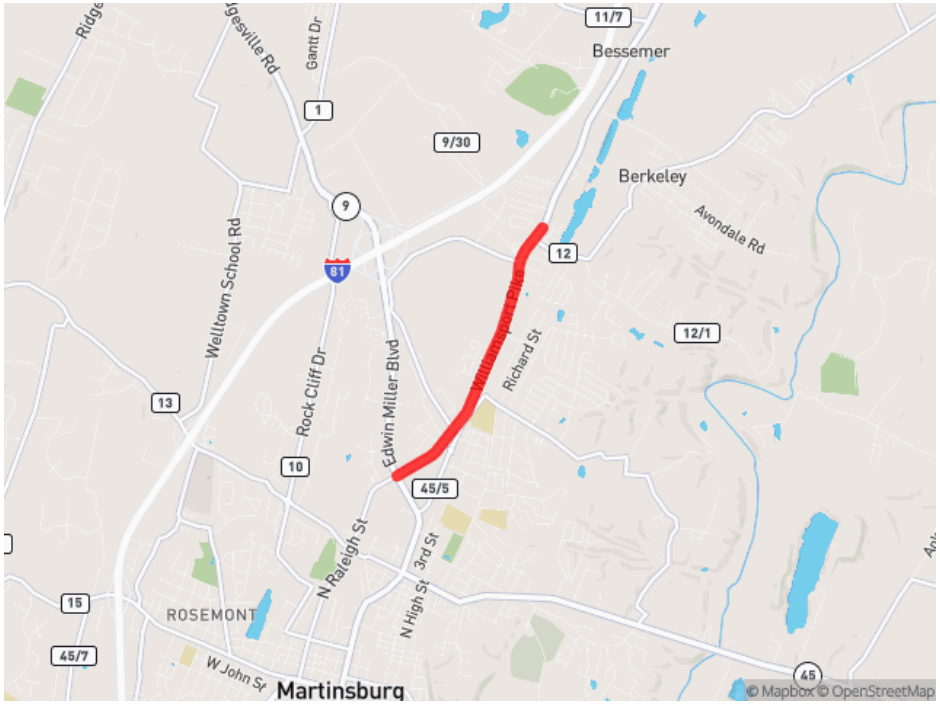


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	CRP 50-200K POP	$0	$0	$350,000	$0	$0	$0	$350,000
Total ENG		$0	$0	$350,000	$0	$0	$0	$350,000
CON	CRP 50-200K POP	$0	$0	$0	$1,300,000	$0	$0	$1,300,000
Total CON		$0	$0	$0	$1,300,000	$0	$0	$1,300,000
ROW	CRP 50-200K POP	$0	$0	$0	$75,000	$0	$0	$75,000
Total ROW		$0	$0	$0	$75,000	$0	$0	$75,000
Total Programmed		$0	$0	$350,000	$1,375,000 ~~$1,300,000~~	$0	$0	$1,725,000 ~~$1,650,000~~

B2026-05 - Raleigh St - Berkeley Station

Resurfacing

StateID:	S302- 011 14.81 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	-
Groupable:	True

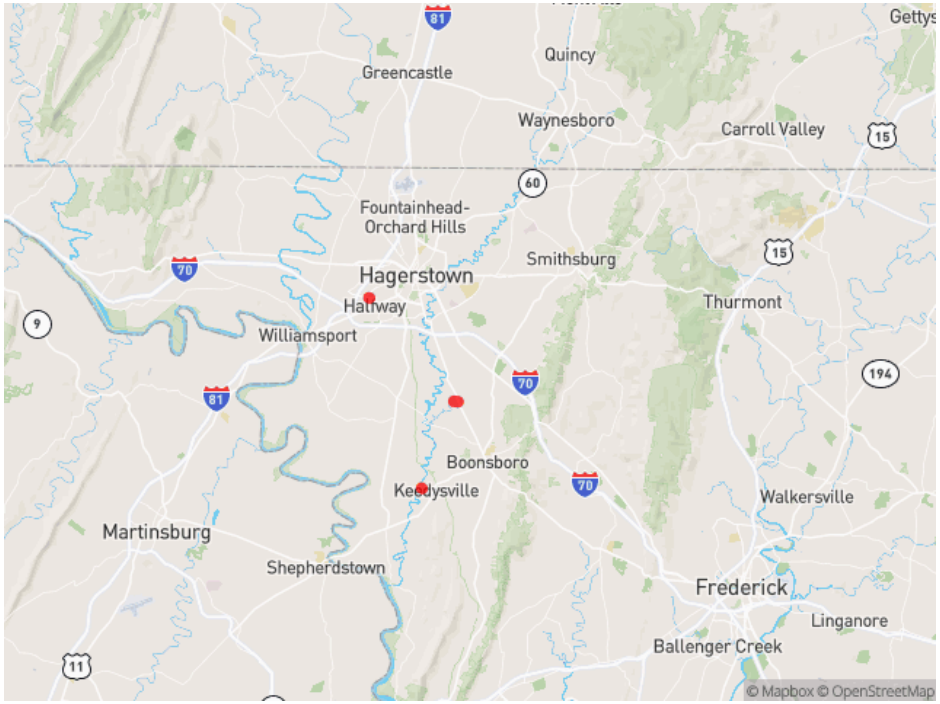


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	STATE_WV	$0	$0	$1,000	$0	$0	$0	$1,000
ENG	STBG 50-200K	$0	$0	$4,000	$0	$0	$0	$4,000
Total ENG		$0	$0	$5,000	$0	$0	$0	$5,000
CON	STATE_WV	$0	$0	~~$260,000~~ $324,000	$0	$0	$0	~~$260,000~~ $324,000
CON	STBG 50-200K	$0	$0	~~$1,040,000~~ $1,296,000	$0	$0	$0	~~$1,040,000~~ $1,296,000
Total CON		$0	$0	~~$1,300,000~~ $1,620,000	$0	$0	$0	~~$1,300,000~~ $1,620,000
Total Programmed		$0	$0	~~$1,305,000~~ $1,625,000	$0	$0	$0	~~$1,305,000~~ $1,625,000

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~~ $0	$13,572,720 ~~$0~~	$0	$800,000	$21,324,120 ~~$20,295,920~~
CON	LOCAL_WashCo	$2,136,000	$0	~~$3,245,680~~ $638,000	$3,045,680 ~~$0~~	$0	$200,000	$6,019,680 ~~$5,581,680~~
Total CON		$9,087,400	$0	~~$15,790,200~~ $638,000	$16,618,400 ~~$0~~	$0	$1,000,000	$27,343,800 ~~$25,877,600~~
PE	FA	$4,124,000	$0	~~$200,000~~ $1,000,000	$1,400,000 ~~$0~~	$0	$0	$6,524,000 ~~$4,324,000~~
PE	LOCAL_WashCo	$1,056,000	$50,000	~~$50,000~~ $350,000	$50,000	$0	$0	$1,506,000 ~~$1,206,000~~
Total PE		$5,180,000	$50,000	~~$250,000~~ $1,350,000	$1,450,000 ~~$50,000~~	$0	$0	$8,030,000 ~~$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 Future Costs		$0	$0	$0	$0	$0	$1,000,000	$1,000,000
Total Programmed		$14,267,400	$50,000	~~$16,040,200~~ $1,988,000	$18,068,400 ~~$50,000~~	$0	$1,000,000	$35,373,800 ~~$31,407,600~~

Maryland Federal-Aid Highway System Projects

Washington County, like other jurisdictions across the country, receives funding from the Federal Highway Trust Fund for use on designated federal-aid highway systems. This funding is generated through fuel taxes, as well as tire, truck, and trailer sales. Using their own priority ranking system, Washington County includes federal-aid systems in their Capital Improvement Program (CIP). Below is a listing of current projects contained in the adopted Washington County CIP FY 2026-2035. These projects are also included in HEPMPO's TIP as a line item project (W2019-07).

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Crystal Falls Dr Bridge (W3051)	Replace two lane bridge	PE - FY2015 PE - FY2026 PE - FY2027 CON - ~~FY2026~~ FY2027	PE - $385.0 PE - $200.0 PE - $50.0 CON - ~~$2,503.3~~ $3,331.5	PE--$308.0 PE - $0.0 PE - $0.0 CON--~~$1,971.8~~ $3,000.0
Keedysville Rd Bridge (W5651)	Rehab stone arch bridge	PE - FY2015 PE - FY2025 PE - FY2026 CON - ~~FY2026~~ FY2027	PE - $257.6 PE - $50.0 PE- $250.0 CON - $3,026.0	PE - $206.1 PE - $0.0 PE - $200.0 CON- $2,524.8
Roxbury Rd. Bridge (W5372)	Replace two lane bridge	PE - FY2015 PE - FY2022 PE - FY2027 CON - ~~FY2026~~ FY2027	PE - $881.0 PE - $85.2 PE - $700.0 CON - $2,425.9	PE - $480.0 PE - $68.1 PE - $700.0 CON - $1,940.7
Gardenhour Rd Bridge	Replace two lane bridge	PE - FY2024 PE - FY2027 CON - FY2026 CON - FY2029	PE - $750.0 PE - $700.0 CON - $1,900.0 CON - $1,000.0	PE - 600.0 PE - $700.0 CON - $1,520.0 CON - $800.0
Halfway Boulevard Bridges (W0912)	Repair Bridges	PE - FY2018 PE - FY2022 CON - ~~FY2026~~ FY2027	PE - $235.0 PE - $345.0 CON - $5,434.0	PE - $188.0 PE - $276.0 CON - $4,587.2
High Germany Rd Bridge (W0011)	Replacement	PE - FY2026 CON - FY2026	PE - $900.0 CON - $638.0	PE - $800.0 CON - $0.0

Source: Washington County Capital Improvement Plan FY 2026-2035

PROJECT OBLIGATED

W2025-11 - Hagerstown Safety Action Plan

Creation of Safety Action Plan

StateID:	-
Lead Agency:	City of Hagerstown
County:	Washington County
State:	Maryland
Project Type:	Planning
Performance Measures:	PM1 - Safety
Functional Classification:	-
Groupable:	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PP	LOCAL_Hag	$0	$40,000	$0	$0	$0	$0	$40,000
PP	SS4A	$0	$160,000	$0	$0	$0	$0	$160,000
Total PP		$0	$200,000	$0	$0	$0	$0	$200,000
Total Programmed		$0	$200,000	$0	$0	$0	$0	$200,000

W2025-09 - National Electric Vehicle Infrastructure (NEVI)

Create network of electric vehicle chargers

StateID:	WA3401
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Other
Performance Measures:	-
Functional Classification:	-
Groupable:	False

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ENG	NEVI	$19,000	$0 ~~$5,000~~	$2,000 ~~$26,000~~	$3,000 ~~$9,000~~	$8,000 ~~$11,000~~	$0	$32,000 ~~$70,000~~
ENG	STATE_MD_SHA	$1,000	$0	$0 ~~$1,000~~	$0	$1,000 ~~$0~~	$0	$2,000
ENG	STBG (TC)	$3,000	$0	$0 ~~$7,000~~	$1,000	$2,000 ~~$1,000~~	$0	$6,000 ~~$12,000~~
Total ENG		$23,000	$0 ~~$5,000~~	$2,000 ~~$34,000~~	$4,000 ~~$10,000~~	$11,000 ~~$12,000~~	$0	$40,000 ~~$84,000~~
CON	NEVI	$0	$14,000 ~~$375,000~~	$430,000 ~~$412,000~~	$870,000 ~~$369,000~~	$515,000 ~~$253,000~~	$0	$1,829,000 ~~$1,409,000~~
CON	PRIVATE	$0	$4,000 ~~$93,000~~	$108,000 ~~$103,000~~	$218,000 ~~$92,000~~	$129,000 ~~$63,000~~	$0	$459,000 ~~$351,000~~
Total CON		$0	$18,000 ~~$468,000~~	$538,000 ~~$515,000~~	$1,088,000 ~~$461,000~~	$644,000 ~~$316,000~~	$0	$2,288,000 ~~$1,760,000~~
Total Prior Costs		$23,000	$0	$0	$0	$0	$0	$23,000
Total Programmed		$23,000	$18,000 ~~$473,000~~	$540,000 ~~$549,000~~	$1,092,000 ~~$471,000~~	$655,000 ~~$328,000~~	$0	$2,328,000 ~~$1,844,000~~

AMENDMENT

NEW PROJECT

W2026-04 - Replacement of Bridges 2109403/04 on I-70 over Licking Creek and 2109300 on I-70 over US 40 Ramp

Replace two I-70 bridges over Licking Creek and one bridge over US 40 Ramp.

StateID:	WA4681
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	$980,000	$510,000	$510,000	$510,000	$129,000	$0	$2,639,000
ENG	STATE_MD_SHA	$245,000	$128,000	$128,000	$128,000	$32,000	$0	$661,000
Total ENG		$1,225,000	$638,000	$638,000	$638,000	$161,000	$0	$3,300,000
CON	NHPP	$0	$0	$0	$3,189,000	$12,549,000	$8,263,000	$24,001,000
CON	STATE_MD_SHA	$0	$0	$0	$797,000	$3,137,000	$2,066,000	$6,000,000
Total CON		$0	$0	$0	$3,986,000	$15,686,000	$10,329,000	$30,001,000
Total Prior Costs		$1,225,000	$0	$0	$0	$0	$0	$1,225,000
Total Future Costs		$0	$0	$0	$0	$0	$10,329,000	$10,329,000
Total Programmed		$1,225,000	$638,000	$638,000	$4,624,000	$15,847,000	$10,329,000	$33,301,000

WT2025-03 - Capital Assistance - ~~Preventative Maintenance~~ Section 5307

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

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

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Transit	5307	$560,000	$280,000	$304,240 ~~$300,000~~	$300,000	$300,000	$0	$1,744,240 ~~$1,740,000~~
Transit	LOCAL_WCT	$150,000	$75,000	$38,030 ~~$37,500~~	$37,500	$37,500	$0	$338,030 ~~$337,500~~
Transit	STATE_MD_MTA	$0	$0	$38,030 ~~$37,500~~	$37,500	$37,500	$0	$113,030 ~~$112,500~~
Total Transit		$710,000	$355,000	$380,300 ~~$375,000~~	$375,000	$375,000	$0	$2,195,300 ~~$2,190,000~~
Total Prior Costs		$710,000	$0	$0	$0	$0	$0	$710,000
Total Programmed		$710,000	$355,000	$380,300 ~~$375,000~~	$375,000	$375,000	$0	$2,195,300 ~~$2,190,000~~

Transit Safety Performance Measures

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

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

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

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

Maryland - Maryland Transit Administration

Mode of Transit Service	Fatalities	Fatalities (per 1M VRM)	Injuries	Injuries (per 1M VRM)	Safety Events	Safety Events (per 1M VRM)	System Reliability (MDBF)
Local Bus	~~2~~ 1	~~0.09~~ 0.03	~~126~~ 156	~~6.81~~ 7.68	~~56~~ 67	~~3.05~~ 3.28	8,161
Light Rail	1	~~0.45~~0.27	~~13~~ 14	~~5.0~~ 5.57	~~30~~ 40	~~11.27~~ 15.79	~~954~~ 986
Metro Subway	2	~~0.42~~ 0.37	~~34~~ 27	~~7.79~~ 6.07	~~19~~ 22	~~4.38~~ 5.02	~~4,973~~ 5,646
Mobility	0	~~0.03~~ 0	~~49~~54	~~3.08~~ 2.53	~~23~~ 24	~~1.43~~ 1.14	~~16,631~~ 15,000*
Commuter Bus	0	0	0	~~0~~ 0.07	~~0~~ 1	~~0~~ 0.13	~~35,514~~ 25,000*

* MDOT MTA Safety Performance Targets, ~~2025~~ 2026

*System Reliability for contracted modes is stipulated in contractor agreements and not subject to yearly updating











FY 2027-2030
Transportation Improvement Program
HAGERSTOWN/EASTERN PANHANDLE MPO

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HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

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

FY 2027 – 2030 Transportation Improvement Program (TIP)

Revision History

Adopted:

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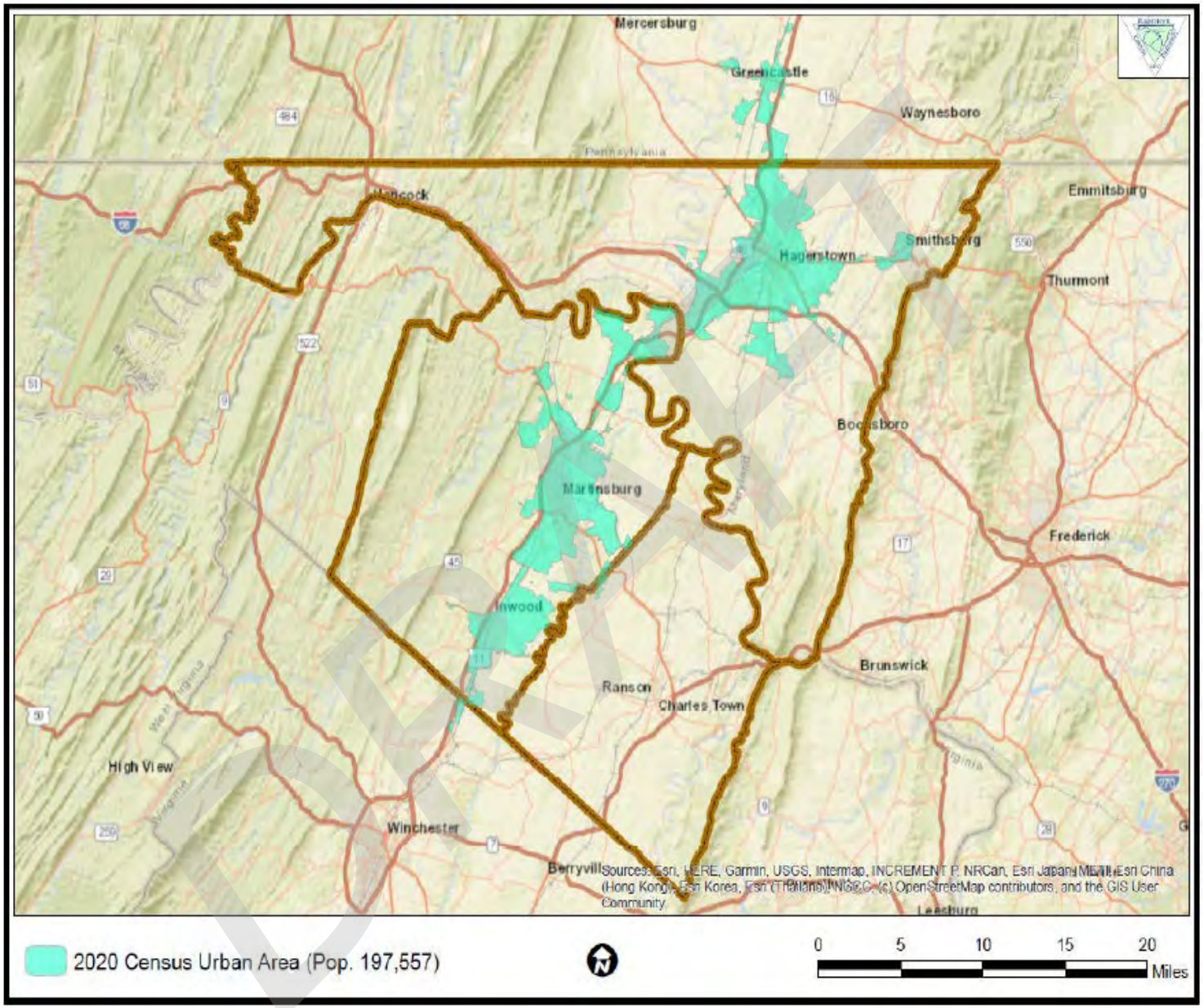


Figure 1 – The Hagerstown MD--WV—PA--VA urban area (UA) and the metropolitan planning area that is served by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

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INTRODUCTION

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

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

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

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

The TIP is required to be a fiscally balanced list of projects, and it must detail how each project sponsor plans to implement a project within the timeframe of the TIP. Additionally, the TIP indicates all available public and private revenues and/or resources expected to finance the program. This includes any or all innovative fiscal techniques or mechanisms to carry out the program. However, HEPMPO may adopt revisions to the TIP to include other projects or funding sources if additional or alternative financial resources, not initially identified in the TIP, become available at a future date. Finally, if funding becomes available in the current fiscal year for a project listed in the TIP's subsequent years, that project can be advanced, or moved forward into the current fiscal year funding cycle without an amendment provided it follows criteria outlined in HEPMPO's Public Participation Plan (PPP).

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

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

The FY 2027 – 2030 TIP includes projects and improvements with anticipated implementation in the next four-year period. The primary purpose of the current TIP is to provide information on projects within FY 2027 – 2030. Programming funding for projects is based on a FY start date of July 1. Counties within HEPMPO with projects identified in the FY 2027 – 2030 TIP include: Washington County, Maryland; Berkeley County and Jefferson County, West Virginia.

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

While the TIP is primarily intended to identify federally funded projects, regulations also require identifying regionally significant projects, even if they are funded without federal assistance. Any non-federally funded projects meeting the regionally significant criteria have been identified and included in the TIP (page 21).

The following agencies were provided opportunities for input into the development of this document, including WVDOT; MDOT; Maryland Transit Administration (MTA); Maryland State Highway Administration (SHA); Pennsylvania Department of Transportation (PennDOT); VDOT; Federal Highway Administration (FHWA) - both the Maryland and West Virginia offices; Federal Transit Administration (FTA); Washington County Transit (WCT); Eastern Panhandle Transit Authority (EPTA); and other local governments. In addition, other interested parties were provided input opportunities through HEPMPO's adopted public comment process.

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MARYLAND SECTION

Maryland Project Selection Process

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

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

MDOT groups smaller projects, often referred to as "minor" or "system preservation," due to their limited scope and cost. These can include safety improvements, minor construction, and maintenance like road resurfacing. In metropolitan areas, they are grouped by MDOT SHA funding categories. Major or regionally significant projects are not grouped, and each has its own project information form (PIF) in the STIP. Some system preservation projects may also be considered regionally significant and listed separately. The table below shows these grouped projects. A list for all of the projects that fall under the Areawide Categories can be found in Appendix I. Please note this list of Areawide Projects and their respective details are provided for informational purposes. The generalized program groups are considered statewide unless otherwise demonstrated and are as follows:

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

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

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Maryland Transportation Projects

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

Maryland Prior Year Obligated Projects

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

Maryland Financial Plan

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

Maryland Public Transportation Programs

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

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

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

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

Maryland Federal-Aid Highway System Projects

Washington County, like other jurisdictions across the country, receives funding from the Federal Highway Trust Fund for use on designated federal-aid highway systems. This funding is generated through fuel taxes, as well as tire, truck, and trailer sales. Using their own priority ranking system, Washington County includes federal-aid systems in their Capital Improvement Program (CIP). Below is a listing of current projects contained in the adopted Washington County CIP FY 2026-2035. These projects are also included in HEPMPO's TIP as a line item project (W2019-07).

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Crystal Falls Dr Bridge (W3051)	Replace two lane bridge	PE—FY2015 PE -- FY2027 CON—FY2026	PE--$385.0 PE - $50.0 CON--$2,503.3	PE--$308.0 PE - $0.0 CON--$1,971.8
Keedysville Rd Bridge (W5651)	Rehab stone arch bridge	PE – FY 2015 PE – FY 2025 PE - FY 2026 CON – FY 2026	PE - $257.6 PE - $50.0 PE- $250.0 CON - $3,026.0	PE - $206.1 PE - $0.0 PE - $200.0 CON- $2,524.8
Roxbury Rd. Bridge (W5372)	Replace two lane bridge	PE-FY 2015 PE-FY 2022 CON – FY 2026	PE - $881.0 PE - $85.2 CON - $2,425.9	PE - $480.0 PE - $68.1 CON - $1,940.7
Gardenhour Rd Bridge	Replace two lane bridge	PE – FY 2024 CON – FY 2026 CON -FY2029	PE - $750.0 CON - $1,900.0 CON - $1,000.0	PE – 600.0 CON - $1,520.0 CON - $800.0
Halfway Boulevard Bridges (W0912)	Repair Bridges	PE – FY 2018 PE – FY 2022 CON – FY 2026	PE - $235.0 PE - $345.0 CON - $5,434.0	PE - $188.0 PE - $276.0 CON - $4,587.2

Source: Washington County Capital Improvement Plan FY 2026-2035

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Maryland Projects Between Funding Stages

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

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Eastern Boulevard Extended (W2017-09)	Construct new 3-lane road	PE - FY 2026 CON – FY2030	PE - $100.0 CON - $10,300.0	PE - $0.0 CON - $0.0
Eastern Boulevard Phase II (W2017-08)	Widen road from 2 lanes to 4 lanes	PE – FY 2022 CON – FY2026 CON – FY2026	PE - $836.3 CON - $3,189.0 CON - $3,647.0	PE - $355.7 CON - $0.0 CON - $0.0

Source: Washington County Capital Improvement Plan FY 2026-2035

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WEST VIRGINIA SECTION

West Virginia Project Selection Process

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

The FY 2027 – 2030 TIP includes group projects based on generalized programs mirroring WVDOT's STIP. Projects with a phase cost larger than $10,000,000, safety projects, new traffic signal projects, new lane additions, new roads or bridge, expansion projects that add capacity, and projects that affect air quality are not considered groupable. All other projects will be considered groupable under the new STIP/ TIP operating guidelines. The new generalized program groups are as follows:

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

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WVDOT TIP Projects				
TIP ID	**Project Name**	**Project Program**	**Groupable/ Not Groupable**	**Performance Measure**
Berkeley				
B2022-01	WV 9 at WV 901 LTL/Traffic Signal	Traffic Program	NG	PM1
B2023-13	I-81 Signing	Traffic Program	G	PM1
B2023-15	Sewage Treatment Plant Bridge	Bridge Program	G	PM2
B2024-02	Butts Mill Bridge	Bridge Program	G	PM2
B2024-04	Bunker Hill Mill	Bridge Program	G	PM2
B2024-05	Tuscarora Creek Bridge	Bridge Program	G	PM2
B2024-06	Harlan Run Bridge	Bridge Program	G	PM2
B2024-07	New GM Access Road Bridge	Bridge Program	G	PM2
B2024-08	Old Mill Road Bridge	Bridge Program	G	PM2
B2024-09	Elk Branch #3	Bridge Program	G	PM2
B2024-10	I-81 Welcome Centers & Overnight Truck Parking	Localized Mobility	G	PM3
B2024-12	US 11 @ Hatchery Rd Improvements	Bridge Program	G	PM2
B2025-01	Roadway Striping (D5)	Pavement Program	G	PM2
B2025-02	D-5 Recall Striping	Pavement Program	G	PM2
B2025-03	SF BR Inspect -D5	Bridge Program	G	PM2
B2025-04	Winchester Ave RRFB	Traffic Program	G	PM1
B2025-05	WV 9 Ridge Rd Roundabout	Localized Mobility	NG	PM3
B2025-06	WV 9 School House Dr I/S Improvement	Localized Mobility	NG	PM3
B2025-07	WV 9 CO 1 Roundabout +1	Localized Mobility	NG	PM3
B2025-08	Norman & Carrie G Silver Memorial Bridge	Bridge Program	G	PM2
B2025-09	2025 D5 RDWY DEPART	Traffic Program	G	PM1
B2025-10	Martinsburg Greenway Trail	Community Development	G	PM3
B2025-11	WV45 Apple Harvest Drive Grade Separation Study	Traffic Program	G	PM1
B2026-01	Race & Raleigh Intersection MPO Improvement Project	Traffic Program	NG	PM1
B2026-02	US 11 – Business Park Dr Intersection +1	Pavement Program	G	PM2
B2026-03	Martinsburg Safety Action Plan	Community Development	G	PM3

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WVDOT TIP Projects				
TIP ID	**Project Name**	**Project Program**	**Groupable/ Not Groupable**	**Performance Measure**
B2026-04	I-81 Marlowe Overpass Overlay +2	Bridge Program	G	PM2
B2026-05	Raleigh St – Berkeley Station	Pavement Program	G	PM2
B2026-06	I-81 Welcome Center	Community Development	NG	PM3
B2026-07	South Berkeley Inwood Park Ped Upgrade	Community Development	G	PM3
B2026-08	Courthouse Drive Traffic Signal	Traffic Program	NG	PM1
Jefferson				
J2014-05	Shepherdstown Bike Path	Community Development	G	PM3
J2017-01	Ranson 5th Ave Complete Street	Community Development	G	PM3
J2017-03	Harpers Ferry High St	Community Development	G	PM3
J2019-05.04	Flowing Springs Park Trail	Community Development	G	PM3
J2019-05.06	Armory Canal Trail	Community Development	G	PM3
J2023-01	Ranson & Charles Town +1	Pavement Program	G	PM2
J2023-03	Fifth Avenue Streetscape	Community Development	G	PM3
J2023-05	US 340 Signing	Traffic Program	G	PM1
J2024-06	Hillside Dr Roundabout	Localized Mobility	NG	PM3
J2025-01	Congress-Lawrence I/S	Community Development	NG	PM3
J2025-02	Charles Town Augustine Ave Phase II	Community Development	G	PM3
J2025-03	VRU Eastern Panhandle +2	Community Development	G	PM1
J2025-05	Blair Road Realignment	Traffic Program	G	PM1
J2025-06	Leetown Rd Roundabout	Traffic Program	NG	PM3
J2026-01	US 340 & Patrick Henry Way Intersection	Traffic Program	G	PM3
J2026-02	Boxville Overpass NB & SB	Bridge Program	G	PM2
J2026-03	Mount Mission-Bloomery	Pavement Program	G	PM2
J2026-04	Sam Michael's Park Rec Trail Improvement	Community Development	G	PM3
J2026-05	Kearneysville-Mt. Pleasant	Pavement Program	G	PM2

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EPTA Groupable Projects				
TIP ID	**Project Name**	**Project Program**	**Groupable/ Not Groupable**	**Performance Measure**
WVT2021-07	Mobility Management Assistance - Section 5310	Transit Program	G	Transit
WVT2021-08	Section 5339 - Buses and Bus Facilities Infrastructure Investment Program	Transit Program	G	Transit
WVT2022-01	Capital Assistance - Bus Replacement	Transit Program	G	Transit
WVT2025-01	Operating Assistance - Section 5307	Transit Program	G	Transit
WVT2025-02	Capital Assistance - Preventative Maintenance	Transit Program	G	Transit
WVT2025-03	Capital Assistance - Miscellaneous Equipment	Transit Program	G	Transit
WVT2025-04	Capital Assistance - Section 5339 Bus Replacement	Transit Program	G	Transit
WVT2025-05	Capital Assistance - Passenger Amenity	Transit Program	G	Transit
WVT2024-01	5307 Bus Replacement	Transit Program	G	Transit
WVT2024-02	5307 Operating Commuter Service	Transit Program	G	Transit
WVT2024-04	Harpers Ferry Bus Facility Expansion	Transit Program	G	Transit

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

West Virginia Transportation Projects

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

Starting in 2020, WVDOT worked with HEPMPO to fit where appropriate projects their new STIP grouped categories and document each project's support to helping achieve specific performance measures targets. HEPMPO worked closely with WVDOT to group projects appropriately and this is reflected in FY 2027 – 2030 TIP.

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West Virginia Projects Outside of TIP Funding Years

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

West Virginia Prior Year Obligated Projects

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

West Virginia Financial Plan

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

West Virginia Public Transportation Programs

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

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

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

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PENNSYLVANIA SECTION

Franklin County Metropolitan Planning Organization

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

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VIRGINIA SECTION

Winchester-Frederick County Metropolitan Planning Organization

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

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TRANSPORTATION CONFORMITY

Effective October 24, 2016, the 1997 Primary Annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) was revoked in attainment and maintenance areas (see 81 FR 58009). Presently, all counties within the HEPMPO region are in attainment for all critical pollutants. Therefore, conformity analysis for the FY 2027 – 2030 TIP is not required.

The following information, while no longer applicable to HEPMPO, has been kept within the FY 2027 – 2030 TIP as documentation of past regulations and compliance by the HEPMPO.

Background of Transportation Conformity

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

HEPMPO Attainment Status

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

Ozone

In December 2002, Washington County, Berkeley County, and Jefferson County entered into agreements with the EPA to take a proactive approach to reduce air pollution in their respective regions, in accordance with the adopted standards for ozone. In April 2004, all three counties were found to be in non-attainment for newly adopted ozone standards but were given a deferred status due to Early Action Compact (EAC) agreements with the EPA. On April 15, 2008, all three counties were designated as being in attainment for the 8-Hour Ozone NAAQS after demonstrating compliance through their respective EAC's.[3] However, if changes to the ozone standards are implemented at a more restrictive level in the future, it could result in a re-designation of non-attainment. Therefore, the MPO staff will continue to monitor the progress of this issue and will respond appropriately.

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Fine Particulate Matter ($PM_{2.5}$)

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

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

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

Subsequently, on December 16, 2014, the EPA approved Maryland's redesignation request for the Maryland portion of the Martinsburg-Hagerstown, WV-MD Nonattainment Area (the Martinsburg Area or Area) for the annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) to Attainment status.[5] The Maryland portion of the Martinsburg Area is comprised of only Washington County. As stated above, the EPA found that the Martinsburg Area attained the standard and continues to attain the standard. In addition, the EPA approved, as a revision to the Maryland State Implementation Plan (SIP), the Washington County maintenance plan to show maintenance of the 1997 annual $PM_{2.5}$ NAAQS through 2025 for the Maryland portion of the Area. The maintenance plan includes the 2017 and 2025 $PM_{2.5}$ and nitrogen oxides (NO_X) mobile vehicle emissions budgets (MVEBs) for Washington County, Maryland for the 1997 annual $PM_{2.5}$NAAQS, which EPA proposed to approve for transportation conformity purposes. The actions were being taken under the Clean Air Act (CAA).

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

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

Conformity Determination Process & Findings

Due to the revocation of the 1997 Primary Annual $PM_{2.5}$ NAAQS**,** a conformity determination was not needed for preparation of the FY 2027 – 2030 TIP.

Other Non-Federally Funded, Regionally Significant Projects

While most regionally significant transportation projects within the HEPMPO region are implemented with State or Federal funding, some projects are occasionally funded using developer contributions, local contributions, or sometimes a combination of both. Since no Federal funds are involved with these projects, they do not appear on the list of proposed projects within the 2027 – 2030 TIP.

Projects that meet these criteria in Washington County include:

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

Source: Washington County Capital Improvement Plan FY 2026-2035

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PERFORMANCE MEASURES

Transit Asset Management

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

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

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

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

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

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

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

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

Maryland – Washington County Transit (WCT)

The WCT performance targets are as follows:

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

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

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

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

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

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

[6] Maryland MTA TAM Baseline and FY 2025 Targets adopted May 21, 2025.

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

Asset Class (NTD)*	Baseline (% below '3' on TERM Scale)	FY 2025 Targets
Administrative/ Maintenance	0%	0%
Passenger / Parking	0%	0%

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

West Virginia – Eastern Panhandle Transit Authority (EPTA)

EPTA Performance Targets [7]

Category	Class	2024 Targets	2024 Actual	2025 Targets
Rolling Stock	12-Year / 500K Miles	95%	92%	93%
	10-Year / 350K Miles	89%	92%	93%
	7-Year / 200K Miles	75%	70%	72%
	5-Year / 150K Miles	73%	71%	73%
	4-Year / 100K Miles	79%	63%	65%
Facility	Admin, Maintenance, Storage	75%	70%	72%
	Transfer Center	100%	100%	100%
Equipment	Support Vehicles	40%	67%	69%
	Maintenance-Equipment	35%	41%	43%

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

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

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Transit Safety Performance Measures

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

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

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

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

Maryland - Maryland Transit Administration

Mode of Transit Service	Fatalities	Fatalities (per 1M VRM)	Injuries	Injuries (per 1M VRM)	Safety Events	Safety Events (per 1M VRM)	System Reliability (MDBF)
Local Bus	2	0.09	126	6.81	56	3.05	8,161
Light Rail	1	0.45	13	5.0	30	11.27	954
Metro Subway	2	0.42	34	7.79	19	4.38	4,973
Mobility	0	0.03	49	3.08	23	1.43	16,631
Commuter Bus	0	0	0	0	0	0	35,514

* MDOT MTA Safety Performance Targets, 2025

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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	0.30	0.33	0.17	24,500
Paratransit	0	0	0	0	0	0	85,486

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

* EPTA Safety Performance Targets, 2025

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Safety Performance Measures

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

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

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

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

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

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

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Maryland Highway Safety Targets [8]

	2022	2023	2024	2025	2026
Fatalities	466.6	485.9	490.9	487.9	485
Serious Injuries	2,263.9	2,323.8	2,146.3	2,047.7	1,954
Fatality Rate	0.774	0.809	0.827	0.819	0.81
Serious Injury Rate	3.815	3.815	3.590	3.411	3.24
Non-motorized Fatalities and Serious Injuries	554.7	554.7	597.3	581.1	570.2

West Virginia Highway Safety Targets [9]

	2022	2023	2024	2025	2026
Fatalities	271.6	262.1	262.7	259.2	251.6
Serious Injuries	882.2	854.8	791.2	784.7	759.2
Fatality Rate	1.686	1.692	1.682	1.542	1.554
Serious Injury Rate	6.213	5.972	5.030	4.661	4.695
Non-motorized Fatalities and Serious Injuries	81.6	76.3	86.0	82.6	80.0

[8] Maryland Highway Safety Targets for FY 2026 adopted October 15, 2025.
[9] West Virginia Highway Safety Targets for FY 2026 adopted January 21, 2026.

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Pavement and Bridge Condition Performance Measures

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

The Pavement PM established four performance measures:

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

The Bridge PM established two performance measures:

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

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

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

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

Maryland Bridge and Pavement Condition Targets [10]

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

West Virginia Bridge and Pavement Condition Targets [11]

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

[10] Maryland Bridge and Pavement Condition Targets for 2022-2025 adopted January 18, 2023, revised on March 19, 2025.
[11] West Virginia Bridge and Pavement Condition Targets for 2022-2025 adopted January 18, 2023, revised on January 15, 2025.

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

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

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

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

** These measures do not currently apply to HEPMPO*

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

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

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

Maryland System and Freight Targets [12]

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

West Virginia System and Freight Targets [13]

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

[12] Maryland System and Freight Targets for 2022-2025 adopted January 18, 2023, revised on March 19, 2025.
[13] West Virginia System and Freight Targets for 2022-2025 adopted January 18, 2023.

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PUBLIC PARTICIPATION PROCESS

Public Participation Process

In 2025, HEPMPO adopted the Public Participation Plan, which includes policies and guidance for public outreach efforts that can be taken by the organization when developing, amending, or adopting various planning documents. Using guidance from the MAP-21 and FAST acts, the document also encourages a decision-making process for transportation planning that's more responsive to local needs. In addition, the Eastern Panhandle Transit Authority uses the Transportation Improvement Program (TIP) development process of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization to satisfy the public hearing requirements of 49 U.S.C Section 5307(b). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

The draft FY 2027 – 2030 TIP was created and dispersed during April and May of 2026 with a 30-day public comment period stretching from April 17th to May 19th. Advertisements were placed in local newspapers on April 16th. No public comments were received prior or during the TAC and ISC meetings. Final adoption of the FY 2027 – 2030 TIP was acted on at the May 20th ISC meeting. Copies of the advertising announcements can be found in Appendix F.

Title VI Assurance

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

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

Administration

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

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

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

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

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

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

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Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
5307	$13,703,300	$3,114,378	$3,114,378	$1,880,837	$1,880,837	$0	**$23,693,730**
5310	$4,211,672	$42,000	$42,000	$42,000	$42,000	$0	**$4,379,672**
5339	$13,700,124	$720,000	$168,000	$0	$0	$0	**$14,588,124**
ARC	$1,000,000	$0	$0	$0	$0	$0	**$1,000,000**
BUILD	$2,832,390	$0	$0	$0	$0	$0	**$2,832,390**
CDS	$543,000	$0	$0	$0	$0	$0	**$543,000**
CMAQ	$5,172,000	$3,020,000	$9,600,000	$0	$0	$0	**$17,792,000**
CRP	$403,000	$281,000	$342,000	$342,000	$0	$0	**$1,368,000**
CRP <5K POP	$200,000	$0	$0	$0	$0	$0	**$200,000**
CRP 50-200K POP	$400,000	$1,300,000	$0	$0	$0	$0	**$1,700,000**
CRP 5k-49,999	$219,027	$0	$0	$0	$0	$0	**$219,027**
CRP-FLEX	$2,605,600	$5,000,000	$0	$0	$0	$0	**$7,605,600**
EMRK	$3,805,680	$0	$0	$0	$0	$0	**$3,805,680**
FA	$23,819,920	$0	$0	$800,000	$0	$0	**$24,619,920**
FED	$256,490,000	$43,736,000	$41,439,000	$0	$0	$0	**$341,665,000**
FLAP	$351,443	$385,188	$0	$0	$0	$0	**$736,631**
FLTP	$4,183,933	$0	$0	$0	$0	$0	**$4,183,933**
HSIP	$5,791,310	$135,000	$0	$0	$0	$0	**$5,926,310**
HWI-BR	$603,040	$0	$739,656	$0	$0	$8,789,464	**$10,132,160**
HWI-OFF	$1,395,000	$0	$0	$0	$0	$0	**$1,395,000**
NEVI	$837,000	$378,000	$264,000	$0	$0	$0	**$1,479,000**
NHPP	$75,128,000	$12,031,000	$59,353,000	$66,560,000	$36,767,000	$0	**$249,839,000**
NRT	$954,400	$160,000	$0	$0	$0	$0	**$1,114,400**
RAISE	$31,142,643	$0	$0	$0	$0	$0	**$31,142,643**
RCE	$1,440,000	$0	$0	$0	$0	$0	**$1,440,000**
RHCH	$300,000	$2,040,000	$0	$0	$0	$0	**$2,340,000**
SS4A	$712,000	$0	$0	$0	$0	$0	**$712,000**
STATE_MD_MTA	$1,631,379	$442,321	$373,321	$0	$0	$0	**$2,447,021**
STBG	$14,466,225	$3,989,000	$0	$0	$0	$0	**$18,455,225**
STBG (TC)	$10,000	$1,000	$1,000	$0	$0	$0	**$12,000**
STBG <5K POP	$2,094,964	$732,000	$0	$0	$0	$0	**$2,826,964**
STBG 5-50K POP	$379,200	$0	$0	$0	$0	$0	**$379,200**
STBG 50-200K	$1,044,000	$0	$2,000,000	$0	$0	$0	**$3,044,000**

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Total Costs by Federal and Matching Funds cont.

