

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



# HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

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## FY 2027 – 2030 Transportation Improvement Program (TIP)

### Revision History

Adopted:  
May 20, 2026



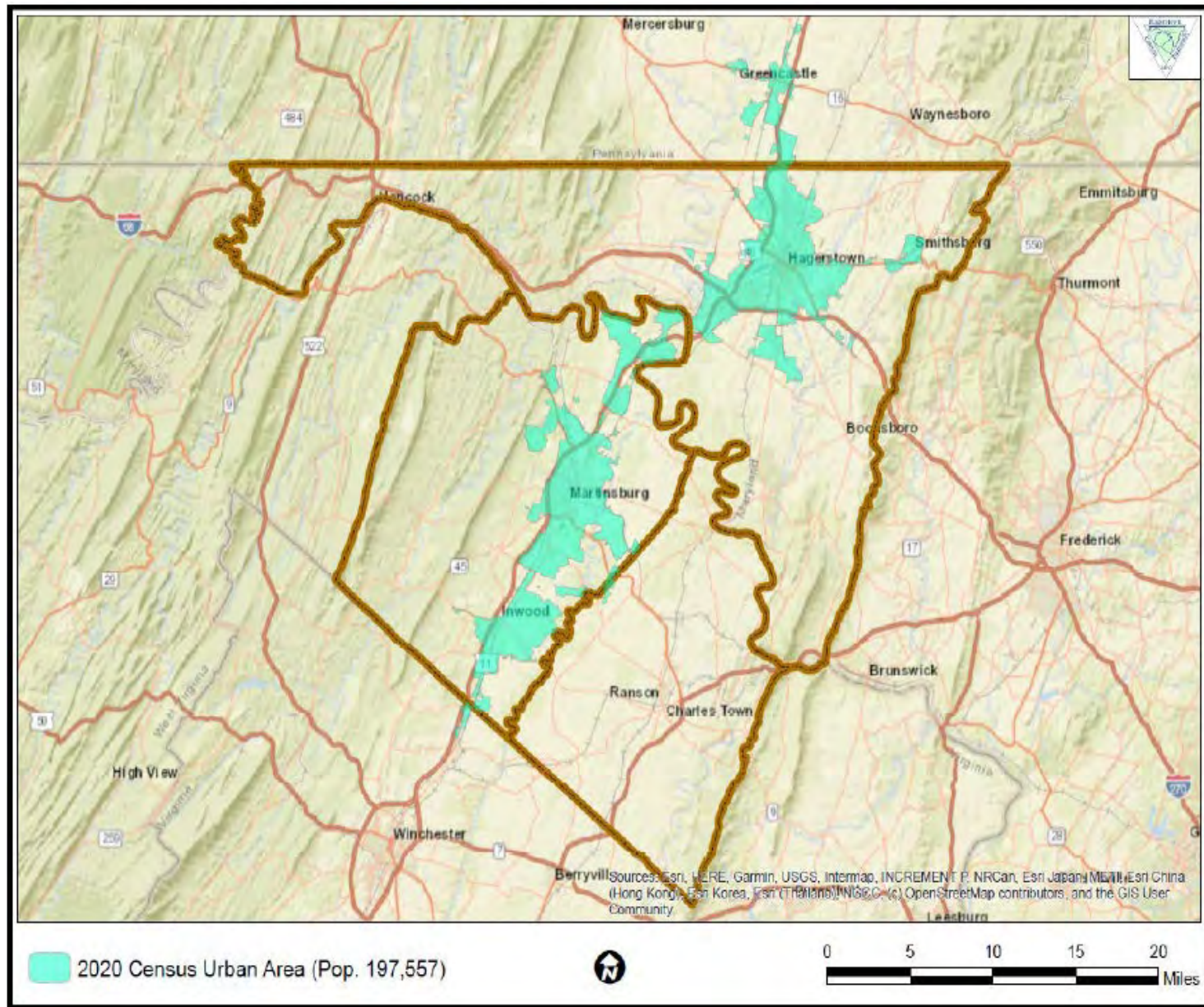


Figure 1 – The Hagerstown MD--WV--PA--VA urban area (UA) and the metropolitan planning area that is served by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

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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).

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.

## 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

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

## **Maryland Transportation Projects**

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

## **Maryland Prior Year Obligated Projects**

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

## **Maryland Financial Plan**

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

## **Maryland Public Transportation Programs**

Washington County Transit (WCT), formerly known as the County Commuter, is the program manager for FTA §5307 Urbanized Area Formula Program Grants funding for public transportation in Hagerstown, MD.<sup>1</sup> Washington County is the official recipient of these FTA §5307 funds and then, by agreement, sub-allocates the funds to WCT. In turn, WCT provides public transit services for Hagerstown and the surrounding areas in Washington County that are eligible for transit service. Eligibility requires being within  $\frac{3}{4}$  of a mile of existing fixed routes currently offered by WCT. Currently, WCT recovers 50% of its operation costs less 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.<sup>2</sup> In the past, MTA has assisted WCT with matching funds for capital improvements such as vehicle maintenance and replacements covered under the FTA §5339 program.

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

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

### Maryland Federal-Aid Highway System Projects

Washington County, like other jurisdictions across the country, receives funding from the Federal Highway Trust Fund for use on designated federal-aid highway systems. This funding is generated through fuel taxes, as well as tire, truck, and trailer sales. Using their own priority ranking system, Washington County includes federal-aid systems in their Capital Improvement Program (CIP). Below is a listing of current projects contained in the adopted Washington County CIP FY 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
<b>Crystal Falls Dr Bridge (W3051)</b>	Replace two lane bridge	PE—FY 2015 PE – FY 2026 PE – FY 2027 CON—FY 2027	PE--\$385.0 PE - \$200.0 PE - \$50.0 CON--\$3,331.5	PE--\$308.0 PE - \$0.0 PE - \$0.0 CON--\$3,000.0
<b>Keedysville Rd Bridge (W5651)</b>	Rehab stone arch bridge	PE – FY 2015 PE – FY 2025 PE - FY 2026 CON – FY 2027	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
<b>Roxbury Rd. Bridge (W5372)</b>	Replace two lane bridge	PE-FY 2015 PE-FY 2022 PE – FY 2027 CON – FY 2027	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
<b>Gardenhour Rd Bridge</b>	Replace two lane bridge	PE – FY 2024 PE – FY 2027 CON – FY 2026 CON -FY 2029	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
<b>Halfway Boulevard Bridges (W0912)</b>	Repair Bridges	PE – FY 2018 PE – FY 2022 CON – FY 2027	PE - \$235.0 PE - \$345.0 CON - \$5,434.0	PE - \$188.0 PE - \$276.0 CON - \$4,587.2
<b>High Germany Rd Bridge (W0011)</b>	Bridge Replacement	PE – FY 2026 CON – FY 2026	PE - \$900.0 CON - \$638.0	PE - \$800.0 CON - \$0.0

Source: Washington County Capital Improvement Plan FY 2026-2035

### Maryland Projects Between Funding Stages

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

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

Source: Washington County Capital Improvement Plan FY 2026-2035

### Maryland Projects without funding in current TIP Years

Per federal requirements (23 CFR 450.326), projects that do not have committed federal funding within the applicable TIP programming period are not eligible for inclusion in the Transportation Improvement Program (TIP). Because the projects listed below have been previously programmed and remain ongoing transportation priorities, they are being tracked separately outside of the FY 2027–2030 TIP. This table is provided for informational purposes to document the status of these projects until they either receive federal funding within a future TIP period and are reintroduced into the TIP, or are otherwise completed, fully obligated, or removed from further consideration.

Project Name	Project Description	Lead Agency	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding	Federal Fund Source
<b>I-70 Interchange Improvements at MD 65 (W2014-01)</b>	Interchange Improvements	MDOT	PP—FY2022	PP--\$1,815.0	PP-- \$0.0	NA
<b>Eastern Blvd Widening Ph II (W2017-08)</b>	Widen existing road to 4 lanes	Washington County Engineering	PE – FY 2022 CON – FY 2022 CON – FY 2024 CON – FY2025 CON – FY2026 CON – FY2027 CON – FY2028	PE - \$355.680 CON - \$1,855.0 CON - \$385.0 CON - \$174.0 CON - \$775.0 CON - \$647.0 CON - \$1,000.0	PE - \$355.680 CON - \$0.0 CON - \$0.0 CON - \$0.0 CON - \$0.0 CON - \$0.0 CON - \$0.0	EMRK
<b>Wright Road Relocation (W2021-07)</b>	New roadway construction	Washington County Engineering	PE-FY 2021 CON – FY 2022 CON – FY 2023 CON – FY 2024 CON – FY 2026 CON – FY 2027 CON – FY 2028	PE - \$100.0 CON - \$173.0 CON - \$1,400.0 CON - \$125.0 CON - \$2,900.0 CON - \$799.0 CON - \$671.0	PE - \$0.0 CON - \$0.0 CON - \$0.0 CON - \$0.0 CON - \$1,000.0 CON - \$0.0 CON - \$0.0	ARC
<b>Byron Bridge Accessibility (W2024-01)</b>	MD NP CHOH 221851	NPS	CON -FY2024	CON - \$500.0	CON - \$500.0	FLTP
<b>Polly Pond Bridge (W2025-10)</b>	Bridge repair	NPS	CON – FY 2025	CON - \$700.0	CON - \$700.0	FLTP
<b>CHOH Tunnel (W2026-01)</b>	Tunnel repair	NPS	CON – FY 2025	CON - \$60.0	CON - \$60.0	FLTP

## 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

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

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

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.