Fund Type	Prior	2027	2028	2029	2030	Future	Total
STBG-FLEX	$9,635,912	$1,296,349	$1,286,972	$0	$0	$0	**$12,219,233**
STBG-OFF	$1,980,000	$360,000	$360,000	$0	$0	$0	**$2,700,000**
STP	$441,862	$0	$0	$0	$0	$0	**$441,862**
TAP	$3,794,074	$973,246	$0	$0	$0	$0	**$4,767,320**
Federal Subtotal	*$487,422,098*	*$80,136,482*	*$119,083,327*	*$69,624,837*	*$38,689,837*	*$8,789,464*	***$803,746,045***
LOCAL	$1,317,861	$379,610	$0	$0	$0	$0	**$1,697,471**
LOCAL_EPTA	$9,376,970	$1,516,337	$1,516,337	$1,516,337	$1,516,337	$0	**$15,442,318**
LOCAL_Hag	$40,000	$0	$0	$0	$0	$0	**$40,000**
LOCAL_WashCo	$12,505,300	$1,496,000	$1,671,000	$200,000	$0	$0	**$15,872,300**
LOCAL_WCT	$4,435,751	$746,220	$677,220	$0	$0	$0	**$5,859,191**
PRIVATE	$196,000	$92,000	$63,000	$0	$0	$0	**$351,000**
STATE_MD_SHA	$59,592,000	$7,414,000	$7,652,000	$3,591,000	$1,935,000	$0	**$80,184,000**
STATE_WV	$10,893,763	$2,093,378	$14,976,274	$0	$0	$1,672,366	**$29,635,781**
Non-Federal Subtotal	*$98,357,645*	*$13,737,545*	*$26,555,831*	*$5,307,337*	*$3,451,337*	*$1,672,366*	***$149,082,061***
Grand Total	**$585,779,743**	**$93,874,027**	**$145,639,158**	**$74,932,174**	**$42,141,174**	**$10,461,830**	**$952,828,106**

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Berkeley County Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
CMAQ	$3,960,000	$1,200,000	$9,600,000	$0	$0	$0	**$14,760,000**
CRP 50-200K POP	$400,000	$1,300,000	$0	$0	$0	$0	**$1,700,000**
CRP-FLEX	$2,605,600	$5,000,000	$0	$0	$0	$0	**$7,605,600**
EMRK	$2,050,000	$0	$0	$0	$0	$0	**$2,050,000**
HWI-BR	$603,040	$0	$739,656	$0	$0	$8,789,464	**$10,132,160**
HWI-OFF	$1,395,000	$0	$0	$0	$0	$0	**$1,395,000**
NHPP	$11,668,000	$960,000	$10,000,000	$0	$0	$0	**$22,628,000**
RAISE	$20,820,536	$0	$0	$0	$0	$0	**$20,820,536**
RCE	$1,440,000	$0	$0	$0	$0	$0	**$1,440,000**
SS4A	$552,000	$0	$0	$0	$0	$0	**$552,000**
STBG <5K POP	$72,000	$732,000	$0	$0	$0	$0	**$804,000**
STBG 50-200K	$1,044,000	$0	$2,000,000	$0	$0	$0	**$3,044,000**
STBG-FLEX	$820,000	$0	$0	$0	$0	$0	**$820,000**
STBG-OFF	$320,000	$0	$0	$0	$0	$0	**$320,000**
TAP	$0	$653,246	$0	$0	$0	$0	**$653,246**
Federal Subtotal	*$47,750,176*	*$9,845,246*	*$22,339,656*	*$0*	*$0*	*$8,789,464*	***$88,724,542***
LOCAL	$138,000	$163,312	$0	$0	$0	$0	**$301,312**
STATE_WV	$4,098,160	$723,000	$11,084,914	$0	$0	$1,672,366	**$17,578,440**
Non-Federal Subtotal	*$4,236,160*	*$886,312*	*$11,084,914*	*$0*	*$0*	*$1,672,366*	***$17,879,752***
Grand Total	**$51,986,336**	**$10,731,558**	**$33,424,570**	**$0**	**$0**	**$10,461,830**	**$106,604,294**

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Berkeley-Jefferson Regional Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
HSIP	$5,791,310	$135,000	$0	$0	$0	$0	**$5,926,310**
STBG	$4,499,225	$0	$0	$0	$0	$0	**$4,499,225**
STBG <5K POP	$818,964	$0	$0	$0	$0	$0	**$818,964**
STBG-FLEX	$7,567,912	$1,296,349	$1,286,972	$0	$0	$0	**$10,151,233**
STBG-OFF	$1,660,000	$360,000	$360,000	$0	$0	$0	**$2,380,000**
STP	$441,862	$0	$0	$0	$0	$0	**$441,862**
Federal Subtotal	*$20,779,273*	*$1,791,349*	*$1,646,972*	*$0*	*$0*	*$0*	***$24,217,594***
STATE_WV	$5,334,803	$860,378	$841,360	$0	$0	$0	**$7,036,541**
Non-Federal Subtotal	*$5,334,803*	*$860,378*	*$841,360*	*$0*	*$0*	*$0*	***$7,036,541***
Grand Total	**$26,114,076**	**$2,651,727**	**$2,488,332**	**$0**	**$0**	**$0**	$31,254,135

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Jefferson County Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
CDS	$543,000	$0	$0	$0	$0	$0	**$543,000**
CMAQ	$1,212,000	$1,820,000	$0	$0	$0	$0	**$3,032,000**
CRP <5K POP	$200,000	$0	$0	$0	$0	$0	**$200,000**
CRP 5k-49,999	$219,027	$0	$0	$0	$0	$0	**$219,027**
EMRK	$1,400,000	$0	$0	$0	$0	$0	**$1,400,000**
FLAP	$351,443	$385,188	$0	$0	$0	$0	**$736,631**
NHPP	$1,600,000	$0	$12,200,000	$0	$0	$0	**$13,800,000**
NRT	$954,400	$160,000	$0	$0	$0	$0	**$1,114,400**
RHCH	$300,000	$2,040,000	$0	$0	$0	$0	**$2,340,000**
STBG <5K POP	$1,204,000	$0	$0	$0	$0	$0	**$1,204,000**
STBG 5-50K POP	$379,200	$0	$0	$0	$0	$0	**$379,200**
STBG-FLEX	$1,248,000	$0	$0	$0	$0	$0	**$1,248,000**
TAP	$3,794,074	$320,000	$0	$0	$0	$0	**$4,114,074**
Federal Subtotal	*$13,405,144*	*$4,725,188*	*$12,200,000*	*$0*	*$0*	*$0*	***$30,330,332***
LOCAL	$1,179,861	$216,298	$0	$0	$0	$0	**$1,396,159**
STATE_WV	$1,460,800	$510,000	$3,050,000	$0	$0	$0	**$5,020,800**
Non-Federal Subtotal	*$2,640,661*	*$726,298*	*$3,050,000*	*$0*	*$0*	*$0*	***$6,416,959***
Grand Total	$16,045,805	$5,451,486	$15,250,000	$0	$0	$0	**$36,747,291**

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MD Transit Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
5307	$5,811,945	$1,233,541	$1,233,541	$0	$0	$0	**$8,279,027**
5310	$4,029,672	$0	$0	$0	$0	$0	**$4,029,672**
5339	$1,661,088	$720,000	$168,000	$0	$0	$0	**$2,549,088**
BUILD	$2,832,390	$0	$0	$0	$0	$0	**$2,832,390**
STATE_MD_MTA	$1,631,379	$442,321	$373,321	$0	$0	$0	**$2,447,021**
Federal Subtotal	*$15,966,474*	*$2,395,862*	*$1,774,862*	*$0*	*$0*	*$0*	***$20,137,198***
LOCAL_WCT	$4,435,751	$746,220	$677,220	$0	$0	$0	**$5,859,191**
Non-Federal Subtotal	*$4,435,751*	*$746,220*	*$677,220*	*$0*	*$0*	*$0*	***$5,859,191***
Grand Total	**$20,402,225**	**$3,142,082**	**$2,452,082**	**$0**	**$0**	**$0**	**$25,996,389**

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Washington County Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
ARC	$1,000,000	$0	$0	$0	$0	$0	**$1,000,000**
CRP	$403,000	$281,000	$342,000	$342,000	$0	$0	**$1,368,000**
EMRK	$355,680	$0	$0	$0	$0	$0	**$355,680**
FA	$23,819,920	$0	$0	$800,000	$0	$0	**$24,619,920**
FED	$256,490,000	$43,736,000	$41,439,000	$0	$0	$0	**$341,665,000**
FLTP	$1,260,000	$0	$0	$0	$0	$0	**$1,260,000**
NEVI	$837,000	$378,000	$264,000	$0	$0	$0	**$1,479,000**
NHPP	$61,860,000	$11,071,000	$37,153,000	$66,560,000	$36,767,000	$0	**$213,411,000**
SS4A	$160,000	$0	$0	$0	$0	$0	**$160,000**
STBG	$9,967,000	$3,989,000	$0	$0	$0	$0	**$13,956,000**
STBG (TC)	$10,000	$1,000	$1,000	$0	$0	$0	**$12,000**
Federal Subtotal	*$356,162,600*	*$59,456,000*	*$79,199,000*	*$67,702,000*	*$36,767,000*	*$0*	***$599,286,600***
LOCAL_Hag	$40,000	$0	$0	$0	$0	$0	**$40,000**
LOCAL_WashCo	$12,505,300	$1,496,000	$1,671,000	$200,000	$0	$0	**$15,872,300**
PRIVATE	$196,000	$92,000	$63,000	$0	$0	$0	**$351,000**
STATE_MD_SHA	$59,592,000	$7,414,000	$7,652,000	$3,591,000	$1,935,000	$0	**$80,184,000**
Non-Federal Subtotal	*$72,333,300*	*$9,002,000*	*$9,386,000*	*$3,791,000*	*$1,935,000*	*$0*	***$96,447,300***
Grand Total	**$428,495,900**	**$68,458,000**	**$88,585,000**	**$71,493,000**	**$38,702,000**	**$0**	**$695,733,900**

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WV Transit Total Costs by Federal and Matching Funds

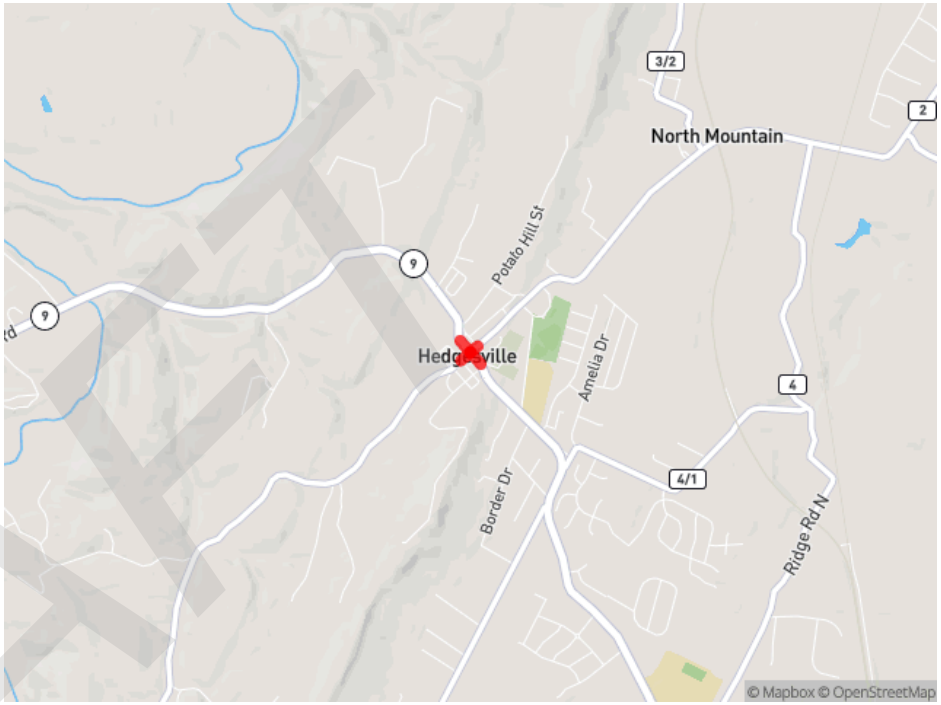
Fund Type	Prior	2027	2028	2029	2030	Future	Total
5307	$7,891,355	$1,880,837	$1,880,837	$1,880,837	$1,880,837	$0	**$15,414,703**
5310	$182,000	$42,000	$42,000	$42,000	$42,000	$0	**$350,000**
5339	$12,039,036	$0	$0	$0	$0	$0	**$12,039,036**
FLTP	$2,923,933	$0	$0	$0	$0	$0	**$2,923,933**
RAISE	$10,322,107	$0	$0	$0	$0	$0	**$10,322,107**
Federal Subtotal	*$33,358,431*	*$1,922,837*	*$1,922,837*	*$1,922,837*	*$1,922,837*	*$0*	***$41,049,779***
LOCAL_EPTA	$9,376,970	$1,516,337	$1,516,337	$1,516,337	$1,516,337	$0	**$15,442,318**
Non-Federal Subtotal	*$9,376,970*	*$1,516,337*	*$1,516,337*	*$1,516,337*	*$1,516,337*	*$0*	***$15,442,318***
Grand Total	**$42,735,401**	**$3,439,174**	**$3,439,174**	**$3,439,174**	**$3,439,174**	**$0**	**$56,492,097**

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

Construct left turn lane and traffic signal renovation.

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



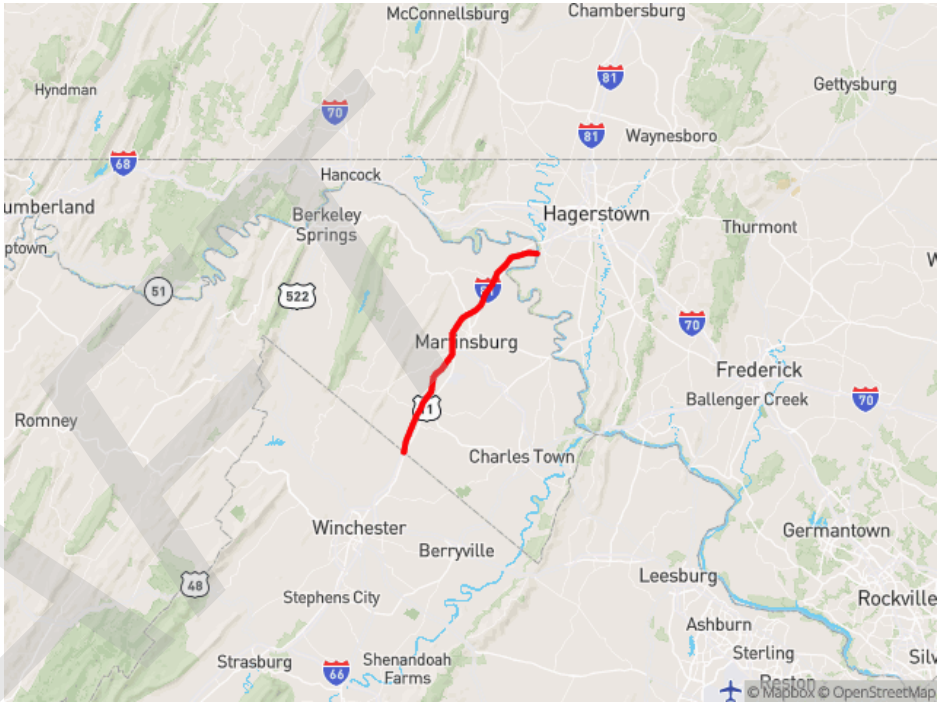
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CMAQ	$20,000	$0	$0	$0	$0	$0	$20,000
ENG	STATE_WV	$5,000	$0	$0	$0	$0	$0	$5,000
Total ENG		$25,000	$0	$0	$0	$0	$0	$25,000
ROW	CMAQ	$60,000	$0	$0	$0	$0	$0	$60,000
ROW	STATE_WV	$15,000	$0	$0	$0	$0	$0	$15,000
Total ROW		$75,000	$0	$0	$0	$0	$0	$75,000
CON	CMAQ	$1,700,000	$0	$0	$0	$0	$0	$1,700,000
Total CON		$1,700,000	$0	$0	$0	$0	$0	$1,700,000
-	CMAQ	$0	$0	$0	$0	$0	$0	$0
-	STATE_WV	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$1,800,000	$0	$0	$0	$0	$0	$1,800,000
Total Programmed		$1,800,000	$0	$0	$0	$0	$0	$1,800,000

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B2023-13 - I-81 Signing

Renovate signing

StateID:	U302 81 0000 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Safety
Performance Measures:	PM1 - Safety
Functional Classification:	Interstates
Groupable:	True



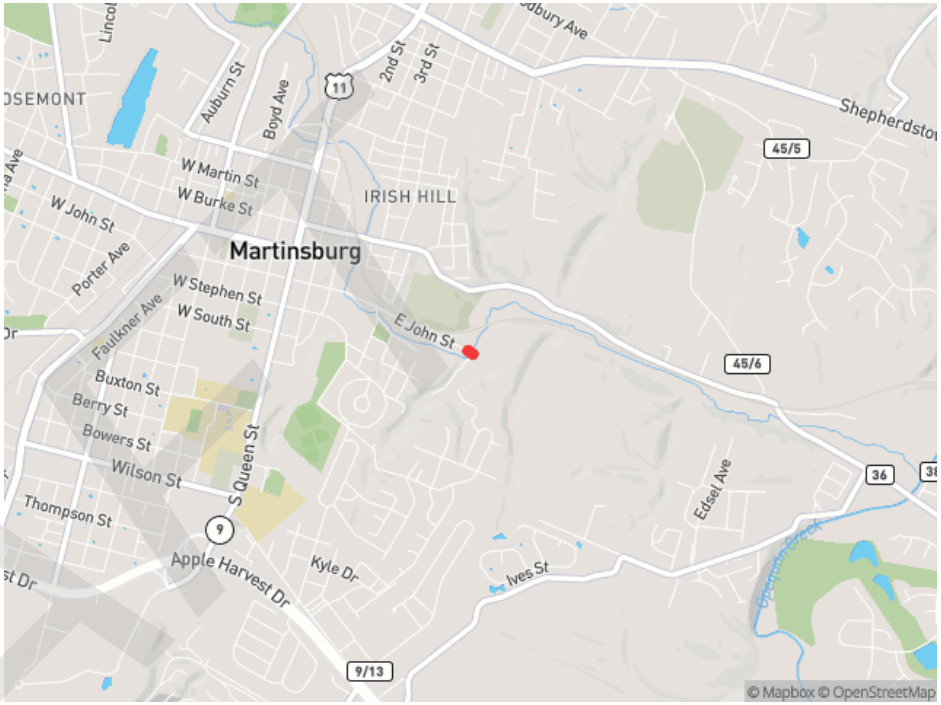
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$500,000	$0	$0	$0	$0	$0	$500,000
Total ENG		$500,000	$0	$0	$0	$0	$0	$500,000
CON	NHPP	$9,600,000	$0	$0	$0	$0	$0	$9,600,000
CON	STATE_WV	$2,400,000	$0	$0	$0	$0	$0	$2,400,000
Total CON		$12,000,000	$0	$0	$0	$0	$0	$12,000,000
Total Prior Costs		$12,500,000	$0	$0	$0	$0	$0	$12,500,000
Total Programmed		$12,500,000	$0	$0	$0	$0	$0	$12,500,000

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B2023-15 - Sewage Treatment Plant Bridge

Bridge Repair

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



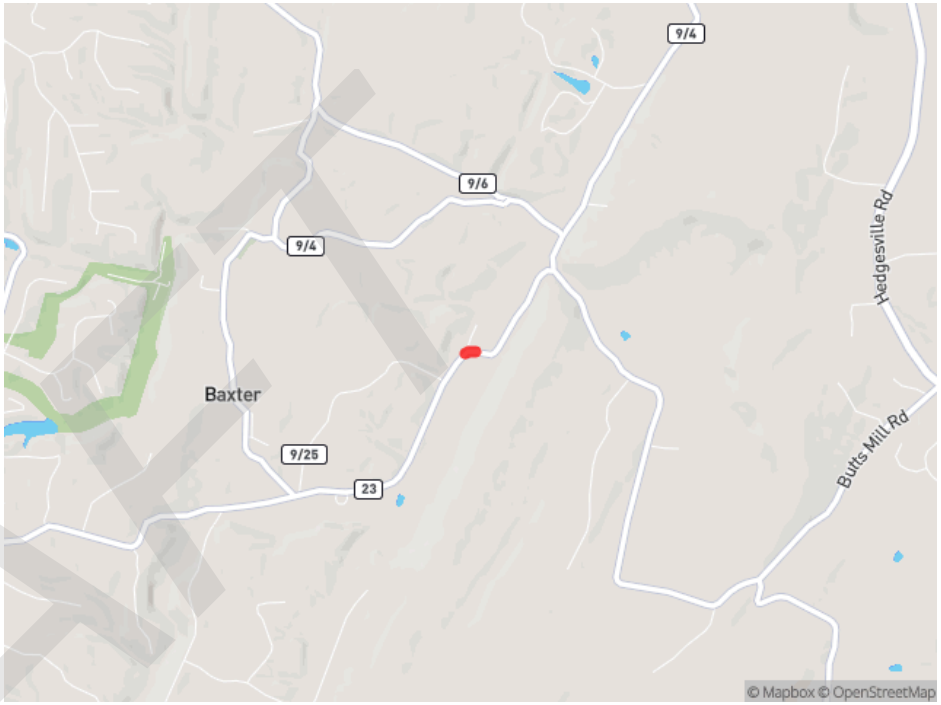
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-OFF	$300,000	$0	$0	$0	$0	$0	$300,000
Total ENG		$300,000	$0	$0	$0	$0	$0	$300,000
ROW	HWI-OFF	$10,000	$0	$0	$0	$0	$0	$10,000
Total ROW		$10,000	$0	$0	$0	$0	$0	$10,000
CON	HWI-OFF	$125,000	$0	$0	$0	$0	$0	$125,000
Total CON		$125,000	$0	$0	$0	$0	$0	$125,000
Total Prior Costs		$435,000	$0	$0	$0	$0	$0	$435,000
Total Programmed		$435,000	$0	$0	$0	$0	$0	$435,000

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B2024-02 - Butts Mill Bridge

Bridge Repair

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



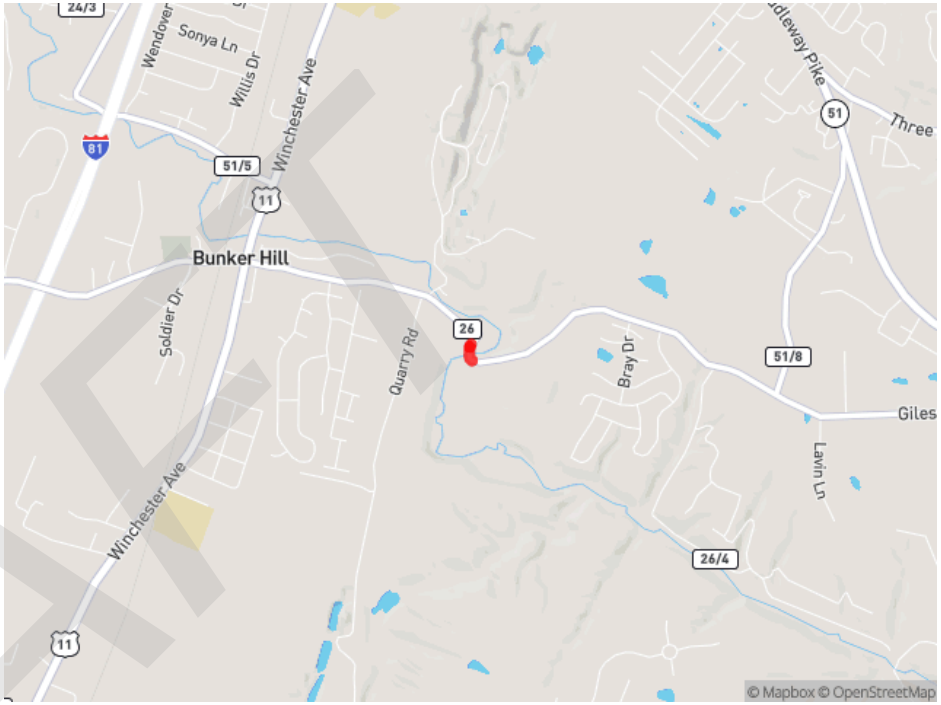
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$80,000	$0	$0	$0	$0	$0	$80,000
ENG	STBG-OFF	$320,000	$0	$0	$0	$0	$0	$320,000
Total ENG		$400,000	$0	$0	$0	$0	$0	$400,000
ROW	HWI-OFF	$24,000	$0	$0	$0	$0	$0	$24,000
ROW	STATE_WV	$6,000	$0	$0	$0	$0	$0	$6,000
Total ROW		$30,000	$0	$0	$0	$0	$0	$30,000
CON	HWI-BR	$0	$0	$720,000	$0	$0	$0	$720,000
CON	STATE_WV	$0	$0	$180,000	$0	$0	$0	$180,000
Total CON		$0	$0	$900,000	$0	$0	$0	$900,000
Total Prior Costs		$430,000	$0	$0	$0	$0	$0	$430,000
Total Programmed		$430,000	$0	$900,000	$0	$0	$0	$1,330,000

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B2024-04 - Bunker Hill Mill

Bridge Replacement

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



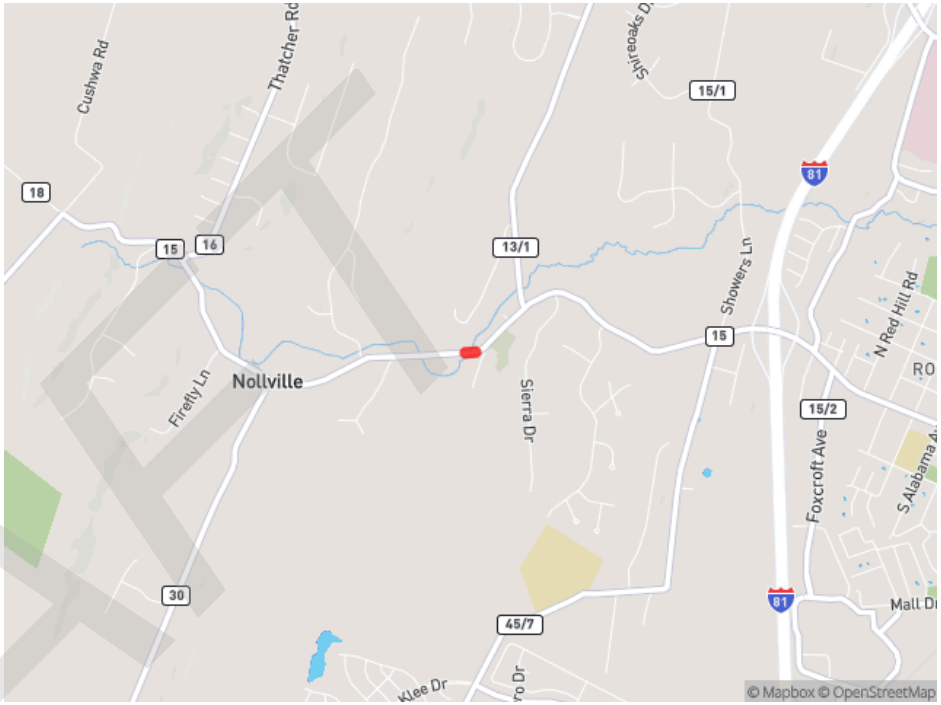
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	$0	$0	$0	$0	$0	$832,000	$832,000
ENG	STATE_WV	$0	$0	$0	$0	$0	$208,000	$208,000
Total ENG		$0	$0	$0	$0	$0	$1,040,000	$1,040,000
ROW	HWI-BR	$0	$0	$0	$0	$0	$240,000	$240,000
ROW	STATE_WV	$0	$0	$0	$0	$0	$60,000	$60,000
Total ROW		$0	$0	$0	$0	$0	$300,000	$300,000
CON	HWI-BR	$0	$0	$0	$0	$0	$5,536,000	$5,536,000
CON	STATE_WV	$0	$0	$0	$0	$0	$1,384,000	$1,384,000
Total CON		$0	$0	$0	$0	$0	$6,920,000	$6,920,000
Total Future Costs		$0	$0	$0	$0	$0	$8,260,000	$8,260,000
Total Programmed		$0	$0	$0	$0	$0	$8,260,000	$8,260,000

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B2024-05 - Tuscarora Creek Bridge

Bridge rehab

StateID:	S 302 15 161 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Major Collector
Groupable:	True



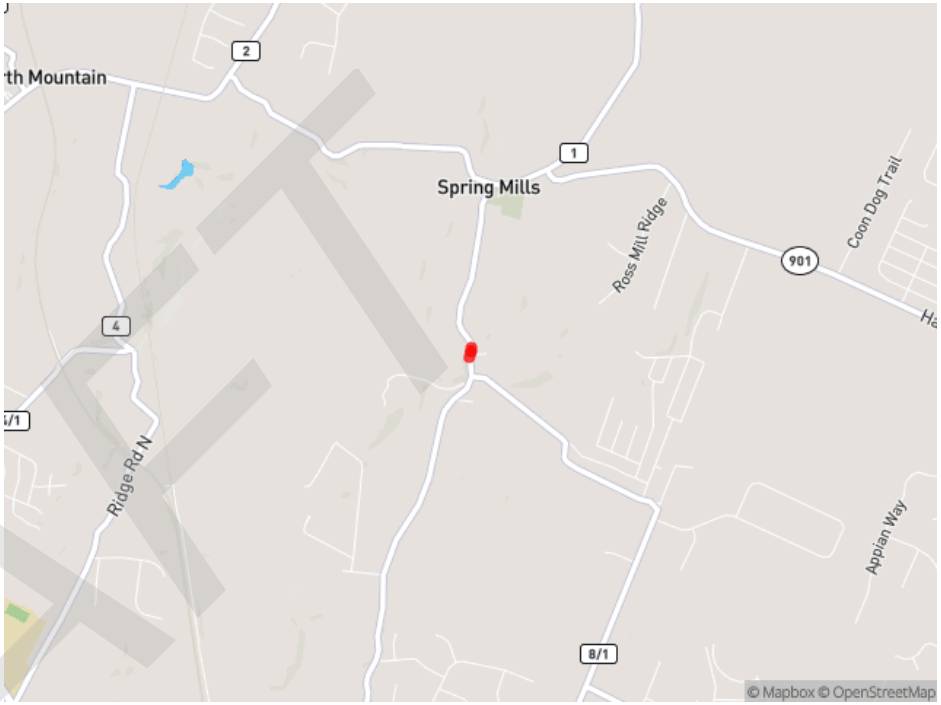
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	$0	$0	$0	$0	$0	$10,800	$10,800
ENG	STATE_WV	$0	$0	$0	$0	$0	$2,700	$2,700
Total ENG		$0	$0	$0	$0	$0	$13,500	$13,500
CON	HWI-BR	$0	$0	$0	$0	$0	$70,664	$70,664
CON	STATE_WV	$0	$0	$0	$0	$0	$17,666	$17,666
Total CON		$0	$0	$0	$0	$0	$88,330	$88,330
Total Future Costs		$0	$0	$0	$0	$0	$101,830	$101,830
Total Programmed		$0	$0	$0	$0	$0	$101,830	$101,830

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B2024-06 - Harlan Run Bridge

Bridge Replacement

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



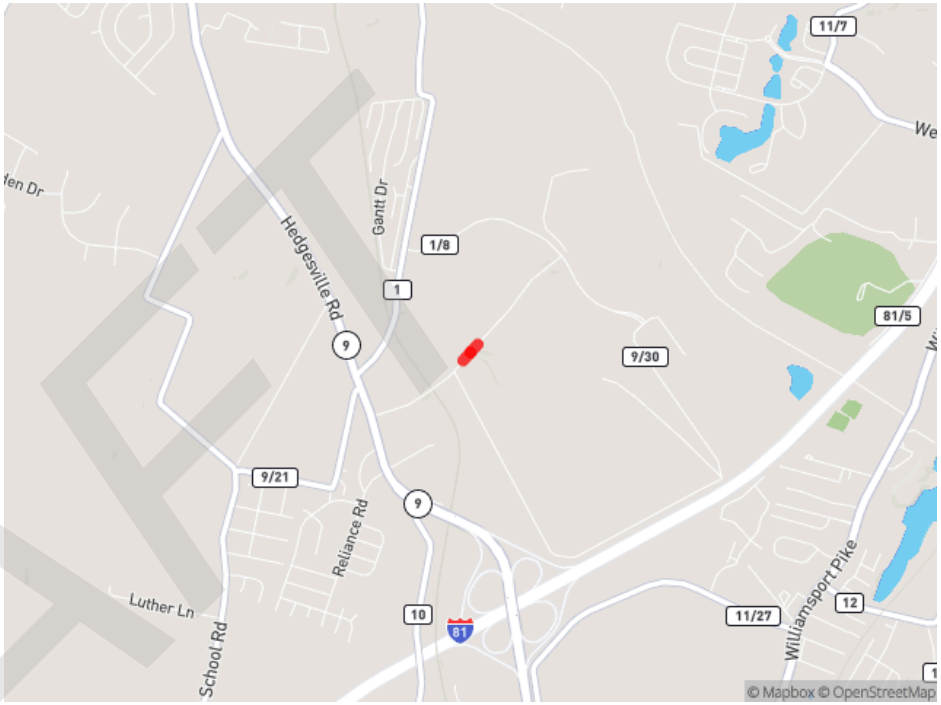
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-OFF	$360,000	$0	$0	$0	$0	$0	$360,000
ENG	STATE_WV	$90,000	$0	$0	$0	$0	$0	$90,000
Total ENG		$450,000	$0	$0	$0	$0	$0	$450,000
Total Prior Costs		$450,000	$0	$0	$0	$0	$0	$450,000
Total Programmed		$450,000	$0	$0	$0	$0	$0	$450,000

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B2024-07 - New GM Access Road Bridge

Bridge Repair

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



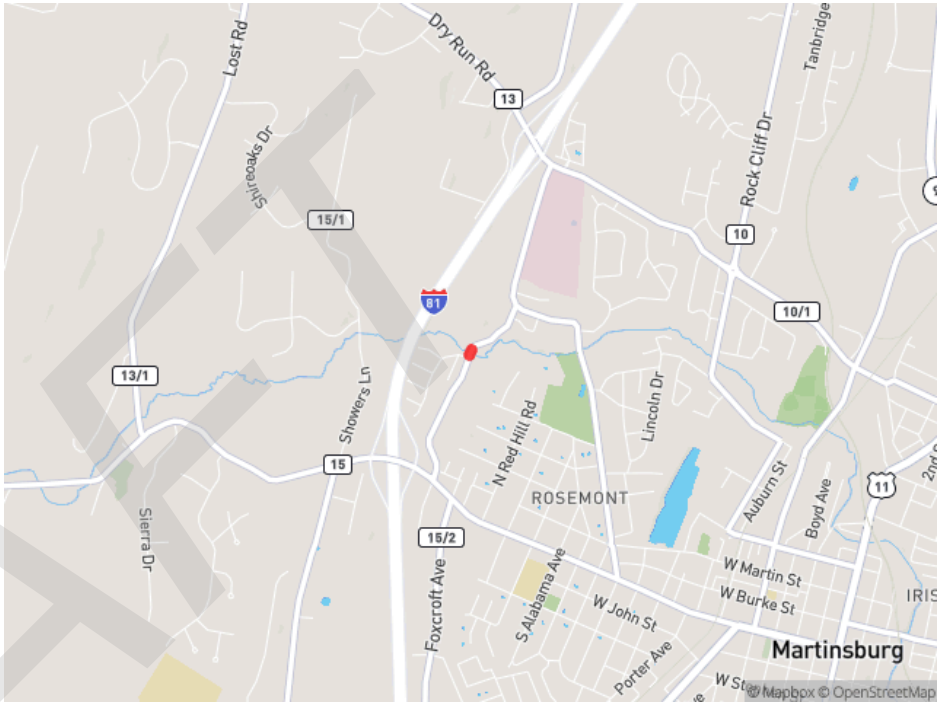
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-OFF	$40,000	$0	$0	$0	$0	$0	$40,000
ENG	STATE_WV	$10,000	$0	$0	$0	$0	$0	$10,000
Total ENG		$50,000	$0	$0	$0	$0	$0	$50,000
ROW	HWI-OFF	$16,000	$0	$0	$0	$0	$0	$16,000
ROW	STATE_WV	$4,000	$0	$0	$0	$0	$0	$4,000
Total ROW		$20,000	$0	$0	$0	$0	$0	$20,000
CON	HWI-OFF	$520,000	$0	$0	$0	$0	$0	$520,000
CON	STATE_WV	$130,000	$0	$0	$0	$0	$0	$130,000
Total CON		$650,000	$0	$0	$0	$0	$0	$650,000
Total Prior Costs		$720,000	$0	$0	$0	$0	$0	$720,000
Total Programmed		$720,000	$0	$0	$0	$0	$0	$720,000

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B2024-08 - Old Mill Road Bridge

Bridge Repair

StateID:	S302 256 003 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Major Collector
Groupable:	True



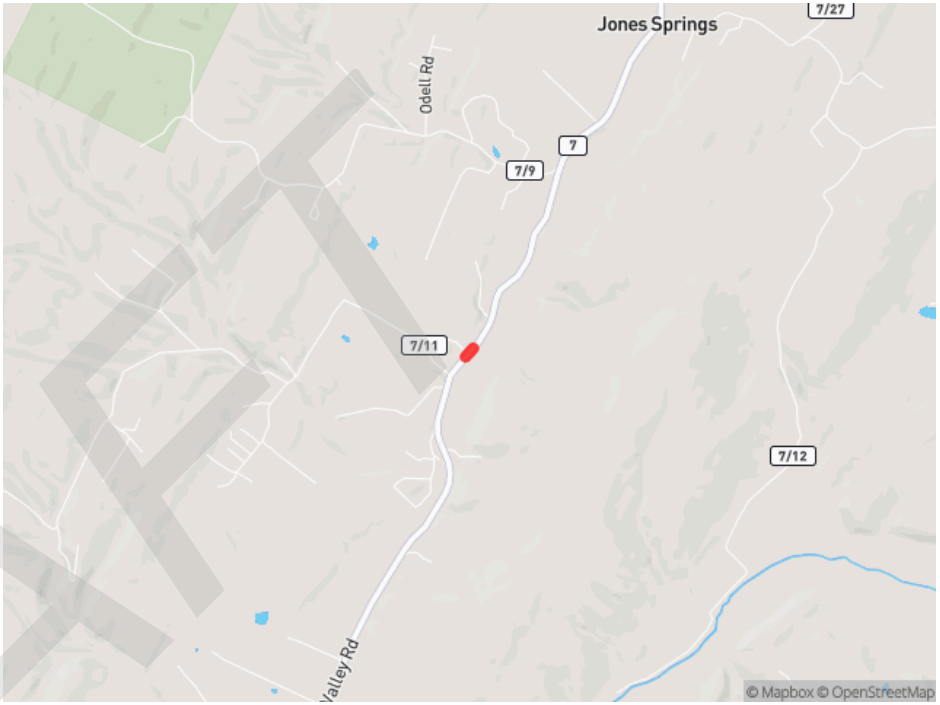
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	$600,000	$0	$0	$0	$0	$0	$600,000
Total ENG		$600,000	$0	$0	$0	$0	$0	$600,000
ROW	HWI-BR	$0	$0	$0	$0	$0	$100,000	$100,000
Total ROW		$0	$0	$0	$0	$0	$100,000	$100,000
CON	HWI-BR	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Total CON		$0	$0	$0	$0	$0	$2,000,000	$2,000,000
-	STATE_WV	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$600,000	$0	$0	$0	$0	$0	$600,000
Total Future Costs		$0	$0	$0	$0	$0	$2,100,000	$2,100,000
Total Programmed		$600,000	$0	$0	$0	$0	$2,100,000	$2,700,000

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B2024-09 - Elk Branch #3

Bridge rehab

StateID:	S302 7 777 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Major Collector
Groupable:	True



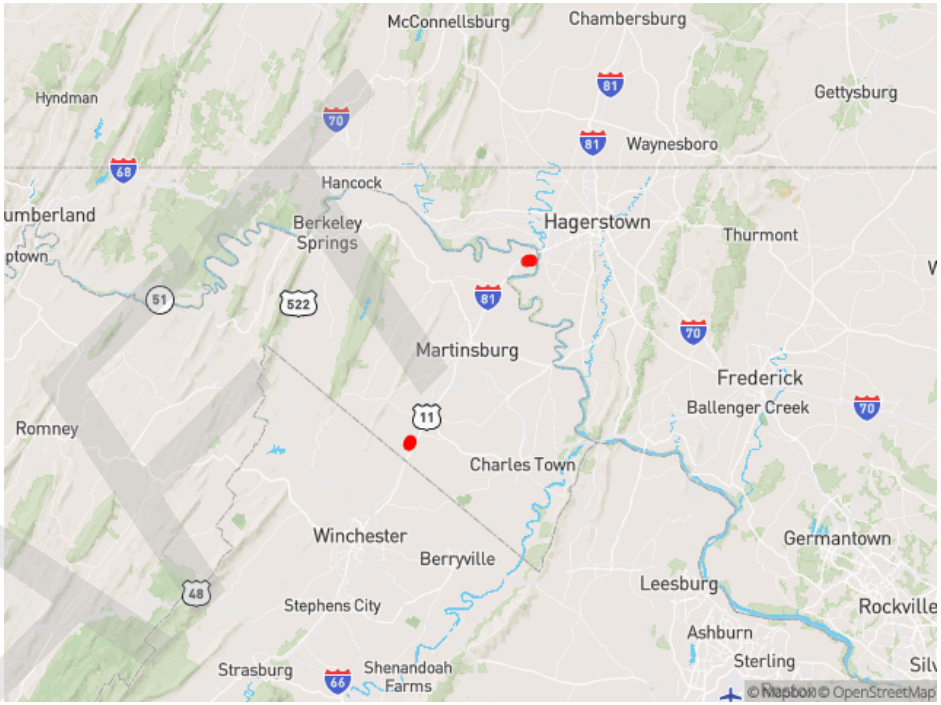
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	$3,040	$0	$0	$0	$0	$0	$3,040
ENG	STATE_WV	$760	$0	$0	$0	$0	$0	$760
Total ENG		$3,800	$0	$0	$0	$0	$0	$3,800
CON	HWI-BR	$0	$0	$19,656	$0	$0	$0	$19,656
CON	STATE_WV	$0	$0	$4,914	$0	$0	$0	$4,914
Total CON		$0	$0	$24,570	$0	$0	$0	$24,570
Total Prior Costs		$3,800	$0	$0	$0	$0	$0	$3,800
Total Programmed		$3,800	$0	$24,570	$0	$0	$0	$28,370

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

Welcome Center and Truck Parking Upgrades

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



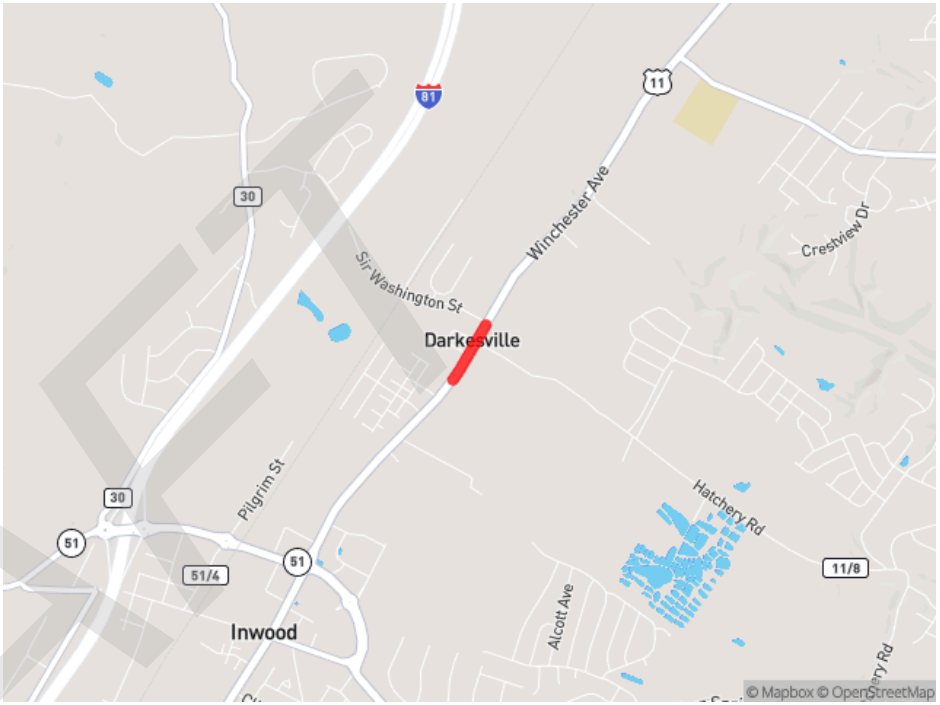
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$1,080,000	$0	$0	$0	$0	$0	$1,080,000
ENG	STATE_WV	$120,000	$0	$0	$0	$0	$0	$120,000
Total ENG		$1,200,000	$0	$0	$0	$0	$0	$1,200,000
CON	NHPP	$0	$0	$10,000,000	$0	$0	$0	$10,000,000
CON	STATE_WV	$0	$0	$8,000,000	$0	$0	$0	$8,000,000
Total CON		$0	$0	$18,000,000	$0	$0	$0	$18,000,000
Total Prior Costs		$1,200,000	$0	$0	$0	$0	$0	$1,200,000
Total Programmed		$1,200,000	$0	$18,000,000	$0	$0	$0	$19,200,000

DRAFT

B2024-12 - US 11 @ Hatchery Rd Improvements

TURN LANE, BRIDGE REPLACEMENT, SIGNAL

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$15,000	$0	$0	$0	$0	$0	$15,000
ENG	STBG-FLEX	$60,000	$0	$0	$0	$0	$0	$60,000
Total ENG		$75,000	$0	$0	$0	$0	$0	$75,000
ROW	STATE_WV	$20,000	$0	$0	$0	$0	$0	$20,000
ROW	STBG-FLEX	$80,000	$0	$0	$0	$0	$0	$80,000
Total ROW		$100,000	$0	$0	$0	$0	$0	$100,000
CON	STATE_WV	$0	$0	$500,000	$0	$0	$0	$500,000
CON	STBG 50-200K	$0	$0	$2,000,000	$0	$0	$0	$2,000,000
Total CON		$0	$0	$2,500,000	$0	$0	$0	$2,500,000
Total Prior Costs		$175,000	$0	$0	$0	$0	$0	$175,000
Total Programmed		$175,000	$0	$2,500,000	$0	$0	$0	$2,675,000

DRAFT

B2025-01 - Roadway Striping (D5)

Install pavement markings.

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$5,404,275	$0	$0	$0	$0	$0	$5,404,275
CON	STATE_WV	$3,781,326	$580,987	$580,987	$0	$0	$0	$4,943,300
CON	STBG	$4,139,225	$0	$0	$0	$0	$0	$4,139,225
CON	STBG <5K POP	$818,964	$0	$0	$0	$0	$0	$818,964
CON	STBG-FLEX	$5,138,984	$739,437	$739,437	$0	$0	$0	$6,617,858
Total CON		$19,282,774	$1,320,424	$1,320,424	$0	$0	$0	$21,923,622
-	STATE_WV	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$19,282,774	$0	$0	$0	$0	$0	$19,282,774
Total Programmed		$19,282,774	$1,320,424	$1,320,424	$0	$0	$0	$21,923,622

DRAFT

B2025-02 - D-5 Recall Striping

Pavement marking (paint)

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$200,000	$0	$0	$0	$0	$0	$200,000
CON	STATE_WV	$727,695	$84,391	$80,373	$0	$0	$0	$892,459
CON	STBG-FLEX	$1,228,928	$196,912	$187,535	$0	$0	$0	$1,613,375
CON	STP	$441,862	$0	$0	$0	$0	$0	$441,862
Total CON		$2,598,485	$281,303	$267,908	$0	$0	$0	$3,147,696
Total Prior Costs		$2,598,485	$0	$0	$0	$0	$0	$2,598,485
Total Programmed		$2,598,485	$281,303	$267,908	$0	$0	$0	$3,147,696

DRAFT

B2025-03 - SF BR Inspect - D5

Bridge inspection by SF

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

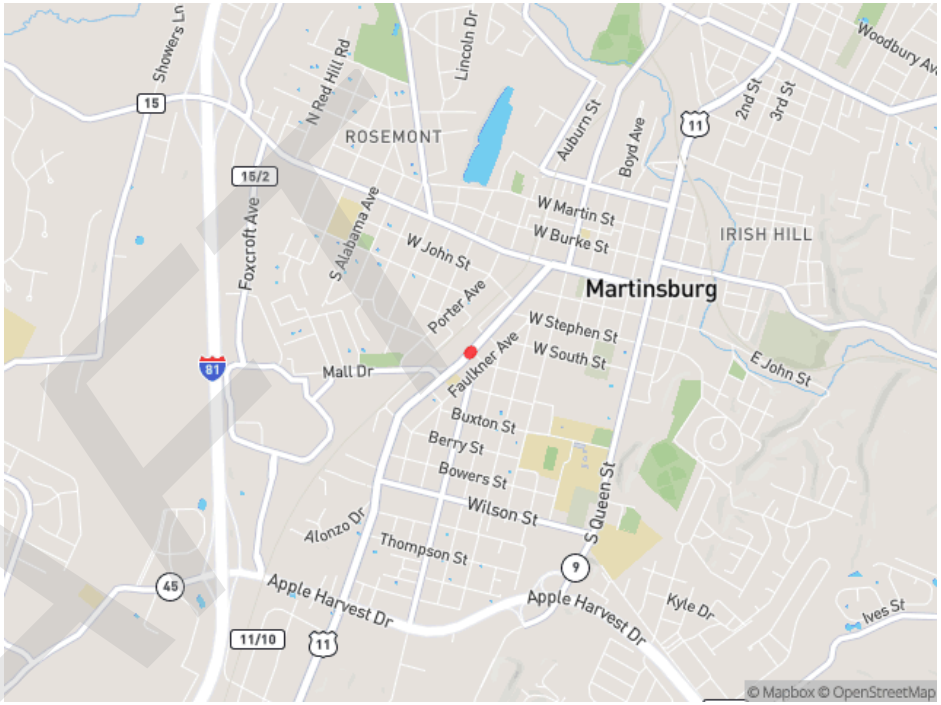
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$805,000	$180,000	$180,000	$0	$0	$0	$1,165,000
ENG	STBG	$360,000	$0	$0	$0	$0	$0	$360,000
ENG	STBG-FLEX	$1,200,000	$360,000	$360,000	$0	$0	$0	$1,920,000
ENG	STBG-OFF	$1,660,000	$360,000	$360,000	$0	$0	$0	$2,380,000
Total ENG		$4,025,000	$900,000	$900,000	$0	$0	$0	$5,825,000
Total Prior Costs		$4,025,000	$0	$0	$0	$0	$0	$4,025,000
Total Programmed		$4,025,000	$900,000	$900,000	$0	$0	$0	$5,825,000

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B2025-04 - Winchester Ave RRFB

Rectangular Rapid Flashing Beacon Installation

StateID:	U302- 011 12.52 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Active Transportation
Performance Measures:	PM1 - Safety
Functional Classification:	Minor Arterial
Groupable:	False



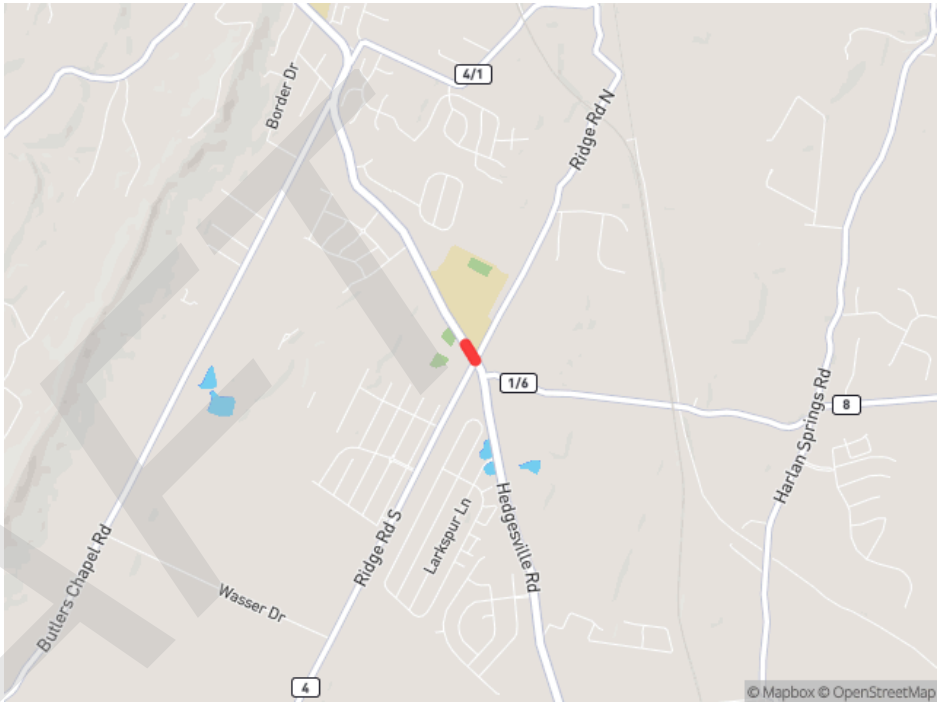
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRP 50-200K POP	$50,000	$0	$0	$0	$0	$0	$50,000
Total CON		$50,000	$0	$0	$0	$0	$0	$50,000
Total Prior Costs		$50,000	$0	$0	$0	$0	$0	$50,000
Total Programmed		$50,000	$0	$0	$0	$0	$0	$50,000

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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



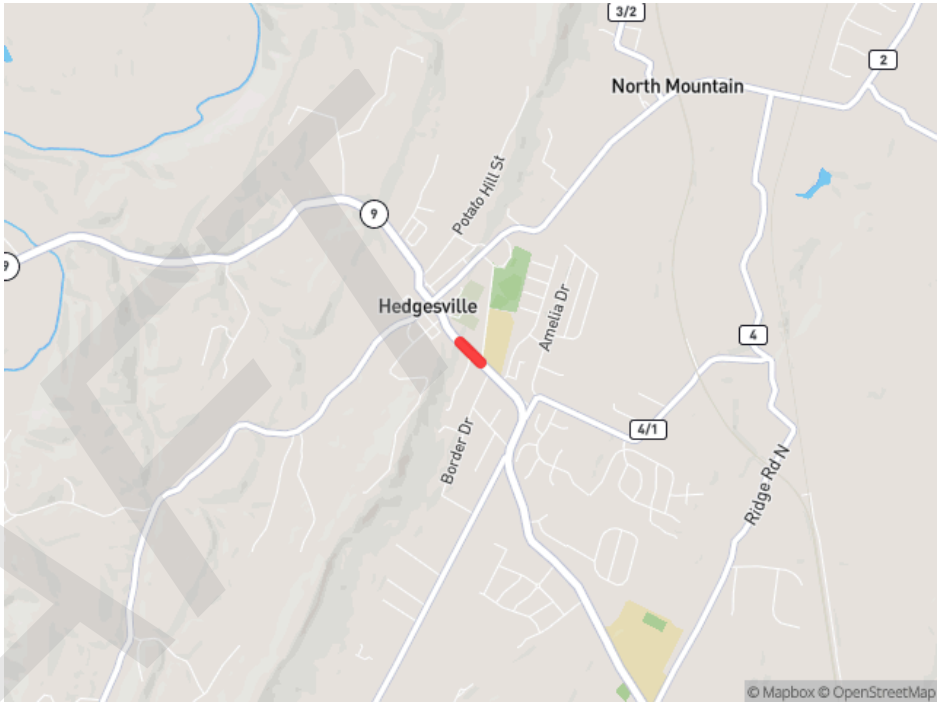
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	EMRK	$850,000	$0	$0	$0	$0	$0	$850,000
Total ENG		$850,000	$0	$0	$0	$0	$0	$850,000
ROW	CMAQ	$1,500,000	$0	$0	$0	$0	$0	$1,500,000
Total ROW		$1,500,000	$0	$0	$0	$0	$0	$1,500,000
CON	CRP-FLEX	$0	$5,000,000	$0	$0	$0	$0	$5,000,000
Total CON		$0	$5,000,000	$0	$0	$0	$0	$5,000,000
Total Prior Costs		$2,350,000	$0	$0	$0	$0	$0	$2,350,000
Total Programmed		$2,350,000	$5,000,000	$0	$0	$0	$0	$7,350,000

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

Construct roadway

StateID:	U302- 009 6.53 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	-
Project Type:	Congestion
Performance Measures:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	Principal Arterial
Groupable:	False



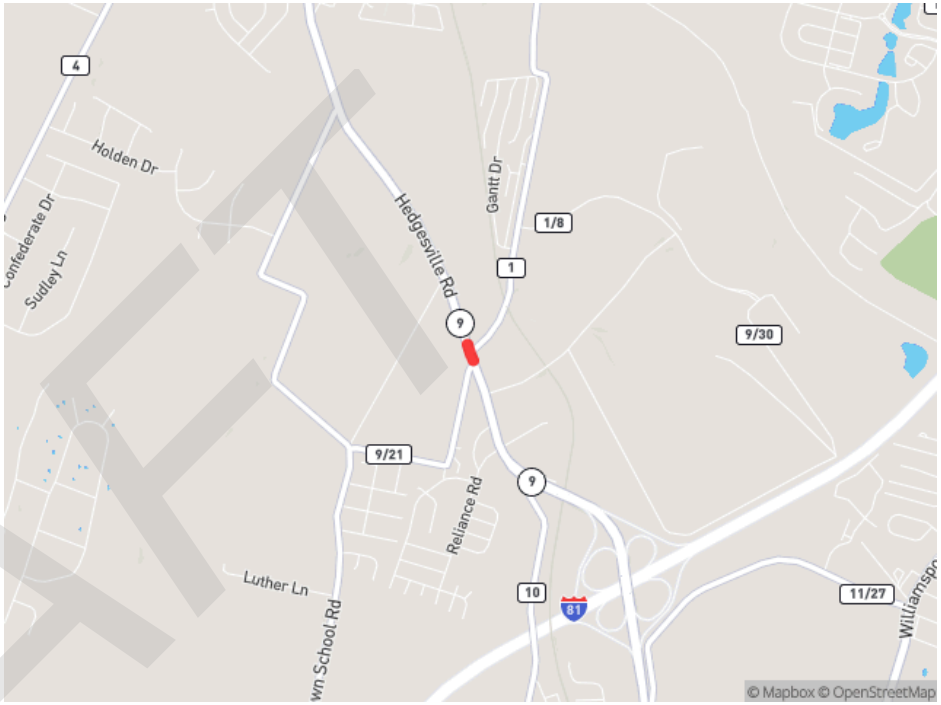
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CMAQ	$680,000	$0	$0	$0	$0	$0	$680,000
ENG	STATE_WV	$170,000	$0	$0	$0	$0	$0	$170,000
Total ENG		$850,000	$0	$0	$0	$0	$0	$850,000
ROW	CMAQ	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
ROW	STATE_WV	$0	$300,000	$0	$0	$0	$0	$300,000
Total ROW		$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total Prior Costs		$850,000	$0	$0	$0	$0	$0	$850,000
Total Programmed		$850,000	$1,500,000	$0	$0	$0	$0	$2,350,000

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B2025-07 - WV 9 CO 1 Roundabout +1

roundabout construction

StateID:	U302- 009/30 0 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Congestion
Performance Measures:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	Principal Arterial
Groupable:	False



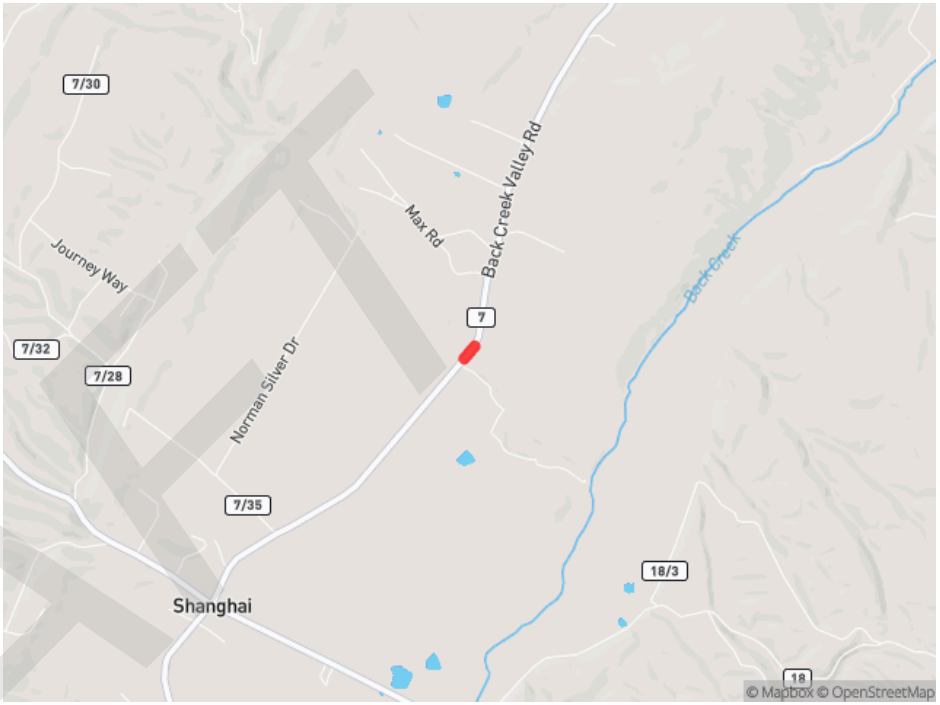
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	EMRK	$1,200,000	$0	$0	$0	$0	$0	$1,200,000
Total ENG		$1,200,000	$0	$0	$0	$0	$0	$1,200,000
ROW	CRP-FLEX	$2,200,000	$0	$0	$0	$0	$0	$2,200,000
Total ROW		$2,200,000	$0	$0	$0	$0	$0	$2,200,000
CON	CMAQ	$0	$0	$9,600,000	$0	$0	$0	$9,600,000
CON	STATE_WV	$0	$0	$2,400,000	$0	$0	$0	$2,400,000
Total CON		$0	$0	$12,000,000	$0	$0	$0	$12,000,000
Total Prior Costs		$3,400,000	$0	$0	$0	$0	$0	$3,400,000
Total Programmed		$3,400,000	$0	$12,000,000	$0	$0	$0	$15,400,000

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B2025-08 - Norman & Carrie G Silver Memorial Bridge

Bridge Rehab

StateID:	S302- 007 5.90 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Major Collector
Groupable:	True



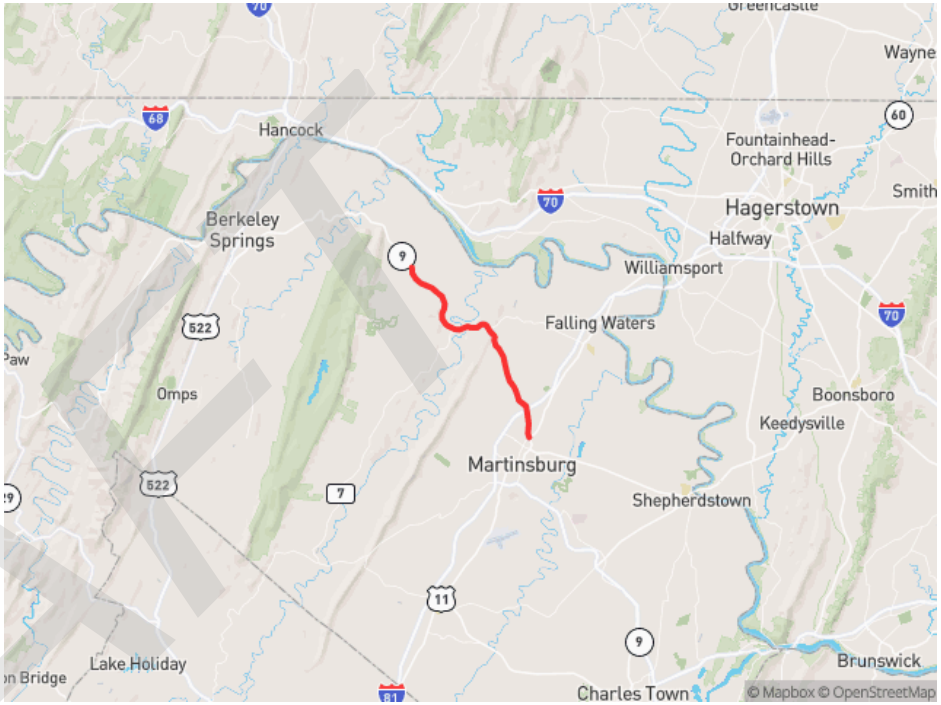
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$18,000	$0	$0	$0	$0	$0	$18,000
ENG	STBG <5K POP	$72,000	$0	$0	$0	$0	$0	$72,000
Total ENG		$90,000	$0	$0	$0	$0	$0	$90,000
CON	STATE_WV	$0	$183,000	$0	$0	$0	$0	$183,000
CON	STBG <5K POP	$0	$732,000	$0	$0	$0	$0	$732,000
Total CON		$0	$915,000	$0	$0	$0	$0	$915,000
Total Prior Costs		$90,000	$0	$0	$0	$0	$0	$90,000
Total Programmed		$90,000	$915,000	$0	$0	$0	$0	$1,005,000

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B2025-09 - 2025 D5 RDWY DEPART

Signing

StateID:	S302- 009 0 00
Lead Agency:	WV DOT
County:	Berkeley-Jefferson Regional
State:	West Virginia
Project Type:	Safety
Performance Measures:	PM1 - Safety
Functional Classification:	-
Groupable:	True



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$119,535	$0	$0	$0	$0	$0	$119,535
CON	STATE_WV	$13,282	$0	$0	$0	$0	$0	$13,282
Total CON		$132,817	$0	$0	$0	$0	$0	$132,817
Total Prior Costs		$132,817	$0	$0	$0	$0	$0	$132,817
Total Programmed		$132,817	$0	$0	$0	$0	$0	$132,817

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B2025-10 - Martinsburg Greenway Trail

Trail Construction

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



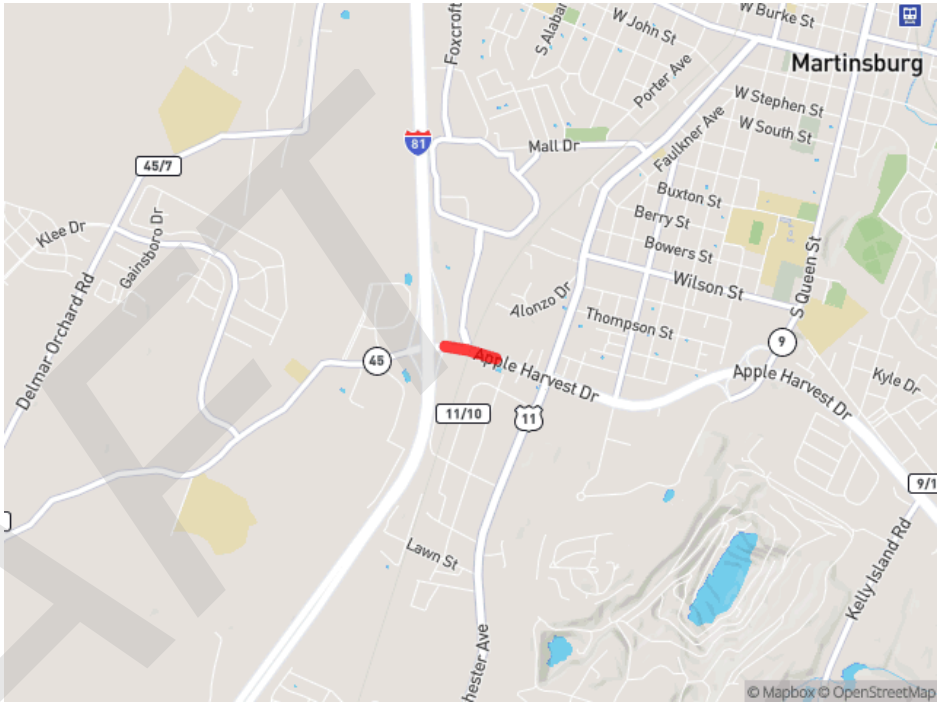
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	RAISE	$20,820,536	$0	$0	$0	$0	$0	$20,820,536
Total CON		$20,820,536	$0	$0	$0	$0	$0	$20,820,536
Total Prior Costs		$20,820,536	$0	$0	$0	$0	$0	$20,820,536
Total Programmed		$20,820,536	$0	$0	$0	$0	$0	$20,820,536

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B2025-11 - WV45 Apple Harvest Drive Grade Separation Study

Grade Separation Study

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



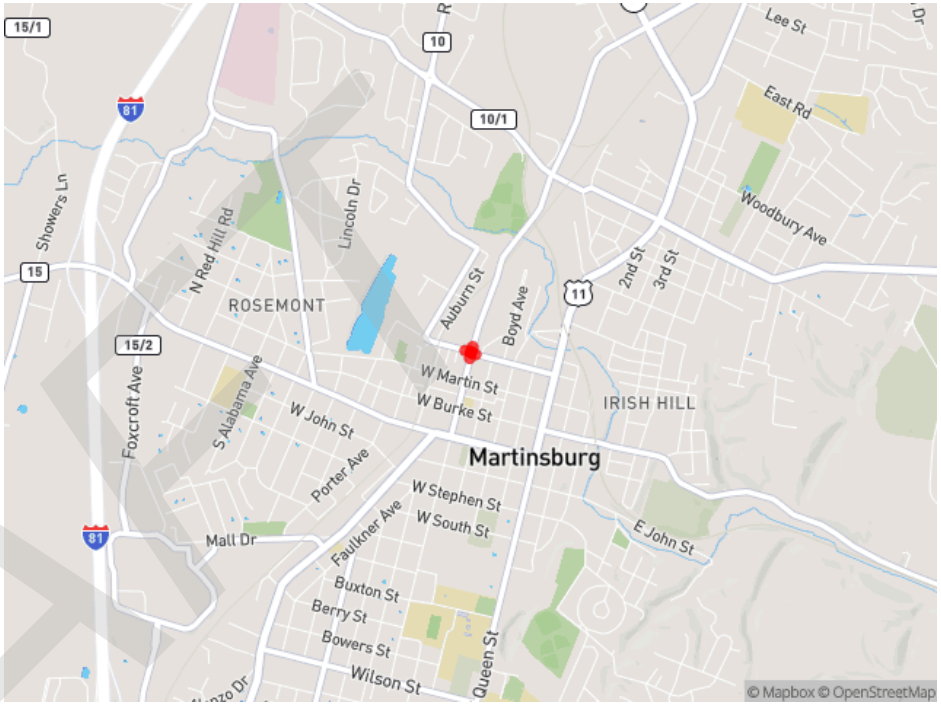
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	RCE	$1,440,000	$0	$0	$0	$0	$0	$1,440,000
ENG	STATE_WV	$360,000	$0	$0	$0	$0	$0	$360,000
Total ENG		$1,800,000	$0	$0	$0	$0	$0	$1,800,000
Total Prior Costs		$1,800,000	$0	$0	$0	$0	$0	$1,800,000
Total Programmed		$1,800,000	$0	$0	$0	$0	$0	$1,800,000

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B2026-01 - Race & Raleigh Intersection MPO Improvement Project

Intersection Improvement

StateID:	U602- 009/56 0 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM1 - Safety
Functional Classification:	Minor Arterial
Groupable:	False



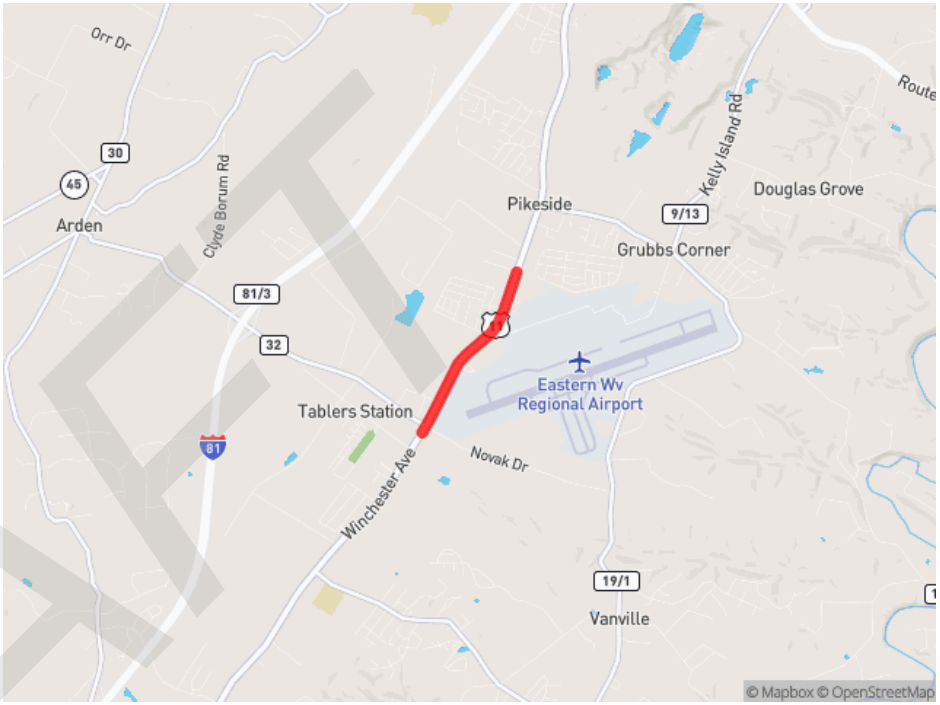
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CRP 50-200K POP	$350,000	$0	$0	$0	$0	$0	$350,000
Total ENG		$350,000	$0	$0	$0	$0	$0	$350,000
CON	CRP 50-200K POP	$0	$1,300,000	$0	$0	$0	$0	$1,300,000
Total CON		$0	$1,300,000	$0	$0	$0	$0	$1,300,000
Total Prior Costs		$350,000	$0	$0	$0	$0	$0	$350,000
Total Programmed		$350,000	$1,300,000	$0	$0	$0	$0	$1,650,000

DRAFT

B2026-02 - US 11 - Business Park Dr Intersection +1

Resurfacing

StateID:	S302- 011 8.25 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Minor Arterial
Groupable:	True



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STATE_WV	$170,000	$0	$0	$0	$0	$0	$170,000
CON	STBG-FLEX	$680,000	$0	$0	$0	$0	$0	$680,000
Total CON		$850,000	$0	$0	$0	$0	$0	$850,000
Total Prior Costs		$850,000	$0	$0	$0	$0	$0	$850,000
Total Programmed		$850,000	$0	$0	$0	$0	$0	$850,000

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B2026-03 - Martinsburg Safety Action Plan

Safety Action Plan Creation

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

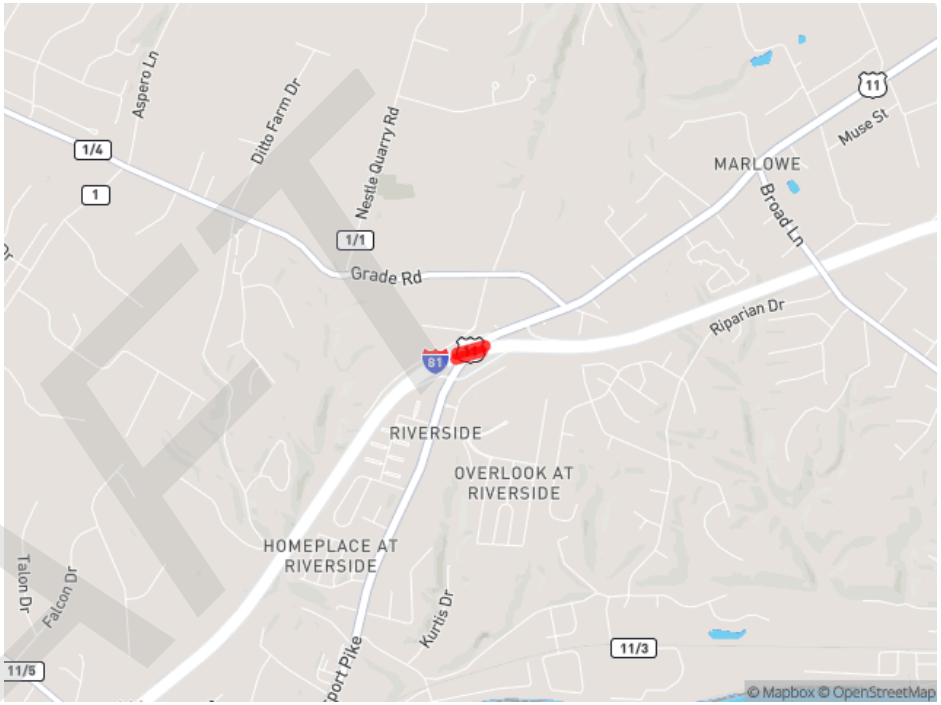
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PP	LOCAL	$138,000	$0	$0	$0	$0	$0	$138,000
PP	SS4A	$552,000	$0	$0	$0	$0	$0	$552,000
Total PP		$690,000	$0	$0	$0	$0	$0	$690,000
Total Prior Costs		$690,000	$0	$0	$0	$0	$0	$690,000
Total Programmed		$690,000	$0	$0	$0	$0	$0	$690,000

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B2026-04 - I-81 Marlowe Overpass Overlay +2

Bridge Overlays

StateID:	S302- 081 23.25 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	-
Groupable:	True



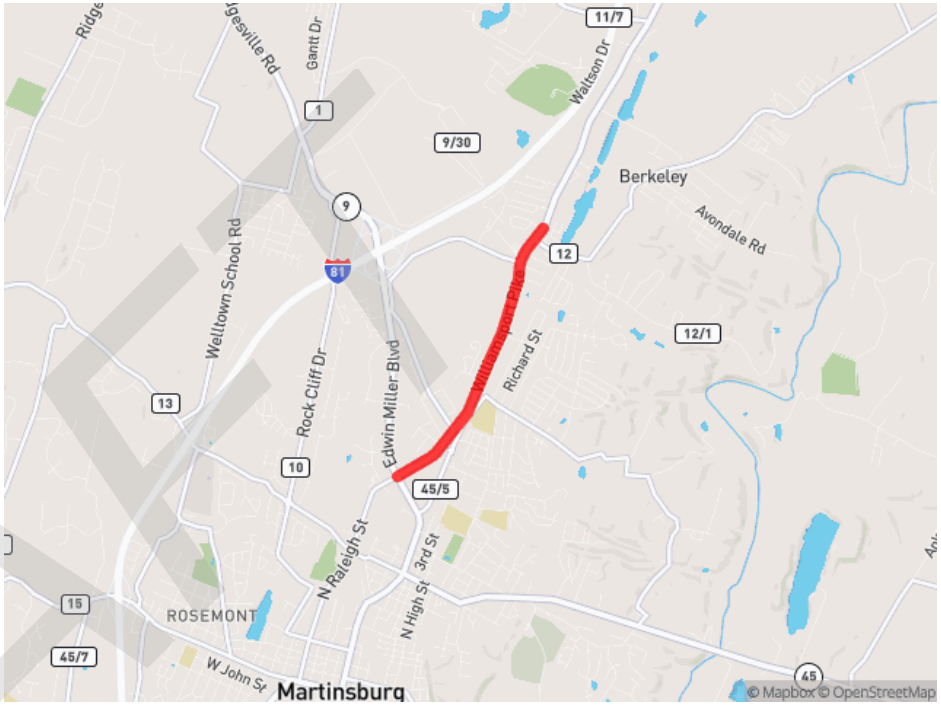
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$12,000	$0	$0	$0	$0	$0	$12,000
ENG	STATE_WV	$3,000	$0	$0	$0	$0	$0	$3,000
Total ENG		$15,000	$0	$0	$0	$0	$0	$15,000
CON	NHPP	$476,000	$0	$0	$0	$0	$0	$476,000
CON	STATE_WV	$119,000	$0	$0	$0	$0	$0	$119,000
Total CON		$595,000	$0	$0	$0	$0	$0	$595,000
Total Prior Costs		$610,000	$0	$0	$0	$0	$0	$610,000
Total Programmed		$610,000	$0	$0	$0	$0	$0	$610,000

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B2026-05 - Raleigh St - Berkeley Station

Resurfacing

StateID:	S302- 011 14.81 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	-
Groupable:	True



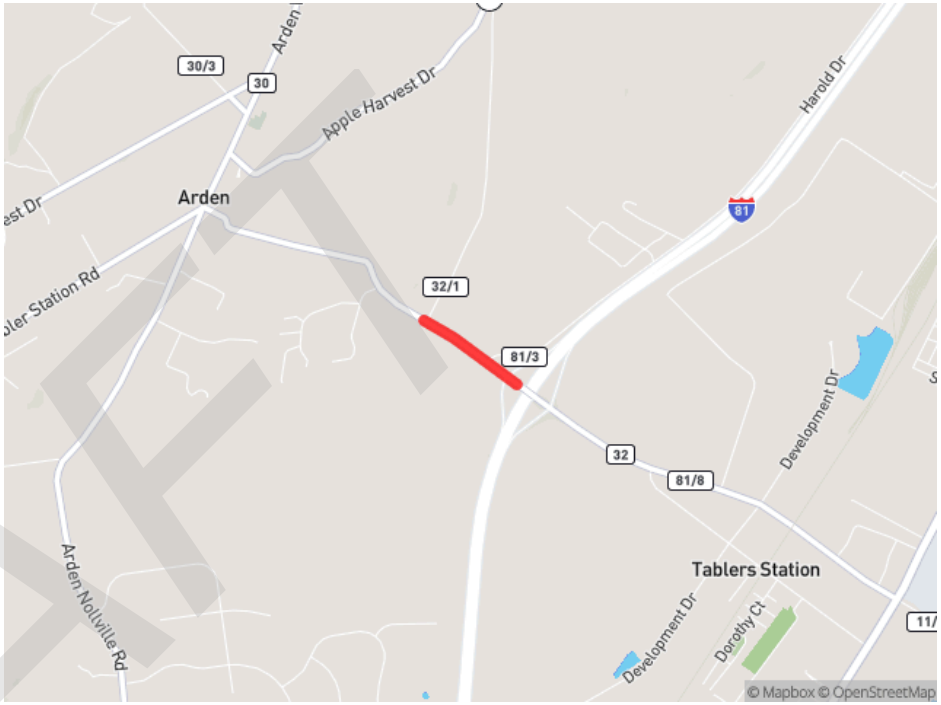
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$1,000	$0	$0	$0	$0	$0	$1,000
ENG	STBG 50-200K	$4,000	$0	$0	$0	$0	$0	$4,000
Total ENG		$5,000	$0	$0	$0	$0	$0	$5,000
CON	STATE_WV	$260,000	$0	$0	$0	$0	$0	$260,000
CON	STBG 50-200K	$1,040,000	$0	$0	$0	$0	$0	$1,040,000
Total CON		$1,300,000	$0	$0	$0	$0	$0	$1,300,000
Total Prior Costs		$1,305,000	$0	$0	$0	$0	$0	$1,305,000
Total Programmed		$1,305,000	$0	$0	$0	$0	$0	$1,305,000

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B2026-06 - I-81 Welcome Center

Welcome Center

StateID:	S302- 081/03 0.08 00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Other
Performance Measures:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	-
Groupable:	False



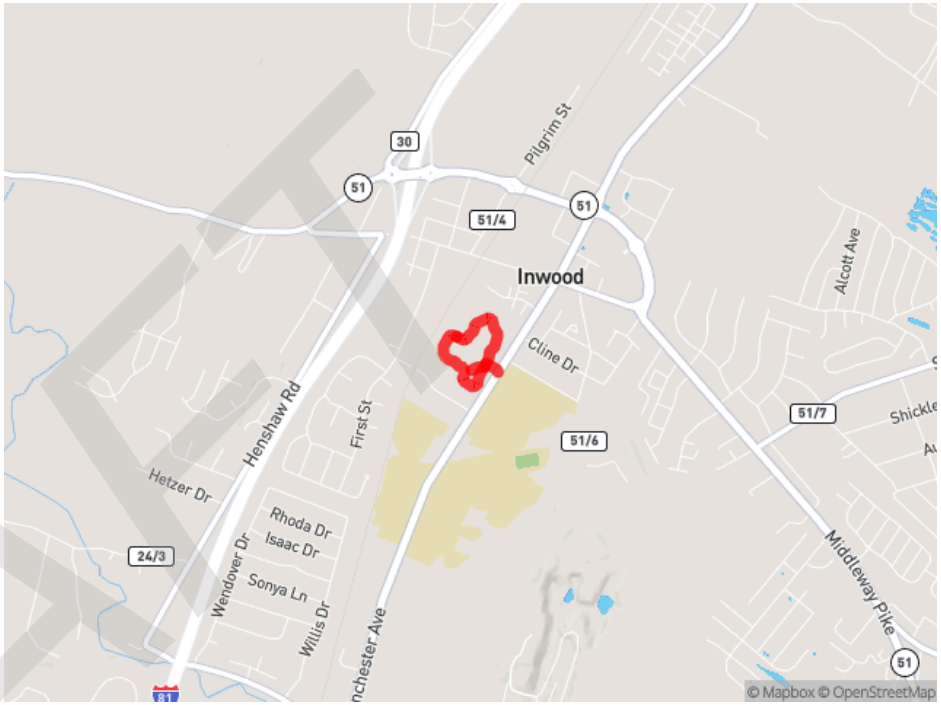
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	$0	$960,000	$0	$0	$0	$0	$960,000
ROW	STATE_WV	$0	$240,000	$0	$0	$0	$0	$240,000
Total ROW		$0	$1,200,000	$0	$0	$0	$0	$1,200,000
Total Programmed		$0	$1,200,000	$0	$0	$0	$0	$1,200,000

DRAFT

B2026-07 - South Berkeley Inwood Park Ped Upgrade

Construct Sidewalk

StateID:	U302-SO/BERK-1.00
Lead Agency:	WV DOT
County:	Berkeley County
State:	West Virginia
Project Type:	Active Transportation
Performance Measures:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	-
Groupable:	True



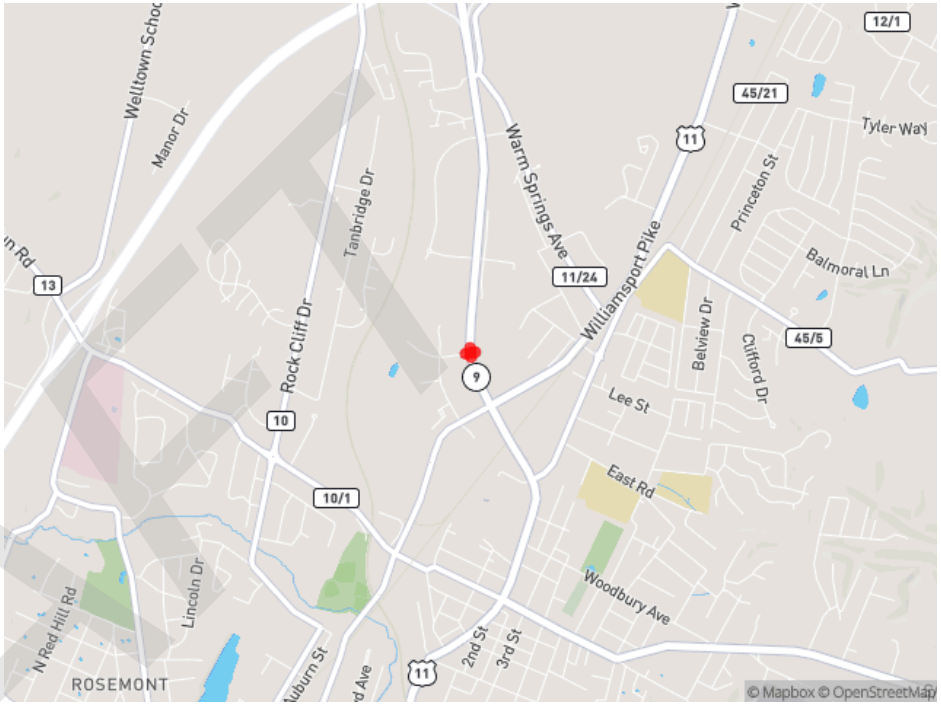
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOCAL	$0	$163,312	$0	$0	$0	$0	$163,312
CON	TAP	$0	$653,246	$0	$0	$0	$0	$653,246
Total CON		$0	$816,558	$0	$0	$0	$0	$816,558
Total Programmed		$0	$816,558	$0	$0	$0	$0	$816,558

DRAFT

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



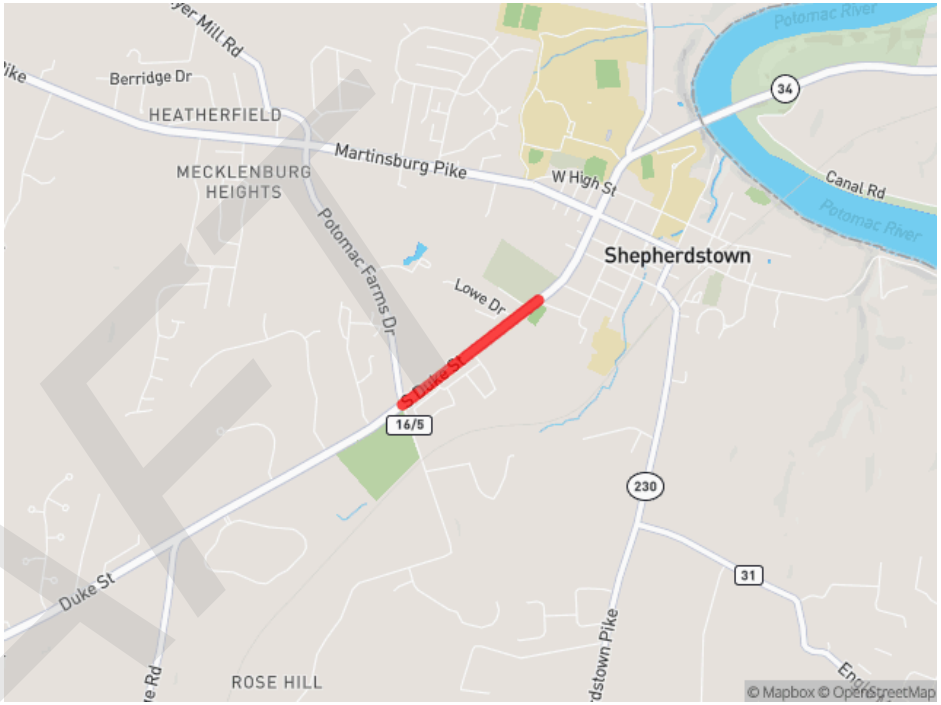
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CRP-FLEX	$5,600	$0	$0	$0	$0	$0	$5,600
ENG	STATE_WV	$1,400	$0	$0	$0	$0	$0	$1,400
Total ENG		$7,000	$0	$0	$0	$0	$0	$7,000
CON	CRP-FLEX	$400,000	$0	$0	$0	$0	$0	$400,000
CON	STATE_WV	$100,000	$0	$0	$0	$0	$0	$100,000
Total CON		$500,000	$0	$0	$0	$0	$0	$500,000
Total Prior Costs		$507,000	$0	$0	$0	$0	$0	$507,000
Total Programmed		$507,000	$0	$0	$0	$0	$0	$507,000

DRAFT

J2014-05 - Shepherdstown Bike Path

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

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



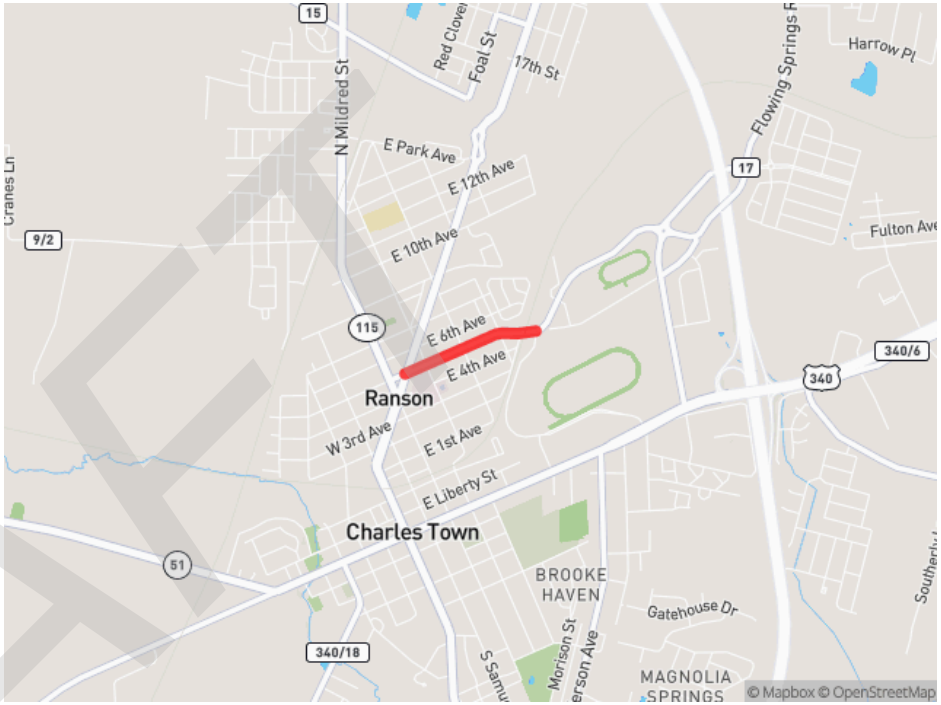
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CDS	$543,000	$0	$0	$0	$0	$0	$543,000
CON	LOCAL	$265,100	$0	$0	$0	$0	$0	$265,100
CON	NRT	$850,400	$0	$0	$0	$0	$0	$850,400
CON	TAP	$416,600	$0	$0	$0	$0	$0	$416,600
Total CON		$2,075,100	$0	$0	$0	$0	$0	$2,075,100
Total Prior Costs		$2,075,100	$0	$0	$0	$0	$0	$2,075,100
Total Programmed		$2,075,100	$0	$0	$0	$0	$0	$2,075,100