### **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.

## **PENNSYLVANIA SECTION**

### **Franklin County Metropolitan Planning Organization**

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

## **VIRGINIA SECTION**

### **Winchester-Frederick County Metropolitan Planning Organization**

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

## **TRANSPORTATION CONFORMITY**

Effective October 24, 2016, the 1997 Primary Annual PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) was revoked in attainment and maintenance areas (see 81 FR 58009). Presently, all counties within the HEPMPO region are in attainment for all critical pollutants. Therefore, conformity analysis for the FY 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<sub>2.5</sub>).

### **Ozone**

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

## **Fine Particulate Matter (PM<sub>2.5</sub>)**

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

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

On November 25, 2014, the EPA approved the State of West Virginia's request to redesignate to attainment the West Virginia portion of the Martinsburg-Hagerstown, WV-MD nonattainment area (the Martinsburg Area or Area) for the 1997 annual fine particulate matter (PM<sub>2.5</sub>) national ambient air quality standard (NAAQS).<sup>4</sup> The EPA also approved, as a revision to the West Virginia State Implementation Plan (SIP), the associated maintenance plan to show maintenance of the 1997 annual PM<sub>2.5</sub> NAAQS through 2025 for the Area. As part of the action, the EPA determined that the Martinsburg Area continues to attain the 1997 annual PM<sub>2.5</sub> NAAQS. The maintenance plan includes the 2017 and 2025 PM<sub>2.5</sub> and nitrogen oxides (NO<sub>x</sub>) mobile vehicle emissions budgets (MVEBs) for Berkeley County, West Virginia for the 1997 annual PM<sub>2.5</sub> NAAQS which EPA approved for transportation conformity purposes. Furthermore, the EPA approved, as a revision to the West Virginia SIP, the 2007 base year emissions inventory for the Area for the 1997 annual PM<sub>2.5</sub> NAAQS. The actions were taken under the Clean Air Act (CAA).

Subsequently, on December 16, 2014, the EPA approved Maryland's redesignation request for the Maryland portion of the Martinsburg-Hagerstown, WV-MD Nonattainment Area (the Martinsburg Area or Area) for the annual PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) to Attainment status.<sup>5</sup> The Maryland portion of the Martinsburg Area is comprised of only Washington County. As stated above, the EPA found that the Martinsburg Area attained the standard and continues to attain the standard. In addition, the EPA approved, as a revision to the Maryland State Implementation Plan (SIP), the Washington County maintenance plan to show maintenance of the 1997 annual PM<sub>2.5</sub> NAAQS through 2025 for the Maryland portion of the Area. The maintenance plan includes the 2017 and 2025 PM<sub>2.5</sub> and nitrogen oxides (NO<sub>x</sub>) mobile vehicle emissions budgets (MVEBs) for Washington County, Maryland for the 1997 annual PM<sub>2.5</sub> NAAQS, which EPA proposed to approve for transportation conformity purposes. The actions were being taken under the Clean Air Act (CAA).

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

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

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

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

### Conformity Determination Process & Findings

Due to the revocation of the 1997 Primary Annual PM<sub>2.5</sub> NAAQS, a conformity determination was not needed for preparation of the FY 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)
<b>Eastern Boulevard Widening Phase 1</b>	Widen roadway from 2 lanes to 4 lanes	FY 2023	\$10,467.1

Source: Washington County Capital Improvement Plan FY 2026-2035

## PERFORMANCE MEASURES

### Transit Asset Management

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

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

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

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

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

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

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

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

**Maryland – Washington County Transit (WCT)**

The WCT performance targets are as follows:

**Rolling Stock (Revenue Vehicles): % of assets at or past their useful life <sup>6</sup>**

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 <sup>6</sup>**

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

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

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

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

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

**West Virginia – Eastern Panhandle Transit Authority (EPTA)**

**EPTA Performance Targets <sup>7</sup>**

Category	Class	2024 Targets	2024 Actual	2025 Targets
<b>Rolling Stock</b>	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%
<b>Facility</b>	Admin, Maintenance, Storage	75%	70%	72%
	Transfer Center	100%	100%	100%
<b>Equipment</b>	Support Vehicles	40%	67%	69%
	Maintenance-Equipment	35%	41%	43%

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

<sup>7</sup> West Virginia DPT TAM FY 2025 Targets adopted January 15, 2025.

## Transit Safety Performance Measures

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

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

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

HEPMPO is required to set performance targets for each performance measure, per 23 C.F.R. § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Per 49 C.F.R. § 673.15(b), MTA, EPTA and WCT have coordinated with HEPMPPO 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	1	0.03	156	7.68	67	3.28	8,161
Light Rail	1	0.27	14	5.57	40	15.79	986
Metro Subway	2	0.37	27	6.07	22	5.02	5,646
Mobility	0	0	54	2.53	24	1.14	15,000*
Commuter Bus	0	0	0	0	0	0	25,000*

\* MDOT MTA Safety Performance Targets, 2026

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

**Maryland - Washington County Transit**

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/Failures)
<b>Fixed Route</b>	0	0	0.59	0.30	0.33	0.17	24,500
<b>Paratransit</b>	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)
<b>Bus Service</b>	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)
<b>Demand Response Service</b>	0	0	1	1	1	1	Major Failures: > 80,000 miles Minor Failures: > 3,200 miles

\* EPTA Safety Performance Targets, 2025

## Safety Performance Measures

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

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

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

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

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

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

**Maryland Highway Safety Targets <sup>8</sup>**

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

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

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

<sup>8</sup> Maryland Highway Safety Targets for FY 2026 adopted October 15, 2025.

<sup>9</sup> West Virginia Highway Safety Targets for FY 2026 adopted January 21, 2026.

## **Pavement and Bridge Condition Performance Measures**

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

The Pavement PM established four performance measures:

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

The Bridge PM established two performance measures:

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

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

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

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

**Maryland Bridge and Pavement Condition Targets <sup>10</sup>**

Measure	Baseline	Two-Year	Four-Year
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 <sup>11</sup>**

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%

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

<sup>11</sup> West Virginia Bridge and Pavement Condition Targets for 2022-2025 adopted January 18, 2023, revised on January 15, 2025.

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

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

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

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

*\* These measures do not currently apply to HEPMPO*

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

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

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

**Maryland System and Freight Targets <sup>12</sup>**

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

**West Virginia System and Freight Targets <sup>13</sup>**

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

<sup>12</sup> Maryland System and Freight Targets for 2022-2025 adopted January 18, 2023, revised on March 19, 2025.

<sup>13</sup> West Virginia System and Freight Targets for 2022-2025 adopted January 18, 2023.

## **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 17<sup>th</sup> to May 19<sup>th</sup>. Advertisements were placed in local newspapers on April 16<sup>th</sup>. 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 20<sup>th</sup> ISC meeting. Copies of the advertising announcements can be found in Appendix F.