DRAFT

J2017-01 - Ranson 5th Ave Complete Street

Sidewalk construction, on-street parking improvements, pedestrian accessibility

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	$12,500	$0	$0	$0	$0	$0	$12,500
ENG	TAP	$50,000	$0	$0	$0	$0	$0	$50,000
Total ENG		$62,500	$0	$0	$0	$0	$0	$62,500
CON	LOCAL	$162,500	$0	$0	$0	$0	$0	$162,500
CON	TAP	$650,000	$0	$0	$0	$0	$0	$650,000
Total CON		$812,500	$0	$0	$0	$0	$0	$812,500
Total Prior Costs		$875,000	$0	$0	$0	$0	$0	$875,000
Total Programmed		$875,000	$0	$0	$0	$0	$0	$875,000

DRAFT

J2017-03 - Harpers Ferry High St

Design and Construct Sidewalks

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



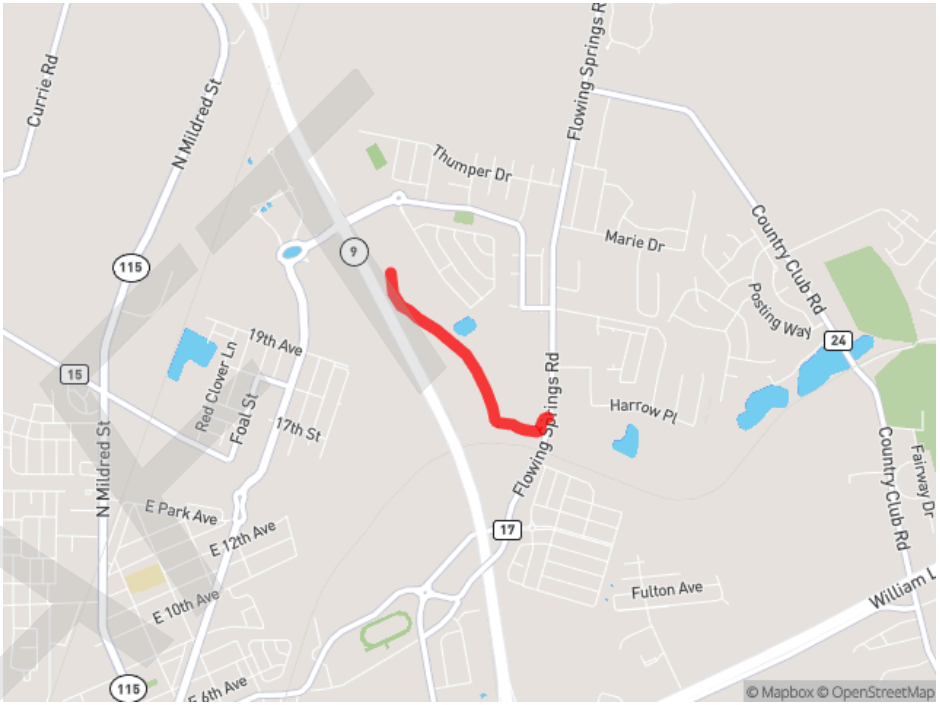
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	TAP	$41,458	$0	$0	$0	$0	$0	$41,458
Total ENG		$41,458	$0	$0	$0	$0	$0	$41,458
CON	LOCAL	$0	$80,000	$0	$0	$0	$0	$80,000
CON	TAP	$0	$320,000	$0	$0	$0	$0	$320,000
Total CON		$0	$400,000	$0	$0	$0	$0	$400,000
Total Prior Costs		$41,458	$0	$0	$0	$0	$0	$41,458
Total Programmed		$41,458	$400,000	$0	$0	$0	$0	$441,458

DRAFT

J2019-05.04 - Flowing Springs Park Trail

Milling and overlaying and sidewalk improvements

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



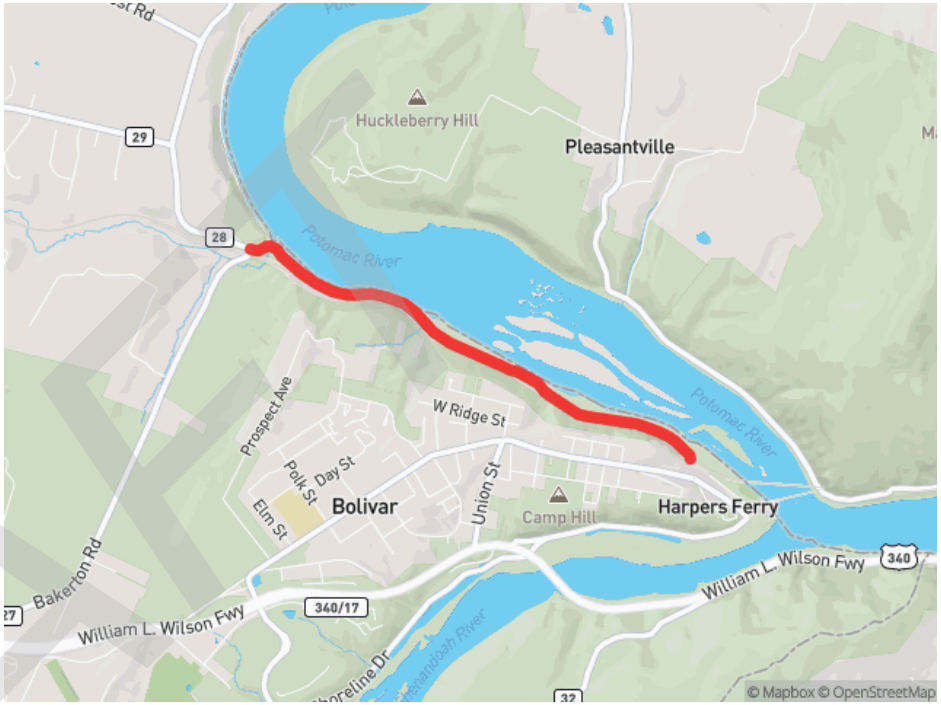
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	$16,000	$0	$0	$0	$0	$0	$16,000
ENG	NRT	$64,000	$0	$0	$0	$0	$0	$64,000
Total ENG		$80,000	$0	$0	$0	$0	$0	$80,000
CON	FLAP	$251,443	$0	$0	$0	$0	$0	$251,443
Total CON		$251,443	$0	$0	$0	$0	$0	$251,443
Total Prior Costs		$331,443	$0	$0	$0	$0	$0	$331,443
Total Programmed		$331,443	$0	$0	$0	$0	$0	$331,443

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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



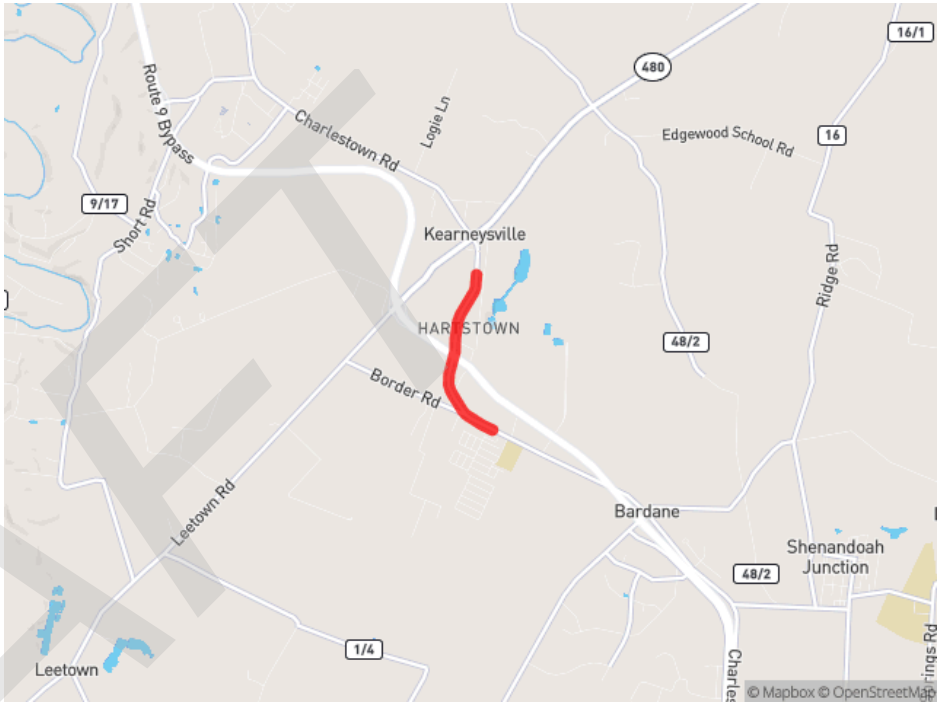
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FLAP	$100,000	$0	$0	$0	$0	$0	$100,000
Total ENG		$100,000	$0	$0	$0	$0	$0	$100,000
CON	FLAP	$0	$385,188	$0	$0	$0	$0	$385,188
CON	LOCAL	$0	$96,298	$0	$0	$0	$0	$96,298
Total CON		$0	$481,486	$0	$0	$0	$0	$481,486
Total Prior Costs		$100,000	$0	$0	$0	$0	$0	$100,000
Total Programmed		$100,000	$481,486	$0	$0	$0	$0	$581,486

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J2023-01 - Ranson & Charles Town +1

Resurfacing

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



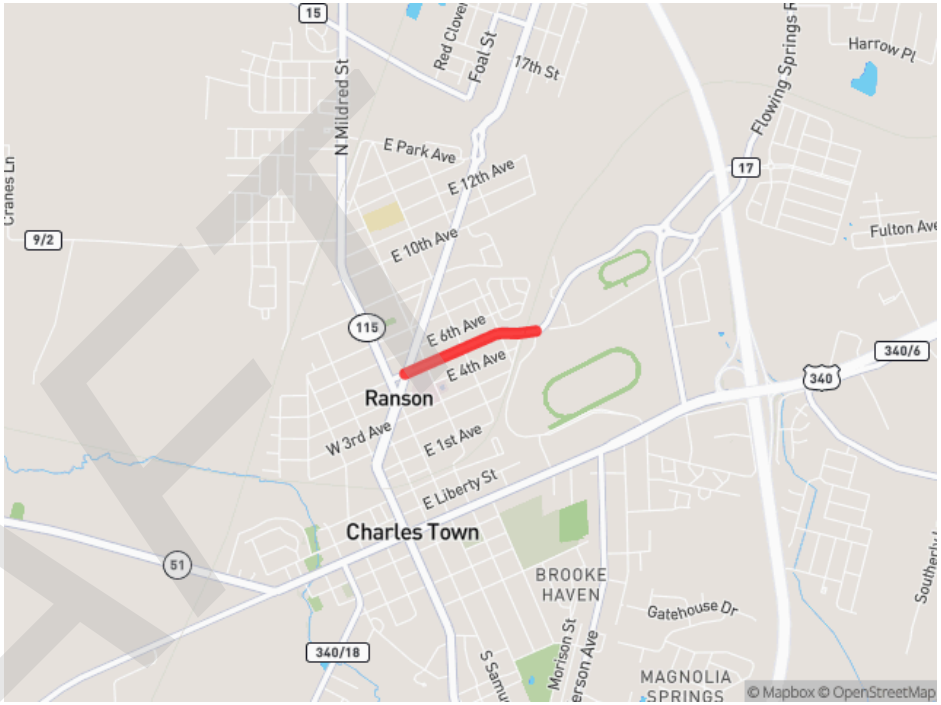
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STATE_WV	$94,800	$0	$0	$0	$0	$0	$94,800
CON	STBG 5-50K POP	$379,200	$0	$0	$0	$0	$0	$379,200
Total CON		$474,000	$0	$0	$0	$0	$0	$474,000
Total Prior Costs		$474,000	$0	$0	$0	$0	$0	$474,000
Total Programmed		$474,000	$0	$0	$0	$0	$0	$474,000

DRAFT

J2023-03 - Fifth Avenue Streetscape

Construct new sidewalk and install lighting

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



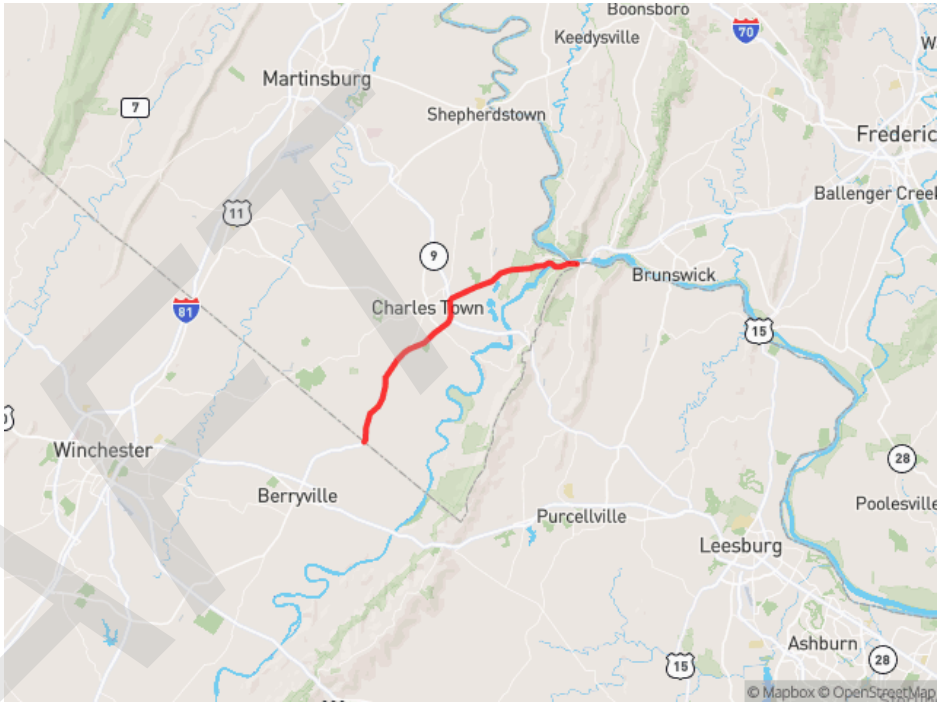
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	$12,187	$0	$0	$0	$0	$0	$12,187
ENG	TAP	$48,748	$0	$0	$0	$0	$0	$48,748
Total ENG		$60,935	$0	$0	$0	$0	$0	$60,935
CON	LOCAL	$576,817	$0	$0	$0	$0	$0	$576,817
CON	TAP	$2,307,268	$0	$0	$0	$0	$0	$2,307,268
Total CON		$2,884,085	$0	$0	$0	$0	$0	$2,884,085
Total Prior Costs		$2,945,020	$0	$0	$0	$0	$0	$2,945,020
Total Programmed		$2,945,020	$0	$0	$0	$0	$0	$2,945,020

DRAFT

J2023-05 - US 340 Signing

Signing

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



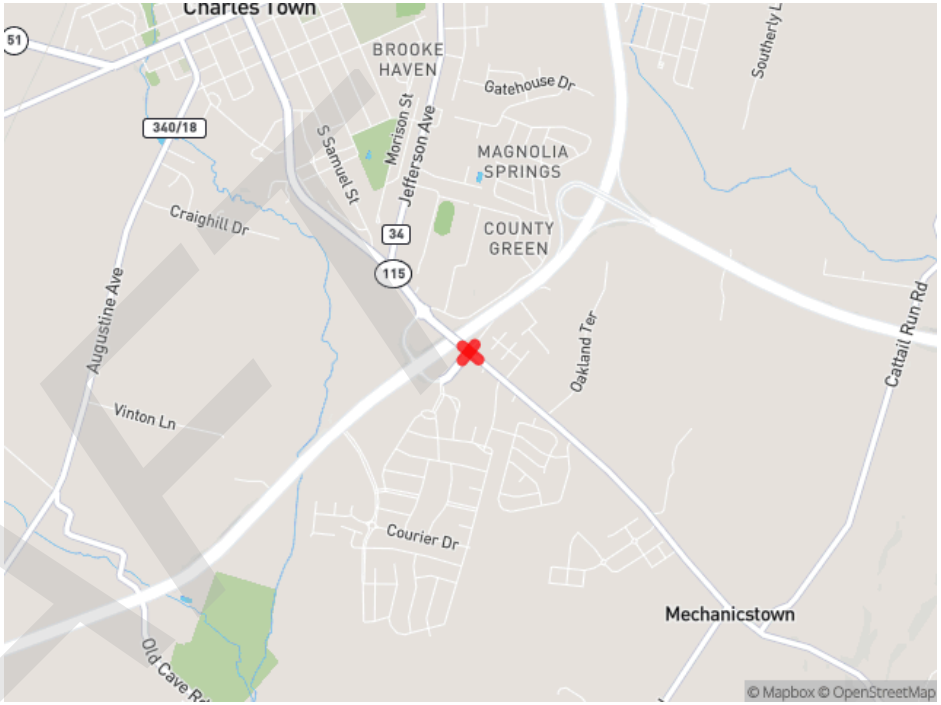
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CRP <5K POP	$200,000	$0	$0	$0	$0	$0	$200,000
ENG	STATE_WV	$50,000	$0	$0	$0	$0	$0	$50,000
Total ENG		$250,000	$0	$0	$0	$0	$0	$250,000
CON	NHPP	$0	$0	$3,200,000	$0	$0	$0	$3,200,000
CON	STATE_WV	$0	$0	$800,000	$0	$0	$0	$800,000
Total CON		$0	$0	$4,000,000	$0	$0	$0	$4,000,000
Total Prior Costs		$250,000	$0	$0	$0	$0	$0	$250,000
Total Programmed		$250,000	$0	$4,000,000	$0	$0	$0	$4,250,000

DRAFT

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



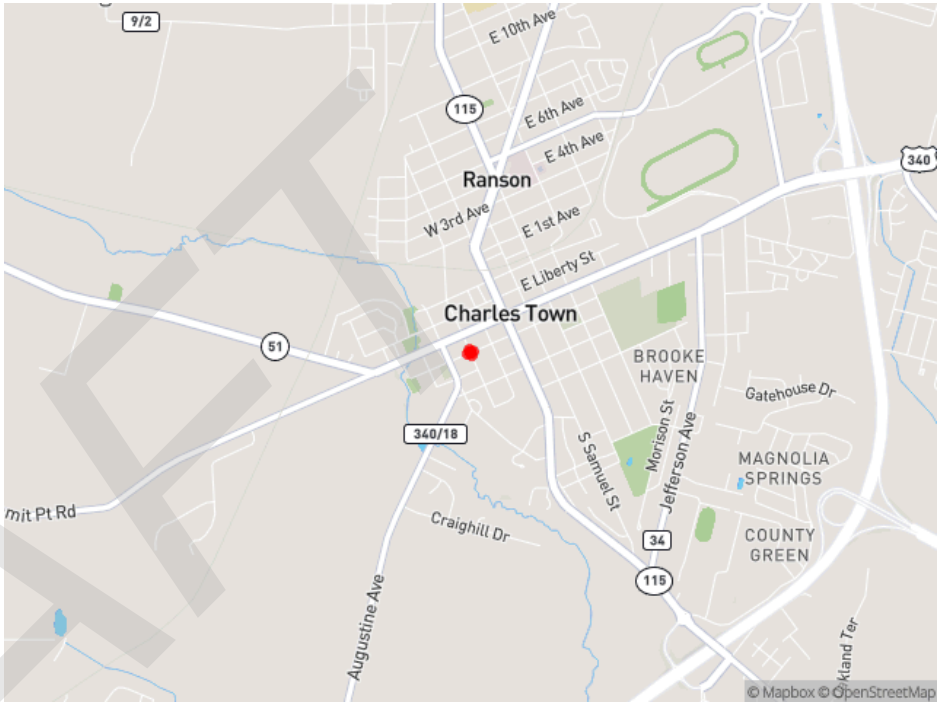
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$12,000	$0	$0	$0	$0	$0	$12,000
ENG	STBG-FLEX	$48,000	$0	$0	$0	$0	$0	$48,000
Total ENG		$60,000	$0	$0	$0	$0	$0	$60,000
CON	CMAQ	$1,200,000	$0	$0	$0	$0	$0	$1,200,000
CON	STATE_WV	$300,000	$0	$0	$0	$0	$0	$300,000
Total CON		$1,500,000	$0	$0	$0	$0	$0	$1,500,000
Total Prior Costs		$1,560,000	$0	$0	$0	$0	$0	$1,560,000
Total Programmed		$1,560,000	$0	$0	$0	$0	$0	$1,560,000

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J2025-01 - Congress/Lawrence I/S

Design/build ADA ramps

StateID:	U319- CNLAW 24 00
Lead Agency:	WV DOT
County:	Jefferson County
State:	West Virginia
Project Type:	Active Transportation
Performance Measures:	PM1 - Safety
Functional Classification:	Local
Groupable:	False



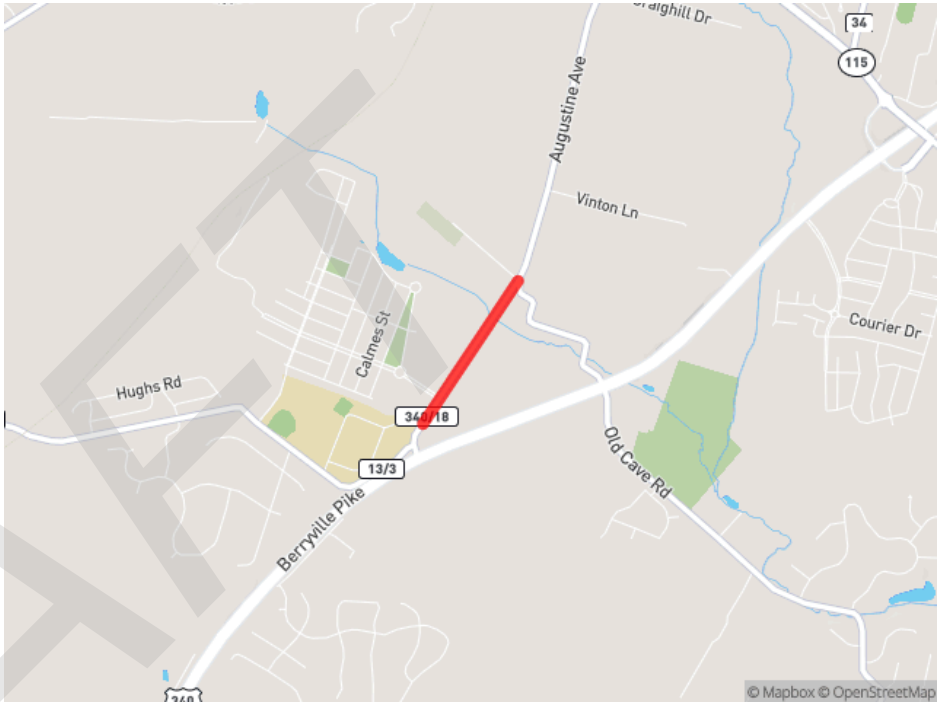
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRP 5k-49,999	$219,027	$0	$0	$0	$0	$0	$219,027
CON	LOCAL	$54,757	$0	$0	$0	$0	$0	$54,757
Total CON		$273,784	$0	$0	$0	$0	$0	$273,784
Total Prior Costs		$273,784	$0	$0	$0	$0	$0	$273,784
Total Programmed		$273,784	$0	$0	$0	$0	$0	$273,784

DRAFT

J2025-02 - Charles Town Augustine Ave Ph II

Design plan for bike/pedestrian path

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



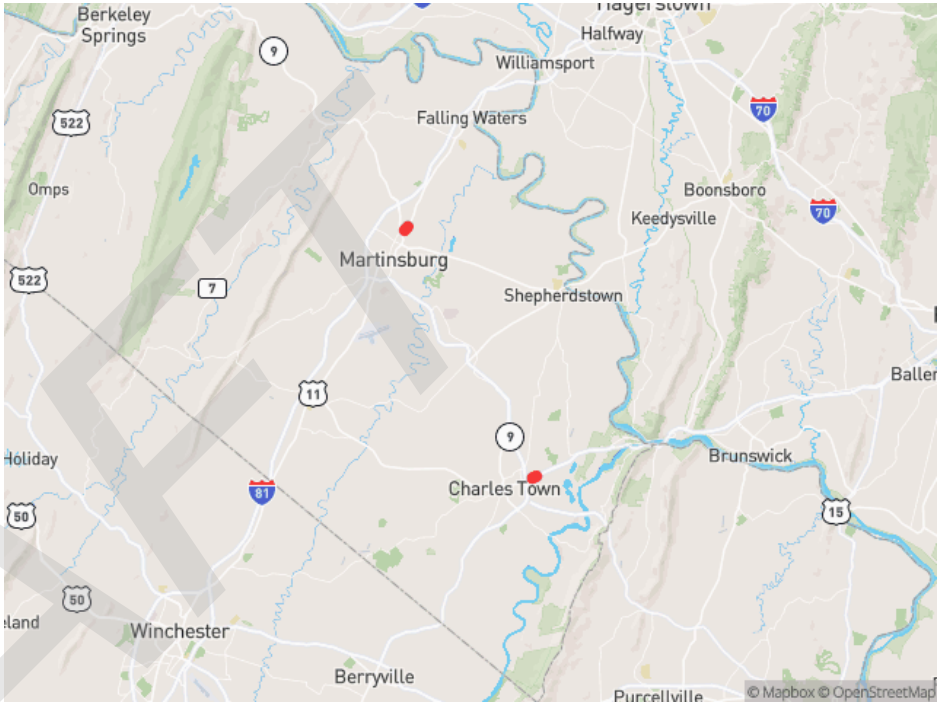
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	EMRK	$1,400,000	$0	$0	$0	$0	$0	$1,400,000
CON	LOCAL	$70,000	$0	$0	$0	$0	$0	$70,000
CON	TAP	$280,000	$0	$0	$0	$0	$0	$280,000
Total CON		$1,750,000	$0	$0	$0	$0	$0	$1,750,000
Total Prior Costs		$1,750,000	$0	$0	$0	$0	$0	$1,750,000
Total Programmed		$1,750,000	$0	$0	$0	$0	$0	$1,750,000

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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



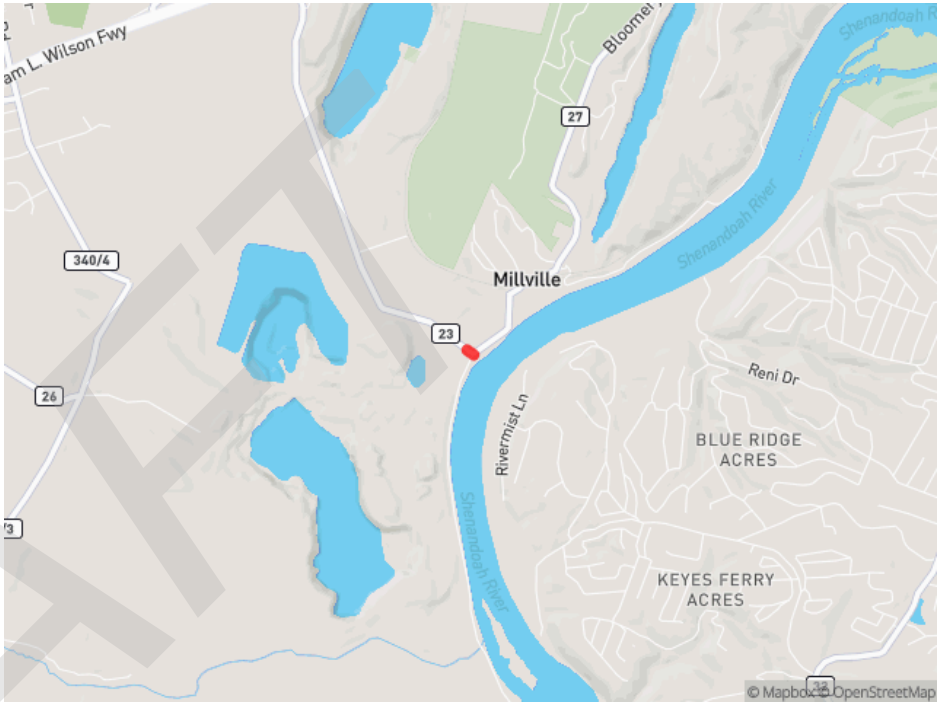
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HSIP	$67,500	$0	$0	$0	$0	$0	$67,500
ENG	STATE_WV	$7,500	$0	$0	$0	$0	$0	$7,500
Total ENG		$75,000	$0	$0	$0	$0	$0	$75,000
CON	HSIP	$0	$135,000	$0	$0	$0	$0	$135,000
CON	STATE_WV	$0	$15,000	$0	$0	$0	$0	$15,000
Total CON		$0	$150,000	$0	$0	$0	$0	$150,000
Total Prior Costs		$75,000	$0	$0	$0	$0	$0	$75,000
Total Programmed		$75,000	$150,000	$0	$0	$0	$0	$225,000

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J2025-05 - Blair Road Realignment

Hazard Elimination

StateID:	U319 023 0 00
Lead Agency:	WV DOT
County:	Jefferson County
State:	West Virginia
Project Type:	Safety
Performance Measures:	PM1 - Safety
Functional Classification:	Local
Groupable:	True



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	RHCH	$300,000	$0	$0	$0	$0	$0	$300,000
Total ENG		$300,000	$0	$0	$0	$0	$0	$300,000
ROW	RHCH	$0	$280,000	$0	$0	$0	$0	$280,000
ROW	STATE_WV	$0	$70,000	$0	$0	$0	$0	$70,000
Total ROW		$0	$350,000	$0	$0	$0	$0	$350,000
CON	RHCH	$0	$1,760,000	$0	$0	$0	$0	$1,760,000
CON	STATE_WV	$0	$440,000	$0	$0	$0	$0	$440,000
Total CON		$0	$2,200,000	$0	$0	$0	$0	$2,200,000
Total Prior Costs		$300,000	$0	$0	$0	$0	$0	$300,000
Total Programmed		$300,000	$2,550,000	$0	$0	$0	$0	$2,850,000

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J2025-06 - Leetown Rd Roundabout

Construct New Lane and Add Signal

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



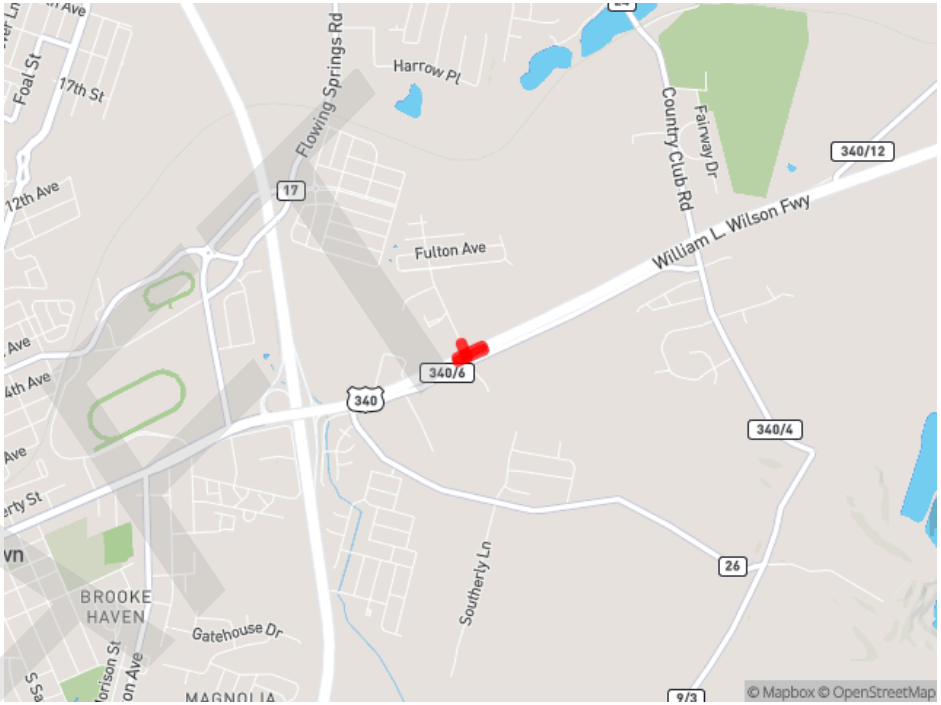
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	CMAQ	$12,000	$0	$0	$0	$0	$0	$12,000
ROW	STATE_WV	$3,000	$0	$0	$0	$0	$0	$3,000
Total ROW		$15,000	$0	$0	$0	$0	$0	$15,000
CON	CMAQ	$0	$1,820,000	$0	$0	$0	$0	$1,820,000
Total CON		$0	$1,820,000	$0	$0	$0	$0	$1,820,000
-	STATE_WV	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$15,000	$0	$0	$0	$0	$0	$15,000
Total Programmed		$15,000	$1,820,000	$0	$0	$0	$0	$1,835,000

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J2026-01 - US 340 & Patrick Henry Way Intersection

Widen/Extend Turn Lanes

StateID:	U31934050200
Lead Agency:	WV DOT
County:	Jefferson County
State:	West Virginia
Project Type:	Congestion
Performance Measures:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	Principal Arterial
Groupable:	True



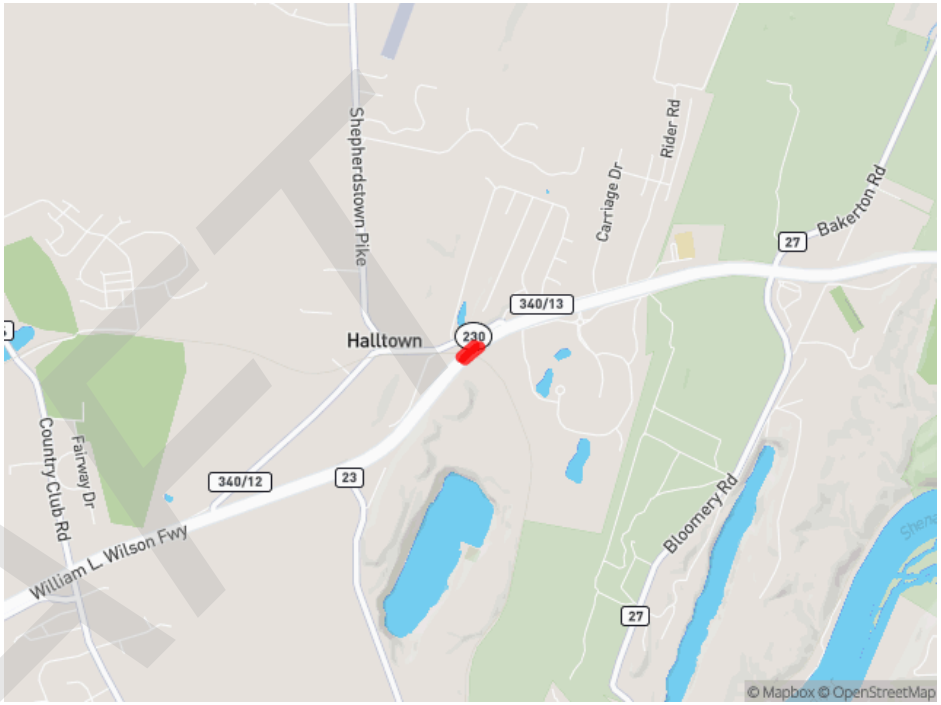
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$40,000	$0	$0	$0	$0	$0	$40,000
ENG	STATE_WV	$10,000	$0	$0	$0	$0	$0	$10,000
Total ENG		$50,000	$0	$0	$0	$0	$0	$50,000
Total Prior Costs		$50,000	$0	$0	$0	$0	$0	$50,000
Total Programmed		$50,000	$0	$0	$0	$0	$0	$50,000

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J2026-02 - Boxville Overpass NB & SB

Bridge Replacement

StateID:	S319- 340 11.84 00
Lead Agency:	WV DOT
County:	Jefferson County
State:	West Virginia
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	-
Groupable:	True



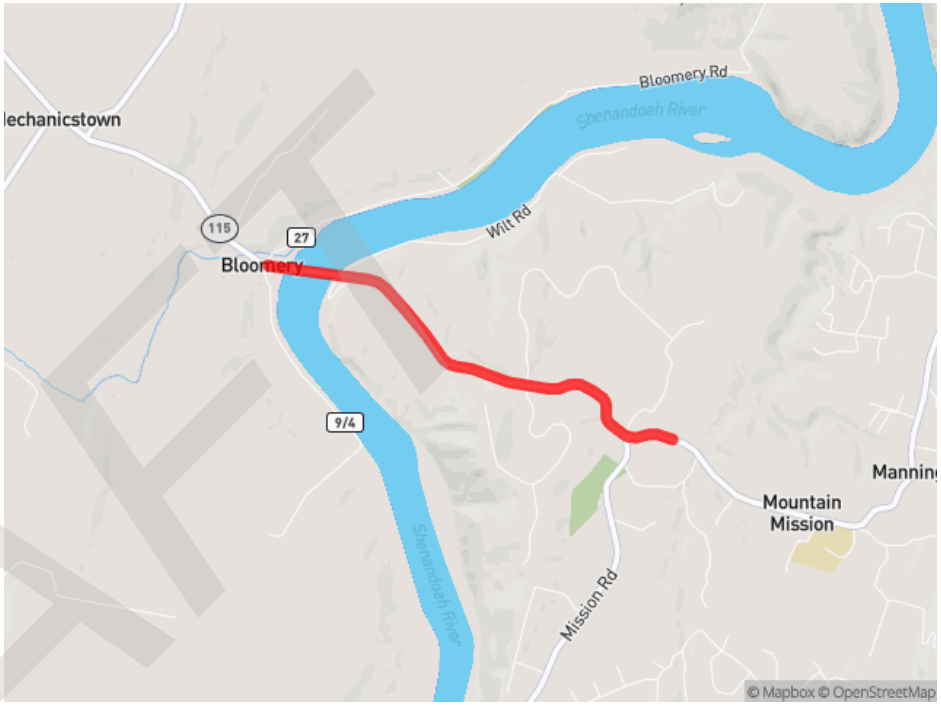
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$1,360,000	$0	$0	$0	$0	$0	$1,360,000
ENG	STATE_WV	$340,000	$0	$0	$0	$0	$0	$340,000
Total ENG		$1,700,000	$0	$0	$0	$0	$0	$1,700,000
ROW	NHPP	$200,000	$0	$0	$0	$0	$0	$200,000
ROW	STATE_WV	$50,000	$0	$0	$0	$0	$0	$50,000
Total ROW		$250,000	$0	$0	$0	$0	$0	$250,000
CON	NHPP	$0	$0	$9,000,000	$0	$0	$0	$9,000,000
CON	STATE_WV	$0	$0	$2,250,000	$0	$0	$0	$2,250,000
Total CON		$0	$0	$11,250,000	$0	$0	$0	$11,250,000
Total Prior Costs		$1,950,000	$0	$0	$0	$0	$0	$1,950,000
Total Programmed		$1,950,000	$0	$11,250,000	$0	$0	$0	$13,200,000

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J2026-03 - Mount Mission - Bloomery

Resurfacing

StateID:	S319-115 2.54 00
Lead Agency:	WV DOT
County:	Jefferson County
State:	West Virginia
Project Type:	Roadway
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	-
Groupable:	True



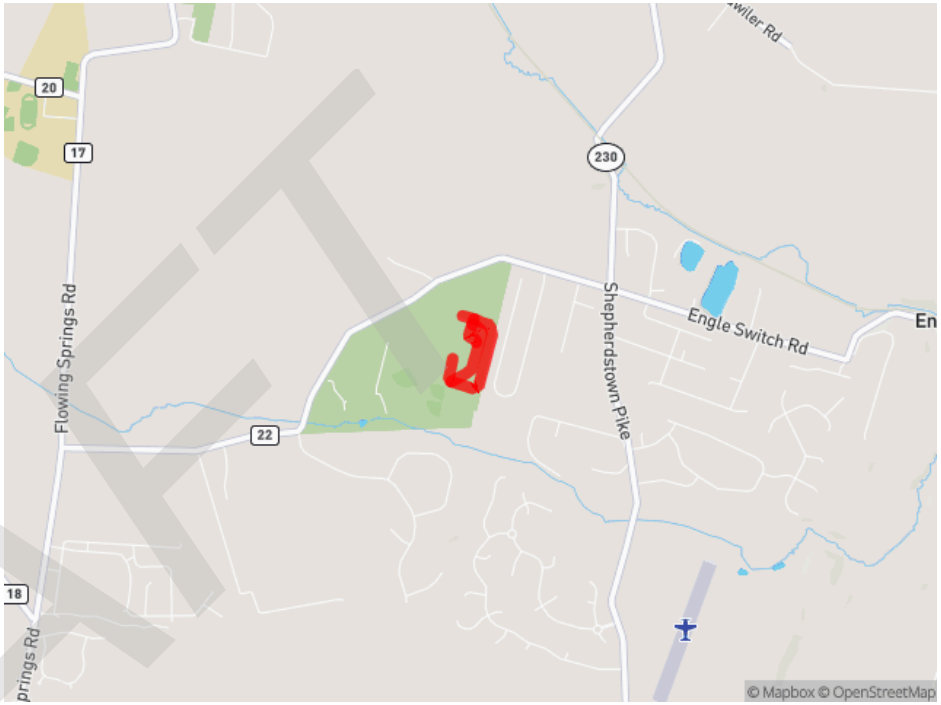
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$1,000	$0	$0	$0	$0	$0	$1,000
ENG	STBG <5K POP	$4,000	$0	$0	$0	$0	$0	$4,000
Total ENG		$5,000	$0	$0	$0	$0	$0	$5,000
CON	STATE_WV	$300,000	$0	$0	$0	$0	$0	$300,000
CON	STBG <5K POP	$1,200,000	$0	$0	$0	$0	$0	$1,200,000
Total CON		$1,500,000	$0	$0	$0	$0	$0	$1,500,000
Total Prior Costs		$1,505,000	$0	$0	$0	$0	$0	$1,505,000
Total Programmed		$1,505,000	$0	$0	$0	$0	$0	$1,505,000

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J2026-04 - Sam Michael's Park Rec Trail Improvement

Trails

StateID:	U319-SAM/PRK-1.00
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:	-
Groupable:	True



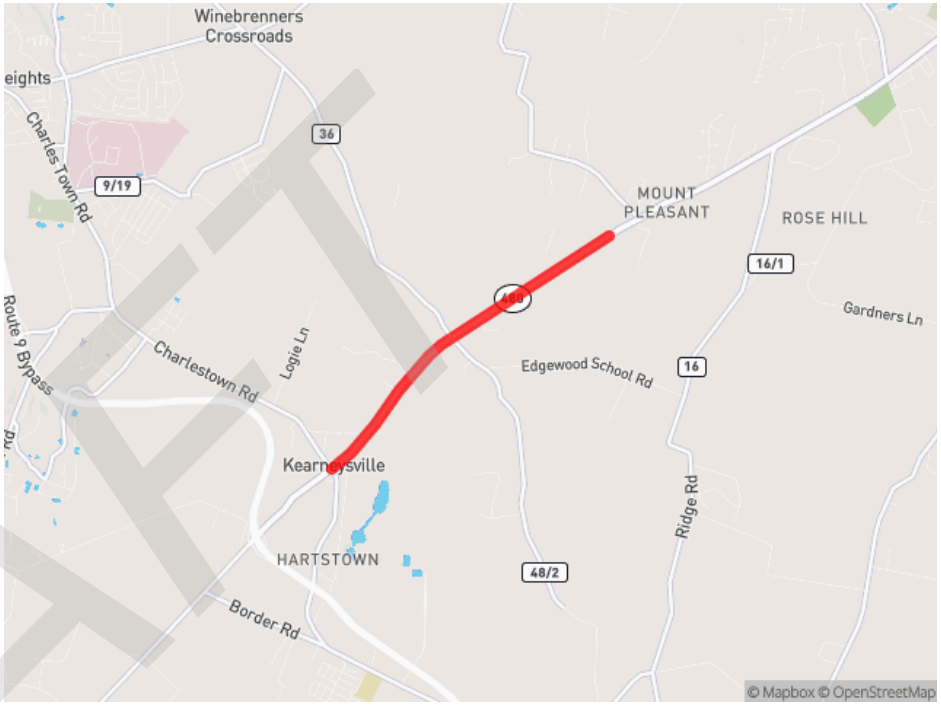
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	$10,000	$0	$0	$0	$0	$0	$10,000
ENG	NRT	$40,000	$0	$0	$0	$0	$0	$40,000
Total ENG		$50,000	$0	$0	$0	$0	$0	$50,000
CON	LOCAL	$0	$40,000	$0	$0	$0	$0	$40,000
CON	NRT	$0	$160,000	$0	$0	$0	$0	$160,000
Total CON		$0	$200,000	$0	$0	$0	$0	$200,000
Total Prior Costs		$50,000	$0	$0	$0	$0	$0	$50,000
Total Programmed		$50,000	$200,000	$0	$0	$0	$0	$250,000

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J2026-05 - Kearneysville-Mt. Pleasant

Resurfacing

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



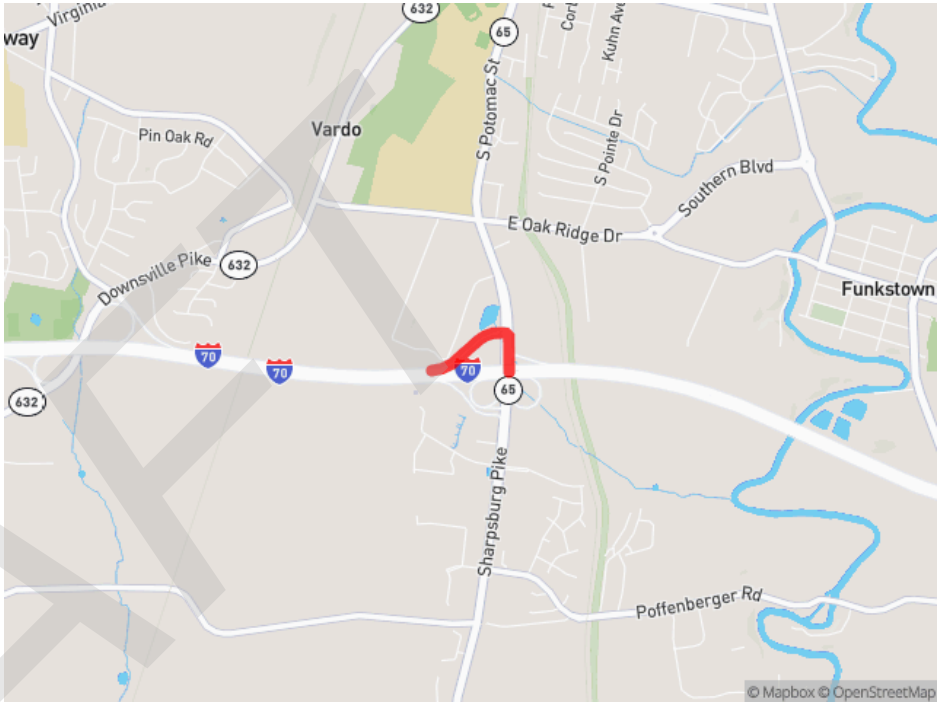
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	$1,000	$0	$0	$0	$0	$0	$1,000
ENG	STBG-FLEX	$4,000	$0	$0	$0	$0	$0	$4,000
Total ENG		$5,000	$0	$0	$0	$0	$0	$5,000
CON	STATE_WV	$299,000	$0	$0	$0	$0	$0	$299,000
CON	STBG-FLEX	$1,196,000	$0	$0	$0	$0	$0	$1,196,000
Total CON		$1,495,000	$0	$0	$0	$0	$0	$1,495,000
Total Prior Costs		$1,500,000	$0	$0	$0	$0	$0	$1,500,000
Total Programmed		$1,500,000	$0	$0	$0	$0	$0	$1,500,000

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

Study of potential I-70 interchange improvements at MD 65

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



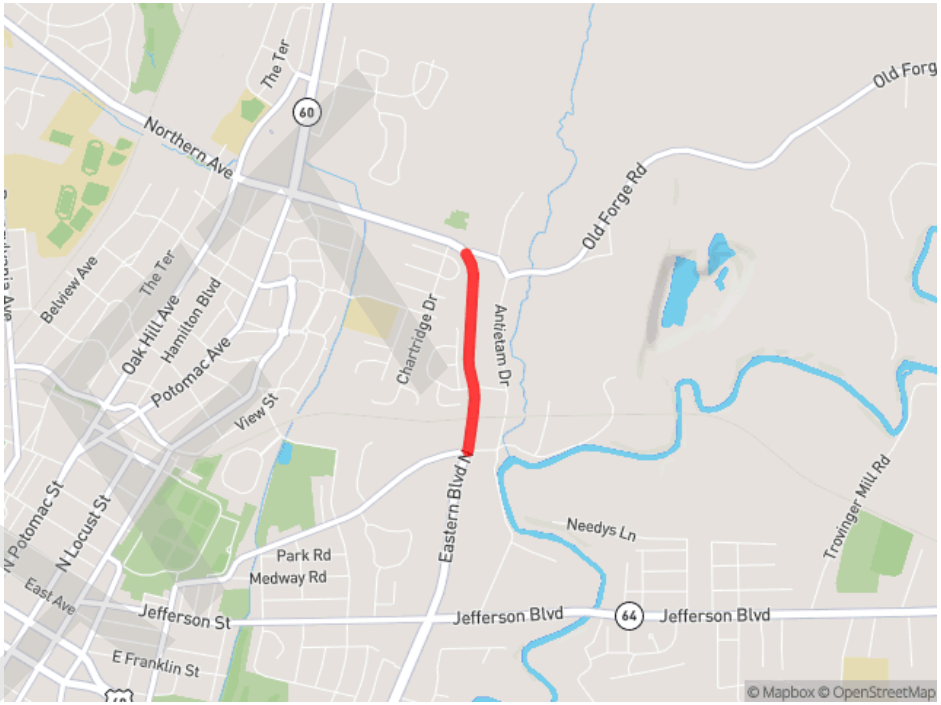
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PP	STATE_MD_SHA	$1,815,000	$0	$0	$0	$0	$0	$1,815,000
Total PP		$1,815,000	$0	$0	$0	$0	$0	$1,815,000
Total Prior Costs		$1,815,000	$0	$0	$0	$0	$0	$1,815,000
Total Programmed		$1,815,000	$0	$0	$0	$0	$0	$1,815,000

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W2017-08 - Eastern Blvd Widening Ph II

Widen existing road to 4 lanes

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



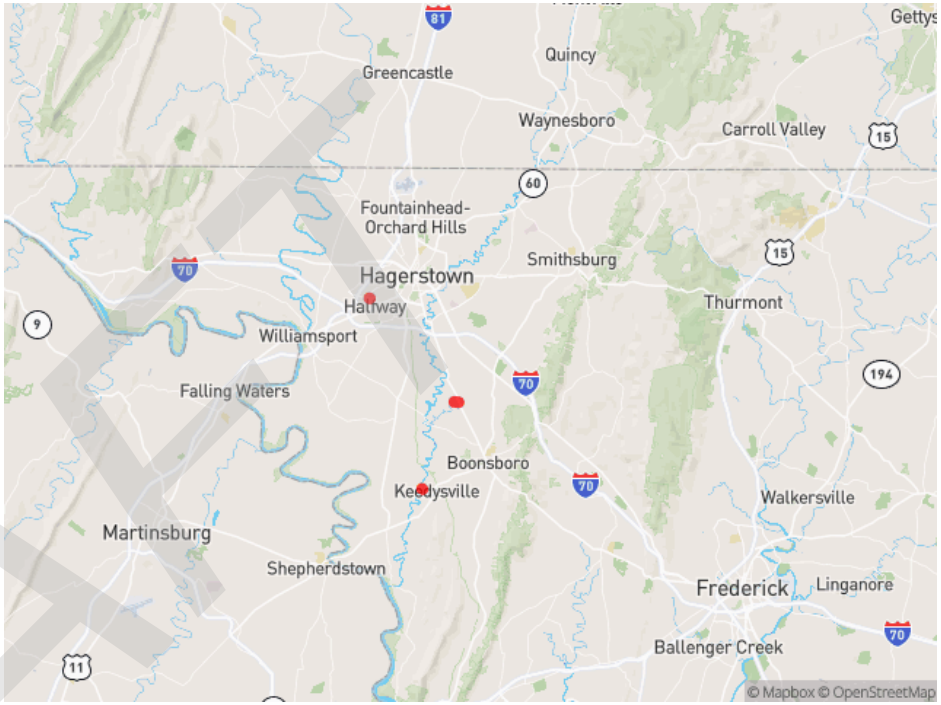
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOCAL_WashCo	$3,189,000	$647,000	$1,000,000	$0	$0	$0	$4,836,000
Total CON		$3,189,000	$647,000	$1,000,000	$0	$0	$0	$4,836,000
PE	EMRK	$355,680	$0	$0	$0	$0	$0	$355,680
PE	LOCAL_WashCo	$480,620	$0	$0	$0	$0	$0	$480,620
Total PE		$836,300	$0	$0	$0	$0	$0	$836,300
-	LOCAL_WashCo	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$4,025,300	$0	$0	$0	$0	$0	$4,025,300
Total Programmed		$4,025,300	$647,000	$1,000,000	$0	$0	$0	$5,672,300

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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



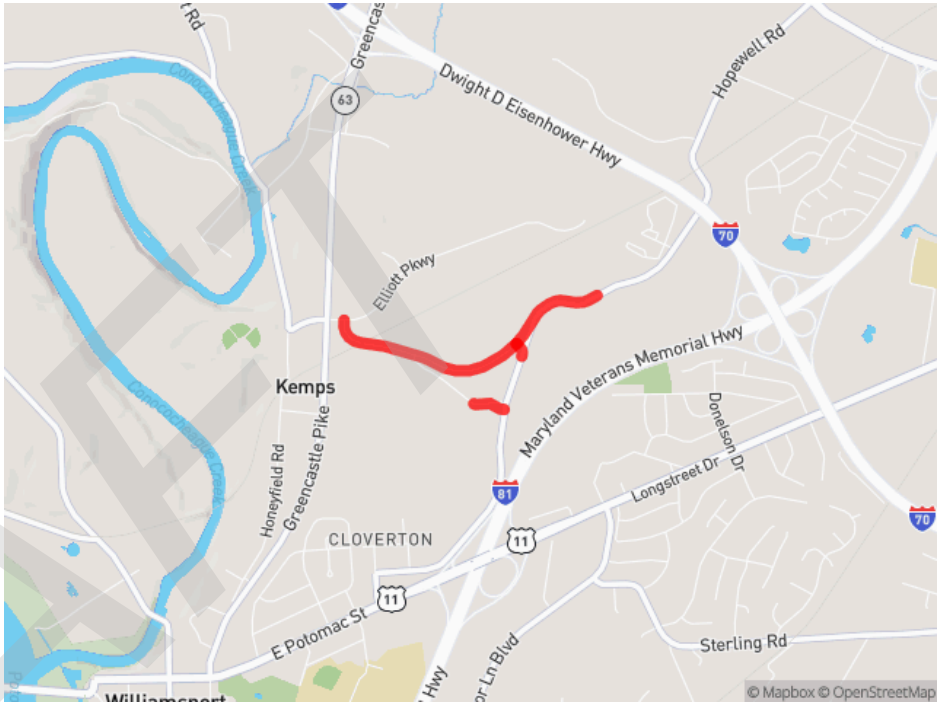
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	FA	$19,495,920	$0	$0	$800,000	$0	$0	$20,295,920
CON	LOCAL_WashCo	$5,381,680	$0	$0	$200,000	$0	$0	$5,581,680
Total CON		$24,877,600	$0	$0	$1,000,000	$0	$0	$25,877,600
PE	FA	$4,324,000	$0	$0	$0	$0	$0	$4,324,000
PE	LOCAL_WashCo	$1,156,000	$50,000	$0	$0	$0	$0	$1,206,000
Total PE		$5,480,000	$50,000	$0	$0	$0	$0	$5,530,000
-	FA	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$30,357,600	$0	$0	$0	$0	$0	$30,357,600
Total Programmed		$30,357,600	$50,000	$0	$1,000,000	$0	$0	$31,407,600

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W2021-07 - Wright Road Relocation

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

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



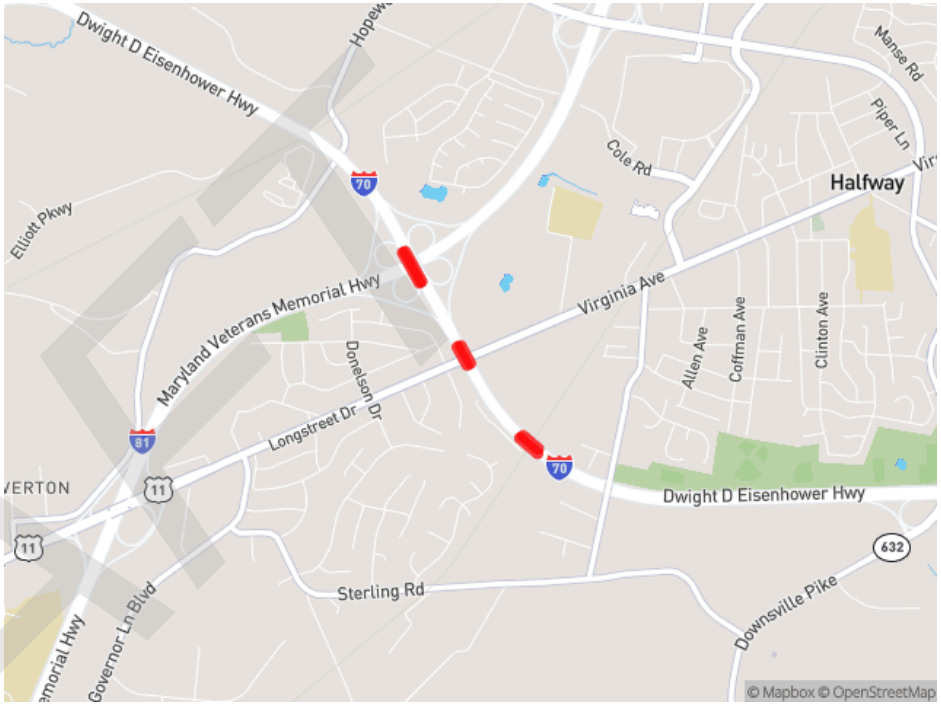
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	ARC	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
CON	LOCAL_WashCo	$2,198,000	$799,000	$671,000	$0	$0	$0	$3,668,000
CON	STATE_MD_SHA	$1,400,000	$0	$0	$0	$0	$0	$1,400,000
Total CON		$4,598,000	$799,000	$671,000	$0	$0	$0	$6,068,000
PE	LOCAL_WashCo	$100,000	$0	$0	$0	$0	$0	$100,000
Total PE		$100,000	$0	$0	$0	$0	$0	$100,000
Total Prior Costs		$4,698,000	$0	$0	$0	$0	$0	$4,698,000
Total Programmed		$4,698,000	$799,000	$671,000	$0	$0	$0	$6,168,000

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W2021-08 - I-70 Roadway and Bridge Improvements

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

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



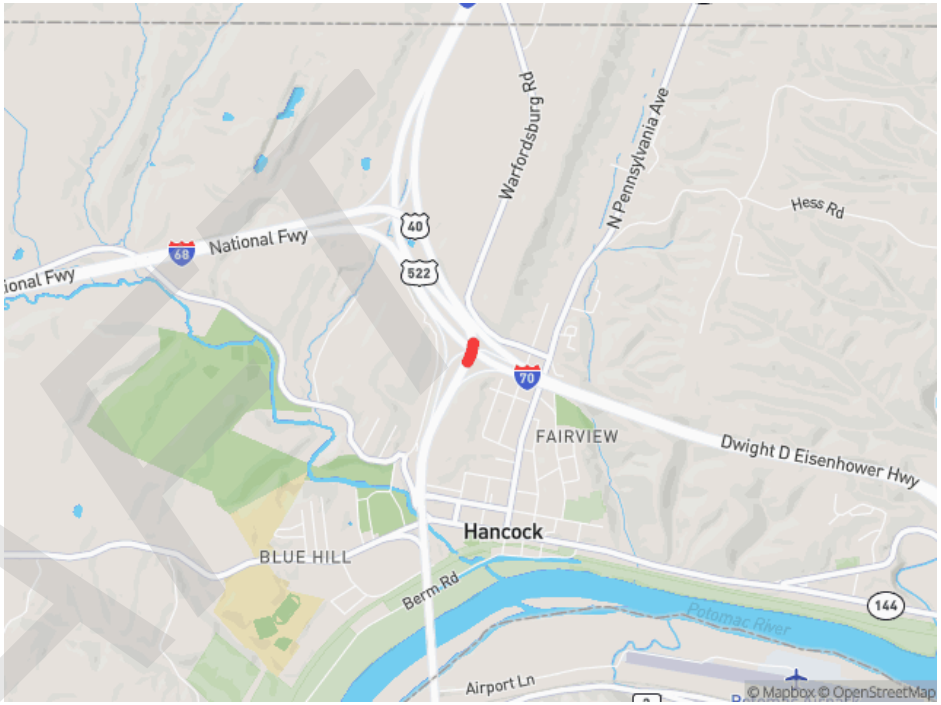
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	$142,000	$0	$0	$0	$0	$0	$142,000
Total ROW		$142,000	$0	$0	$0	$0	$0	$142,000
CON	NHPP	$13,051,000	$0	$0	$0	$0	$0	$13,051,000
CON	STATE_MD_SHA	$774,000	$0	$0	$0	$0	$0	$774,000
Total CON		$13,825,000	$0	$0	$0	$0	$0	$13,825,000
Acquisition	STATE_MD_SHA	$32,000	$0	$0	$0	$0	$0	$32,000
Total Acquisition		$32,000	$0	$0	$0	$0	$0	$32,000
PE	NHPP	$719,000	$0	$0	$0	$0	$0	$719,000
PE	STATE_MD_SHA	$1,682,000	$0	$0	$0	$0	$0	$1,682,000
Total PE		$2,401,000	$0	$0	$0	$0	$0	$2,401,000
Total Prior Costs		$16,400,000	$0	$0	$0	$0	$0	$16,400,000
Total Programmed		$16,400,000	$0	$0	$0	$0	$0	$16,400,000

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

Replacement of bridge 2109000 over eastbound I-70

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



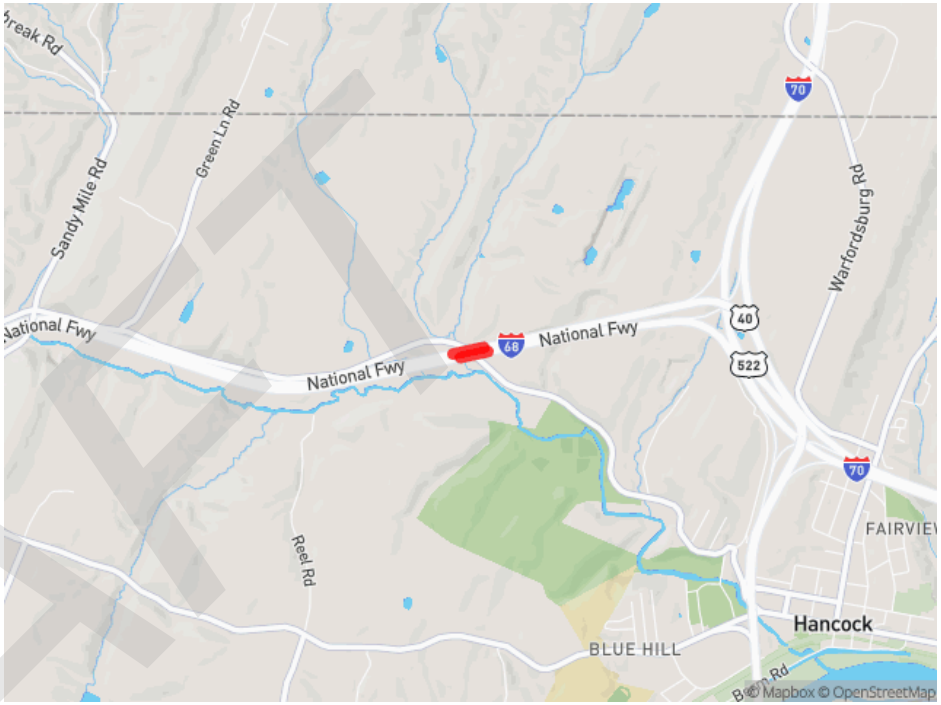
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	NHPP	$741,000	$0	$0	$0	$0	$0	$741,000
PE	STATE_MD_SHA	$470,000	$0	$0	$0	$0	$0	$470,000
Total PE		$1,211,000	$0	$0	$0	$0	$0	$1,211,000
Total Prior Costs		$1,211,000	$0	$0	$0	$0	$0	$1,211,000
Total Programmed		$1,211,000	$0	$0	$0	$0	$0	$1,211,000

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W2022-05 - I-68 Creek Road Bridges Replacement

I-68 Creek Road Bridges Replacement

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP	$18,999,000	$0	$0	$0	$0	$0	$18,999,000
CON	STATE_MD_SHA	$1,001,000	$0	$0	$0	$0	$0	$1,001,000
Total CON		$20,000,000	$0	$0	$0	$0	$0	$20,000,000
PE	NHPP	$729,000	$0	$0	$0	$0	$0	$729,000
PE	STATE_MD_SHA	$446,000	$0	$0	$0	$0	$0	$446,000
Total PE		$1,175,000	$0	$0	$0	$0	$0	$1,175,000
Total Prior Costs		$21,175,000	$0	$0	$0	$0	$0	$21,175,000
Total Programmed		$21,175,000	$0	$0	$0	$0	$0	$21,175,000

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W2022-06 - MD 56 Toms Run Bridge Replacement

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

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	STATE_MD_SHA	$99,000	$0	$0	$0	$0	$0	$99,000
Total ROW		$99,000	$0	$0	$0	$0	$0	$99,000
CON	STATE_MD_SHA	$1,522,000	$0	$0	$0	$0	$0	$1,522,000
Total CON		$1,522,000	$0	$0	$0	$0	$0	$1,522,000
Acquisition	STATE_MD_SHA	$11,000	$0	$0	$0	$0	$0	$11,000
Total Acquisition		$11,000	$0	$0	$0	$0	$0	$11,000
PE	STATE_MD_SHA	$789,000	$0	$0	$0	$0	$0	$789,000
Total PE		$789,000	$0	$0	$0	$0	$0	$789,000
Total Prior Costs		$2,421,000	$0	$0	$0	$0	$0	$2,421,000
Total Programmed		$2,421,000	$0	$0	$0	$0	$0	$2,421,000

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W2024-01 - Byron Bridge Accessibility

MD NP CHOH 221851 Improve accessibility at the Byron Bridge through the construction of an access stair

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	FLTP	$500,000	$0	$0	$0	$0	$0	$500,000
Total CON		$500,000	$0	$0	$0	$0	$0	$500,000
Total Prior Costs		$500,000	$0	$0	$0	$0	$0	$500,000
Total Programmed		$500,000	$0	$0	$0	$0	$0	$500,000

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	$1,996,000	$2,677,000	$380,000	$0	$0	$0	$5,053,000
ENG	STATE_MD_SHA	$105,000	$173,000	$20,000	$0	$0	$0	$298,000
Total ENG		$2,101,000	$2,850,000	$400,000	$0	$0	$0	$5,351,000
ROW	FED	$540,000	$95,000	$95,000	$0	$0	$0	$730,000
ROW	STATE_MD_SHA	$60,000	$5,000	$5,000	$0	$0	$0	$70,000
Total ROW		$600,000	$100,000	$100,000	$0	$0	$0	$800,000
CON	FED	$20,626,000	$2,428,000	$2,428,000	$0	$0	$0	$25,482,000
CON	STATE_MD_SHA	$2,474,000	$122,000	$122,000	$0	$0	$0	$2,718,000
Total CON		$23,100,000	$2,550,000	$2,550,000	$0	$0	$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		$27,201,000	$0	$0	$0	$0	$0	$27,201,000
Total Programmed		$27,201,000	$5,500,000	$3,050,000	$0	$0	$0	$35,751,000

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	$3,373,000	$857,000	$857,000	$0	$0	$0	$5,087,000
ENG	STATE_MD_SHA	$178,000	$43,000	$43,000	$0	$0	$0	$264,000
Total ENG		$3,551,000	$900,000	$900,000	$0	$0	$0	$5,351,000
ROW	FED	$588,000	$95,000	$95,000	$0	$0	$0	$778,000
ROW	STATE_MD_SHA	$62,000	$5,000	$5,000	$0	$0	$0	$72,000
Total ROW		$650,000	$100,000	$100,000	$0	$0	$0	$850,000
CON	FED	$53,392,000	$4,761,000	$4,761,000	$0	$0	$0	$62,914,000
CON	STATE_MD_SHA	$7,192,000	$239,000	$239,000	$0	$0	$0	$7,670,000
Total CON		$60,584,000	$5,000,000	$5,000,000	$0	$0	$0	$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		$68,145,000	$0	$0	$0	$0	$0	$68,145,000
Total Programmed		$68,145,000	$6,000,000	$6,000,000	$0	$0	$0	$80,145,000

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W2025-03 - Areawide Resurfacing & Rehabilitation

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	$3,040,000	$1,520,000	$1,520,000	$0	$0	$0	$6,080,000
ENG	STATE_MD_SHA	$760,000	$380,000	$380,000	$0	$0	$0	$1,520,000
Total ENG		$3,800,000	$1,900,000	$1,900,000	$0	$0	$0	$7,600,000
ROW	FED	$540,000	$95,000	$95,000	$0	$0	$0	$730,000
ROW	STATE_MD_SHA	$60,000	$5,000	$5,000	$0	$0	$0	$70,000
Total ROW		$600,000	$100,000	$100,000	$0	$0	$0	$800,000
CON	FED	$81,523,000	$16,000,000	$16,000,000	$0	$0	$0	$113,523,000
CON	STATE_MD_SHA	$18,477,000	$4,000,000	$4,000,000	$0	$0	$0	$26,477,000
Total CON		$100,000,000	$20,000,000	$20,000,000	$0	$0	$0	$140,000,000
PP	FED	$80,000	$0	$0	$0	$0	$0	$80,000
PP	STATE_MD_SHA	$20,000	$0	$0	$0	$0	$0	$20,000
Total PP		$100,000	$0	$0	$0	$0	$0	$100,000
PE	FED	$3,725,000	$0	$0	$0	$0	$0	$3,725,000
PE	STATE_MD_SHA	$575,000	$0	$0	$0	$0	$0	$575,000
Total PE		$4,300,000	$0	$0	$0	$0	$0	$4,300,000
Total Prior Costs		$108,800,000	$0	$0	$0	$0	$0	$108,800,000
Total Programmed		$108,800,000	$22,000,000	$22,000,000	$0	$0	$0	$152,800,000

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W2025-04 - Areawide Bridge Replacement & Rehabilitation

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	$9,120,000	$4,560,000	$4,560,000	$0	$0	$0	$18,240,000
ENG	STATE_MD_SHA	$480,000	$240,000	$240,000	$0	$0	$0	$960,000
Total ENG		$9,600,000	$4,800,000	$4,800,000	$0	$0	$0	$19,200,000
ROW	FED	$1,080,000	$190,000	$190,000	$0	$0	$0	$1,460,000
ROW	STATE_MD_SHA	$120,000	$10,000	$10,000	$0	$0	$0	$140,000
Total ROW		$1,200,000	$200,000	$200,000	$0	$0	$0	$1,600,000
CON	FED	$40,475,000	$7,125,000	$7,125,000	$0	$0	$0	$54,725,000
CON	STATE_MD_SHA	$4,025,000	$375,000	$375,000	$0	$0	$0	$4,775,000
Total CON		$44,500,000	$7,500,000	$7,500,000	$0	$0	$0	$59,500,000
PE	FED	$11,485,000	$0	$0	$0	$0	$0	$11,485,000
PE	STATE_MD_SHA	$1,165,000	$0	$0	$0	$0	$0	$1,165,000
Total PE		$12,650,000	$0	$0	$0	$0	$0	$12,650,000
Total Prior Costs		$67,950,000	$0	$0	$0	$0	$0	$67,950,000
Total Programmed		$67,950,000	$12,500,000	$12,500,000	$0	$0	$0	$92,950,000

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W2025-05 - Areawide Urban Reconstruction

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	$380,000	$190,000	$190,000	$0	$0	$0	$760,000
ENG	STATE_MD_SHA	$20,000	$10,000	$10,000	$0	$0	$0	$40,000
Total ENG		$400,000	$200,000	$200,000	$0	$0	$0	$800,000
ROW	FED	$272,000	$48,000	$48,000	$0	$0	$0	$368,000
ROW	STATE_MD_SHA	$28,000	$2,000	$2,000	$0	$0	$0	$32,000
Total ROW		$300,000	$50,000	$50,000	$0	$0	$0	$400,000
CON	FED	$4,056,000	$714,000	$714,000	$0	$0	$0	$5,484,000
CON	STATE_MD_SHA	$444,000	$36,000	$36,000	$0	$0	$0	$516,000
Total CON		$4,500,000	$750,000	$750,000	$0	$0	$0	$6,000,000
PP	FED	$80,000	$0	$0	$0	$0	$0	$80,000
PP	STATE_MD_SHA	$40,000	$0	$0	$0	$0	$0	$40,000
Total PP		$120,000	$0	$0	$0	$0	$0	$120,000
PE	FED	$700,000	$0	$0	$0	$0	$0	$700,000
PE	STATE_MD_SHA	$80,000	$0	$0	$0	$0	$0	$80,000
Total PE		$780,000	$0	$0	$0	$0	$0	$780,000
Total Prior Costs		$6,100,000	$0	$0	$0	$0	$0	$6,100,000
Total Programmed		$6,100,000	$1,000,000	$1,000,000	$0	$0	$0	$8,100,000

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W2025-06 - Areawide Congestion Management

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

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

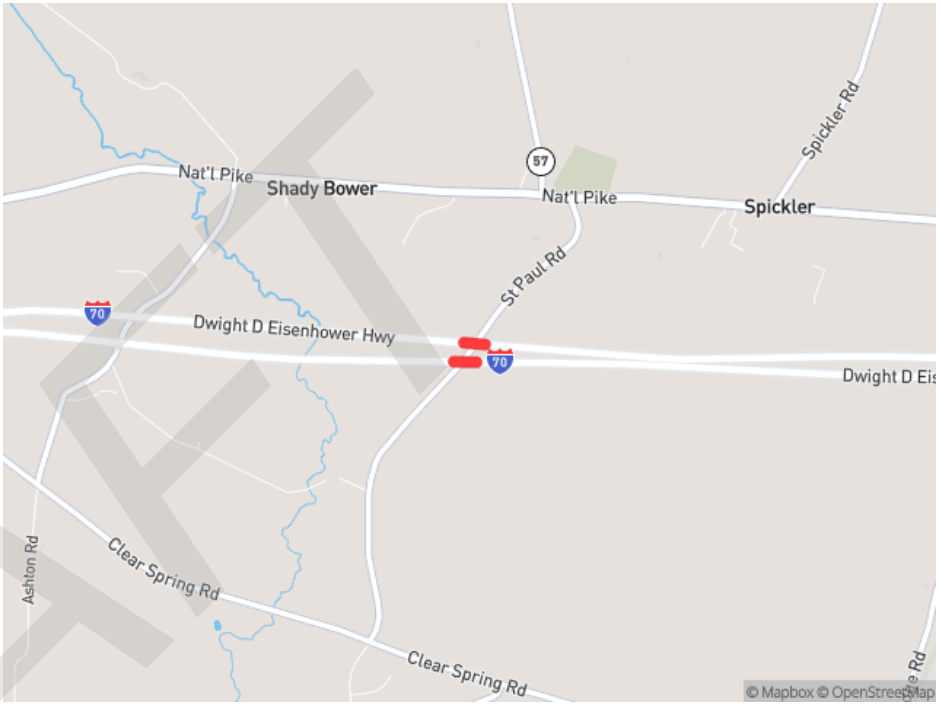
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	$1,810,000	$905,000	$905,000	$0	$0	$0	$3,620,000
ENG	STATE_MD_SHA	$90,000	$45,000	$45,000	$0	$0	$0	$180,000
Total ENG		$1,900,000	$950,000	$950,000	$0	$0	$0	$3,800,000
ROW	FED	$272,000	$48,000	$48,000	$0	$0	$0	$368,000
ROW	STATE_MD_SHA	$28,000	$2,000	$2,000	$0	$0	$0	$32,000
Total ROW		$300,000	$50,000	$50,000	$0	$0	$0	$400,000
CON	FED	$8,442,000	$478,000	$478,000	$0	$0	$0	$9,398,000
CON	STATE_MD_SHA	$1,158,000	$22,000	$22,000	$0	$0	$0	$1,202,000
Total CON		$9,600,000	$500,000	$500,000	$0	$0	$0	$10,600,000
PP	FED	$80,000	$0	$0	$0	$0	$0	$80,000
PP	STATE_MD_SHA	$20,000	$0	$0	$0	$0	$0	$20,000
Total PP		$100,000	$0	$0	$0	$0	$0	$100,000
OTH	FED	$1,900,000	$950,000	$950,000	$0	$0	$0	$3,800,000
OTH	STATE_MD_SHA	$100,000	$50,000	$50,000	$0	$0	$0	$200,000
Total OTH		$2,000,000	$1,000,000	$1,000,000	$0	$0	$0	$4,000,000
PE	FED	$2,610,000	$0	$0	$0	$0	$0	$2,610,000
PE	STATE_MD_SHA	$290,000	$0	$0	$0	$0	$0	$290,000
Total PE		$2,900,000	$0	$0	$0	$0	$0	$2,900,000
Total Prior Costs		$16,800,000	$0	$0	$0	$0	$0	$16,800,000
Total Programmed		$16,800,000	$2,500,000	$2,500,000	$0	$0	$0	$21,800,000

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W2025-07 - Bridge Replacement on I-70

Bridge replacement of bridges over Saint Paul Rd

StateID:	WA4661
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Interstates
Groupable:	False



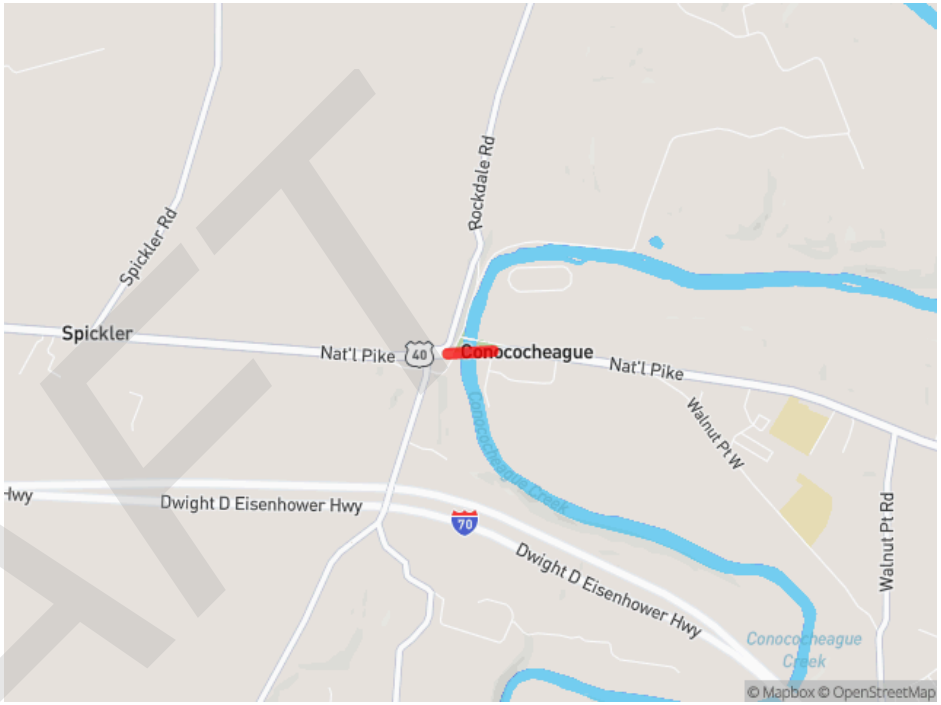
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$397,000	$0	$0	$0	$0	$0	$397,000
ENG	STATE_MD_SHA	$98,000	$0	$0	$0	$0	$0	$98,000
Total ENG		$495,000	$0	$0	$0	$0	$0	$495,000
CON	NHPP	$14,400,000	$0	$0	$0	$0	$0	$14,400,000
CON	STATE_MD_SHA	$3,600,000	$0	$0	$0	$0	$0	$3,600,000
Total CON		$18,000,000	$0	$0	$0	$0	$0	$18,000,000
Total Prior Costs		$18,495,000	$0	$0	$0	$0	$0	$18,495,000
Total Programmed		$18,495,000	$0	$0	$0	$0	$0	$18,495,000

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W2025-08 - Bridge Rehabilitation on US 40

Bridge rehab over Conocoheague Creek

StateID:	WA8811
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Minor Arterial
Groupable:	False



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_MD_SHA	$89,000	$0	$0	$0	$0	$0	$89,000
ENG	STBG	$352,000	$0	$0	$0	$0	$0	$352,000
Total ENG		$441,000	$0	$0	$0	$0	$0	$441,000
ROW	STBG	$4,000	$0	$0	$0	$0	$0	$4,000
Total ROW		$4,000	$0	$0	$0	$0	$0	$4,000
CON	STATE_MD_SHA	$2,402,000	$997,000	$0	$0	$0	$0	$3,399,000
CON	STBG	$9,611,000	$3,989,000	$0	$0	$0	$0	$13,600,000
Total CON		$12,013,000	$4,986,000	$0	$0	$0	$0	$16,999,000
Total Prior Costs		$12,458,000	$0	$0	$0	$0	$0	$12,458,000
Total Programmed		$12,458,000	$4,986,000	$0	$0	$0	$0	$17,444,000

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W2025-09 - National Electric Vehicle Infrastructure (NEVI)

Create network of electric vehicle chargers

StateID:	WA3401
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Other
Performance Measures:	-
Functional Classification:	-
Groupable:	False

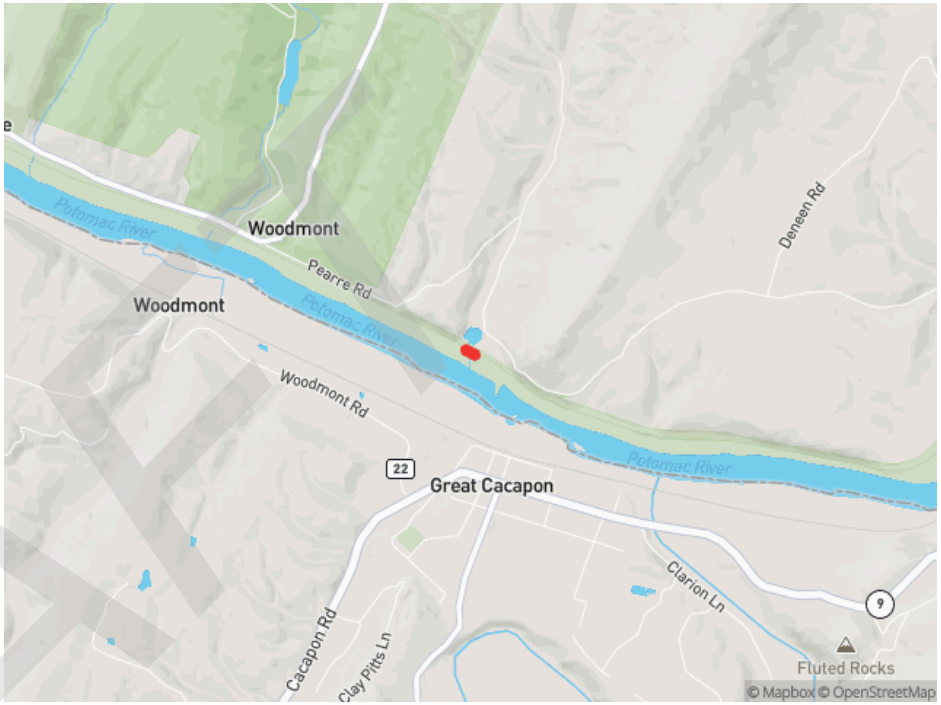
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NEVI	$50,000	$9,000	$11,000	$0	$0	$0	$70,000
ENG	STATE_MD_SHA	$2,000	$0	$0	$0	$0	$0	$2,000
ENG	STBG (TC)	$10,000	$1,000	$1,000	$0	$0	$0	$12,000
Total ENG		$62,000	$10,000	$12,000	$0	$0	$0	$84,000
CON	NEVI	$787,000	$369,000	$253,000	$0	$0	$0	$1,409,000
CON	PRIVATE	$196,000	$92,000	$63,000	$0	$0	$0	$351,000
Total CON		$983,000	$461,000	$316,000	$0	$0	$0	$1,760,000
Total Prior Costs		$1,045,000	$0	$0	$0	$0	$0	$1,045,000
Total Programmed		$1,045,000	$471,000	$328,000	$0	$0	$0	$1,844,000

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W2025-10 - Polly Pond Bridge

Bridge Repair

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	FLTP	$700,000	$0	$0	$0	$0	$0	$700,000
Total CON		$700,000	$0	$0	$0	$0	$0	$700,000
Total Prior Costs		$700,000	$0	$0	$0	$0	$0	$700,000
Total Programmed		$700,000	$0	$0	$0	$0	$0	$700,000

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W2025-11 - Hagerstown Safety Action Plan

Creation of Safety Action Plan

StateID:	-
Lead Agency:	City of Hagerstown
County:	Washington County
State:	Maryland
Project Type:	Planning
Performance Measures:	PM1 - Safety
Functional Classification:	-
Groupable:	-

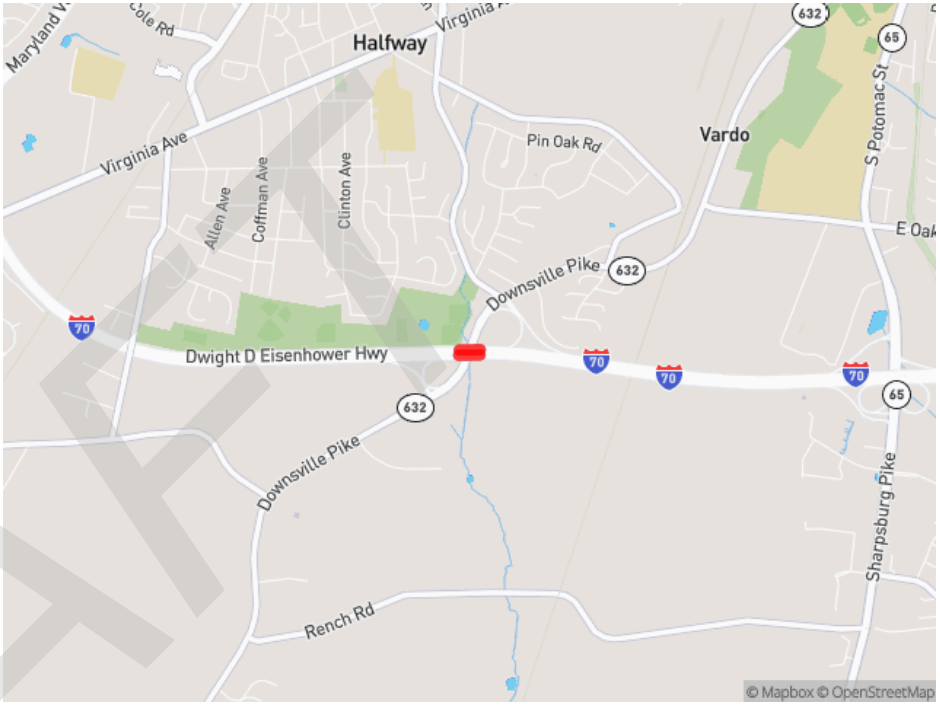
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PP	LOCAL_Hag	$40,000	$0	$0	$0	$0	$0	$40,000
PP	SS4A	$160,000	$0	$0	$0	$0	$0	$160,000
Total PP		$200,000	$0	$0	$0	$0	$0	$200,000
Total Prior Costs		$200,000	$0	$0	$0	$0	$0	$200,000
Total Programmed		$200,000	$0	$0	$0	$0	$0	$200,000

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	$1,884,000	$479,000	$0	$0	$0	$0	$2,363,000
ENG	STATE_MD_SHA	$471,000	$25,000	$0	$0	$0	$0	$496,000
Total ENG		$2,355,000	$504,000	$0	$0	$0	$0	$2,859,000
ROW	NHPP	$1,000	$1,000	$1,000	$1,000	$1,000	$0	$5,000
Total ROW		$1,000	$1,000	$1,000	$1,000	$1,000	$0	$5,000
CON	NHPP	$0	$1,563,000	$5,726,000	$20,814,000	$0	$0	$28,103,000
CON	STATE_MD_SHA	$0	$82,000	$301,000	$1,095,000	$0	$0	$1,478,000
Total CON		$0	$1,645,000	$6,027,000	$21,909,000	$0	$0	$29,581,000
Total Prior Costs		$2,356,000	$0	$0	$0	$0	$0	$2,356,000
Total Programmed		$2,356,000	$2,150,000	$6,028,000	$21,910,000	$1,000	$0	$32,445,000

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W2025-14 - Areawide Carbon Reduction Program

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

StateID:	-
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Other
Performance Measures:	-
Functional Classification:	-
Groupable:	-

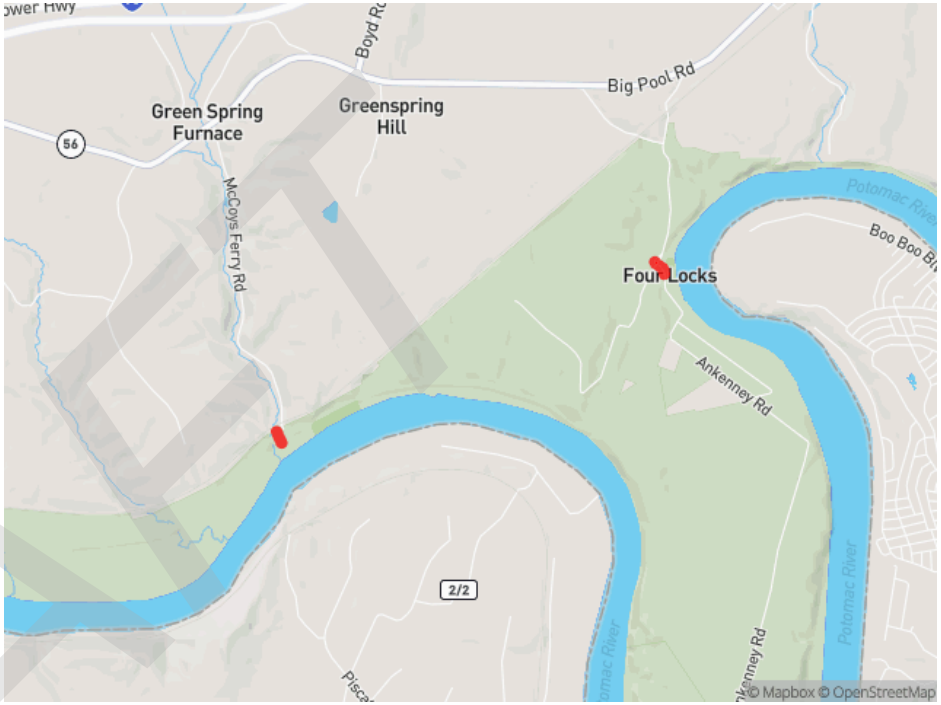
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CRP	$72,000	$48,000	$60,000	$60,000	$0	$0	$240,000
ENG	STATE_MD_SHA	$18,000	$12,000	$15,000	$15,000	$0	$0	$60,000
Total ENG		$90,000	$60,000	$75,000	$75,000	$0	$0	$300,000
ROW	CRP	$18,000	$12,000	$15,000	$15,000	$0	$0	$60,000
ROW	STATE_MD_SHA	$5,000	$3,000	$4,000	$4,000	$0	$0	$16,000
Total ROW		$23,000	$15,000	$19,000	$19,000	$0	$0	$76,000
CON	CRP	$273,000	$181,000	$227,000	$227,000	$0	$0	$908,000
CON	STATE_MD_SHA	$68,000	$45,000	$57,000	$57,000	$0	$0	$227,000
Total CON		$341,000	$226,000	$284,000	$284,000	$0	$0	$1,135,000
PP	CRP	$40,000	$40,000	$40,000	$40,000	$0	$0	$160,000
PP	STATE_MD_SHA	$10,000	$10,000	$10,000	$10,000	$0	$0	$40,000
Total PP		$50,000	$50,000	$50,000	$50,000	$0	$0	$200,000
Total Prior Costs		$504,000	$0	$0	$0	$0	$0	$504,000
Total Programmed		$504,000	$351,000	$428,000	$428,000	$0	$0	$1,711,000

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W2026-01 - CHOH Tunnel

Tunnel

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



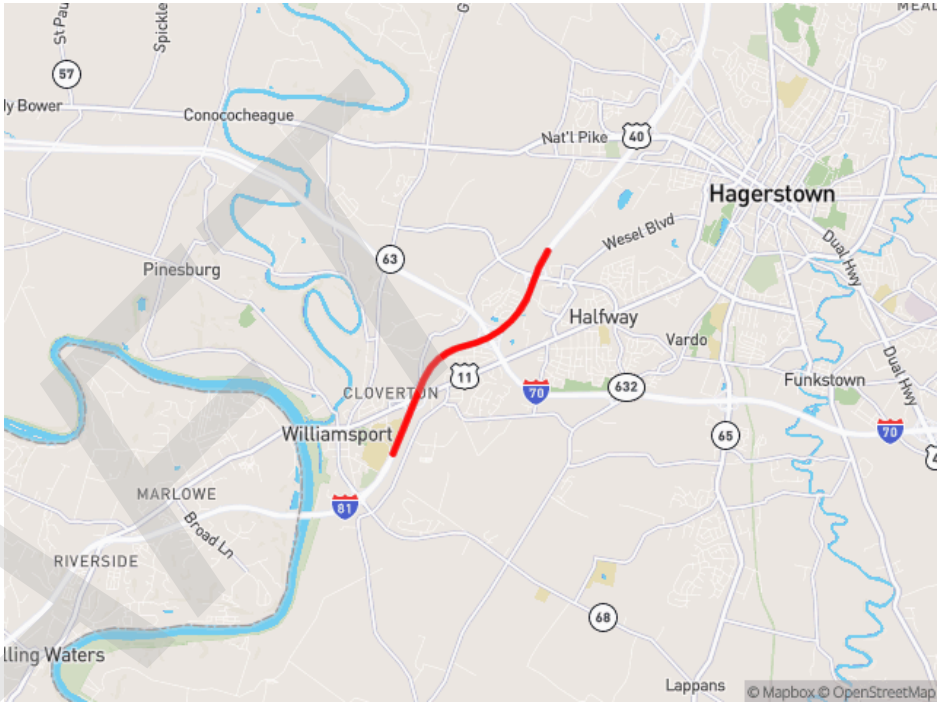
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	FLTP	$60,000	$0	$0	$0	$0	$0	$60,000
Total CON		$60,000	$0	$0	$0	$0	$0	$60,000
Total Prior Costs		$60,000	$0	$0	$0	$0	$0	$60,000
Total Programmed		$60,000	$0	$0	$0	$0	$0	$60,000

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W2026-02 - I-81 Phase 2A & 2B Highway Reconstruction

Widening to six lanes and reconstructing 6.0 miles of I-81 from North of MD63/MD68 (Lappans Road) to CSX Bridges.