### **Title VI Assurance**

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

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

### **Administration**

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

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

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

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

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

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



# Transportation Improvement Program - FY 2027-2030

## Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
5307	\$13,703,300	\$5,421,710	\$4,257,678	\$4,257,678	\$4,257,678	\$0	\$31,898,044
5310	\$4,211,672	\$1,506,492	\$42,000	\$1,506,492	\$42,000	\$0	\$7,308,656
5339	\$12,415,836	\$0	\$168,000	\$168,000	\$168,000	\$0	\$12,919,836
BUILD	\$0	\$2,832,390	\$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	\$406,000	\$1,375,000	\$0	\$0	\$0	\$0	\$1,781,000
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	\$3,450,000	\$0	\$0	\$0	\$0	\$0	\$3,450,000
FA	\$12,075,400	\$14,972,720	\$0	\$800,000	\$0	\$0	\$27,848,120
FED	\$256,490,000	\$43,736,000	\$41,439,000	\$41,439,000	\$41,439,000	\$0	\$424,543,000
FLAP	\$351,443	\$385,188	\$0	\$0	\$0	\$0	\$736,631
FLTP	\$2,923,933	\$0	\$0	\$0	\$0	\$0	\$2,923,933
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	\$817,000	\$873,000	\$523,000	\$1,482,000	\$418,000	\$0	\$4,113,000
NHPP	\$56,659,000	\$42,493,000	\$81,079,000	\$74,823,000	\$36,767,000	\$0	\$291,821,000
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	\$552,000	\$0	\$0	\$0	\$0	\$0	\$552,000
STBG	\$14,466,225	\$9,105,000	\$1,452,000	\$0	\$0	\$0	\$25,023,225
STBG (TC)	\$3,000	\$1,000	\$2,000	\$2,000	\$0	\$0	\$8,000
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	\$1,300,000	\$0	\$2,000,000	\$0	\$0	\$0	\$3,300,000
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



## Transportation Improvement Program - FY 2027-2030

Total Costs by Federal and Matching Funds cont.

Fund Type	Prior	2027	2028	2029	2030	Future	Total
STP	\$441,862	\$0	\$0	\$0	\$0	\$0	\$441,862
TAP	\$3,794,074	\$973,246	\$0	\$0	\$0	\$0	\$4,767,320
<b>Federal Subtotal</b>	<b>\$448,919,841</b>	<b>\$136,699,095</b>	<b>\$143,291,306</b>	<b>\$124,820,170</b>	<b>\$83,091,678</b>	<b>\$8,789,464</b>	<b>\$945,611,554</b>
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_WashCo	\$4,230,000	\$3,095,680	\$0	\$200,000	\$0	\$0	\$7,525,680
LOCAL_WCT	\$4,275,215	\$3,394,333	\$1,896,484	\$2,528,484	\$1,896,484	\$0	\$13,991,000
PRIVATE	\$200,000	\$218,000	\$129,000	\$369,000	\$105,000	\$0	\$1,021,000
STATE_MD_MTA	\$1,470,843	\$347,609	\$282,357	\$964,450	\$282,357	\$0	\$3,347,616
STATE_MD_SHA	\$52,539,000	\$10,155,000	\$11,872,000	\$11,269,000	\$7,546,000	\$0	\$93,381,000
STATE_WV	\$10,971,763	\$2,093,378	\$14,976,274	\$0	\$0	\$1,672,366	\$29,713,781
<b>Non-Federal Subtotal</b>	<b>\$84,381,652</b>	<b>\$21,199,947</b>	<b>\$30,672,452</b>	<b>\$16,847,271</b>	<b>\$11,346,178</b>	<b>\$1,672,366</b>	<b>\$166,119,866</b>
<b>Grand Total</b>	<b>\$533,301,493</b>	<b>\$157,899,042</b>	<b>\$173,963,758</b>	<b>\$141,667,441</b>	<b>\$94,437,856</b>	<b>\$10,461,830</b>	<b>\$1,111,731,420</b>



# Transportation Improvement Program - FY 2027-2030

## 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	\$406,000	\$1,375,000	\$0	\$0	\$0	\$0	\$1,781,000
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	\$1,300,000	\$0	\$2,000,000	\$0	\$0	\$0	\$3,300,000
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
<b>Federal Subtotal</b>	<b>\$48,012,176</b>	<b>\$9,920,246</b>	<b>\$22,339,656</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,789,464</b>	<b>\$89,061,542</b>
LOCAL	\$138,000	\$163,312	\$0	\$0	\$0	\$0	\$301,312
STATE_WV	\$4,176,160	\$723,000	\$11,084,914	\$0	\$0	\$1,672,366	\$17,656,440
<b>Non-Federal Subtotal</b>	<b>\$4,314,160</b>	<b>\$886,312</b>	<b>\$11,084,914</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,672,366</b>	<b>\$17,957,752</b>
<b>Grand Total</b>	<b>\$52,326,336</b>	<b>\$10,806,558</b>	<b>\$33,424,570</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,461,830</b>	<b>\$107,019,294</b>



# Transportation Improvement Program - FY 2027-2030

## 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
<b>Federal Subtotal</b>	<b>\$20,779,273</b>	<b>\$1,791,349</b>	<b>\$1,646,972</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,217,594</b>
STATE_WV	\$5,334,803	\$860,378	\$841,360	\$0	\$0	\$0	\$7,036,541
<b>Non-Federal Subtotal</b>	<b>\$5,334,803</b>	<b>\$860,378</b>	<b>\$841,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,036,541</b>
<b>Grand Total</b>	<b>\$26,114,076</b>	<b>\$2,651,727</b>	<b>\$2,488,332</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,254,135</b>



# Transportation Improvement Program - FY 2027-2030

## 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
<b>Federal Subtotal</b>	<b>\$13,405,144</b>	<b>\$4,725,188</b>	<b>\$12,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,330,332</b>
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
<b>Non-Federal Subtotal</b>	<b>\$2,640,661</b>	<b>\$726,298</b>	<b>\$3,050,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,416,959</b>
<b>Grand Total</b>	<b>\$16,045,805</b>	<b>\$5,451,486</b>	<b>\$15,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,747,291</b>



## Transportation Improvement Program - FY 2027-2030

### MD Transit Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
<b>5307</b>	\$5,811,945	\$3,540,873	\$2,376,841	\$2,376,841	\$2,376,841	\$0	<b>\$16,483,341</b>
<b>5310</b>	\$4,029,672	\$1,464,492	\$0	\$1,464,492	\$0	\$0	<b>\$6,958,656</b>
<b>5339</b>	\$376,800	\$0	\$168,000	\$168,000	\$168,000	\$0	<b>\$880,800</b>
<b>BUILD</b>	\$0	\$2,832,390	\$0	\$0	\$0	\$0	<b>\$2,832,390</b>
<b>Federal Subtotal</b>	<b>\$10,218,417</b>	<b>\$7,837,755</b>	<b>\$2,544,841</b>	<b>\$4,009,333</b>	<b>\$2,544,841</b>	<b>\$0</b>	<b>\$27,155,187</b>
<b>LOCAL_WCT</b>	\$4,275,215	\$3,394,333	\$1,896,484	\$2,528,484	\$1,896,484	\$0	<b>\$13,991,000</b>
<b>STATE_MD_MTA</b>	\$1,470,843	\$347,609	\$282,357	\$964,450	\$282,357	\$0	<b>\$3,347,616</b>
<b>Non-Federal Subtotal</b>	<b>\$5,746,058</b>	<b>\$3,741,942</b>	<b>\$2,178,841</b>	<b>\$3,492,934</b>	<b>\$2,178,841</b>	<b>\$0</b>	<b>\$17,338,616</b>
<b>Grand Total</b>	<b>\$15,964,475</b>	<b>\$11,579,697</b>	<b>\$4,723,682</b>	<b>\$7,502,267</b>	<b>\$4,723,682</b>	<b>\$0</b>	<b>\$44,493,803</b>



## Transportation Improvement Program - FY 2027-2030

### Washington County Total Costs by Federal and Matching Funds

Fund Type	Prior	2027	2028	2029	2030	Future	Total
CRP	\$403,000	\$281,000	\$342,000	\$342,000	\$0	\$0	\$1,368,000
FA	\$12,075,400	\$14,972,720	\$0	\$800,000	\$0	\$0	\$27,848,120
FED	\$256,490,000	\$43,736,000	\$41,439,000	\$41,439,000	\$41,439,000	\$0	\$424,543,000
NEVI	\$817,000	\$873,000	\$523,000	\$1,482,000	\$418,000	\$0	\$4,113,000
NHPP	\$43,391,000	\$41,533,000	\$58,879,000	\$74,823,000	\$36,767,000	\$0	\$255,393,000
STBG	\$9,967,000	\$9,105,000	\$1,452,000	\$0	\$0	\$0	\$20,524,000
STBG (TC)	\$3,000	\$1,000	\$2,000	\$2,000	\$0	\$0	\$8,000
<b>Federal Subtotal</b>	<b>\$323,146,400</b>	<b>\$110,501,720</b>	<b>\$102,637,000</b>	<b>\$118,888,000</b>	<b>\$78,624,000</b>	<b>\$0</b>	<b>\$733,797,120</b>
LOCAL_WashCo	\$4,230,000	\$3,095,680	\$0	\$200,000	\$0	\$0	\$7,525,680
PRIVATE	\$200,000	\$218,000	\$129,000	\$369,000	\$105,000	\$0	\$1,021,000
STATE_MD_SHA	\$52,539,000	\$10,155,000	\$11,872,000	\$11,269,000	\$7,546,000	\$0	\$93,381,000
<b>Non-Federal Subtotal</b>	<b>\$56,969,000</b>	<b>\$13,468,680</b>	<b>\$12,001,000</b>	<b>\$11,838,000</b>	<b>\$7,651,000</b>	<b>\$0</b>	<b>\$101,927,680</b>
<b>Grand Total</b>	<b>\$380,115,400</b>	<b>\$123,970,400</b>	<b>\$114,638,000</b>	<b>\$130,726,000</b>	<b>\$86,275,000</b>	<b>\$0</b>	<b>\$835,724,800</b>