StateID:	WA0921
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Roadway
Performance Measures:	PM3 - System Performance, Freight, Congestion, and Air Quality
Functional Classification:	Interstates
Groupable:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	$1,000	$656,000	$0	$32,000	$0	$0	$689,000
ROW	STATE_MD_SHA	$0	$35,000	$0	$4,000	$0	$0	$39,000
Total ROW		$1,000	$691,000	$0	$36,000	$0	$0	$728,000
CON	NHPP	$357,000	$6,852,000	$30,856,000	$45,713,000	$36,766,000	$0	$120,544,000
CON	STATE_MD_SHA	$19,000	$361,000	$1,624,000	$2,406,000	$1,935,000	$0	$6,345,000
Total CON		$376,000	$7,213,000	$32,480,000	$48,119,000	$38,701,000	$0	$126,889,000
PE	NHPP	$10,439,000	$1,520,000	$570,000	$0	$0	$0	$12,529,000
PE	STATE_MD_SHA	$4,263,000	$80,000	$30,000	$0	$0	$0	$4,373,000
Total PE		$14,702,000	$1,600,000	$600,000	$0	$0	$0	$16,902,000
Total Prior Costs		$15,079,000	$0	$0	$0	$0	$0	$15,079,000
Total Programmed		$15,079,000	$9,504,000	$33,080,000	$48,155,000	$38,701,000	$0	$144,519,000

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WT2025-01 - Medium Duty Bus Replacement

Medium Duty Bus Replacement of 4 buses

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	$1,284,288	$720,000	$0	$0	$0	$0	$2,004,288
Transit	LOCAL_WCT	$160,536	$90,000	$0	$0	$0	$0	$250,536
Transit	STATE_MD_MTA	$160,536	$90,000	$0	$0	$0	$0	$250,536
Total Transit		$1,605,360	$900,000	$0	$0	$0	$0	$2,505,360
Total Prior Costs		$1,605,360	$0	$0	$0	$0	$0	$1,605,360
Total Programmed		$1,605,360	$900,000	$0	$0	$0	$0	$2,505,360

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WT2025-02 - Operating Assistance - Section 5307

Operating assistance for transit services provided by Washington County

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	$4,667,705	$933,541	$933,541	$0	$0	$0	$6,534,787
Transit	LOCAL_WCT	$3,282,492	$618,720	$618,720	$0	$0	$0	$4,519,932
Transit	STATE_MD_MTA	$1,385,213	$314,821	$314,821	$0	$0	$0	$2,014,855
Total Transit		$9,335,410	$1,867,082	$1,867,082	$0	$0	$0	$13,069,574
Total Prior Costs		$9,335,410	$0	$0	$0	$0	$0	$9,335,410
Total Programmed		$9,335,410	$1,867,082	$1,867,082	$0	$0	$0	$13,069,574

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WT2025-03 - Capital Assistance - Section 5307

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	$1,144,240	$300,000	$300,000	$0	$0	$0	$1,744,240
Transit	LOCAL_WCT	$263,030	$37,500	$37,500	$0	$0	$0	$338,030
Transit	STATE_MD_MTA	$38,030	$37,500	$37,500	$0	$0	$0	$113,030
Total Transit		$1,445,300	$375,000	$375,000	$0	$0	$0	$2,195,300
Total Prior Costs		$1,445,300	$0	$0	$0	$0	$0	$1,445,300
Total Programmed		$1,445,300	$375,000	$375,000	$0	$0	$0	$2,195,300

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WT2025-04 - Capital Assistance - Section 5339

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	$376,800	$0	$168,000	$0	$0	$0	$544,800
Transit	LOCAL_WCT	$47,600	$0	$21,000	$0	$0	$0	$68,600
Transit	STATE_MD_MTA	$47,600	$0	$21,000	$0	$0	$0	$68,600
Total Transit		$472,000	$0	$210,000	$0	$0	$0	$682,000
Total Prior Costs		$472,000	$0	$0	$0	$0	$0	$472,000
Total Programmed		$472,000	$0	$210,000	$0	$0	$0	$682,000

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5310	$1,958,872	$0	$0	$0	$0	$0	$1,958,872
Transit	LOCAL_WCT	$682,093	$0	$0	$0	$0	$0	$682,093
Total Transit		$2,640,965	$0	$0	$0	$0	$0	$2,640,965
Total Prior Costs		$2,640,965	$0	$0	$0	$0	$0	$2,640,965
Total Programmed		$2,640,965	$0	$0	$0	$0	$0	$2,640,965

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WT2025-06 - Operating Assistance - Section 5310

Operating assistance for elderly and disabled transit services.

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5310	$2,070,800	$0	$0	$0	$0	$0	$2,070,800
Total Transit		$2,070,800	$0	$0	$0	$0	$0	$2,070,800
Total Prior Costs		$2,070,800	$0	$0	$0	$0	$0	$2,070,800
Total Programmed		$2,070,800	$0	$0	$0	$0	$0	$2,070,800

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WT2026-01 - Washington County Bus Facility Project

WCT Bus Facility Project BUILD award for NEPA and final design.

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BUILD	$2,832,390	$0	$0	$0	$0	$0	$2,832,390
Total PE		$2,832,390	$0	$0	$0	$0	$0	$2,832,390
Total Prior Costs		$2,832,390	$0	$0	$0	$0	$0	$2,832,390
Total Programmed		$2,832,390	$0	$0	$0	$0	$0	$2,832,390

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5310	$182,000	$42,000	$42,000	$42,000	$42,000	$0	$350,000
Transit	LOCAL_EPTA	$45,500	$10,500	$10,500	$10,500	$10,500	$0	$87,500
Total Transit		$227,500	$52,500	$52,500	$52,500	$52,500	$0	$437,500
Total Prior Costs		$227,500	$0	$0	$0	$0	$0	$227,500
Total Programmed		$227,500	$52,500	$52,500	$52,500	$52,500	$0	$437,500

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

Bus Facility Construction

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	$10,964,000	$0	$0	$0	$0	$0	$10,964,000
Transit	LOCAL_EPTA	$2,741,000	$0	$0	$0	$0	$0	$2,741,000
Transit	RAISE	$10,322,107	$0	$0	$0	$0	$0	$10,322,107
Total Transit		$24,027,107	$0	$0	$0	$0	$0	$24,027,107
Total Prior Costs		$24,027,107	$0	$0	$0	$0	$0	$24,027,107
Total Programmed		$24,027,107	$0	$0	$0	$0	$0	$24,027,107

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WVT2022-01 - Capital Assistance - Bus Replacement

5339 Capital funds for bus replacements

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	$878,966	$0	$0	$0	$0	$0	$878,966
Transit	LOCAL_EPTA	$219,743	$0	$0	$0	$0	$0	$219,743
Total Transit		$1,098,709	$0	$0	$0	$0	$0	$1,098,709
-	5339	$0	$0	$0	$0	$0	$0	$0
-	LOCAL_EPTA	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$1,098,709	$0	$0	$0	$0	$0	$1,098,709
Total Programmed		$1,098,709	$0	$0	$0	$0	$0	$1,098,709

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WVT2024-01 - 5307 Bus Replacement

Lapsed money from Weirton

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	$720,000	$200,000	$200,000	$200,000	$200,000	$0	$1,520,000
Transit	LOCAL_EPTA	$180,000	$50,000	$50,000	$50,000	$50,000	$0	$380,000
Total Transit		$900,000	$250,000	$250,000	$250,000	$250,000	$0	$1,900,000
Total Prior Costs		$900,000	$0	$0	$0	$0	$0	$900,000
Total Programmed		$900,000	$250,000	$250,000	$250,000	$250,000	$0	$1,900,000

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WVT2024-02 - 5307 Operating Commuter Service

Lapsed money from Weirton

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	$549,500	$72,500	$72,500	$72,500	$72,500	$0	$839,500
Transit	LOCAL_EPTA	$549,500	$72,500	$72,500	$72,500	$72,500	$0	$839,500
Total Transit		$1,099,000	$145,000	$145,000	$145,000	$145,000	$0	$1,679,000
Total Prior Costs		$1,099,000	$0	$0	$0	$0	$0	$1,099,000
Total Programmed		$1,099,000	$145,000	$145,000	$145,000	$145,000	$0	$1,679,000

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WVT2024-04 - Harpers Ferry Bus Facility Expansion

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	FLTP	$2,923,933	$0	$0	$0	$0	$0	$2,923,933
Total CON		$2,923,933	$0	$0	$0	$0	$0	$2,923,933
Total Prior Costs		$2,923,933	$0	$0	$0	$0	$0	$2,923,933
Total Programmed		$2,923,933	$0	$0	$0	$0	$0	$2,923,933

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	$5,238,992	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$0	$10,472,340
Transit	LOCAL_EPTA	$5,238,992	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$0	$10,472,340
Total Transit		$10,477,984	$2,616,674	$2,616,674	$2,616,674	$2,616,674	$0	$20,944,680
Total Prior Costs		$10,477,984	$0	$0	$0	$0	$0	$10,477,984
Total Programmed		$10,477,984	$2,616,674	$2,616,674	$2,616,674	$2,616,674	$0	$20,944,680

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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	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	$1,382,863	$300,000	$300,000	$300,000	$300,000	$0	$2,582,863
Transit	LOCAL_EPTA	$345,717	$75,000	$75,000	$75,000	$75,000	$0	$645,717
Total Transit		$1,728,580	$375,000	$375,000	$375,000	$375,000	$0	$3,228,580
Total Prior Costs		$1,728,580	$0	$0	$0	$0	$0	$1,728,580
Total Programmed		$1,728,580	$375,000	$375,000	$375,000	$375,000	$0	$3,228,580

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WVT2025-03 - Capital Assistance - Miscellaneous Equipment

Purchase of miscellaneous equipment for vehicle fleet

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	$121,320	$0	$0	$0	$0	$0	$121,320
Transit	LOCAL_EPTA	$37,830	$0	$0	$0	$0	$0	$37,830
Total Transit		$159,150	$0	$0	$0	$0	$0	$159,150
-	5339	$0	$0	$0	$0	$0	$0	$0
-	LOCAL_EPTA	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$159,150	$0	$0	$0	$0	$0	$159,150
Total Programmed		$159,150	$0	$0	$0	$0	$0	$159,150

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WVT2025-05 - Capital Assistance - Passenger Amenity

Bus Shelter Purchase, System Signage, and Other Passenger Information

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	$74,750	$0	$0	$0	$0	$0	$74,750
Transit	LOCAL_EPTA	$18,688	$0	$0	$0	$0	$0	$18,688
Total Transit		$93,438	$0	$0	$0	$0	$0	$93,438
-	5339	$0	$0	$0	$0	$0	$0	$0
-	LOCAL_EPTA	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$93,438	$0	$0	$0	$0	$0	$93,438
Total Programmed		$93,438	$0	$0	$0	$0	$0	$93,438

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APPENDICES

APPENDIX A – ABBREVIATIONS/ACRONYMS

APPENDIX B – HEPMPO SELF-CERTIFCATION

APPENDIX C – FY 2027-2030 TIP ADOPTION RESOLUTION(S)

APPENDIX D – MEMORANDUMS OF UNDERSTANDING AND PLANNING AGREEMENTS

APPENDIX E – PERFORMANCE MEASURE RESOLUTIONS

APPENDIX F – PUBLIC PARTICIPATION DOCUMENTATION

APPENDIX G – MARYLAND OBLIGATED PROJECT LIST

APPENDIX H – WEST VIRGINIA OBLIGATED PROJECT LIST

APPENDIX I – MARYLAND AREADWIDE FUNDING CATEGORIES – INDIVIDUAL PROJECTS

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APPENDIX A

ABBREVIATIONS/ACRONYMS

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Glossary of Abbreviations/Acronyms

Agencies:

Federal

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency

State

MDOT	Maryland Department of Transportation
MDE	Maryland Department of the Environment
MTA	Maryland Transit Administration
SHA	Maryland State Highway Administration
PennDOT	Pennsylvania Department of Transportation
WVDOH	West Virginia Division of Highways
WVDOT	West Virginia Department of Transportation
WVDPT	West Virginia Division of Public Transit
WVDEP	West Virginia Department of Environmental Protection

Local

FCMPO	Franklin County Metropolitan Planning Organization
HEPMPO	Hagerstown/Eastern Panhandle Metropolitan Planning Organization
Win-Fred MPO	Winchester-Frederick County Metropolitan Planning Organization
ISC	Interstate Council
LRTP	Long Range Transportation Plan
TAC	Technical Advisory Committee

Transit

EPTA	Eastern Panhandle Transit Authority
WCT	Washington County Transit
AQAC	Air Quality Advisory Committee

Federal Funding Types & Others:

AC	Advanced Construction
ADA	Americans with Disabilities Act
ARC	Appalachian Regional Commission Grant
BR	Bridge Replacement
BH	Bridge Rehabilitation
CAA	Clean Air Act
CMAQ	Congestion Management & Air Quality
CRP	Carbon Reduction Program
EAC	Early Action Compact
EMRK	Earmark Funding
FA	Federal Aid
FAA BIL-ATP	Federal Aviation Administration Bipartisan Infrastructure Law – Airport Terminals Program
FED	Federal - General
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
HSIP	Highway Safety Improvement Program

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HWI-POP	Highway Infrastructure Funds - Population
LEP	Limited English Proficiency
MDBF	Mean Distance Between Failures
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development
NH	National Highway System
NHPP	National Highway Performance Program
NHST	National Highway System & Surface Transportation Program
NPS	National Park Service Match
NRT	National Recreation Trail
RTP	Recreational Trails Program
RR/HWY	Railroad/Highway Program
SB	Scenic Byway
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SRTS	Safe Routes to School
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
Section 5307	FTA Urbanized Area Formula Program
Section 5309	FTA Capital Program
Section 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities
Section 5339	FTA Buses and Bus Facilities Grants Program
TCSP	Transportation, Community, and System Preservation Program

Highway Route Designations:

CR	County Route
I, IR	Interstate Route
SR	State Route (also WV or MD)
US	United States Route

Phase of Work:

PP	Project Planning
PE or ENG	Project Engineering, Design
R/W or ROW	Right of Way
CON	Construction

Other:

ARRA	American Recovery and Reinvestment Act
BKAMPP	Bridges: Key Activities for Maintenance and Preservation Plan
FAST	Fixing America's Surface Transportation Act
FY	Fiscal Year
GHG	Greenhouse Gas
I/C	Interchange
I/S	Intersection
IIJA	Infrastructure Investment and Jobs Act
MAP-21	Moving Ahead for Progress in the 21st Century

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

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APPENDIX B

HEPMPO SELF-CERTIFICATION

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METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;

II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

V. Section 1101(b) of the IIJA (Pub. L. 117–58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Hagerstown/Eastern Panhandle MPO

Signature

Title

Date

West Virginia Department of Transportation

Signature

Secretary of Transportation/Commissioner of Highways

Title

10/2/2025

Date

Maryland Department of Transportation

Signature

ACTING SECRETARY

Title

10/21/2025

Date

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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

RESOLUTION NUMBER 2026-03

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

CERTIFICATION OF TRANSPORTATION PLANNING PROCESS

RECITALS

WHEREAS, the Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is required by the Infrastructure Investment and Jobs Act (IIJA) to certify that the transportation planning process in our area is being conducted in accordance with all applicable requirements.

WHEREAS, these requirements are comprised of:

I. 23 U.S.C. 134,49 U.S.C. 5303, and this subpart;
II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000-d-1) and 49 CFR part 21;
IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity
V. Section 1101(b) of the FAST Act (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender and
X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the Hagerstown/Eastern Panhandle Metropolitan Planning Organization hereby certify our area's transportation planning process in accordance with 23 CFR 450.334.

PASSED AND DULY ADOPTED this 20th day of August 2026.

HAGERSTOWN/EASTERN PANHANDLE

DRAFT

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

METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: _____

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HEPMPO Self-Certification: Summary of Statutory Requirements

Metropolitan Planning

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

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

HEPMPO Actions

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

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

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

Measures Prohibiting Discrimination and Exclusion, and Requiring Equal Opportunity

Title VI, Civil Rights Act of 1964

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

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

Disadvantaged Business Enterprises (DBE)

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

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

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

Americans with Disabilities Act of 1990 (ADA)

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

Older Americans Act

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

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

Section 324 of 23 U.S.C.

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

Rehabilitation Act of 1973

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

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

HEPMPO Actions

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

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

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

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

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

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

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

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[1] https://hepmpo.com/wp-content/uploads/2025/05/Final-HEPMPO-PPP-2025-05-21.pdf

APPENDIX C

FY 2027-2030 TIP ADOPTION RESOLUTION(S)

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APPENDIX D

MEMORANDUMS OF UNDERSTANDING AND PLANNING AGREEMENTS

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

I. Background and Purpose

A. The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) and the Franklin County Metropolitan Planning Organization (Franklin MPO) recognize that the Hagerstown, Maryland, Urbanized Boundary extends into Franklin County, Pennsylvania. The purpose of this agreement is to define the roles and responsibilities of the Metropolitan Planning Organizations (MPOs).

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

II. General Points of Understanding and Agreement

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

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

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

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

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

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III. Specific Points of Understanding and Agreement

A. MPO Boundary

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

B. Long Range Transportation Plans (LRTPs)

1. We recognize the currently adopted Franklin County Metropolitan Planning Organization Long Range Transportation Plan is the transportation plan for Franklin County, Pennsylvania. This includes the portion of the Hagerstown Urbanized Area in Franklin County.

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

C. Transportation Improvement Program (TIP)

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

D. Unified Planning Work Program (UPWP)

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

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

E. Other Planning Activities

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

2. We agree the Franklin MPO will address urban area boundary issues and review the functional classification of all public roads and streets within

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

3. We agree to cooperate with planning and implementation of our respective management and monitoring systems, especially the congestion management processes (CMP) system.

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

Martin E. Brubaker, Chairman
Hagerstown/Eastern Panhandle MPO

June 5, 2013
Date

Robert Thomas, Chairman
Franklin County MPO

May 1, 2011
Date

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

I. Background and Purpose

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

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

II. General Points of Understanding and Agreement

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

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

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

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

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

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III. Specific Points of Understanding and Agreement

A. MPO Boundary

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

B. Metropolitan Transportation Plans (MTPs)

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

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

C. Transportation Improvement Program (TIP)

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

D. Unified Planning Work Program (UPWP)

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

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

E. Other Planning Activities

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

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

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

Judith McCann-Slaughter, Chair
Winchester Frederick County MPO

9-26-2023
Date

Kevin D. Cerrone, Chair
Hagerstown/Eastern Panhandle MPO

10-18-23
Date

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

This Memorandum of Understanding is agreed and entered into on this day 23rd day of June, 2025 between Hagerstown/Eastern Panhandle Metropolitan Planning Organization, hereinafter called HEPMPO, the Eastern Panhandle Transit Authority, hereinafter called EPTA. This agreement specifies the roles and responsibilities of HEPMPO, the Metropolitan Planning Organization (MPO) for Washington County MD, Berkeley County WV, Jefferson County WV and EPTA, the grantee, a publicly owned operator providing deviated route and demand response transit services for carrying out federal transportation planning and programming requirements for a continuing, cooperative and comprehensive transportation planning process.

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

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

Section 1: Role and Responsibilities of HEPMPO

A. **Role:** To carry out the continuing, cooperative and comprehensive transportation planning process by providing the technical and administrative services necessary to fulfill all applicable federal transportation planning requirements.
B. **Responsibilities:** In accordance with the Statutory Planning and Programming Requirements in the current federal surface transportation bill, as well as other federal and state regulations, HEPMPO is responsible for the following activity:

1. Develop an annual Unified Planning Work Program and budget inclusive of a transit work element.
2. Develop and maintain a fiscally constrained Long Range Multimodal Transportation Plan that addresses the planning factors identified in the transportation legislation. The Long Range Plan and Transportation Improvement Program will incorporate current federal surface transportation bill transit provisions including asset management and safety plans with recommendations developed by the transit agency.
3. Develop and maintain a Transportation Improvement Program (TIP) for the HEPMPO metropolitan planning area inclusive of all highway and transit projects programmed during the TIP period consistent with the TIP/STIP guidelines and timeframes, as well as the selection and the reporting of performance targets.
4. Develop an annual listing of obligated projects from the previous fiscal year. The list is to be developed in conjunction with the state and transit provider and made available for public

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review. HEPMPO will contact the transit agency to obtain the information.

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

Section 2: Roles and Responsibilities of EPTA

A. **Role:** To provide deviated route and demand response transit service within the service areas of Berkeley & Jefferson Counties, West Virginia. Participate in the transportation planning process to insure compliance with current federal surface transportation bill transit provisions.
B. **Responsibilities:** Within the frame work of the transportation planning process EPTA is represented on the HEPMPO Interstate Council (voting board) and the Technical Advisory Committee (non-voting). As a TAC member EPTA provides the Policy Board with technical guidance when making policy decisions and coordinates with HEPMPO to ensure that transit issues are adequately addressed. The responsibilities of the EPTA in the planning process are as follows:

1. To review the planning activity identified in the Unified Planning Work Program to insure that all transit planning emphasis areas are being met.
2. To participate in the development of the Long Range Multimodal Transportation Plan for the region providing transit program improvements, project cost estimates, and fiscal projections.
3. To Participate in the development and maintenance of the Transportation Improvement Program providing HEPMPO with the appropriate project information including capital and operating expenses covering the TIP period.
4. EPTA will provide HEPMPO with a list of obligated transit projects from the previous fiscal year to fulfill the annual listing of projects requirement.
5. EPTA will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the

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HEPMPO region, and the collection of data for the State asset management plan.

6. The transit agency will review public notices as they relate to transit activity to insure that program requirements are fulfilled.
7. As a public transit provider, EPTA will serve as a stakeholder/committee member in the development and maintenance of the Coordinated Public Transit-Human Services Transportation Plan.
8. To attend HEPMPO meetings providing transit status reports as necessary.
9. To provide transit related data that supports plans and programs developed through the transportation planning process.
10. To provide the Policy Board with technical assistance that aides in policy decision making.
11. In coordination and cooperation with HEPMPO and the state Division of Public Transit, EPTA will participate in the establishment and maintenance of performance measures and targets.
12. The transit agency will develop a transit asset management plan that at a minimum includes capital inventories, condition assessments, and investment prioritization. The transit agency will develop a public safety plan that at a minimum includes safety risk identification and evaluation, minimizing exposure to hazards and performance targets. The information is to be shared with the HEPMPO for incorporation into the Long Range Transportation Plan.

Section 3: Amendments

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

Agreed to this 23rd day of June, 2025
By:

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

Elaine Bartoldson, Director
Eastern Panhandle Transit Authority

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

This Memorandum of Understanding is agreed and entered into on this day 4th day of September, 2025 between Hagerstown/Eastern Panhandle Metropolitan Planning Organization, hereinafter called HEPMPO, the Washington County Transit, hereinafter called WCT. This agreement specifies the roles and responsibilities of HEPMPO, the Metropolitan Planning Organization (MPO) for Washington County MD, Berkeley County WV, Jefferson County WV and WCT, the grantee, a publicly owned operator providing deviated route and demand response transit services for carrying out federal transportation planning and programming requirements for a continuing, cooperative and comprehensive transportation planning process.

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

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

Section 1: Role and Responsibilities of HEPMPO

A. Role: To carry out the continuing, cooperative and comprehensive transportation planning process by providing the technical and administrative services necessary to fulfill all applicable federal transportation planning requirements.

B. Responsibilities: In accordance with the Statutory Planning and Programming Requirements in the current federal surface transportation bill, as well as other federal and state regulations, HEPMPO is responsible for the following activity:

1. Develop an annual Unified Planning Work Program and budget inclusive of a transit work element.
2. Develop and maintain a fiscally constrained Long Range Multimodal Transportation Plan that addresses the planning factors identified in the transportation legislation. The Long Range Plan and Transportation Improvement Program will incorporate current federal surface transportation bill transit provisions including asset management and safety plans with recommendations developed by the transit agency.
3. Develop and maintain a Transportation Improvement Program (TIP) for the HEPMPO metropolitan planning area inclusive of all highway and transit projects programmed during the TIP period consistent with the TIP/STIP guidelines and timeframes, as well as the selection and the reporting of performance targets.
4. Develop an annual listing of obligated projects from the previous fiscal year. The list is to be developed in conjunction with the state and transit provider and made available for public

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review. HEPMPO will contact the transit agency to obtain the information.

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

Section 2: Roles and Responsibilities of WCT

A. **Role:** To provide deviated route and demand response transit service within the service areas of Washington County, Maryland. Participate in the transportation planning process to insure compliance with current federal surface transportation bill transit provisions.
B. **Responsibilities:** Within the frame work of the transportation planning process WCT is represented on the HEPMPO Interstate Council (voting board) and the Technical Advisory Committee (non-voting). As a TAC member WCT provides the Policy Board with technical guidance when making policy decisions and coordinates with HEPMPO to ensure that transit issues are adequately addressed. The responsibilities of the WCT in the planning process are as follows:

1. To review the planning activity identified in the Unified Planning Work Program to insure that all transit planning emphasis areas are being met.
2. To participate in the development of the Long Range Multimodal Transportation Plan for the region providing transit program improvements, project cost estimates, and fiscal projections.
3. To Participate in the development and maintenance of the Transportation Improvement Program providing HEPMPO with the appropriate project information including capital and operating expenses covering the TIP period.
4. WCT will provide HEPMPO with a list of obligated transit projects from the previous fiscal year to fulfill the annual listing of projects requirement.
5. WCT will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the

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HEPMPO region, and the collection of data for the State asset management plan.

6. The transit agency will review public notices as they relate to transit activity to insure that program requirements are fulfilled.
7. As a public transit provider, WCT will serve as a stakeholder/committee member in the development and maintenance of the Coordinated Public Transit-Human Services Transportation Plan.
8. To attend HEPMPO meetings providing transit status reports as necessary.
9. To provide transit related data that supports plans and programs developed through the transportation planning process.
10. To provide the Policy Board with technical assistance that aides in policy decision making.
11. In coordination and cooperation with HEPMPO and the state Maryland Transit Administration, WCT will participate in the establishment and maintenance of performance measures and targets.
12. The transit agency will develop a transit asset management plan that at a minimum includes capital inventories, condition assessments, and investment prioritization. The transit agency will develop a public safety plan that at a minimum includes safety risk identification and evaluation, minimizing exposure to hazards and performance targets. The information is to be shared with the HEPMPO for incorporation into the Long Range Transportation Plan.

Section 3: Amendments

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

Agreed to this 4th day of September, 2025
By:

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

Shawn Harbaugh, Director
Washington County Transit

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APPENDIX E

PERFORMANCE MEASURE RESOLUTIONS

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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

RESOLUTION NUMBER 2023-07

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

ADOPTION OF MARYLAND BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASURE TARGETS

RECITALS

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

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

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

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

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

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

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

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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

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

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Chair

Attest: Debra Sue Eckard

DRAFT

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

RESOLUTION NUMBER 2023-08

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

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

RECITALS

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

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

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

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

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

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

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

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

DRAFT

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

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Chair

Attest: Debra Sue Eckard

DRAFT

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

RESOLUTION NUMBER 2023-10

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

ADOPTION OF WEST VIRGINIA BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASURE TARGETS

RECITALS

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

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

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

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

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

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

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

DRAFT

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

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

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Chair

Attest: Debra Stuckard

DRAFT

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

RESOLUTION NUMBER 2023-11

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

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

RECITALS

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

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

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

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

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

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

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

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

DRAFT

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

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Chair

Attest: Debra Sue Eckard

DRAFT

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
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RESOLUTION NUMBER 2025-07

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

ADOPTION OF WEST VIRGINIA BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASURE TARGETS

RECITALS

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

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

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

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

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

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

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

DRAFT

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

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

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: _____

DRAFT

Hagerstown/Eastern Panhandle Metropolitan Planning Organization
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740
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RESOLUTION NUMBER 2025-11

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

ADOPTION OF MARYLAND BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASURE TARGETS

RECITALS

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

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

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

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

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

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

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

DRAFT

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

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

PASSED AND DULY ADOPTED this 19th day of March 2025.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: _____

DRAFT

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
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RESOLUTION NUMBER 2025-12

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

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

RECITALS

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

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

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

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

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

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

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

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

DRAFT

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

PASSED AND DULY ADOPTED this 19th day of March 2025.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: Debra Sue Eckard

DRAFT

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RESOLUTION NUMBER 2026-05

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

ADOPTION OF MARYLAND HIGHWAY PERFORMANCE MEASURE TARGETS

RECITALS

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

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

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

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

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

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

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

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

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

HAGERSTOWN/EASTERN PANHANDLE

DRAFT

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

METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: _____

DRAFT

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

RESOLUTION NUMBER 2026-08

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

ADOPTION OF WEST VIRGINIA HIGHWAY PERFORMANCE MEASURE TARGETS

RECITALS

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

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

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

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

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

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

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

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

PASSED AND DULY ADOPTED this 21st day of January 2026.

HAGERSTOWN/EASTERN PANHANDLE

DRAFT

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

METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine Bartoldson, Chair

Attest: Debra Sue Eckard

DRAFT

APPENDIX F

PUBLIC PARTICIPATION DOCUMENTATION

DRAFT

APPENDIX G

MARYLAND OBLIGATED PROJECT LIST

DRAFT

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

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

DRAFT

APPENDIX H

WEST VIRGINIA OBLIGATED PROJECT LIST

DRAFT

DRAFT

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
Berkeley County Highways				

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
Jefferson County Highways				

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

DRAFT

APPENDIX I

MARYLAND AREAWIDE FUNDING CATEGORIES –
INDIVIDUAL PROJECTS

DRAFT

Environmental Projects

TIP ID: HEPMPO W2025-01, MC#25-34, 09/16/2025
Associated Fund(s): 24, 25, 26, 49, 74, 82, 88

ENGINEERING (PP + PE)														
								State	$ 17	$ 17	$ 17	$ 17	
								Federal	$ 333	$ 333	$ 333	$ 333	
								Total	**$ 350**	**$ 350**	**$ 350**	**$ 350**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
25	WA5741	n/a	Town of Williamsport Safe Route to School Complex	03/21/2025	05/30/2025	01/11/2030	1,687	$ 357	$ 7	$ 77	$ 77	$ 77	TAP-Y308
25	AX6096	n/a	TA Program State Tech Assistance Funds	08/08/2023	09/01/2023	01/01/2026	853	$ 22	$ 10	$ 5			TAP-Y300
74	AZ3541	var	Roadway and Drainage Outfall Assessment and Program Support	05/08/2024	02/23/2024	02/21/2026	729	$ 55	$ 28	$ 24			STBG-Y240
24	AX751A	n/a	Wetland and Stream Mitigation Monitoring Services	08/13/2024	08/01/2023	12/31/2033	3,805	$ 53	$ 6	$ 6	$ 6	$ 6	STBG-Y240
25	AT723K	n/a	FY 25 Rec Trails Program Admin Cost Allocation	11/15/2024	11/01/2024	09/30/2025	333	$ 2	$ 1	$ 1			NRT-YR10
25	AX6097	n/a	TA Program State Tech Assistance Funds	12/27/2024	01/31/2025	09/30/2027	972	$ 26	$ 4	$ 10	$ 10	$ 2	TA-Y300
74	XX2356	var	Drainage enhancements in D6 (Group 1)	12/23/2024	07/01/2022	12/30/2025	1,278	$ 408	$ 116	$ 58			STBG-Y240/NHPP-Y001
82	AX6107	n/a	TMDL AW impervious surface restoration	05/07/2025	11/02/2021	03/31/2027	1,975	$ 69	$ 5	$ 36	$ 27		STBG-Y240
74	AZ3971	var	SW drainage improvements in FY26, FY27, and FY28	04/30/2025	07/01/2025	06/30/2028	1,095	$ 127		$ 42	$ 42	$ 42	STBG-Y240/NHPP-Y001
24	AZ2452	n/a	Critical Area Program Development	08/07/2024	07/01/2025	06/30/2028	1,095	$ 4		$ 1	$ 1	$ 1	STBG-Y240
82	AZ3992	var	OED Phase I/II site selection	07/25/2025	07/01/2025	06/30/2028	1,095	$ 21		$ 7	$ 7	$ 7	STBG-Y240
25	AT723L	n/a	FFY 2026 Rec Trails Program Administrative Cost Allocation	10/28/2025	11/01/2025	09/30/2026	333	$ 2		$ 1	$ 1		NRT-YR10
								Balance	**$ 173**	**$ 82**	**$ 179**	**$ 215**	
									49%	23%	51%	61%	

RIGHT-OF-WAY													
								State	$ 5	$ 5	$ 5	$ 5	
								Federal	$ 95	$ 95	$ 95	$ 95	
								Total	**$ 100**	**$ 100**	**$ 100**	**$ 100**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
			no projects										
								Balance	**$ 100**	**$ 100**	**$ 100**	**$ 100**	
									100%	100%	100%	100%	

CONSTRUCTION													
								State	$ 122	$ 122	$ 122	$ 122	
								Federal	$ 2,428	$ 2,428	$ 2,428	$ 2,428	
								Total	**$ 2,550**	**$ 2,550**	**$ 2,550**	**$ 2,550**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Ad**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
82	XX1651	n/a	Full delivery stream restoration services	05/27/2025	06/06/2017	04/29/2028	3,980	$ 1,491	$ 137	$ 137	$ 137	$ 114	STBG-Z230/STBG-Z240
25	WA4751	n/a	SRTS Traffic Signal Replace - Fredrick St and Eastern Blvd	06/28/2022	08/05/2021	08/06/2025	1,462	$ 336	$ 84	$ 8			TAP-Z302
25	WA2991	n/a	Hagerstown Misc Safety Infrastructure Project	06/28/2022	07/01/2022	12/22/2025	1,270	$ 204	$ 59	$ 28			TAP-Y307
10	AT723F	N/A	FY21 Rec Trails Construction Projects	08/20/2021	01/02/2021	01/03/2026	1,827	$ 22	$ 4	$ 2			NRT-Z94E
24	AZ0791	var	Landscape Install & Establish D6	06/22/2022	11/15/2022	12/31/2025	1,142	$ 35	$ 11	$ 6			NHPP-Z001
25	WA0611	n/a	City Park Train Hub Locomotive Refurbishment and Pavilion Replacement	08/24/2023	02/01/2024	08/03/2025	549	$ 632	$ 420	$ 38			TAP-Y307
25	AZ3881	n/a	Maintenance of three Western Region State Forrests	02/20/2024	04/01/2024	07/25/2025	480	$ 235	$ 178	$ 12			NRT-Y940
26	XB5211	var	Noise abatement - rehab	05/10/2024	09/17/2024	09/18/2026	731	$ 52	$ 20	$ 26	$ 6		STBG-Y240/NHPP-Y001
25	WA5321	n/a	Intersection improvements along S Potomac St and Baltimore St in Hagerstown	07/24/2025	09/01/2025	03/25/2029	1,301	$ 681		$ 158	$ 191	$ 191	TAP-Y306
74	XB1676	var	Drainage improvements in D6	01/14/2025	04/08/2025	04/08/2026	365	$ 469	$ 108	$ 361			STBG-Y240/NHPP-Y001
82	AZ5021	n/a	Smart Pond SWM Retrofits	11/18/2025	07/01/2025	06/30/2028	1,095	$ 11		$ 4	$ 4	$ 4	STBG-Y240
								Balance	**$ 1,529**	**$ 1,770**	**$ 2,212**	**$ 2,241**	
									60%	69%	87%	88%	

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Safety and Spot Improvements

TIP ID: HEPMPO W2025-02, MC#25-49, 10/20/2025
Associated Fund(s): 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 85, 87

ENGINEERING (PP + PE)														
								State	$ 62	$ 116	$ 43	$ 43	
								Federal	$ 1,188	$ 2,185	$ 857	$ 857	
								Total	**$ 1,250**	**$ 2,301**	**$ 900**	**$ 900**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
85	AT476L	var	SW Sign Condition Assessment	02/07/2020	06/01/2020	05/26/2026	2,185	$ 102	$ 3	$ 4			HSIP-ZS30
85	XX4541	var	Mod/Install/Recon of Signing - AL, GA, WA, CL, FR, HO	04/01/2022	12/08/2021	02/25/2027	1,905	$ 464	$ 89	$ 89	$ 58		STBG-Z240/NHPP-Z001
85	XY1722	var	Mod/Install/Recon of lighting - MO, PG, AL, GA, WA, CL, FR, HO	06/13/2022	03/15/2022	07/29/2026	1,597	$ 87	$ 20	$ 20	$ 2		STBG-Z240/HSIP-ZS30
87	WA5011	MD 66	Geometric improvements at MD 64	03/06/2025	08/01/2016	06/30/2026	3,620	$ 925	$ 93	$ 93			STBG-Y240
85	XX1841	SW	Mod/Install/Recon of traffic signals statewide	02/05/2025	03/15/2022	05/06/2026	1,513	$ 47	$ 11	$ 10			STBG-Y240/HSIP-ZS30
85	WA5701	I-70	Interchange Lighting Updates: I-70 at I-68, US 40	04/07/2025	02/06/2023	06/30/2026	1,240	$ 448	$ 132	$ 132			HSIP-YS30
85	XX1842	var	Mod/Install/Reconstruct of Traffic Signals in AL, CL, FR, GA, HO, and WA counties	12/22/2025	12/15/2022	07/10/2028	2,034	$ 197	$ 35	$ 35	$ 35	$ 35	HSIP-YS30
85	AZ4331	AW	MUTCD Review, Update, and Adoption	07/01/2024	04/30/2024	04/30/2026	730	$ 40	$ 20	$ 20			STBG-Y240
85	AZ3551	SW	Leading Ped Intervals (LPI) SW	10/24/2025	07/01/2024	08/17/2027	1,142	$ 10	$ 3	$ 3	$ 3		HSIP-YS30
85	AZ1542	SW	Traffic ancillary structure inspection and remedial program (TIRPS) FY25-FY26	03/27/2024	08/05/2024	06/30/2026	694	$ 120	$ 57	$ 63			NHPP-Y001
76	AZ3601	AW	Vulnerable Road User Project Development AW	11/21/2025	07/12/2024	07/30/2027	1,113	$ 56	$ 18	$ 18	$ 18	$ 2	HSIP-YS70
85	AZ078E	SW	Signal Systemization TDSD - FY25-FY26 CMAQ	03/26/2024	08/06/2024	06/30/2026	693	$ 28	$ 13	$ 15			STBG-Y240
30	WA5611	I-81	Acceleration Lane Extension from Showalter Rd	10/29/2025	07/01/2019	06/30/2027	2,921	$ 2,000	$ 250	$ 250	$ 250		NHPP-Z0E1/NHPP-Y001
85	XQ142A	var	Mod/Install/Reconstruct of Traffic Signals	06/16/2025	01/21/2025	03/13/2029	1,512	$ 36	$ 4	$ 9	$ 9	$ 9	STBG-Y240/NHPP-Y001
33	WA5801	MD 34	Sidewalk upgrades from Sharpsburg Elementary to outside corporate limits of Sharpsburg	03/18/2025	05/01/2025	06/30/2027	790	$ 578	$ 45	$ 267	$ 267		STBG-Y240
85	XQ1902	var	Mod/Install/Recon of lighting - MO, PG, AL, GA, WA, CO, FR, HO	05/06/2025	06/20/2025	07/14/2028	1,120	$ 90	$ 1	$ 29	$ 29	$ 29	STBG-Y240/NHPP-Y001
76	XQ2201	n/a	Ped Crossing Upgrades in Suburban Activity Centers - AW	05/22/2025	07/01/2025	06/30/2027	729	$ 50		$ 25	$ 25		HSIP-YS30
85	AZ4421	n/a	Vehicle/ VRU Near-Miss Incident Analyses via Camera Detection Technology	09/19/2025	10/22/2025	06/30/2031	2,077	$ 11		$ 1	$ 2	$ 2	HSIP-YS30
85	AZ2632	sw	HSIP Admin and screening activities - SW FY26-28	09/26/2025	10/29/2025	06/30/2028	975	$ 44		$ 11	$ 16	$ 16	HSIP-YS30
85	AT834E	sw	Crash Safety Analyses Program TDSD FY 26-FY 27	09/26/2025	10/29/2025	06/30/2027	609	$ 49		$ 20	$ 29		HSIP-YS30
85	XQ1842	var	Mod/Install.Recon of Traffic Signals in D6 & D7	09/10/2025	10/10/2025	12/04/2028	1,151	$ 128		$ 29	$ 41	$ 41	STBG-Y240/NHPP-Y001
85	AZ5291	SW	Maryland Variable Speed Limit (VSL) Program	12/22/2025	01/19/2026	06/30/2027	527	$ 6		$ 2	$ 4		HSIP-YS70
								Balance	**$ 456**	**$ 1,156**	**$ 112**	**$ 766**	
									36%	50%	12%	85%	