# Transportation Improvement Program - FY 2027-2030

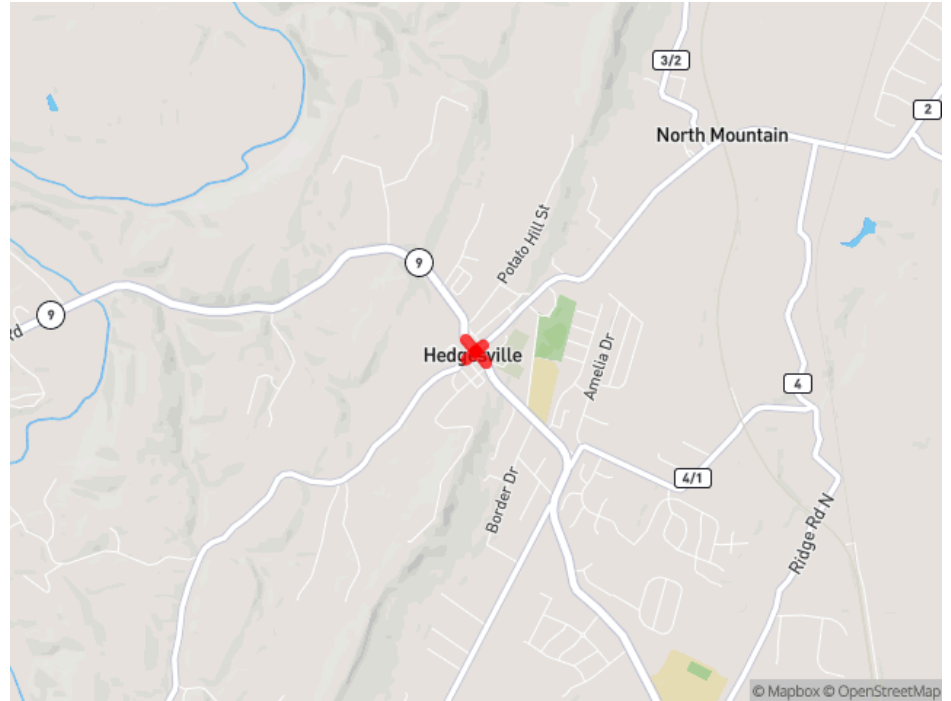
## WV Transit Total Costs by Federal and Matching Funds

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

## 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

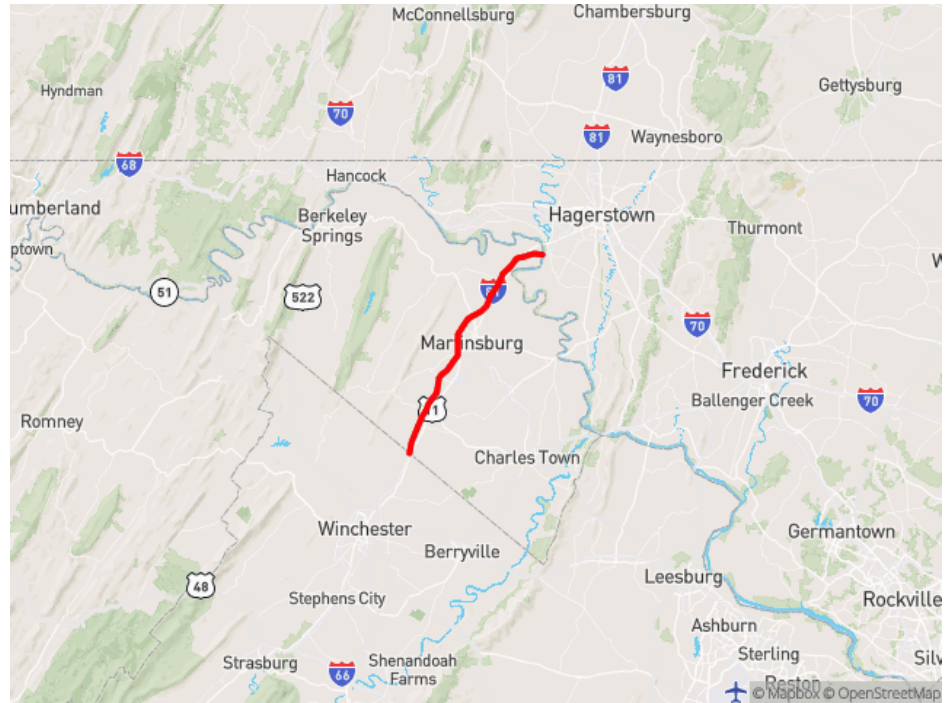


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CMAQ	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
ENG	STATE_WV	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
Total ENG		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
ROW	CMAQ	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
ROW	STATE_WV	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
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

## 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

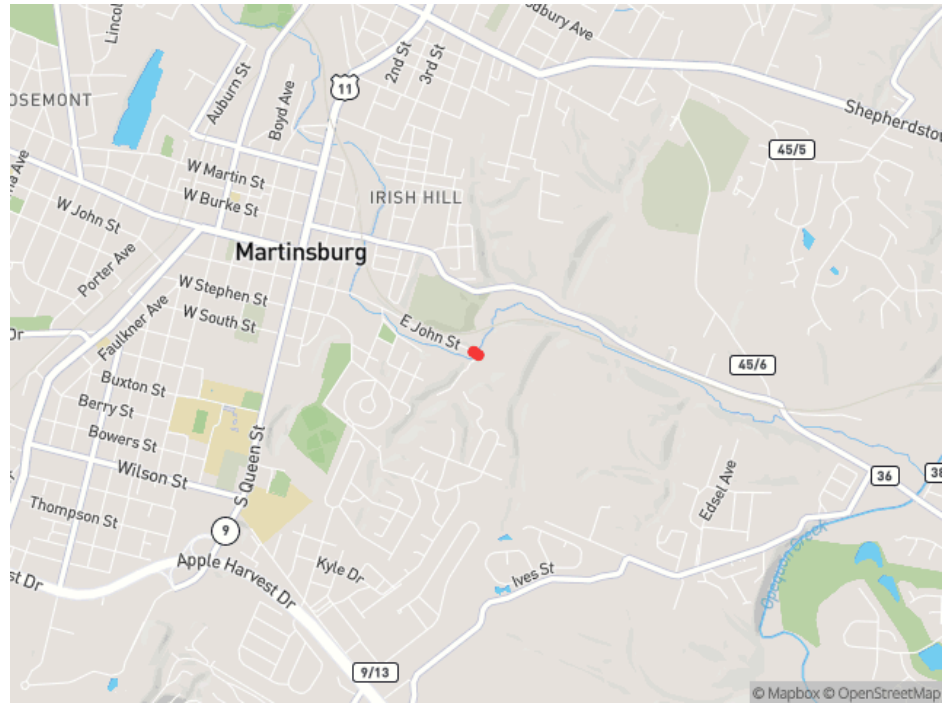


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total ENG		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
CON	NHPP	\$9,600,000	\$0	\$0	\$0	\$0	\$0	\$9,600,000
CON	STATE_WV	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$2,400,000
Total CON		\$12,000,000	\$0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

# B2023-15 - Sewage Treatment Plant Bridge

Bridge Repair

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

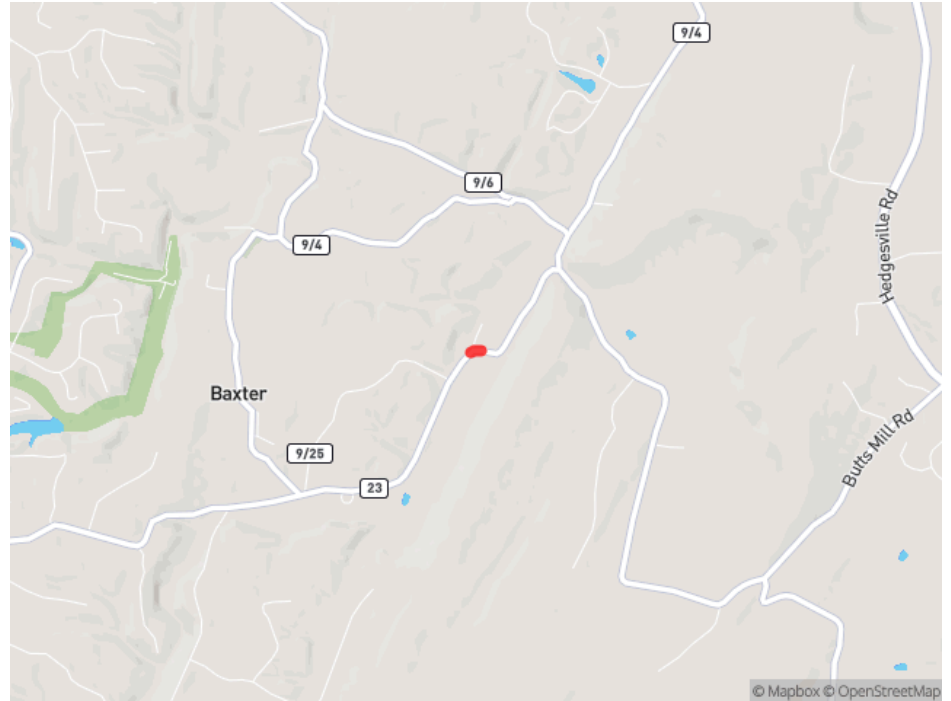


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-OFF	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Total ENG		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
ROW	HWI-OFF	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total ROW		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
CON	HWI-OFF	\$125,000	\$0	\$0	\$0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

# 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

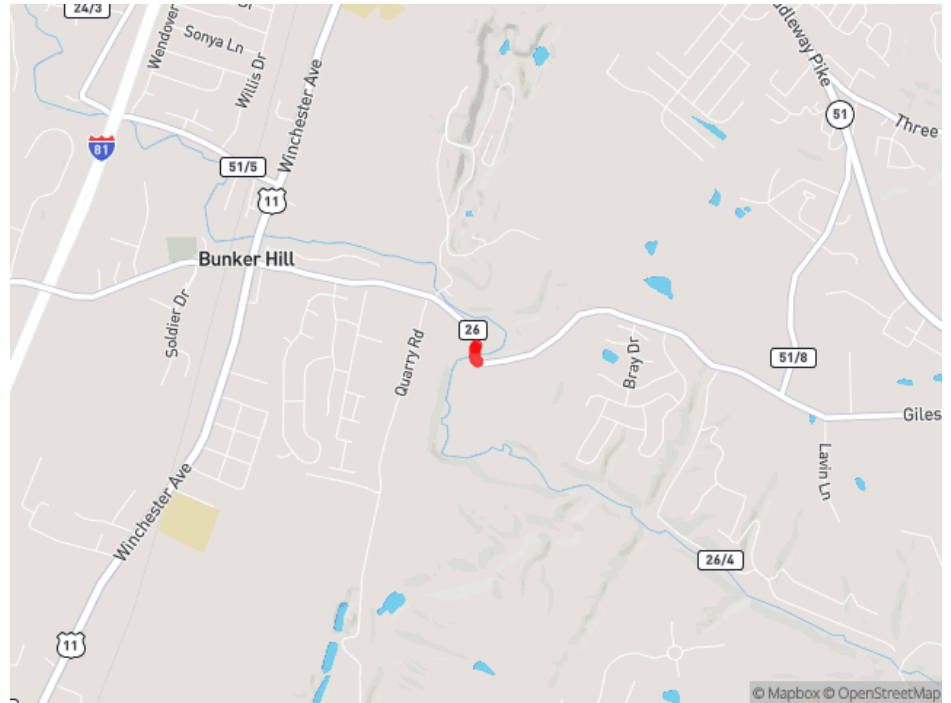


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
ENG	STBG-OFF	\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000
Total ENG		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
ROW	HWI-OFF	\$24,000	\$0	\$0	\$0	\$0	\$0	\$24,000
ROW	STATE_WV	\$6,000	\$0	\$0	\$0	\$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

# B2024-04 - Bunker Hill Mill

Bridge Replacement

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

# 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

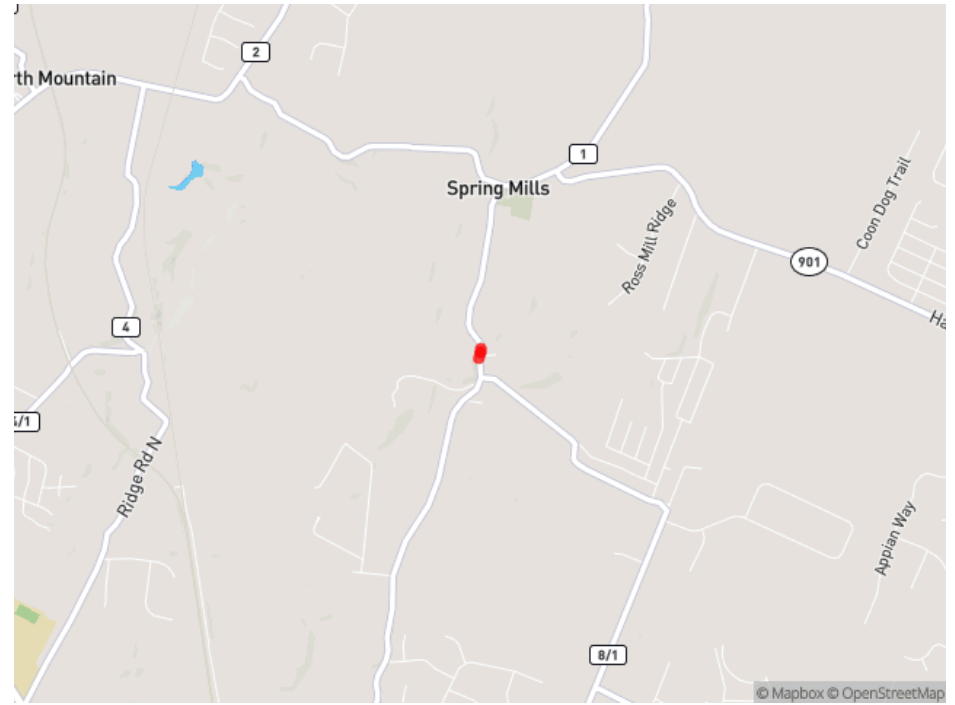


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	\$0	\$0	\$0	\$0	\$0	\$10,800	\$10,800
ENG	STATE_WV	\$0	\$0	\$0	\$0	\$0	\$2,700	\$2,700
Total ENG		\$0	\$0	\$0	\$0	\$0	\$13,500	\$13,500
CON	HWI-BR	\$0	\$0	\$0	\$0	\$0	\$70,664	\$70,664
CON	STATE_WV	\$0	\$0	\$0	\$0	\$0	\$17,666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

## 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

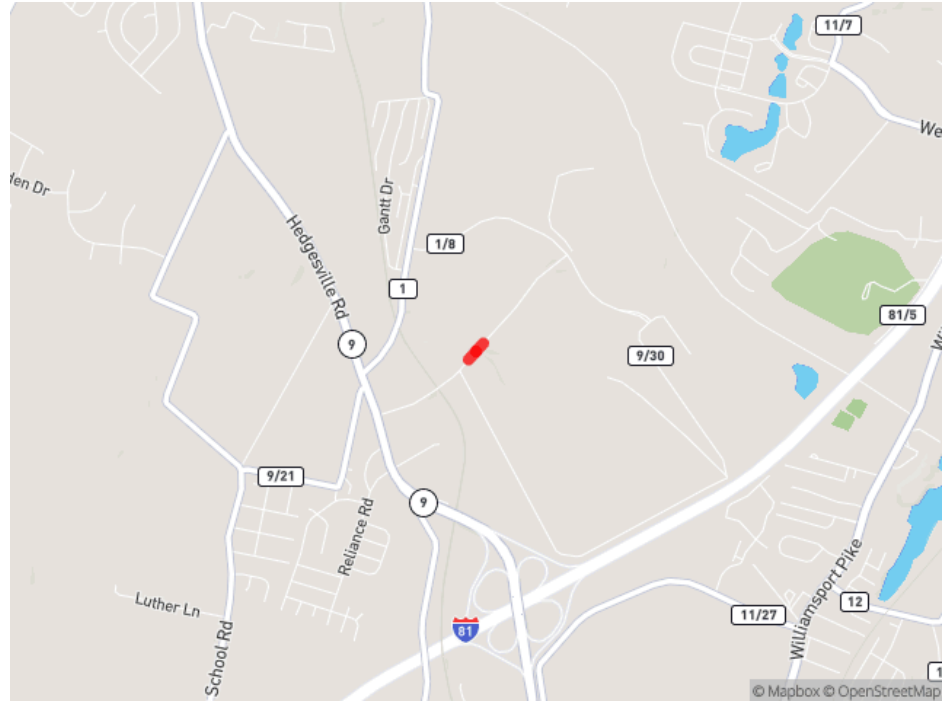


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-OFF	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
ENG	STATE_WV	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Total ENG		\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
Total Prior Costs		\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
Total Programmed		\$450,000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