RIGHT-OF-WAY													
								State	$ 7	$ 5	$ 5	$ 5	
								Federal	$ 143	$ 95	$ 95	$ 95	
								Total	**$ 150**	**$ 100**	**$ 100**	**$ 100**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
87	WA5011	MD 66	Geometric improvements at MD 64	10/07/2024	08/01/2016	06/30/2025	3,255	$ 925	$ 104				STBG-Y240
								Balance	**$ 46**	**$ 100**	**$ 100**	**$ 100**	
									31%	100%	100%	100%	

CONSTRUCTION													
								State	$ 239	$ 839	$ 239	$ 239	
								Federal	$ 4,761	$ 7,161	$ 4,761	$ 4,761	
								Total	**$ 5,000**	**$ 8,000**	**$ 5,000**	**$ 5,000**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Ad**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
76	XX228P	var	Installation and maintenance of raised pavement	08/31/2022	12/13/2022	02/19/2026	1,164	$ 21	$ 7	$ 4			HSIP-ZS3E
76	WA4791	US 40	Eastern Blvd to All Star Ct (Sidewalks)	12/19/2023	03/12/2024	10/01/2025	568	$ 3,835	$ 2,464	$ 621			HSIP-YS30
26	XY245P	var	Traffic barrier upgrades at var locations in AL, GA, and WA	04/04/2023	08/08/2023	12/31/2025	876	$ 1,909	$ 795	$ 399			HSIP-YS30
85	AZ3551	SW	Leading Ped Intervals (LPI) SW	10/24/2025	07/01/2024	07/01/2027	1,095	$ 1	$ 0	$ 0	$ 0		HSIP-YS30
76	XB228D	var	Install and/or replace RPM's in Allegany, Garrett & Washington County	11/15/2024	01/07/2025	06/30/2026	539	$ 639	$ 207	$ 432			HSIP-YS30
85	XQ142A	var	Mod/Install/Reconstruct of Traffic Signals	06/16/2025	06/03/2025	10/08/2026	492	$ 213	$ 12	$ 158	$ 43		NHPP-Y001/STBG-Y240
39	AZ3921	n/a	Temporary portable rumble strips and placement equipment FY26	04/02/2025	04/01/2025	11/01/2025	214	$ 98	$ 42	$ 57			HSIP-YS30

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Safety and Spot Improvements

TIP ID: HEPMPO W2025-02, MC#25-49, 10/20/2025
Associated Fund(s): 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 85, 87

67	WA5141	var	Install new flashing light signals, roadway gates, audible bell, and updated circuitry	06/12/2025	09/01/2025	12/31/2026	486	$ 2,009		$ 1,250	$ 759			HSIP RR-YS40
76	XQ1771	var	High frictin surface treatment of roadways at various locations - statewide	11/16/2025	12/15/2026	06/30/2028	563	$ 40		$ 14	$ 26			HSIP-YS30
76	XQ1336	var	Placement of rumble strips in D6	09/05/2025	01/27/2026	01/26/2027	364	$ 559		$ 353	$ 478			STBG-Y240/NHPP-Y001
76	XB1346	var	Rumble strips on var roadways in D6	11/14/2025	02/24/2026	06/30/2027	491	$ 1,093		$ 282	$ 811			STBG-Y240/NHPP-Y001
85	AT8498	SW	OOTS Manual for Assessing Safety Hardware FY26-28	09/26/2025	10/29/2025	06/30/2028	975	$ 9		$ 2	$ 3	$ 3		STBG-Y240
76	XB1892	var	High friction surface treatment of roadways SW	12/19/2025	05/05/2026	06/30/2028	787	$ 124		$ 9	$ 57	$ 58		HSIP-YS30
85	XQ1842	var	Mod/Install.Recon of Traffic Signals in D6 & D7	11/21/2025	02/24/2026	01/18/2027	328	$ 863		$ 334	$ 529			STBG-Y240/NHPP-Y001
85	XQ3731	var	Mod/Install/Recon of signing in AL, GA, WA, CL, FR, and HO	11/17/2025	02/10/2026	01/03/2027	327	$ 540		$ 232	$ 308			STBG-Y240/NHPP-Y001
								Balance		**$ 1,473**	**$ 3,853**	**$ 1,986**	**$ 4,939**	
										29%	48%	40%	99%	

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Resurfacing and Rehabilitation

TIP ID: HEPMPO W2025-03, MC#25-7, 7/16/2025
Associated Fund(s): 77

ENGINEERING (PP + PE)

								State	$ 380	$ 380	$ 380	$ 380	
								Federal	$ 1,520	$ 1,520	$ 1,520	$ 1,520	
								Total	**$ 1,900**	**$ 1,900**	**$ 1,900**	**$ 1,900**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
77	WA2891	I-68	MD 144 to I-70	01/22/2026	01/30/2017	01/31/2029	4,384	$ 300	$ 25	$ 25	$ 25	$ 25	NHPP-Z0E1
77	XY9212	var	Various roadways in Western WA	11/18/2022	01/02/2023	01/01/2026	1,095	$ 250	$ 83	$ 42			STBG-Y240/NHPP-Y001
77	WA5721	US 11	Safety and resurfacing from Showalter Rd to PA State Line	02/16/2024	07/01/2024	01/01/2027	914	$ 487	$ 194	$ 194	$ 98		STBG-Y236
77	WA5731	US 522	Resurfacing from WV state line to I-70	03/12/2024	07/01/2024	10/31/2025	487	$ 487	$ 244	$ 244			NHPP-Y001
77	WA0591	I-70	From MD 66 to Frederick County Line	11/21/2024	01/02/2025	06/30/2027	909	$ 150	$ 30	$ 60	$ 60		NHPP-Y001
77	XQ1371	var	Surface Abrasion of Var Roadways - Statewide	12/18/2024	12/18/2024	12/31/2026	743	$ 1		$ 1			STBG-Y240/NHPP-Y001
77	XQ9211	var	Various roadways in Eastern WA	02/08/2025	05/05/2025	12/31/2027	970	$ 100	$ 6	$ 38	$ 38	$ 19	STBG-Y240/NHPP-Y001
								Balance	**$ 1,318**	**$ 1,296**	**$ 1,679**	**$ 1,856**	
									69%	68%	88%	98%	

RIGHT-OF-WAY

								State	$ 5	$ 5	$ 5	$ 5	
								Federal	$ 95	$ 95	$ 95	$ 95	
								Total	**$ 100**	**$ 100**	**$ 100**	**$ 100**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
			no projects										
								Balance	**$ 100**	**$ 100**	**$ 100**	**$ 100**	
									100%	100%	100%	100%	

CONSTRUCTION

								State	$ 4,000	$ 4,000	$ 4,000	$ 4,000	
								Federal	$ 16,000	$ 16,000	$ 16,000	$ 16,000	
								Total	**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 20,000**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Ad**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
77	XY249J	var	Microsurfacing various roadways in WA	12/02/2022	02/28/2023	01/01/2026	1,038	$ 3,632	$ 1,277	$ 644			STBG-Y240/NHPP-Y001
77	XY250Q	var	Various locations in WA	10/12/2022	01/10/2023	12/31/2025	1,086	$ 2,409	$ 809	$ 408			STBG-Y240/NHPP-Y001
77	XY9212	var	Various roadways in Western WA	01/10/2023	05/02/2023	01/01/2026	975	$ 7,500	$ 2,808	$ 1,415			STBG-Y240/NHPP-Y001
77	XY9211	var	Various roadways in Eastern WA	01/10/2023	04/18/2023	01/01/2026	989	$ 7,000	$ 2,583	$ 1,302			STBG-Y240/NHPP-Y001
77	XB1891	var	High Friction Surface Treatment - Statewide	02/07/2024	04/16/2024	11/01/2025	564	$ 47	$ 31	$ 10			STBG-Y240/NHPP-Y001
77	XQ1891	var	High Friction Surface Treatment - Statewide	12/13/2023	04/16/2024	01/01/2027	990	$ 53	$ 19	$ 19	$ 10		STBG-Y240/NHPP-Y001
77	XB1371	var	Surface Abrasion of Var Roadways in MO, BA, HA, AA, HO, FR, CH, AL, and WA counties	01/04/2024	04/23/2024	11/01/2025	557	$ 105	$ 70	$ 22			STBG-Y240/NHPP-Y001
77	XQ1371	var	Surface Abrasion of Var Roadways - Statewide	12/13/2023	04/23/2024	01/01/2027	983	$ 36	$ 13	$ 13	$ 7		STBG-Y240/NHPP-Y001
77	XQ2466	var	Crack seal and asphalt mastic repairs in D6	09/12/2024	12/17/2024	12/30/2026	743	$ 415	$ 109	$ 203	$ 102		STBG-Y240/NHPP-Y001
77	XQ1892	var	Surface abrasion of roadways at var locations statewide	10/28/2025	01/20/2026	06/30/2028	892	$ 40		$ 7	$ 16	16	STBG-Y240/NHPP-Y001
77	XQ9211	var	Mill, patch, resurface var roadways in WA	10/28/2025	01/27/2026	06/30/2028	885	$ 4,884		$ 854	$ 2,012	$ 2,018	STBG-Y240/NHPP-Y001
77	XB1372	var	Surface Abrasion of Roadways SW	12/19/2025	05/26/2026	06/30/2028	766	$ 40		$ 2	$ 19	$ 19	STBG-Y240/NHPP-Y001
								Balance	**$ 12,281**	**$ 15,101**	**$ 17,834**	**$ 17,947**	
									61%	76%	89%	90%	

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Bridge Replacement and Rehabilitation

TIP ID: HEPMPO W2025-04, MC#25-7, 7/16/2025
Associated Fund(s): 80

ENGINEERING (PP + PE)

								State	$ 240	$ 240	$ 240	$ 240	
								Federal	$ 4,560	$ 4,560	$ 4,560	$ 4,560	
								Total	**$ 4,800**	**$ 4,800**	**$ 4,800**	**$ 4,800**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
80	WA4891	I-70	Bridge Nos. 2111003 and 2111004 over CSX	09/06/2024	02/07/2020	10/08/2027	2,800	$ 908	$ 118	$ 118	$ 118	$ 32	NHPP-Z001/Y001
80	WA4881	I-70	Bridge No. 2112003 over Antietam Creek	09/06/2024	02/11/2020	10/12/2027	2,800	$ 3,087	$ 402	$ 403	$ 402	$ 155	NHPP-Z001
80	WA8811	US 40	Bridge No. 2101200 over Conococheague Creek	09/14/2023	02/01/2016	02/01/2025	3,288	$ 2,500	$ 163				STBG-Z232
80	WA4681	I-70	Bridge Nos. 2109403 & 2109404 over Licking Creek	03/06/2025	01/29/2019	03/15/2027	2,967	$ 2,000	$ 275	$ 275	$ 225		NHPP-Z0E1
80	WA4202	N/A	Bridge Nos. 2108700 (I-70/I-68 Ramp D) and 2108800 (I-68 WB/I-70 EB & Ramp D)	12/04/2025	03/01/2016	12/31/2027	4,322	$ 1,216	$ 103	$ 103	$ 103	$ 52	NHPP-Z0E1
80	WA4801	I-70	Replacement of bridge 2111503 and 2111504	09/28/2022	11/01/2022	04/01/2027	1,612	$ 2,433	$ 551	$ 551	$ 415		NHPP-Y001
80	AX145C	n/a	Evaluation of bridge parapets and traffic barrier connections	01/26/2023	03/01/2023	03/02/2026	1,097	$ 7	$ 2	$ 2			STBG-Z240/NHPP-Y001
80	XX1764	var	S.W. Engineering Services for Design of Federally Mandated Bridge Rehab	07/02/2025	07/01/2024	06/30/2027	1,094	$ 160	$ 53	$ 53	$ 53		STBG-Y240/NHPP-Y001
80	AZ3292	var	Bridge Inspection SW FY26 & FY27	01/10/2025	07/01/2025	07/01/2027	730	$ 391		$ 196	$ 196		STBG-Y240/NHPP-Y001
80	WA4991	I-70	Bridge No 21128000 over Beaver Creek	01/30/2025	04/01/2025	03/26/2030	1,820	$ 1,010	50	$ 202	$ 202	$ 203	NHPP-Y001
80	FR0571	I-70	Bridge deck overlay on bridges over CSX, Bill Moxley, and Bartholow Rd over I-70	07/15/2025	07/15/2025	02/23/2030	1,684	$ 1,241		$ 259	$ 269	$ 270	NHPP-Y001
11	WA2641	CO 0537	Wash County Br 5372 on Roxbury Rd over Beaver Creek	10/28/2025	01/01/2016	12/31/2027	4,382	$ 776	$ 65	$ 65	$ 65	$ 33	STBG-Y233
11	WA4001	CO 0666	Wash County Br 0912 on Halfway Blvd over Norfolk Southern RR	11/24/2025	08/30/2018	12/31/2028	3,776	$ 783	$ 76	$ 76	$ 76	$ 76	STBG-Y236
								Balance	**$ 2,942**	**$ 2,497**	**$ 2,676**	**$ 3,979**	
									61%	52%	56%	83%	

RIGHT-OF-WAY

								State	$ 10	$ 10	$ 10	$ 10	
								Federal	$ 190	$ 190	$ 190	$ 190	
								Total	**$ 200**	**$ 200**	**$ 200**	**$ 200**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
80	WA2631	US 522	Bridge #2109000 over I-70 EB	08/04/2022	08/09/2022	08/10/2027	1,827	$ 76	$ 15	$ 15	$ 15	$ 2	NHPP-Y001
80	WA8811	US 40	Bridge No. 2101200 over Conococheague Creek	09/14/2023	07/12/2023	07/13/2028	1,828	$ 8	$ 2	$ 2	$ 2	$ 1	STBG-Y238
								Balance	**$ 183**	**$ 183**	**$ 183**	**$ 197**	
									92%	92%	92%	99%	

CONSTRUCTION

								State	$ 375	$ 375	$ 375	$ 375	
								Federal	$ 7,125	$ 7,125	$ 7,125	$ 7,125	
								Total	**$ 7,500**	**$ 7,500**	**$ 7,500**	**$ 7,500**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Ad**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
80	WA2631	US 522	Bridge #2109000 over I-70 EB	06/08/2023	07/18/2023	01/01/2026	898	$ 7,500	$ 3,048	$ 1,537			NHPP-Y001
80	XX163Y	var	Preservation and minor rehab of fixed bridges, culverts, and retaining walls	04/10/2023	12/05/2023	07/01/2026	939	$ 342	$ 133	$ 133			STBG-Z240/NHPP-Y001
80	XX163X	var	Preservation and minor rehab of fixed bridges, culverts, and retaining walls	08/11/2023	11/21/2023	07/01/2026	953	$ 379	$ 145	$ 145			STBG-Z240/NHPP-Y001
80	WA4891	I-70	Bridge Nos. 2111003 and 2111004 over CSX - Utilites	09/04/2022	10/01/2022	07/01/2028	2,100	$ 31	$ 5	$ 5	$ 5	$ 5	NHPP-Y001
80	AZ3292	var	Bridge Inspection SW FY26 & FY27	01/10/2025	03/18/2025	07/01/2027	835	$ 276	$ 35	$ 121	$ 121		STBG-Y240/NHPP-Y001
								Balance	**$ 4,134**	**$ 5,559**	**$ 7,374**	**$ 7,495**	
									55%	74%	98%	100%	

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Urban Reconstruction

TIP ID: HEPMPO W2025-05, MC#25-7, 07/16/2025
Associated Fund(s): 83, 84

			ENGINEERING (PP + PE)					**State**	$ 10	$ 10	$ 10	$ 10	
								Federal	$ 190	$ 190	$ 190	$ 190	
								Total	**$ 200**	**$ 200**	**$ 200**	**$ 200**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
			no projects										
								Balance	**$ 200**	**$ 200**	**$ 200**	**$ 200**	
									100%	100%	100%	100%	

			RIGHT-OF-WAY					**State**	$ 2	$ 2	$ 2	$ 2	
								Federal	$ 48	$ 48	$ 48	$ 48	
								Total	**$ 50**	**$ 50**	**$ 50**	**$ 50**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
			no projects										
								Balance	**$ 50**	**$ 50**	**$ 50**	**$ 50**	
									100%	100%	100%	100%	

			CONSTRUCTION					**State**	$ 36	$ 36	$ 36	$ 36	
								Federal	$ 714	$ 714	$ 714	$ 714	
								Total	**$ 750**	**$ 750**	**$ 750**	**$ 750**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Ad**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
			no projects										
								Balance	**$ 750**	**$ 750**	**$ 750**	**$ 750**	
									100%	100%	100%	100%	

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Congestion Management

TIP ID: HEPMPO W2025-06, MC#25-50, 11/25/2025
MC# (if applicable): MC#25-50 11/25/2025
Amended:
Associated Fund(s): 14, 39, 81, 86

ENGINEERING (PP + PE)

								State	$ 45	$ 45	$ 45	$ 45	
								Federal	$ 905	$ 905	$ 905	$ 905	
								Total	**$ 950**	**$ 950**	**$ 950**	**$ 950**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
86	AZ2821	n/a	Statewide e-ticket program	01/05/2023	07/01/2022	07/01/2026	1,461	$ 3	$ 1	$ 1			STIC-Z37H
95	SD1048	n/a	CHART systems dev FY25-26	05/15/2024	07/01/2024	06/30/2026	729	$ 199	$ 100	$ 100			STBG-Y240/NHPP-Y001
46	SP409U	n/a	General Research Program for FFY 2025	02/26/2025	10/01/2024	09/25/2029	1,820	$ 46	$ 16	$ 7	$ 7	$ 7	STBG-Y560
86	AZ4461	n/a	OTMO TSMO planning activities for FY 26-27	09/26/2025	10/01/2025	06/30/2027	637	$ 25		$ 11	$ 14		STBG-Y240
								Balance	**$ 833**	**$ 831**	**$ 929**	**$ 943**	
									88%	87%	98%	99%	

RIGHT-OF-WAY

								State	$ 2	$ 2	$ 2	$ 2	
								Federal	$ 48	$ 48	$ 48	$ 48	
								Total	**$ 50**	**$ 50**	**$ 50**	**$ 50**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Start**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
			no projects										
								Balance	**$ 50**	**$ 50**	**$ 50**	**$ 50**	
									100%	100%	100%	100%	

CONSTRUCTION

								State	$ 72	$ 72	$ 72	$ 72	
								Federal	$ 1,428	$ 1,428	$ 1,428	$ 1,428	
								Total	**$ 1,500**	**$ 1,500**	**$ 1,500**	**$ 1,500**	
Fund	**Contract**	**Route**	**Project**	**Signed**	**Ad**	**End**	**Days**	**Cost ($K)**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**Funds**
14	AZ4352	n/a	SW MSP staffing and support for OTMO (FY26)	01/15/2025	07/01/2025	06/30/2026	364	$ 48		$ 48			STBG-Y240
14	AZ4355	n/a	OTMO Leased Circuits FY26	01/16/2025	07/01/2025	06/30/2026	364	$ 17		$ 17			STBG-Y240
14	AZ4356	n/a	CHART SW Weather Services FY26	01/16/2025	07/01/2025	06/30/2026	365	$ 5		$ 5			STBG-Y240
14	AZ4351	n/a	OTMO SW Operations Budget for FY26	01/16/2025	07/01/2025	06/30/2026	365	$ 353		$ 353			STBG-Y240
14	AZ4359	n/a	OTMO Device Maintenance Budget (FY26)	01/21/2025	07/01/2025	06/30/2026	365	$ 85		$ 85			STBG-Y240
14	AZ4357	n/a	Signal Analytics Application for OTMO (FY26)	02/19/2025	07/01/2025	06/30/2026	365	$ 15		$ 15			STBG-Y240
14	AZ4354	n/a	Travel time and speed data SW for OTMO (FY26)	01/31/2025	07/01/2025	06/30/2026	365	$ 7		$ 7			STBG-Y240
								Balance	**$ 1,500**	**$ 970**	**$ 1,500**	**$ 1,500**	
									100%	65%	100%	100%	

DRAFT

DRAFT

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Hagerstown/Eastern Panhandle MPO (HEPMPO)
FY2027-2030 Draft TIP
Public Comments Received
May 20, 2026

Within this document you will find public comments received on the Draft FY2027-FY2030 Transportation Improvement Program (TIP). They will be presented during the regular meeting of the Interstate Council (ISC) on May 20th, 2026. The Draft FY2027-FY2030 TIP was advertised and given a public comment period per the adopted Public Participation Plan which began on Friday, April 17th and ended on Tuesday, May 19th, 2026.

Comment #	Date Received	Comment
1	April 20, 2026	Hoping we can get the Bakerton underpass improved for 2 way traffic!



MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

Functional Classification Decennial Update Process

Nate Evans & Darren Bean

Purpose

- Federally required evaluation of the state's functional classification system based on 2020 U.S. Census

Overview

- FHWA Urban Boundaries are redefined based on Census urban areas
- With the urban and rural areas designated, roadway classification changes are requested by local jurisdictions in coordination with SHA.
- Functional classification changes are reviewed and approved by MPOs and FHWA.

Change Request Process

- Preliminary Analysis
  - Identify impacts of Urban Boundary changes
- SHA District Office Inputs and Dashboard Testing
- Local, MPO Kick-Off Meeting – July 2025
- County Inputs – 6 – 8 months
  - Individual work sessions
- SHA Review and Prepare Package
- County Sign-Off
- MPO Approval

Functional Classification Change Factors

Urban Area Changes

Quantitative Data

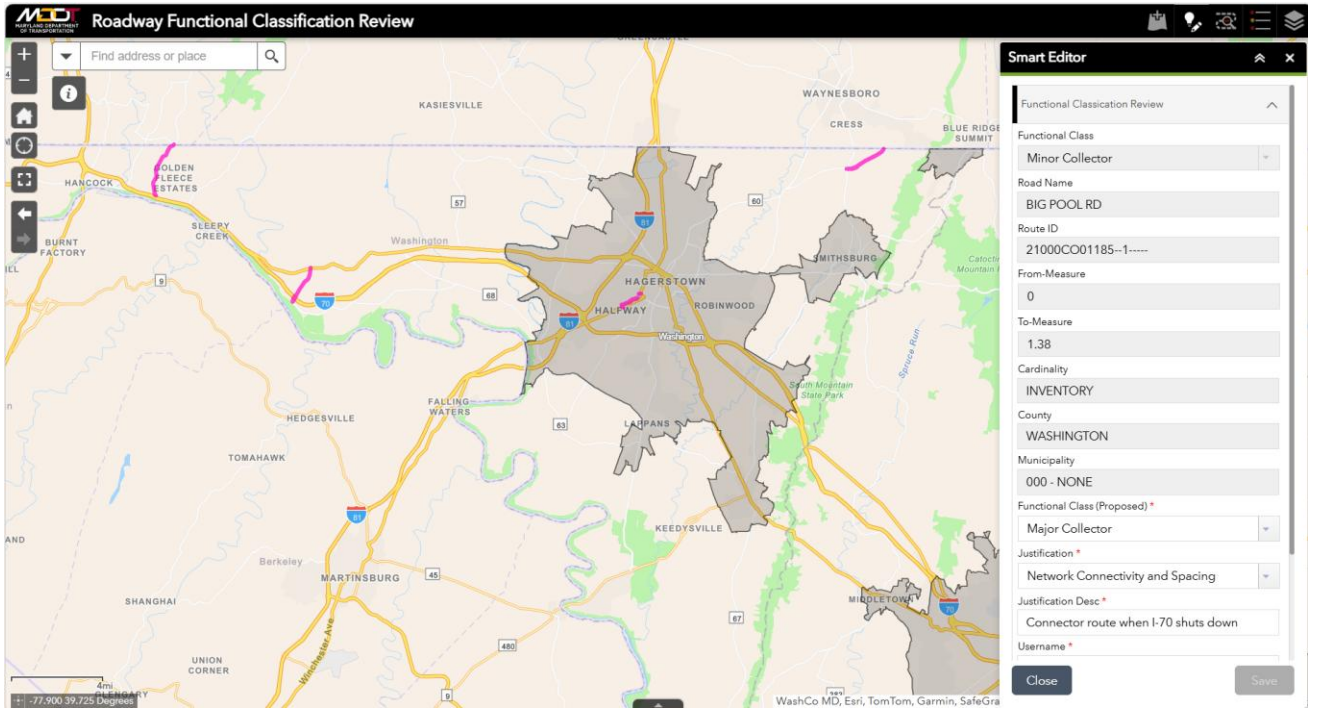
- Annual Average Daily Traffic (AADT)
- Lane Widths

Qualitative Data

- Residential, Commercial, Industrial areas
- Major Traffic Generators

Map Editor

- Reclassification Example:
- **Road Name:** Big Pool Road
- **Current Functional Class:** Minor Collector
- **Proposed Functional Class:** Major Collector
- **Justification:** Network Connectivity and Spacing
- **Justification Description:** Alternative connector route



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Functional Classification System Balance

- As an Urban State, Maryland aims to adhere to the FHWA-defined system balance

Functional Classification	% Urban	% Rural
Principal Arterial- Interstate	1- 2 %	1 – 2 %
Principal Arterial-Freeways & Expressways	0 – 2%	0 – 2 %
Principal Arterial-Other	4 – 5 %	2 – 5 %
Minor Arterial	7 – 12 %	3 – 7 %
Major Collector	7 – 13 %	10 – 17 %
Minor Collector	7 – 13 %	5 – 13 %
Local	67 – 76 %	66 – 74 %

Benefits and Implications

- Federal aid highway program funding
- Highway Performance Monitoring System (HPMS) federal reporting
- Roadway Design – provides guidance on standards based on a road's functional class

Federal-Aid Eligibility	Urban	Rural
Interstate	Yes	Yes
Principal Arterial – Other Freeways and Expressways	Yes	Yes
Principal Arterial – Other	Yes	Yes
Minor Arterial	Yes	Yes
Major Collector	Yes	Yes
Minor Collector	Yes	No
Local	No	No

Schedule

- January 2025: FHWA approves Urban Area Boundary Adjustment
- Spring 2025: RIPD conducts preliminary analysis of boundary adjustments and potential upclass candidates
- Summer 2025: SHA and local coordination on roadway changes with Functional Classification Editor
- Fall 2025: SHA provides assistance to local jurisdictions
- Winter 2026: Local approvals
- Spring 2026: MPO approvals
- Summer 2026: FHWA approval

Questions

Darren Bean, Assistant Regional Planner
dbean@mdot.maryland.gov

Nate Evans, Assistant Division Chief
nevans2@mdot.maryland.gov

Washington County
MARYLAND
DIVISION OF ENGINEERING

April 10, 2026

Lamin S. Williams
Director of Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Subject: Federal Functional Classification System Adjustment Process

Dear Mr. Williams:

The Washington County Division of Engineering collaborated with State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. We have reviewed and concur with the proposed adjustments contained in the map and table, dated February 2026.

Prior to submitting the finalized adjustments to Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested to the Hagerstown / Eastern Panhandle Metropolitan Planning Organization (HEPMPO) Technical Advisory Committee and Council for their review and approval.

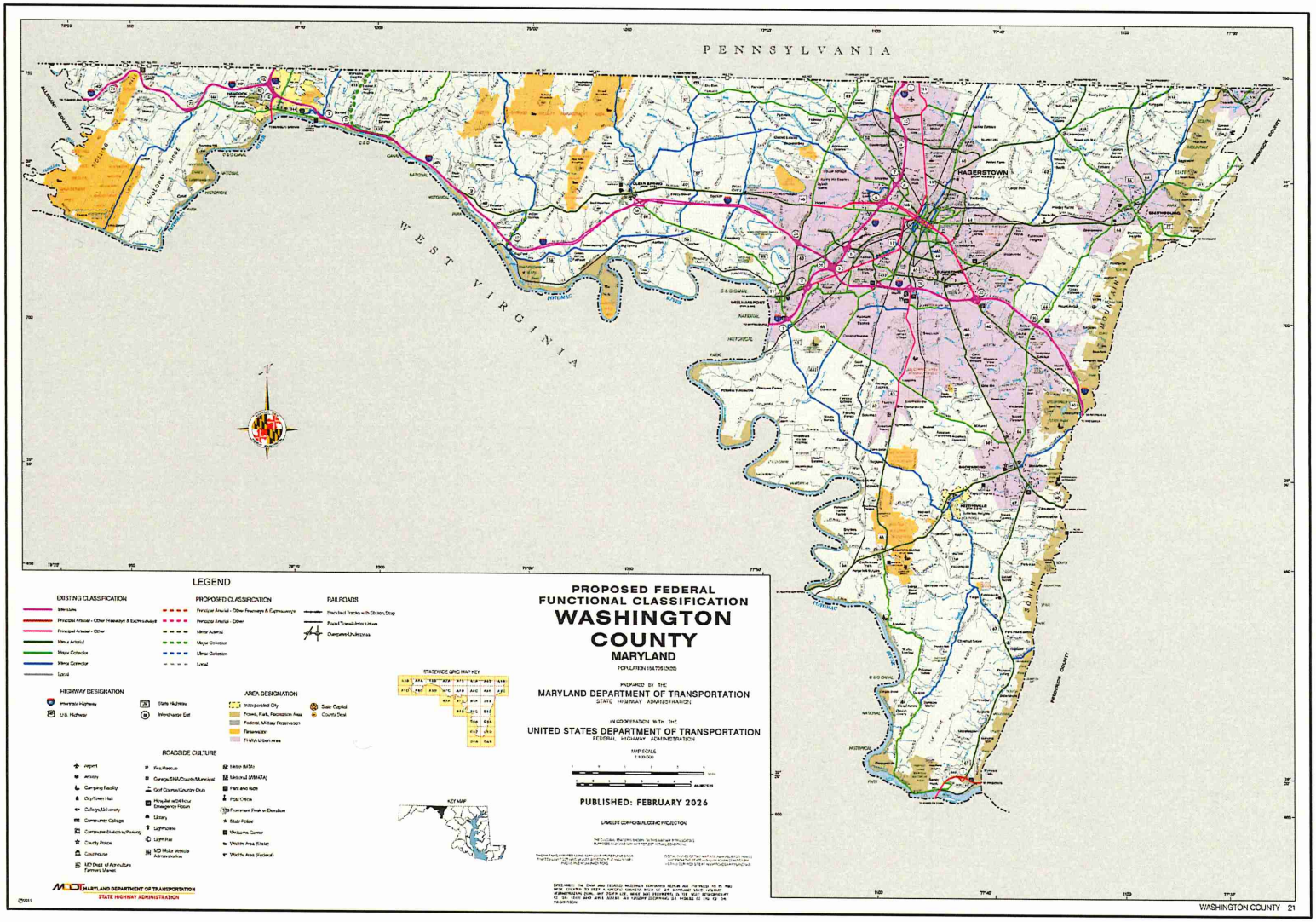
Thank you for your assistance.

Sincerely,

Scott Hobbs

Scott Hobbs
Director

cc: Geoff Anderson, Director of Office of Planning, Programming and Project Delivery, MDOT
Darren Bean, Program Manager, Regional and Intermodal Planning Division (RIPD), SHA
Nate Evans, Assistant Chief, RIPD, SHA
Emad Gheibi, Deputy Director of Office of Planning and Preliminary Engineering (OPPE), SHA
Tara Penders, Chief, RIPD, SHA
Lisa Shemer, Deputy Director, OPPE, SHA
Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Matt Mullenax, Executive Director, HEPMPO
Jennifer Kinzer, Interim Director, Washington County Department of Planning & Zoning


PENNSYLVANIA
WEST VIRGINIA
HAGERSTOWN
LEGEND
EXISTING CLASSIFICATION
PROPOSED CLASSIFICATION
RAILROADS
HIGHWAY DESIGNATION
AREA DESIGNATION
ROADSIDE CULTURE
STATEWIDE GRID MAP KEY
KEY MAP
PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION
WASHINGTON COUNTY
MARYLAND
POPULATION 154705 (2020)
PREPARED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
IN COOPERATION WITH THE
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MAP SCALE
1 INCH = 2 MILES
PUBLISHED: FEBRUARY 2026
LAMBERT CONFORMAL CONIC PROJECTION
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Washington County Mileage Urban Extent				
Functional Classification	**Existing Miles**	**Existing Percent**	**Proposed Miles**	**Proposed Percent**
Local	430.6	67%	430.6	67%
Minor Collector	14.8	2%	16.3	3%
Major Collector	78.9	12%	77.5	12%
Minor Arterial	70.9	11%	70.9	11%
Principal Arterial - Other	26.2	4%	26.2	4%
Principal Arterial - Other Freeway/Expressway	0.0	0%	0.0	0%
Interstate	25.5	4%	25.5	4%
Total	647.0		647.0	

Washington County Mileage Rural Extent				
Functional Classification	**Existing Miles**	**Existing Percent**	**Proposed Miles**	**Proposed Percent**
Local	455.8	65%	452.5	64%
Minor Collector	94.6	13%	90.8	13%
Major Collector	64.3	9%	71.4	10%
Minor Arterial	49.7	7%	49.7	7%
Principal Arterial - Other	3.6	1%	3.6	1%
Principal Arterial - Other Freeway/Expressway	0.0	0%	0.0	0%
Interstate	33.9	5%	33.9	5%
Total	701.9		701.9	

Washington County Proposed Functional Classification Change February 2026						
Route	**Begin Point**	**End Point**	**Existing Classification**	**New Classification**	**Urban/Rural**	**Length**
Big Pool Road	Ramp Fr IS 70 EB	US 40 (National Pike)	Minor Collector	Major Collector	Rural	1.33
Greenberry Road	Virginia Avenue	Sherman Avenue	Major Collector	Minor Collector	Urban	0.14
MD 418 (Ringgold Pike)	State Line	MD 64 (Smithsburg Pike)	Minor Collector	Major Collector	Rural	2.13
MD 56 (Big Pool Road)	Ernstville Road	US 40	Minor Collector	Major Collector	Rural	0.3
MD 615 (Heavenly Acres Ridge)	State Line	MD 615 (Millstone Road)	Local	Major Collector	Rural	3.23
MD 615 (Millstone Road)	MD 615 (Heavenly Acres Ridge)	I-70 Ramp	Local	Major Collector	Rural	0.04
Sherman Avenue	Greenberry Road	Burhans Boulevard	Major Collector	Minor Collector	Urban	1.28

CITY OF HAGERSTOWN, MARYLAND

Department of Engineering & Permits

February 23, 2026

Lamin S. Williams
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore MD 21202

Dear Mr. Williams:

The City of Hagerstown Department of Engineering and Permits collaborated with the State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed adjustments contained in the map and table, dated February 2026.

Prior to submitting the finalized adjustments to Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEMPO) Technical Advisory Committee and Council for their review and approval.

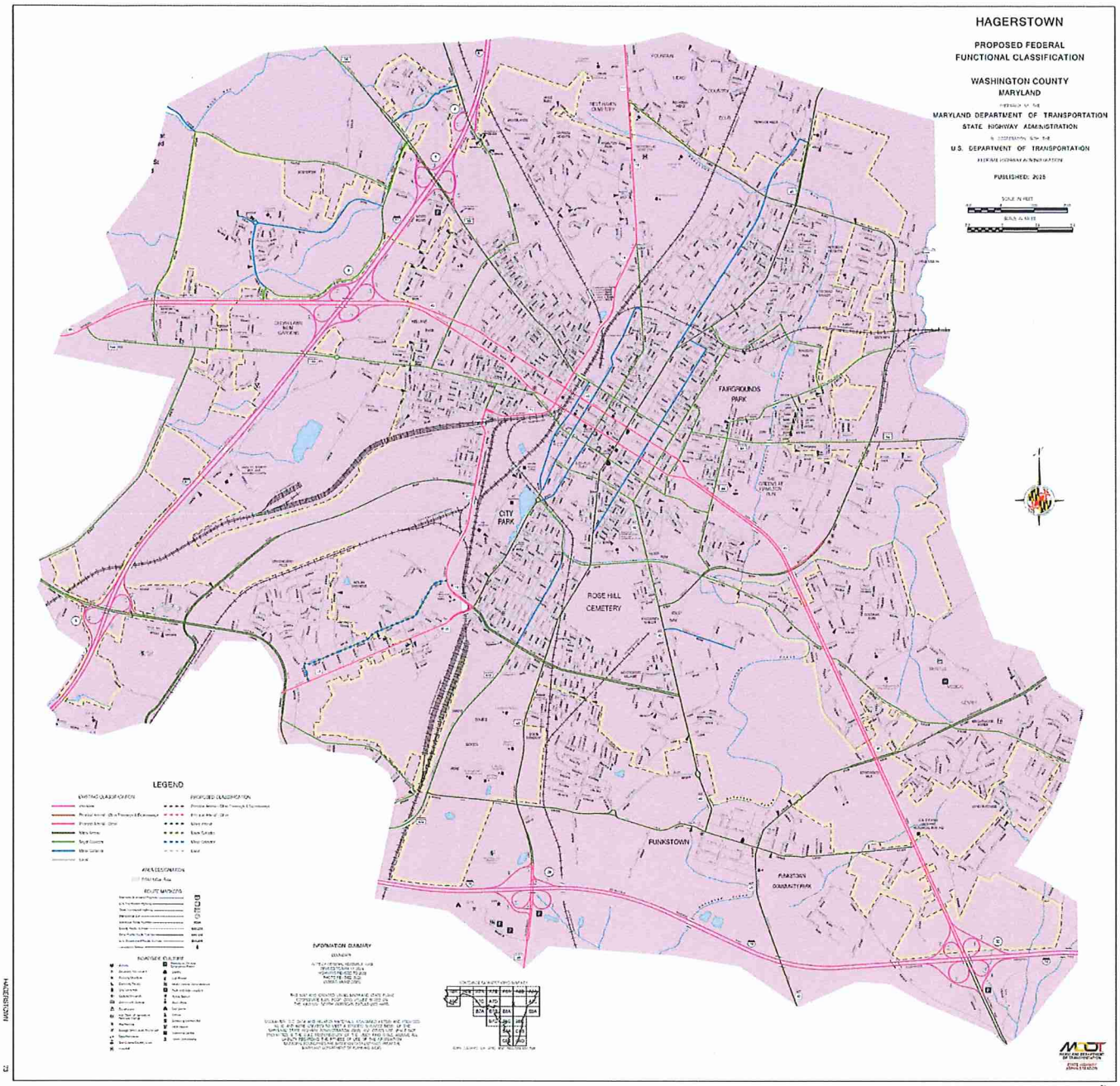
Thank you for your attention and assistance in this matter. Please contact William Killinger, Asst. Director of Engineering at 301-739-8577, ext. 129 if you need additional information or clarification.

Sincerely,

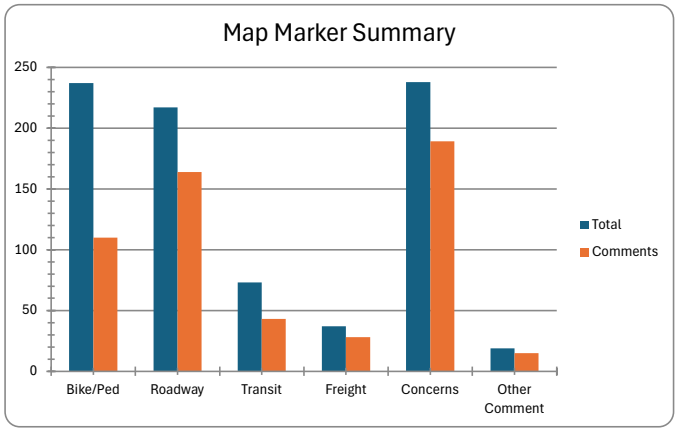
Jim Bender, City Engineer

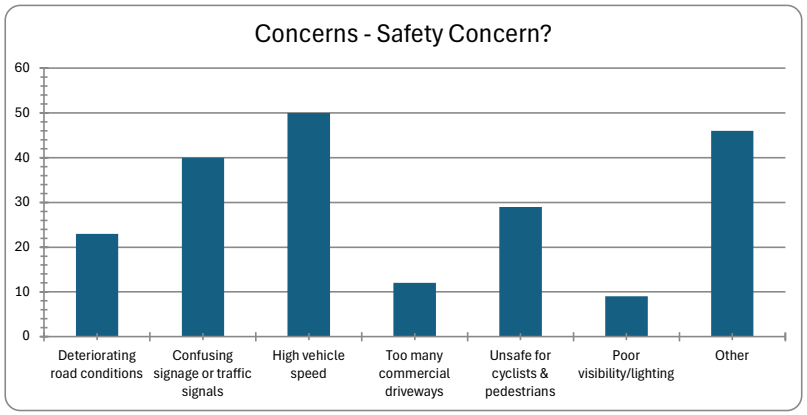
cc: Mr. Geoff Anderson, Director of Office of Planning, Programming and Project Delivery, Maryland Department of Transportation
Mr. Darren Bean, Functional Classification Program Manager, Regional and Intermodal Planning Division (RIPD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director of Office of Planning and Preliminary Engineering (OPPE), SHA
Ms. Tara Penders, Chief, RIPD, SHA
Lisa Shemer, Deputy Director, OPPE, SHA
Mr. Werner Schlough, Chief, Data Services Engineering (DSD), SHA
Mr. Stephen Bockmiller, Deputy Director of Planning & Zoning, COH

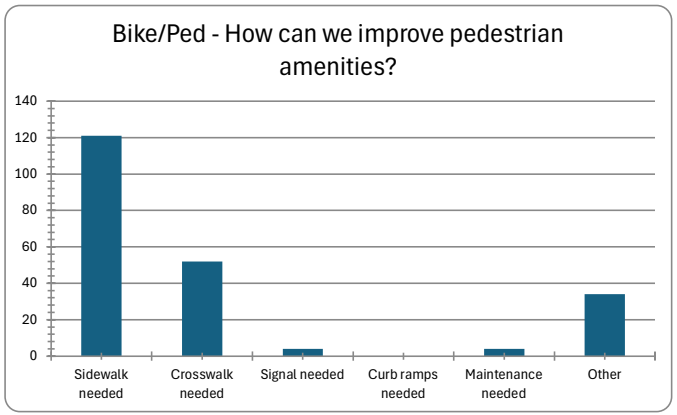
One East Franklin Street • Hagerstown, MD 21740
Telephone: 301.739.8577 Ext 125 (Engineering) 301.739.8577 Ext 123 (Permits) • TDD: 301.797.6617
Website: www.hagerstownmd.org

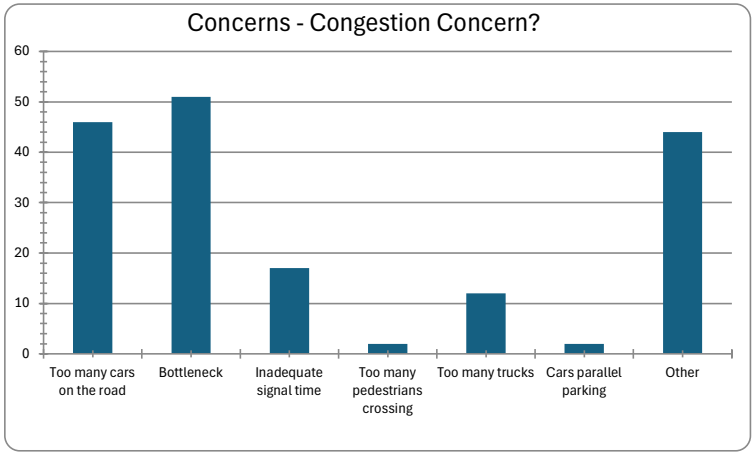

HAGERSTOWN
PROPOSED FEDERAL
FUNCTIONAL CLASSIFICATION
WASHINGTON COUNTY
MARYLAND
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
PUBLISHED: 2025
FAIRGROUNDS PARK
CITY PARK
ROSE HILL CEMETERY
FUNKSTOWN
FUNKSTOWN COMMUNITY PARK
LEGEND

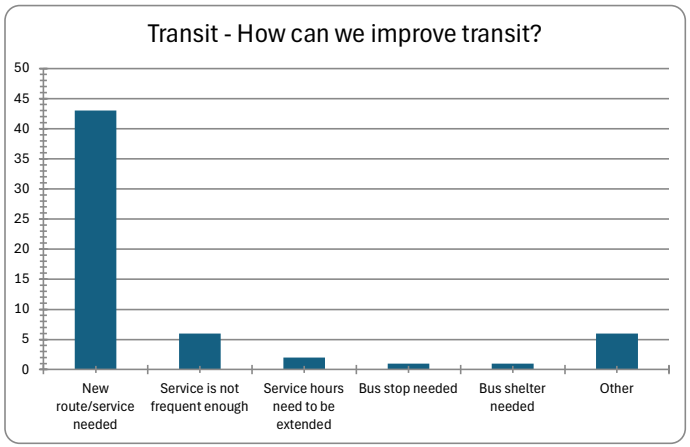
City of Hagerstown Proposed Functional Classification Change February 2026						
Route	**Begin Point**	**End Point**	**Existing Classification**	**New Classification**	**Urban/Rural**	**Length**
Sherman Avenue	Greenberry Road	Burhans Boulevard	Major Collector	Minor Collector	Urban	0.53

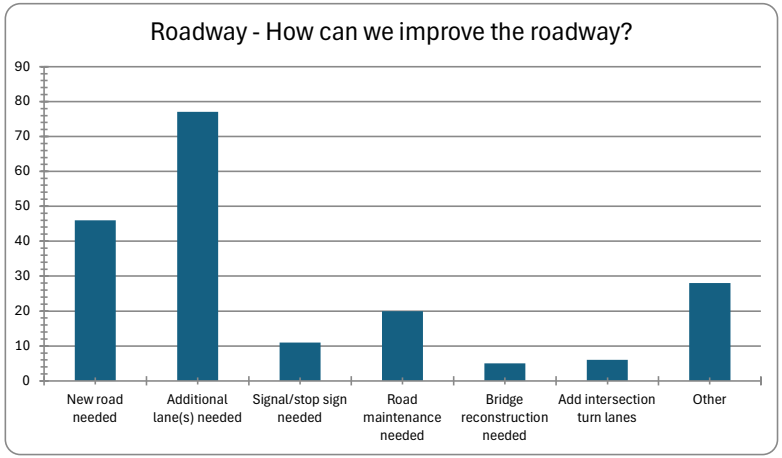

Map Marker Summary
250
200
150
100
50
0
Bike/Ped
Roadway
Transit
Freight
Concerns
Other Comment
Total
Comments

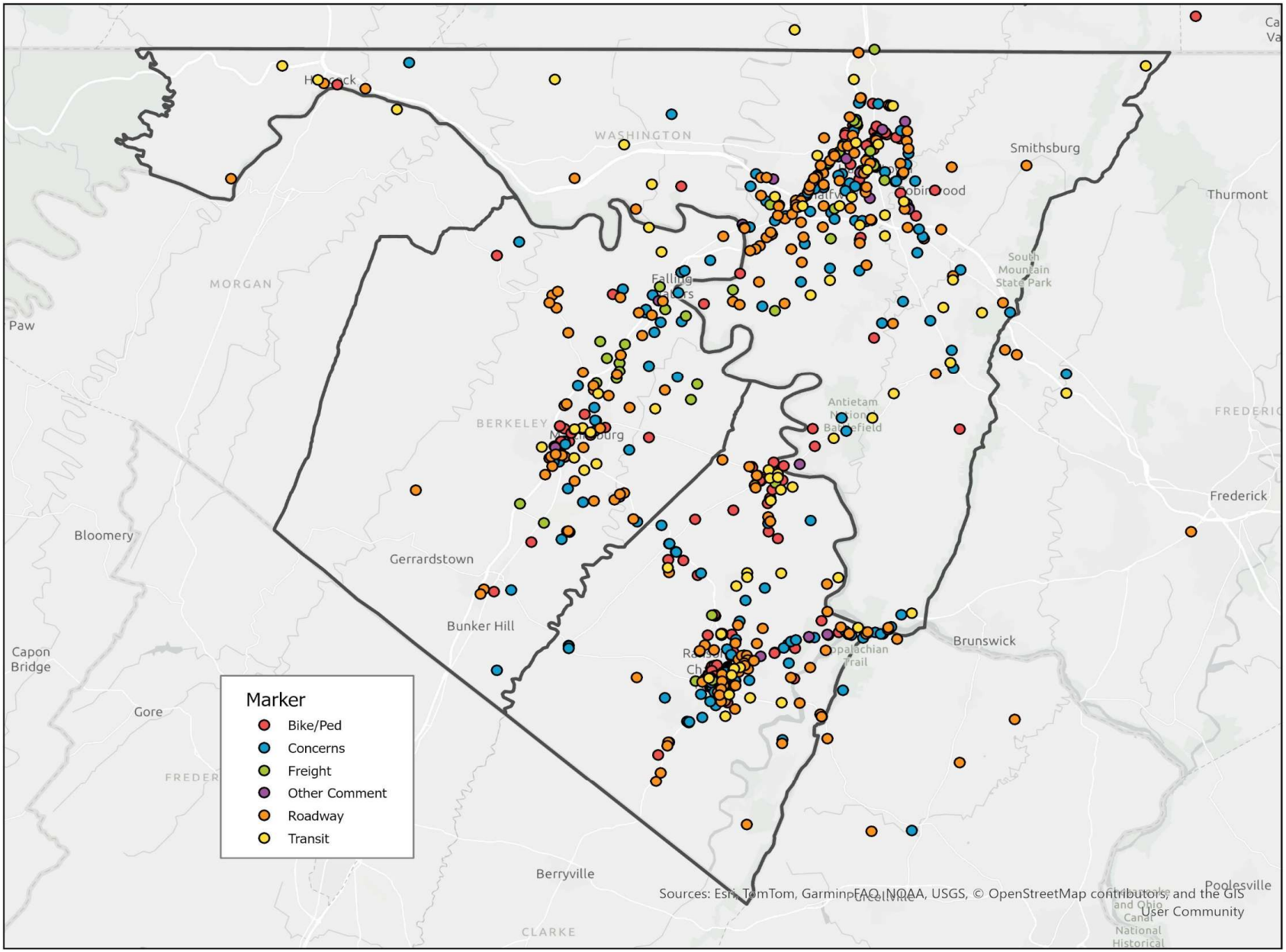

Concerns - Safety Concern?
60
50
40
30
20
10
0
Deteriorating road conditions
Confusing signage or traffic signals
High vehicle speed
Too many commercial driveways
Unsafe for cyclists & pedestrians
Poor visibility/lighting
Other


Bike/Ped - How can we improve pedestrian amenities?
140
120
100
80
60
40
20
0
Sidewalk needed
Crosswalk needed
Signal needed
Curb ramps needed
Maintenance needed
Other


Concerns - Congestion Concern?
60
50
40
30
20
10
0
Too many cars on the road
Bottleneck
Inadequate signal time
Too many pedestrians crossing
Too many trucks
Cars parallel parking
Other


Transit - How can we improve transit?
50
45
40
35
30
25
20
15
10
5
0
New route/service needed
Service is not frequent enough
Service hours need to be extended
Bus stop needed
Bus shelter needed
Other


Roadway - How can we improve the roadway?
90
80
70
60
50
40
30
20
10
0
New road needed
Additional lane(s) needed
Signal/stop sign needed
Road maintenance needed
Bridge reconstruction needed
Add intersection turn lanes
Other


Marker
Bike/Ped
Concerns
Freight
Other Comment
Roadway
Transit
WASHINGTON
MORGAN
BERKELEY
Smithsburg
Thurmont
Frederick
Brunswick
Gerrardstown
Bunker Hill
Bloomery
Capon Bridge
Gore
Berryville
Poolesville
Paw
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

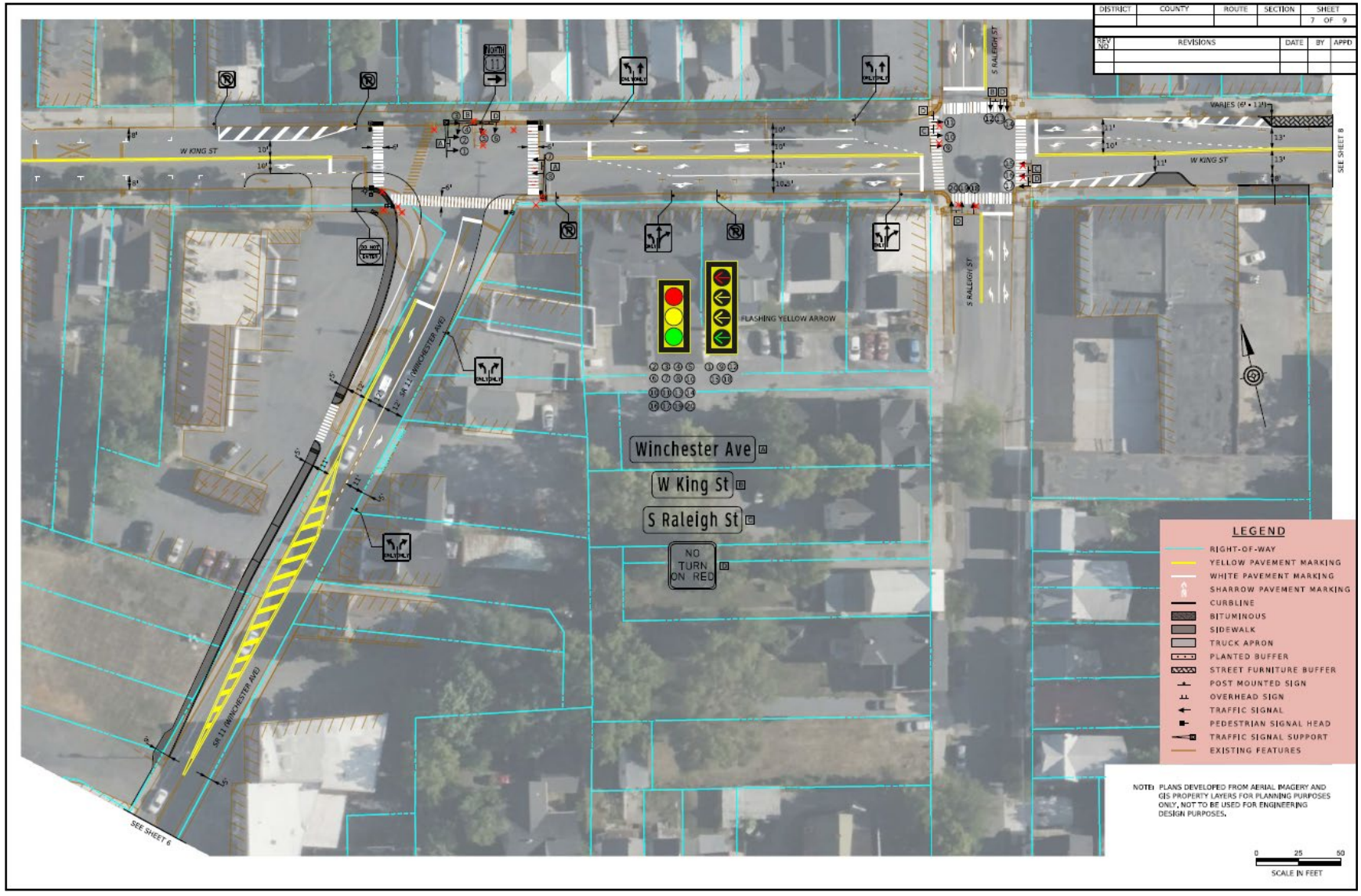

DISTRICT
COUNTY
ROUTE
SECTION
SHEET
7 OF 9
REVISIONS
DATE
BY
APPD
W KING ST
S RALEIGH ST
VARIES (6' - 13')
SEE SHEET 8
SR 11 (WINCHESTER AVE)
FLASHING YELLOW ARROW
Winchester Ave
W King St
S Raleigh St
NO TURN ON RED
SEE SHEET 6
LEGEND
RIGHT-OF-WAY
YELLOW PAVEMENT MARKING
WHITE PAVEMENT MARKING
SHARROW PAVEMENT MARKING
CURBLINE
BITUMINOUS
SIDEWALK
TRUCK APRON
PLANTED BUFFER
STREET FURNITURE BUFFER
POST MOUNTED SIGN
OVERHEAD SIGN
TRAFFIC SIGNAL
PEDESTRIAN SIGNAL HEAD
TRAFFIC SIGNAL SUPPORT
EXISTING FEATURES
NOTE: PLANS DEVELOPED FROM AERIAL IMAGERY AND GIS PROPERTY LAYERS FOR PLANNING PURPOSES ONLY, NOT TO BE USED FOR ENGINEERING DESIGN PURPOSES.
0 25 50
SCALE IN FEET

Figure 16: Panhandle Regional Connector Trail Alignment



Table 8: Points of Interest along Preferred Alternative

MAP NUMBER	POINT OF INTEREST
1	Park and Ride Lot & Existing Terminus of WV Route 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

Once complete, the trail will help form a continuous 24-mile regional trail network, linking downtowns, major employment centers, schools, medical facilities, civic buildings, historic sites, residential neighborhoods, and tourism destinations. Overall, the alignment strengthens east–west regional connectivity, improves bicycle and pedestrian access across existing barriers, and supports economic development, mobility, and tourism within the Region.

Locust Street and Randolph Avenue

Existing Condition - Northbound Locust St. Approach



Proposed AWSC condition – Northbound Locust St. Approach



Existing Condition - Eastbound Randolph Ave. Approach



Proposed AWSC condition – Eastbound Randolph Ave. Approach



Michael Baker
INTERNATIONAL

HEPMPO TRANSPORTATION PLANNING CONTRACT

Regional Intersection Safey Study

July 1, 2027

Matt Mullenax
Executive Director
Hagerstown Eastern Panhandle Metropolitan Planning Organization (HEPMPO)
226 Pilot Way
Martinsburg, WV 25405

RE: Work Order 24-11, 2024 HEPMPO Transportation Planning Services:

Regional Intersection Safety Study

Dear Mr. Mullenax,

We are pleased to submit our scope of work, budget, and schedule for the above-referenced project. The scope of work outlines the tasks and objectives, while the deliverables specify the expected outcomes. The budget details the financial resources allocated, and the schedule provides a timeline for completion. Please review the attached files for comprehensive information.

The Project team includes MBI and Fehr and Peers (F/P). Jim Frazier will be project manager with Phillip Bobitz leading the safety assessment, and Luana Broshears and Tory Gibler leading the crash and prioritization analysis for F/P.

Please contact me should you have any questions.

Sincerely,

Jim Frazier, PMP
Project Manager

Project Overveiw

Building on the HEPMPO Regional Safety Action Plan, Michael Baker International (MBI), in partnership with Fehr & Peers, will support HEPMPO through this intersection safety analysis work order as part of its ongoing regional transportation planning efforts. The team will conduct a planning-level, intersection-focused High-Injury Network (HIN) screening to identify intersections across the region with elevated safety risk. A structured prioritization process will then be used to select the top five candidate locations in each of Berkeley County, WV; Jefferson County, WV; and Washington County, MD. Detailed safety analyses will be completed for these fifteen intersections, culminating in conceptual design recommendations to support implementation.

Task 1. Project Kickoff

The project team will conduct a kick-off meeting with HEPMPO to introduce the project, outline its scope, and establish a collaborative environment. Defining project goals, objectives, and deliverables is essential to provide clear direction and measurable outcomes for the study. This includes specifying what the project aims to achieve, the key milestones, and the expected results.

Beyond the kick-off meeting, the project team will support ongoing virtual meetings to share project progress, challenges, and opportunities.

Identifying a Stakeholder Group for this project is essential to ensure that all interested and affected parties are represented throughout the study. This group may include state and local government staff, community representatives, and business owners. The project team will support this effort.

Deliverables: Kick-off meeting materials and summary, virtual meetings and summaries, identification of Stakeholder Group.

Task 2. Network Screening

The project team will conduct a network-wide screening using the most recent available crash data to evaluate safety conditions at intersections across the HEPMPO region. The analysis will focus on signalized intersections and intersections with a crash history, with an initial pre-screening heat map used to confirm and refine this emphasis.

To appropriately reflect crash severity and risk, fatal and serious injury crashes will be assigned higher weights using an Equivalent Property Damage Only (EPDO)

methodology, consistent with the approach established in the HEPMPO Regional Safety Action Plan and aligned with the KABCO injury severity scale. Additional weighting will be applied for crashes involving vulnerable road users, recognizing their disproportionate representation in fatal and serious injury outcomes.

A GIS-based analysis will be performed using non-overlapping buffers to represent each intersection's functional influence area. Buffer distances of approximately 250 to 300 feet will be tested and refined to ensure crashes are accurately assigned without overlap. Crashes within each buffer will be aggregated and scored using the established severity and user-type weighting factors. The results will identify a subset of intersections within each county where a disproportionate share of fatal and serious injury crashes occur, supporting identification of high-priority locations for further analysis.

Deliverables

- Technical summary of the intersection network screening methodology and results
- GIS maps identifying high-priority intersections based on concentrations of fatal and serious injury crashes

Task 3. Intersection Prioritization

The network screening conducted in Task 2 will result in a scoring system that reflects each intersection's potential for safety improvement. In addition to this score, other contextual factors will be considered to support a more comprehensive prioritization. Locations will be evaluated and ranked using a multi-criteria framework that accounts for safety risk, implementation opportunity, and community need, with higher scores indicating a greater priority for further analysis.

The prioritization framework will incorporate multiple factors across safety, context, and implementation considerations. These factors may include inclusion on the High-Injury Network, designation as a historic or predictive crash hot spot, roadway ownership, and the presence of planned or ongoing improvement projects. Results from the intersection safety survey and public comments received as part of the LRTP–Direction 2055 engagement process will be integrated into the prioritization analysis. Community context will be evaluated using available demographic and socioeconomic indicators to help identify underserved or underrepresented populations and locations where transportation vulnerability, safety risk, and access needs converge.

This process will be used to identify the top five priority locations in each of Berkeley County, WV; Jefferson County, WV; and Washington County, MD.

Deliverables: List of prioritization results highlighting the fifteen priority intersections (five per county) recommended for further analysis.

Task 4. Intersection Analysis

Initial Data Collection and Analysis

As an initial step, multimodal turning movement counts, operating speeds, and surrogate safety indicators such as observed conflicts or near-miss events will be evaluated where feasible using available data sources or field-based observations will be collected for each of the fifteen intersections. The data will be analyzed and summarized using clear, visually compelling graphics to illustrate existing conditions at each location. These visuals will support a data-driven understanding of site performance and help inform and justify the selection of targeted safety countermeasures.

Crash Trends

Using the latest available crash data, crash diagrams will be developed for each of the fifteen intersections to identify patterns, contributing factors, and key safety trends. These diagrams will support a clear understanding of crash types, movements, and conditions at each location.

Proactive Safety Assessment

A proactive safety assessment will be conducted using the FHWA *Safe System Project-Based Alignment Framework*. The tool is not meant to be prescriptive but provide general proactive safety guidance. This framework evaluates roadway conditions and potential improvements through a Safe System approach lens, with a focus on exposure, likelihood, and severity for both vulnerable road users and motor vehicle occupants. It also incorporates considerations related to other Safe System elements, including road users, vehicles, and post-crash care. The assessment will support a structured comparison of potential improvements and help identify strategies that align with Safe System principles and the roadway design hierarchy.

Deliverables: Crash diagrams for each of the fifteen intersections, summary of proactive safety assessment findings.

Task 5. Site Visits / Field Review

Concurrently with data collection, the project team and available stakeholders will conduct field visits at each of the fifteen intersections to document contextual conditions and key roadway attributes. The field review will focus on identifying potential conflict points and understanding factors that may influence the likelihood of collisions. A site-visit checklist will be used to systematically assess how roadway design, operations, and surrounding conditions may be contributing to safety issues.

Deliverables: Summary of field observations, including key safety issues and potential conflict points.

Task 6. Safe System Recommendations

Based on the results from the Intersection Analysis (Task 4) and Field Review (Task 5), the project team will tier engineering and infrastructure-based recommendations and strategies for each intersection relative to their alignment with the Safe System approach based on the FHWA *Safe System Roadway Design Hierarchy*[1]. This approach will provide a holistic set of solutions to mitigate and prevent fatal and serious injury crashes.

- **Tier 1** Recommendations: We will identify opportunities and associated solutions to **reduce severe conflicts.**
    - Potential Solutions: Medians and pedestrian refuge islands, roundabouts and reduced conflict intersections, median barriers, driveway consolidations or access management, dedicated turn lanes, and intersection daylighting treatments.
- **Tier 2** Recommendations: We will identify opportunities and associated solutions to **slow speeds.**
    - Potential Solutions: Raised intersections or crosswalks, reduced curb radii, gateway treatments and approach narrowing, and speed limit setting.
- **Tier 3** Recommendations: We will identify opportunities and associated solutions to **separate conflicts in time.**
    - Potential Solutions: Left-turn phasing, leading pedestrian intervals or exclusive pedestrian phases, and all-red clearance intervals.
- **Tier 4** Recommendations: We will identify opportunities and associated solutions to **increase attentiveness and awareness.**
    - Potential Solutions: Lighting, high-visibility crosswalks, and supplemental and advance warning signs.



FIGURE 1. SAFE SYSTEM ROADWAY DESIGN HIERARCHY. SOURCE:

Recommendations will be prioritized based on implementation timeframe, planning level cost-estimates, and a fatal flaw analysis which will capture any rationale for a treatment not moving forward (i.e. right of way constraints).

The results of Task 6 will be presented during the Stakeholder Group Closeout meeting identified in Task 7 (Meeting #3) for education and input on the findings/recommendations.

Deliverables: Summary of tiered safety recommendations for the fifteen intersections.

[1] Federal Highway Administration. 2024. *Safe System Roadway Design Hierarchy: Engineering and Infrastructure-Related Countermeasures to Effectively Reduce Roadway Fatalities and Serious Injuries.* Washington, DC. https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf

Task 7. Stakeholder Meetings and Outreach Survey

The project team will conduct two stakeholder meetings and an Intersection Safety Summit to gather input and feedback, as outlined below:

- **Meeting #1: Stakeholder Group Kick-off** (virtual)– Introduce project goals to the Stakeholder Group identified in Task 1 and gather input on the proposed approach.
- **Meeting #2 Stakeholder Group Prioritization** (virtual)– Provide a forum for stakeholders, residents, community groups, and other safety officials to share experiences, voice concerns, and suggest improvements. This meeting will be held after the initial selection of five locations per county has been completed.
- **Meeting #2: Stakeholder Group Closeout** (virtual)– Present project findings and recommendations and gather final input.

Outreach Survey: the project team will develop and administer a survey with ArcGIS Web Experience or similar mapping tool to identify locations where the stakeholders and public perceive intersection safety concerns. The survey will be conducted concurrently with the network screening process and prior to prioritization, as public input will serve as one of the criteria used in the prioritization framework.

Deliverables: Stakeholder Group meeting and summit materials (agendas, presentation slides, meeting summaries) outreach survey and summary of survey results.

Task 8. Concept Renderings

Based on the proposed Safe System Recommendations (Task 6) and input received in the safety summit, the project team will develop detailed, computer-generated visuals for each of the fifteen intersections. Renderings are intended to visually communicate recommended concepts and are not final engineering designs. Each rendering will include:

- **Geometrics:** The layout of the intersection, including roadway attributes (i.e., number of lanes, driveways, etc.).
- **Safety features:** The recommended safety improvements (i.e. placement of traffic control devices, like signs and signals, etc.).

FIGURE 2 : SAMPLE CONCEPTUAL INTERSECTION IMPROVEMENT DESIGNS



- **Context:** The integration of the intersection with its surroundings (i.e. buildings, points of interest, parks, etc.).



Deliverables: Renderings with proposed recommendations for the fifteen intersections. Deliverables for Task 8 will be formatted based on coordination with HEPMPO to best support regional and local safety efforts.

Task 9. Draft and Final Reports



A draft report will be prepared summarizing the findings and recommendations of the study. The draft report will include detailed maps, data analysis, and intersection design recommendations for stakeholders to review and provide feedback. It serves as an implementation roadmap aligned for pursuing funding opportunities.

The final report will include details of the analyses and assessments including all relevant information and conceptual intersection design. It will serve as the official document guiding the implementation of the proposed solutions.

The project team will coordinate with HEPMPO for the Draft for Public Comment Report, making it available for a 30-day comment period. Three public meetings, one per county, will be conducted to present the final findings and recommendations of the study during the public comment period and to address any questions or concerns.

Deliverables: Draft for Public Comment Study Report, Final Study Report, public meeting materials.

Attachments: Project Budget and Schedule

Michael Baker INTERNATIONAL

HEPMPO - Regional Intersection Safety Study

Contract Year: 3

Michael Baker International Cost Estimate

Task	Activity	Project Manager	Task Leader	Senior Transporation Planner	Transportation Planner	GIS Technician	Admin	Total Hours	Labor Dollars Total	Direct Expenses Total	Total Cost
1	Project Kickoff	6		8		4	2	18	$ 4,269		$ 4,269
2	Network Screening	8		8	4	4		24	$ 5,295		$ 5,295
3	Intersection Prioritization	8	4	8	4	4		28	$ 6,308		$ 6,308
4	Intersection Analysis	6	4	12	4	20		46	$ 9,090		$ 9,090
5	Site Visits / Field Review	16		24		20		60	$ 12,874	$ 383	$ 13,257
6	Safe System Recommendations	8		24	16	24		72	$ 14,070		$ 14,070
7	Stakeholder Meetings and Safety Summit	16		24	8	8		48	$ 12,458	$ 200	$ 12,658
8	Concept Renderings	8		16	12	40		36	$ 13,901		$ 13,901
9	Safety Intersection Study Draft / Final Reports	12	4	24	16	20	4	80	$ 15,952	$ 200	$ 16,152
	Michael Baker TOTALS	**88**	**12**	**148**	**64**	**144**	**6**	**412**	**$ 94,217**	**$ 783**	**$ 95,000**

FEHR PEERS

Fehr and Peers Cost Estmate

Task	Activity		Task Leader	Senior Transportation Planner	Transportation Planner	Modeler	Administrative	Total Hours	Labor Dollars Total	Direct Expenses Total	Total Cost
1	Project Kickoff		2	2	4			4	$ 1,629		$ 1,629
2	Network Screening		8	24	42	4		46	$ 14,580		$ 14,580
3	Intersection Prioritization		8	32	46	4		50	$ 16,996		$ 16,996
4	Intersection Analysis		2	4	8			8	$ 2,685		$ 2,685
5	Site Visits / Field Review		16	40	42	8		50	$ 21,019	$ 1,041	$ 22,060
6	Safe System Recommendations		4	8	8			8	$ 4,164		$ 4,164
7	Stakeholder Meetings and Safety Summit		10	16	18			18	$ 9,202		$ 9,202
8	Concept Renderings		2	4	8			8	$ 2,685		$ 2,685
9	Safety Intersection Study Draft / Final Reports		2	8	24			24	$ 6,002		$ 6,002
	Fehr and Peers TOTALS	**0**	**54**	**138**	**200**	**16**	**0**	**216**	**$ 78,960**	**$ 1,041**	**$ 80,000**
						Michael Baker Team TOTALS		**628**	**$ 173,176**	**$ 1,824**	**$ 175,000**

Michael Baker INTERNATIONAL

HEPMPO - Regional Intersection Safety Study

		July	August	September	October	November	December	January	February	March	April	May	June
Project Management Plan		**FY2026**											
	Coordination / Stakeholders Meetings	●	●	●●□	●	●	●●□	●	●	●	●□	●	
	Public Meeting											●	
	Public Comment Period										■	■	
1	**Project Kickoff**	■	■										
2	**Network Screening**		■	■	■	■	■						
3	**Intersection Prioritization**		■	■	■	■	■						
4	**Intersection Analysis**				■	■	■						
5	**Site Visits / Field Review**					■	■	■					
6	**Safe System Recommendations**						■	■	■				
7	**Stakeholder Meetings and Outreach Survey**		■	■		■	■			■	■		
8	**Concept Renderings**							■	■	■	■		
9	**Safety Intersection Study Draft / Final Reports**									■	Draft	■	Final

● *Coordination Meetings*

□ *Stakeholder Group Meetings*

HEPMPO TRANSPORTATION PLANNING CONTRACT

HEPMPO Website Support

July 1, 2027

Matt Mullenax
Executive Director
Hagerstown Eastern Panhandle Metropolitan Planning Organization (HEPMPO)
226 Pilot Way
Martinsburg, WV 25405

RE: Work Order 24-12, 2024 HEPMPO Transportation Planning Services:

HEPMPO Website Support

Dear Mr. Mullenax,

We are pleased to submit our scope of work, budget, and schedule for the above-referenced project. The scope of work outlines the tasks and objectives, while the deliverables specify the expected outcomes. The budget details the financial resources allocated, and the schedule provides a timeline for completion. Please review the attached files for comprehensive information.

The Project team includes MBI and Integrated Designs, Inc. (ID). Jim Frazier will be project manager, and Karen Wieland and Ann Landis will perform the website support tasks for (ID).

Please contact me should you have any questions.

Sincerely,

Jim Frazier, PMP
Project Manager

Purpose and Background

The purpose of this Statement of Work (SOW) is to provide ongoing website support services to HEPMPO to ensure that the HEPMPO public-facing website and associated digital content comply with Section 508 of the Rehabilitation Act, as amended, and applicable Web Content Accessibility Guidelines (WCAG). These services will help ensure that HEPMPO's online materials are accessible to individuals with disabilities and meet federal and state accessibility requirements for public agencies.

Integrated Designs (ID) will lead this work order and will be responsible for conducting accessibility reviews, implementing remediation measures, and providing technical guidance related to Section 508 compliance. HEPMPO is responsible for providing access to website content and systems, identifying priorities, and reviewing and approving updated materials.

Scope of Services

The Consultant shall provide the following services to support Section 508 compliance for the HEPMPO website:

Task 1 – Accessibility Review and Assessment

- Kick-off Meeting / Progress Meetings: HEPMPO, ID and MBI will conduct the kick-off meeting to initiate the project and participate in coordination meetings with HEPMPO staff, as needed, to discuss accessibility findings, priorities, and upcoming website updates.
- Conduct an initial accessibility review of the HEPMPO website, including pages, navigation elements, downloadable documents, images, multimedia content, and interactive features.
- Use Google analytics to identify links on the HEPMPO website that remain active and which can be archived. ID will create an Archive section for the website for links/projects identified and will not be included in the accessibility updates.
- Evaluate website content against Section 508 standards and WCAG 2.1 Level AA criteria (or the most current standard required by HEPMPO).
- Identify accessibility deficiencies, including but not limited to issues related to screen reader compatibility, color contrast, alternative text, heading structure, keyboard navigation, form labeling, and document tagging.

- Prepare an accessibility findings summary identifying non-compliant elements and recommended corrective actions.

Task 2 – Accessibility Remediation and Website Updates

- Implement corrective actions to address identified accessibility issues, including updating HTML structure, text alternatives, navigation elements, and visual design features as needed.
- Remediate posted documents (e.g., PDFs, Word documents, presentations) to ensure proper tagging, reading order, and accessibility features.
- Identify and archive past documents (e.g., PDFs, Word documents, presentation) that do not need to be remediated.
- Coordinate with HEPMPO staff to prioritize remediation efforts for high-visibility or time-sensitive content.
- Ensure new or revised content posted during the contract period follows Section 508-compliant practices.
- Add an Accessibility Compliance Statement for the HEPMPO website.

Task 3 – Ongoing Compliance and Website Support

- ID will create HEPMPO ADA accessibility compliant templates for PowerPoint presentations and documents for future website materials.
- Provide ongoing accessibility checks for newly added or updated website content upon request.
- Conduct periodic spot checks to confirm continued compliance as website content evolves.
- Advise HEPMPO on best practices for maintaining accessibility, including content formatting and document preparation guidance.
- Provide support to HEPMPO for accessibility-related inquiries or issues, e.g., public requests for accessible versions of archived documents.
- Provide technical web support to HEPMPO as needed, e.g., resolve plugin conflicts

Deliverables

- Accessibility assessment summary memo.
- Remediated and Section 508-compliant website content and documents.

- Periodic compliance status updates or summaries, as requested by HEPMPO.

Schedule

Services will be provided on an as-needed basis during the FY27 contract period, with task-specific schedules coordinated with HEPMPO. The work order will cover July 1, 2026 to June 30, 2027.

Attachments: Project Budget and Schedule

INTEGRATED DESIGNS

HEPMPO - Website Support

Contract Year: 3

Michael Baker International Cost Estimate

Task	Activity	Project Manager	Task Leader	Senior Transporation Planner	Transportation Planner	Modeler	GIS Technician	Admin	Total Hours	Labor Dollars Total	Direct Expenses Total	Total Cost
		$ -	$ 161.26	$ 135.80	$ 132.61	$ -	$ 132.61	$ 68.96				
1	Accessibility Review and Assessment		10	23					33	$ 4,766		$ 4,766
2	Accessibility Remediation and Website Updates		8	50					58	$ 8,080		$ 8,080
3	Ongoing Compliance Support and Quality Control		8	80					88	$ 12,154		$ 12,154
	Michael Baker TOTALS	**0**	**26**	**153**	**0**	**0**	**0**	**0**	**179**	**$ 25,000**	**$ -**	**$ 25,000**

HEPMPO - Website Support

		July	August	September	October	November	December	January	February	March	April	May	June
Project Management Plan		**FY2026**											
	Coordination / Project Meetings	●	●	●	●	●	●	●	●	●			
1	**Accessibility Review and Assessment**												
2	**Accessibility Remediation and Website Updates**												
3	**Ongoing Compliance Support and Quality Control**												

● *Coordination Meetings*

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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

Section **Page #**

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

Section II - Organization and Management

A. Metropolitan Planning Organization:

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

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

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.

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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 IIJA and any subsequent transportation legislation. Staff will continue to monitor transportation policy and legislation and prepare any necessary revisions to this work program to address needed changes resulting from policy or legislative changes. Furthermore, the MPO intends to continue to work to improve the transit related planning activities, and to work with local governments and interests to increase bicycle/pedestrian initiatives within the region. Finally, the MPO will continue work to incorporate the requirements of the IIJA into the planning process. The staff will work with the ISC, TAC, member governments and local transportation interests to identify potential planning needs and studies within the region.

B. Previous Work:

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

The MPO has also worked with local municipalities to develop Transportation Alternatives 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

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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.

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

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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 IIJA 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

DRAFT

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

DRAFT

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	$15,243
West Virginia			
Region 9	$22,031	WV Federal	$17,625
		WV DOT	$2,203
		Local	$2,203
		Subtotal	$22,031
MPO Total	$37,273	Federal	$29,819
		MD DOT	$1,524
		WV DOT	$2,203
		MD Local	$1,524
		WV Local	$2,203
		Total	$37,273

DRAFT

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	Federal	$210,487
		MD DOT	$6,420
		WV DOT	$19,891
		MD Local	$6,420
		WV Local	$19,891
		Total	$263,108

DRAFT

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.

DRAFT

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	$7,426
		FTA	$0
		MD DOT	$928
		Local	$928
		Subtotal	$9,283
West Virginia			
Region 9	$13,016	WV Federal	$10,412
		WV DOT	$1,302
		Local	$1,302
		Subtotal	$13,016
MPO Total	$22,298	Federal	$17,838
		MD DOT	$928
		WV DOT	$1,302
		MD Local	$928
		WV Local	$1,302
		Total	$22,298

DRAFT

A. Objective:

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

B. Previous Work:

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

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

C. Methodology:

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

D. Product:

1. Continuation of an Air Quality Advisory Committee.
2. Maintenance of a TIP that meets federal air quality regulations.
3. Maintenance of a LRTP that meets federal air quality regulations.
4. Continuation of the approved Public Participation Plan 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	$2,110
		FTA	$0
		MD DOT	$264
		Local	$264
		Subtotal	$2,638
West Virginia			
Region 9	$3,424	WV Federal	$2,739
		WV DOT	$342
		Local	$342
		Subtotal	$3,424
MPO Total	$6,062	Federal	$4,850
		MD DOT	$264
		WV DOT	$342
		MD Local	$264
		WV Local	$342
		Total	$6,062

DRAFT

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	$77,800
West Virginia			
Region 9	$18,497	WV Federal	$14,798
		WV DOT	$1,850
		Local	$1,850
		Subtotal	$18,497
MPO Total	$96,297	Federal	$77,038
		MD DOT	$7,780
		WV DOT	$1,850
		MD Local	$7,780
		WV Local	$1,850
		Total	$96,297

DRAFT

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 IIJA such as the Regional Intersection Safety Study ($175,000). 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. The MPO, with consultant support, will update organization's website documents to comply with the ADA Web Accessibility Rule ($25,000). 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

DRAFT

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
Total	$71,950

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.

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Table C - Estimated Person Hours By Task						
	Position					
Task	Executive Director	Planner	PT Admin Assistant	PT Planner	MD Transit Clerk	MPO Total
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**

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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**

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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	$132,943.76	$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	$159,129.32	$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	$58,470.37	$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
6990 - 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.

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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	$246,258.65		$568,125.32		
Maryland Expense:	$344,329.00	$52,980.84	$100,104.39	$113,134.89		$266,220.12		
West Virginia Expense:	$463,350.00	$54,846.29	$113,935.15	$133,123.76		$301,905.20		
MD Breakdown:								
MD FHWA Funds (80%)	$203,807	$21,509.93	$64,070.06	$73,312.31		$158,892.30		$44,914.70
MD FTA (80%)	$71,656	$20,874.75	$16,013.45	$17,195.60		$54,083.80		$17,572.20
MD DOT Matching Funds (10%)	$34,433	$5,298.08	$10,010.44	$11,313.49		$26,622.01		$7,810.99
Local Share (10%)	$34,433	$5,298.08	$10,010.44	$11,313.49		$26,622.01		$7,810.99
MD Total	**$344,329.00**	**$52,980.84**	**$100,104.39**	**$113,134.89**	**$0.00**	**$266,220.12**	**77.3%**	**$78,108.88**
WV Breakdown:								
NEW PLANNING FUNDS								
WV Fed Consolidated PL Funds (80%)	$370,680	$43,877.03	$91,148.12	$106,499.01	$0.00	$241,524.16		$129,155.84
WV DOT Matching Funds (10%)	$46,335	$5,484.63	$11,393.51	$13,312.38	$0.00	$30,190.52		$16,144.48
Region IX Local (10%)	$46,335	$5,484.63	$11,393.51	$13,312.38	$0.00	$30,190.52		$16,144.48
Regular Planning Subtotal	**$463,350.00**	**$54,846.29**	**$113,935.15**	**$133,123.76**	**$0.00**	**$301,905.20**	**65.2%**	**$161,444.80**

Cost Summary Anaylsis

		Short Range (6010)	TIP (6020)	Traffic Data (6050)	GIS (6051)	Long Range (6100)	Service (6250)	AQ Conf (6300)	Transit (6500)	Sp. Studies (6650)	Admin. (6990)	Total
Current Invoice Expenditures												
	MD	$127.76	$6,854.81	$1,012.00	$1,497.30	$24,490.03	$528.91		$17,195.60	$52,356.85	$9,071.63	$113,134.89
	WV	$436.93	$7,744.19	$1,346.42	$4,633.71	$33,256.84	$1,065.49	$182.69	$2,542.34	$69,649.83	$12,265.32	$133,123.76
	Total Invoice	**$564.69**	**$14,599.00**	**$2,358.42**	**$6,131.01**	**$57,746.87**	**$1,594.40**	**$182.69**	**$19,737.94**	**$122,006.68**	**$21,336.95**	**$246,258.65**
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	$127.76	$6,854.81	$1,012.00	$1,497.30	$24,490.03	$528.91		$17,195.60	$52,356.85	$9,071.63	$113,134.89
	WV	$436.93	$7,744.19	$1,346.42	$4,633.71	$33,256.84	$1,065.49	$182.69	$2,542.34	$69,649.83	$12,265.32	$133,123.76
Invoice #4	MD											
	WV											
YTD Subtotal	**MD**	$832.97	$17,820.20	$1,091.21	$4,079.25	$51,145.01	$1,259.67	$97.09	$54,083.80	$106,510.09	$29,300.82	**$266,220.12**
	WV	$2,567.90	$17,286.57	$1,584.05	$13,489.76	$71,016.76	$7,572.10	$182.69	$7,076.40	$143,148.33	$37,980.64	**$301,905.20**
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	$2,360.03	$6,873.80	$2,654.79	$11,922.75	$67,411.99	$5,723.33	$2,633.91	$19,004.20	($32,436.09)	($8,039.82)	$78,108.88
	WV	$1,632.10	$15,911.43	$3,263.95	$9,625.24	$32,933.24	$2,313.90	$3,324.31	$7,588.60	$91,995.67	($7,143.64)	$161,444.80
	Overall	**$3,992.13**	**$22,785.23**	**$5,918.74**	**$21,547.99**	**$100,345.22**	**$8,037.23**	**$5,958.22**	**$26,592.80**	**$59,559.59**	**($15,183.46)**	**$239,553.68**

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

April 28, 2026

The Honorable Todd Rumbaugh, PE
Secretary, Department of Transportation
West Virginia Department of Transportation
Capitol Complex Building 5
1900 Kanawha Boulevard East
Charleston, WV 25305

Subject: USDOT "Freedom to Drive" Initiative Candidate Projects

Dear Secretary Rumbaugh,

I am writing to provide for your consideration two potential candidate projects from our MPO region as part of the U.S. Department of Transportation's "Freedom to Drive" initiative published on April 20, 2026.

The first candidate project is **WV9 West Widening** from Martinsburg west to Hedgesville. This project was recently evaluated in the State's 2021 Planning & Environmental Linkages Study, with several viable alternatives identified bypassing Hedgesville to the north. WV9 West is identified as the #1 regional priority in our Long Range Transportation Plan (LRTP). The bulk of this project is also identified in our Congestion Management Process (CMP) as priority congestion corridors. WV9 West is identified in WVDOT's State Freight Plan has having a maximum truck travel time index >2.0. Our congestion relief strategies for this corridor include 1) highway widening by adding lanes 2) intersection improvements 3) improved signage and 4) signal coordination and optimization. 2021 Planning-level cost estimate for project is $308,468,000.

The second candidate is the **WV45 Apple Harvest Drive** project from Retail Common Parkway to New York Avenue in Martinsburg. This project needs construction funding for the I-81 Exit 12 NB Interchange Modification Report (included in our LRTP) and for the Railroad Crossing Elimination Grant at the Winchester & Western at-grade crossing. This project is identified in our CMP with a peak segment-level travel time index of 2.16. Our congestion strategies include 1) interchange improvement and 2) signal coordination and optimization. This segment is also classified as a Critical Urban Freight Corridor. 2021 Planning-level cost estimate to realign Exit 12 NB ramp is $5,892,638. Additional operational, ITS and geometric improvements are needed as well.

Both projects are located in Berkeley County, which over the past five years has grown in population by 12.5% to a total of 139,522 residents. With the County's population forecasted to grow 1.49% annually through 2055, the need to address congestion is immediate. Thank you for your consideration of these projects.

Sincerely,

Matthew T. Mullenax
Executive Director

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

April 24, 2026

The Honorable Todd Rumbaugh, PE
Secretary, Department of Transportation
West Virginia Department of Transportation
Capitol Complex Building 5
1900 Kanawha Boulevard East
Charleston, WV 25305

Subject: WV115-Charles Town Road-Van Clevesville Road Intersection Safety Project

Dear Secretary Rumbaugh,

I am writing to formally support the West Virginia Department of Transportation (WVDOT) proposal to utilize HEPMPO's sub-allocated Surface Transportation Block Grant (STBG) funding to program the WV115-Charles Town Road-Van Clevesville Road Intersection Safety Project in Berkeley County. It is my understanding the program's required non-federal share will be covered by State funding.

The WV115-Charles Town Road-Van Clevesville Road Intersection is identified in HEPMPO's 2022 Long Range Transportation Plan on the fiscally constrained project list (ID #B204.0). Analysis of crash data between 2019-2023 shows there have been at least eight crashes at the project's location (involving fourteen vehicles and resulting in five injuries). With new traffic growth forecasted by nearby planned residential development, the need for safety improvements at this existing off-set intersection will only increase.

In recent years, HEPMPO has not received submissions from our local government members as part of our Project Selection Process for sub-allocated STBG funds. My understanding from discussions on our lack of submissions is due largely to the significant obstacle of providing non-federal share from local government budgets.

Considering this obstacle, my desire to ensure no federal sub-allocated funding lapses and this project's status in our Long Range Transportation Plan, I support this project and appreciate the coordination to date by WVDOT staff.

I am available to discuss this project in further detail and appreciate your consideration in the matter.

Sincerely,

Matthew T. Mullenax
Executive Director

Common Sense Solutions to Intersection Safety Workshop

Join us for a full day of learning practical information about intersection safety issues and solutions.

Overview

All road owners need to make intersection safety a priority, as nearly half of all serious injuries and deaths occur at intersections. This workshop is intended to provide state and local roadway agency employees and elected/appointed officials with a basic understanding of the role they play in making local intersections safer and protecting their governments from litigation. This workshop provides practical information for common safety problems that do not require an engineer, as well as background information on problems that do require engineering expertise. Non-engineers will learn ways they can assist traffic engineers in the safety process and learn when an engineer needs to be consulted.

Audience

This class should be of interest to anyone involved in assessing or implementing improvements to intersections including public works managers, elected/appointed officials, state agency employees, and law enforcement.

When?

June 23, 2026

9am – 4pm

Where?

Martinsburg Police Department

Community Room

125 W. Race St

Martinsburg, WV 25401

Parking:

Across from Police Department or metered parking

Contact:

mmcdonough@hepmpo.net

304-620-7015

RSVP:

https://docs.google.com/forms/d/e/1FAIpQLSexfx3l4uhC97l3jQdJ5haDxiADx1u2rPkx5ctW4mdBg_UmCw/viewform?usp=dialog

WV Local Technical Assistance Program

Hagerstown Eastern Panhandle MPO