# B2024-07 - New GM Access Road Bridge

Bridge Repair

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

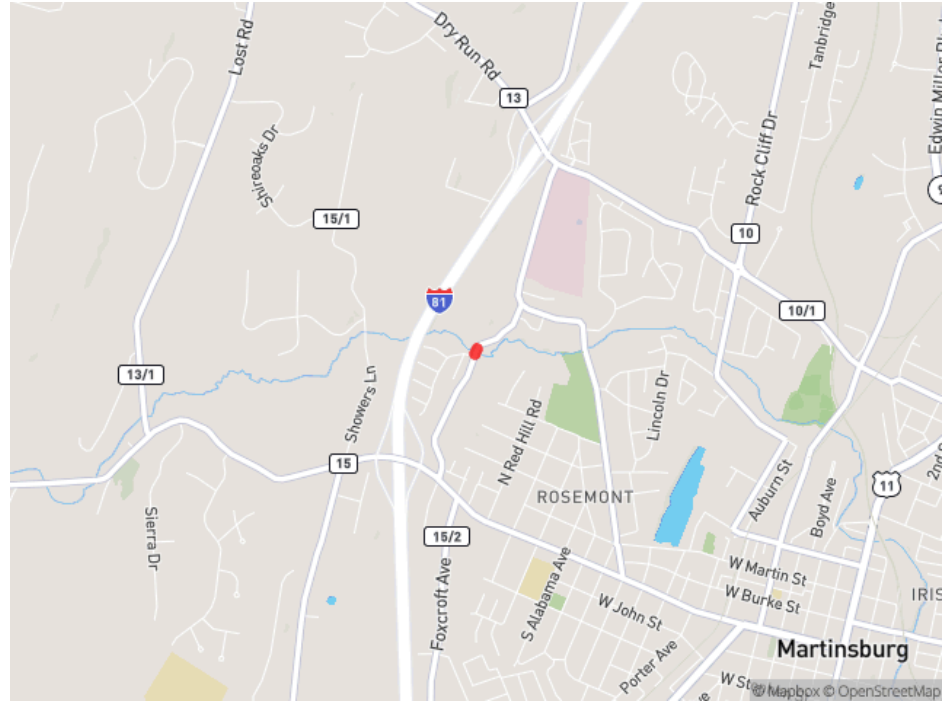


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-OFF	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
ENG	STATE_WV	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total ENG		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
ROW	HWI-OFF	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000
ROW	STATE_WV	\$4,000	\$0	\$0	\$0	\$0	\$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

# B2024-08 - Old Mill Road Bridge

Bridge Repair

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

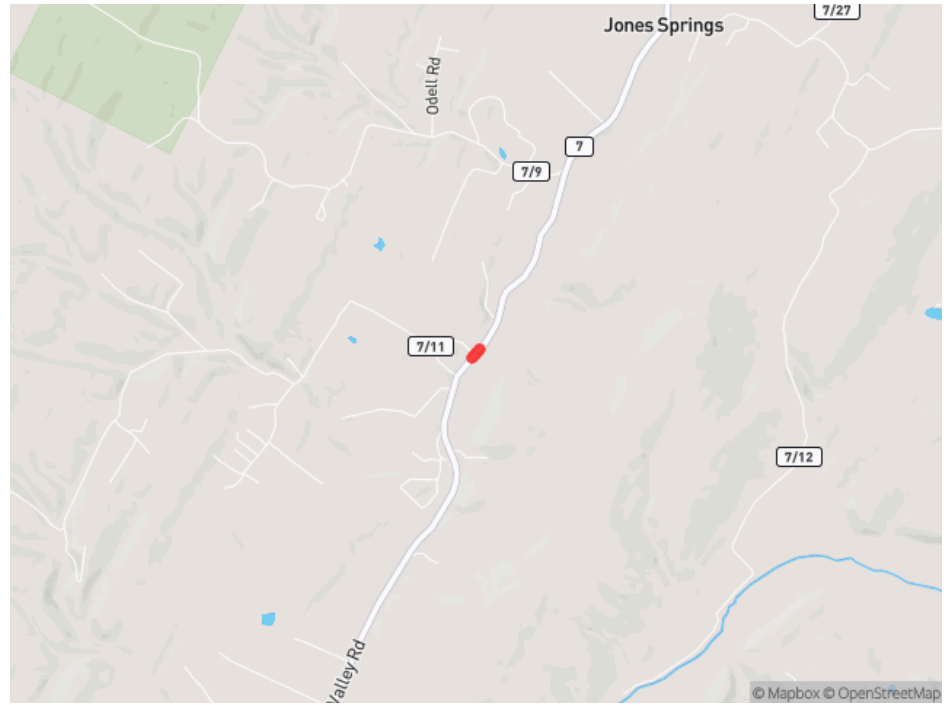


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Total ENG		\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
ROW	HWI-BR	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total ROW		\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
CON	HWI-BR	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Total CON		\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
-	STATE_WW	\$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

## 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

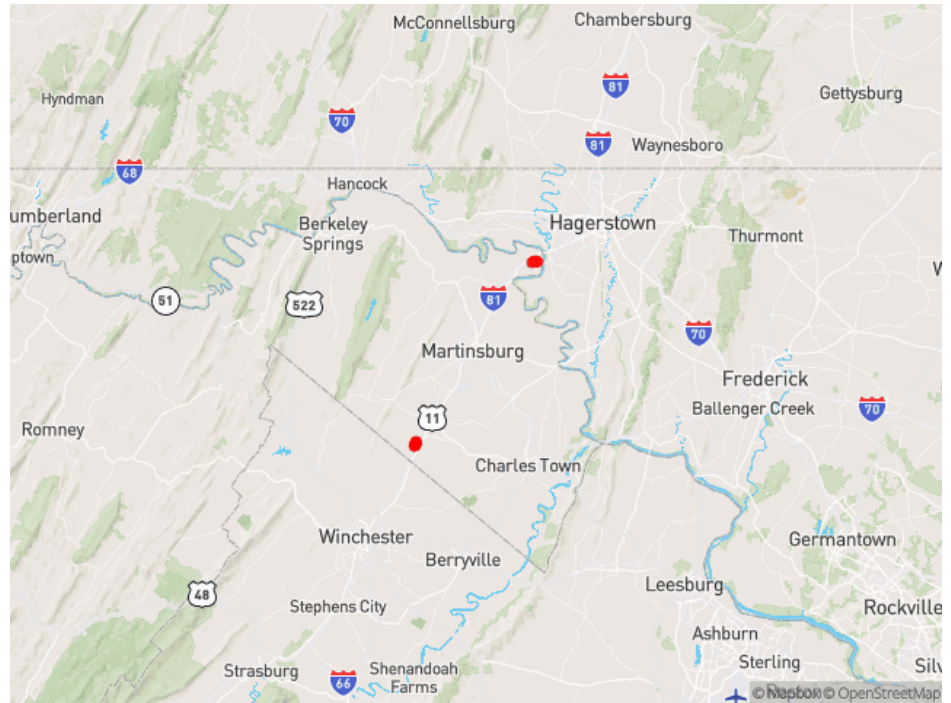


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HWI-BR	\$3,040	\$0	\$0	\$0	\$0	\$0	\$3,040
ENG	STATE_WV	\$760	\$0	\$0	\$0	\$0	\$0	\$760
Total ENG		\$3,800	\$0	\$0	\$0	\$0	\$0	\$3,800
CON	HWI-BR	\$0	\$0	\$19,656	\$0	\$0	\$0	\$19,656
CON	STATE_WV	\$0	\$0	\$4,914	\$0	\$0	\$0	\$4,914
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

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

Welcome Center and Truck Parking Upgrades

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

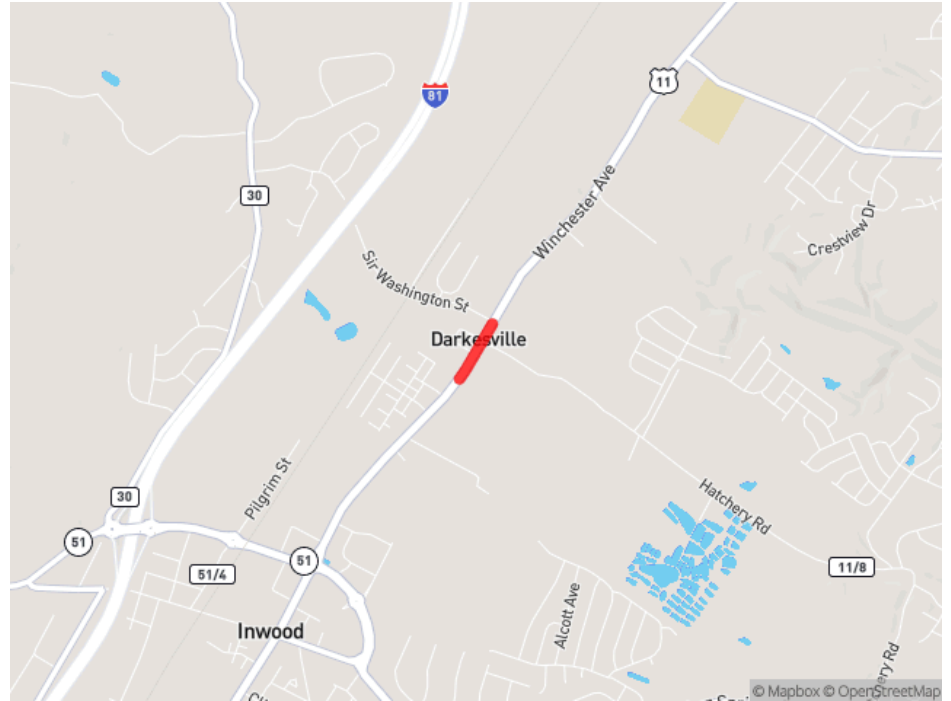


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$1,080,000	\$0	\$0	\$0	\$0	\$0	\$1,080,000
ENG	STATE_WV	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total ENG		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
CON	NHPP	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
CON	STATE_WV	\$0	\$0	\$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

# 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

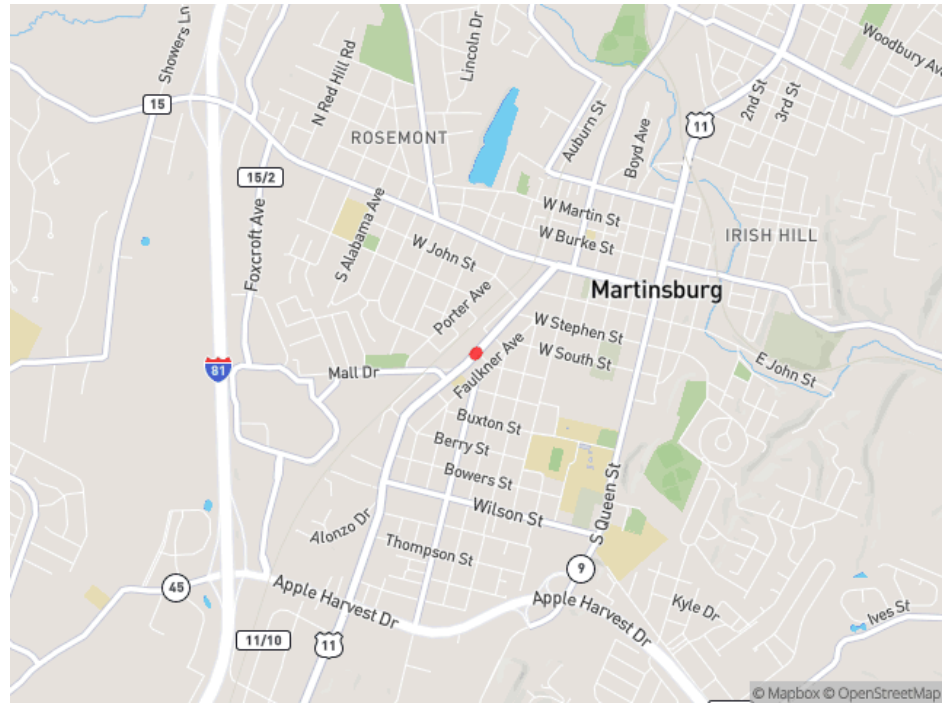


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
ENG	STBG-FLEX	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Total ENG		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
ROW	STATE_WV	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
ROW	STBG-FLEX	\$80,000	\$0	\$0	\$0	\$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

## 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

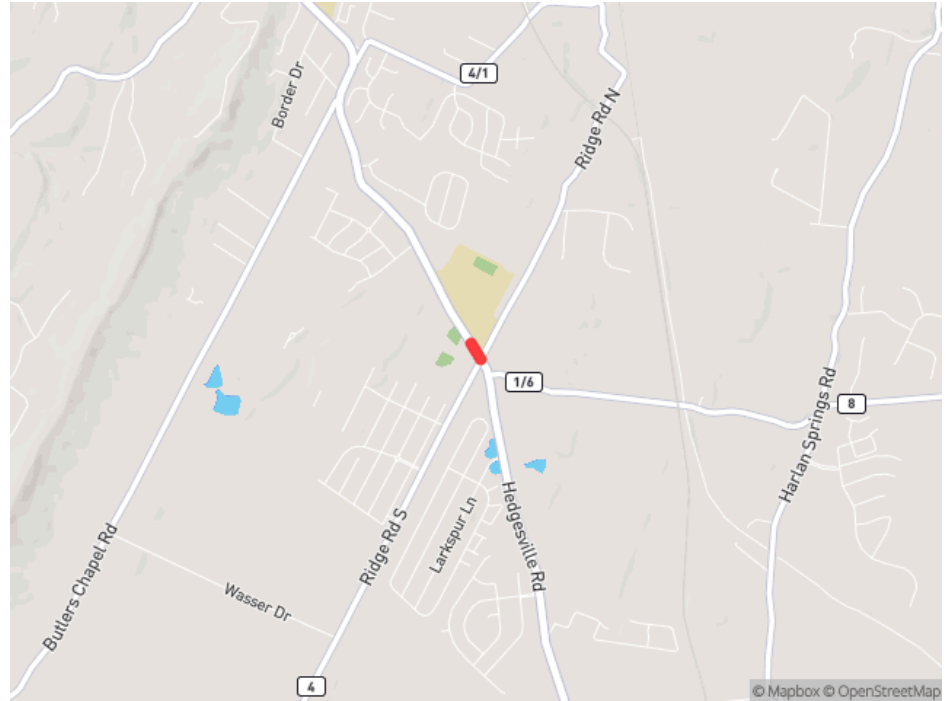


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRP 50-200K POP	\$56,000	\$0	\$0	\$0	\$0	\$0	\$56,000
CON	STATE_WV	\$14,000	\$0	\$0	\$0	\$0	\$0	\$14,000
Total CON		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
Total Prior Costs		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
Total Programmed		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000

## B2025-05 - WV 9 Ridge Rd Roundabout

Roundabout construction

<b>StateID:</b>	U302-009 7.88 00
<b>Lead Agency:</b>	WV DOT
<b>County:</b>	Berkeley County
<b>State:</b>	West Virginia
<b>Project Type:</b>	Congestion
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	Principal Arterial
<b>Groupable:</b>	False

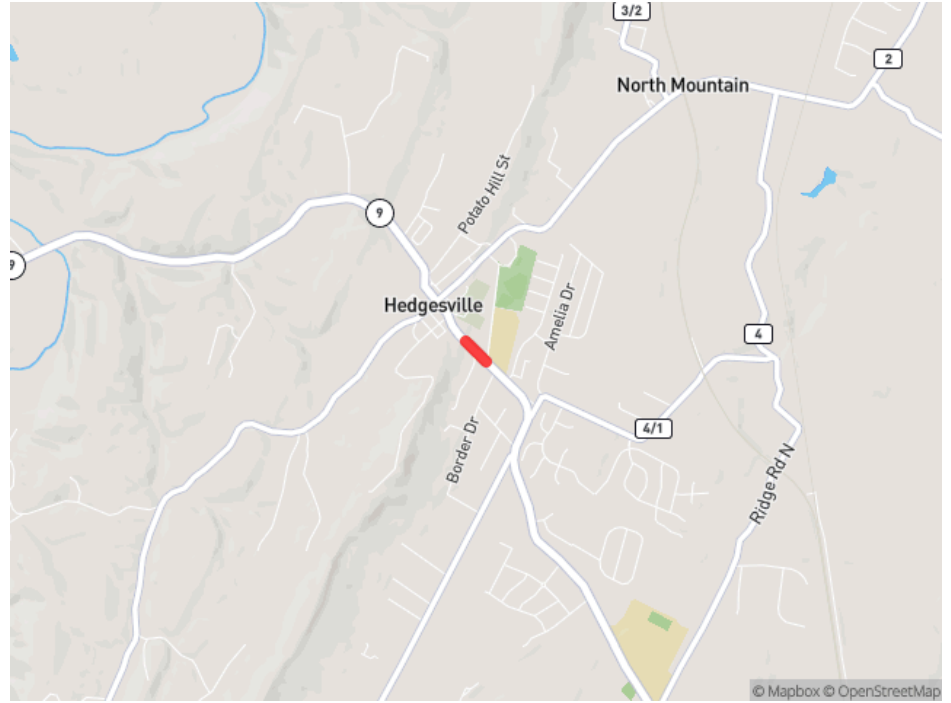


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	EMRK	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
Total ENG		\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
ROW	CMAQ	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Total ROW		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
CON	CRP-FLEX	\$0	\$5,000,000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

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

Construct roadway

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

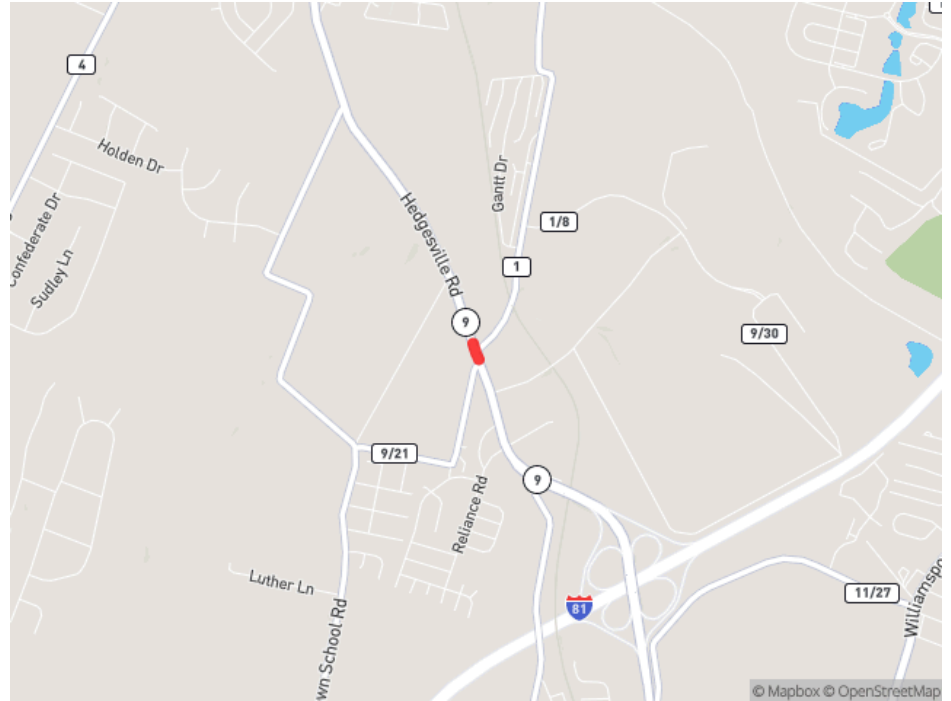


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CMAQ	\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000
ENG	STATE_WV	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
Total ENG		\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
ROW	CMAQ	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
ROW	STATE_WV	\$0	\$300,000	\$0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

## B2025-07 - WV 9 CO 1 Roundabout +1

roundabout construction

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

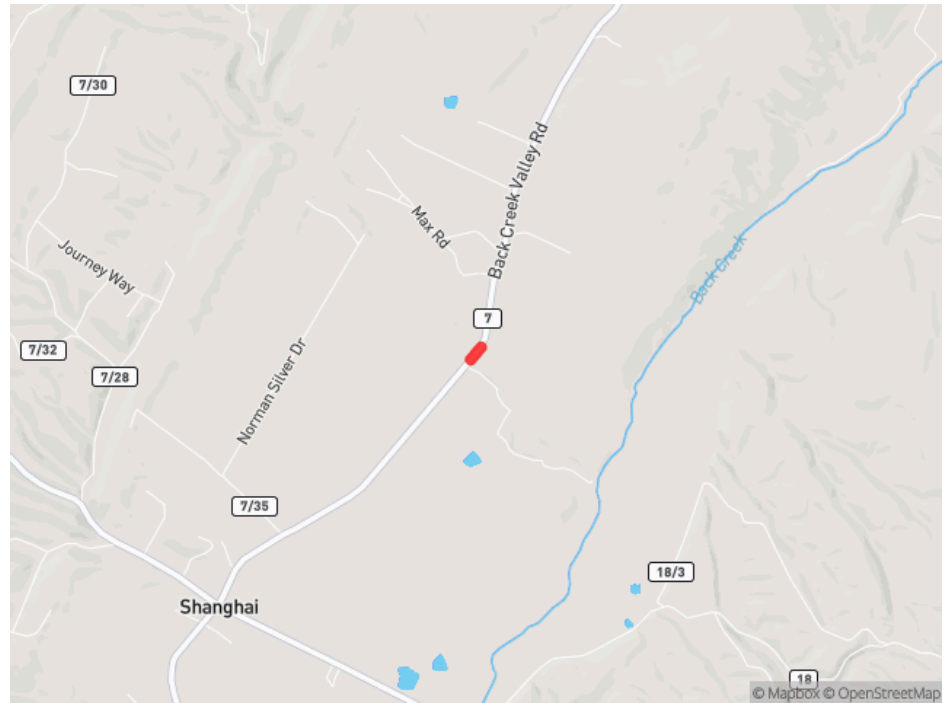


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	EMRK	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Total ENG		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
ROW	CRP-FLEX	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000
Total ROW		\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000
CON	CMAQ	\$0	\$0	\$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

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

Bridge Rehab

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

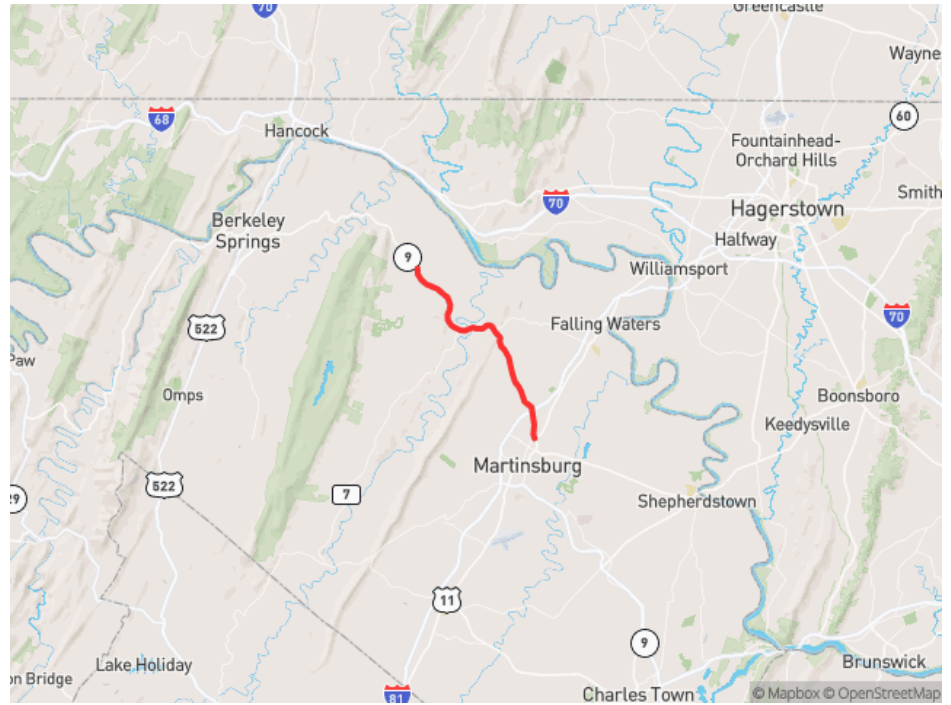


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$18,000	\$0	\$0	\$0	\$0	\$0	\$18,000
ENG	STBG <5K POP	\$72,000	\$0	\$0	\$0	\$0	\$0	\$72,000
Total ENG		\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
CON	STATE_WV	\$0	\$183,000	\$0	\$0	\$0	\$0	\$183,000
CON	STBG <5K POP	\$0	\$732,000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

# 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

# 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:	-

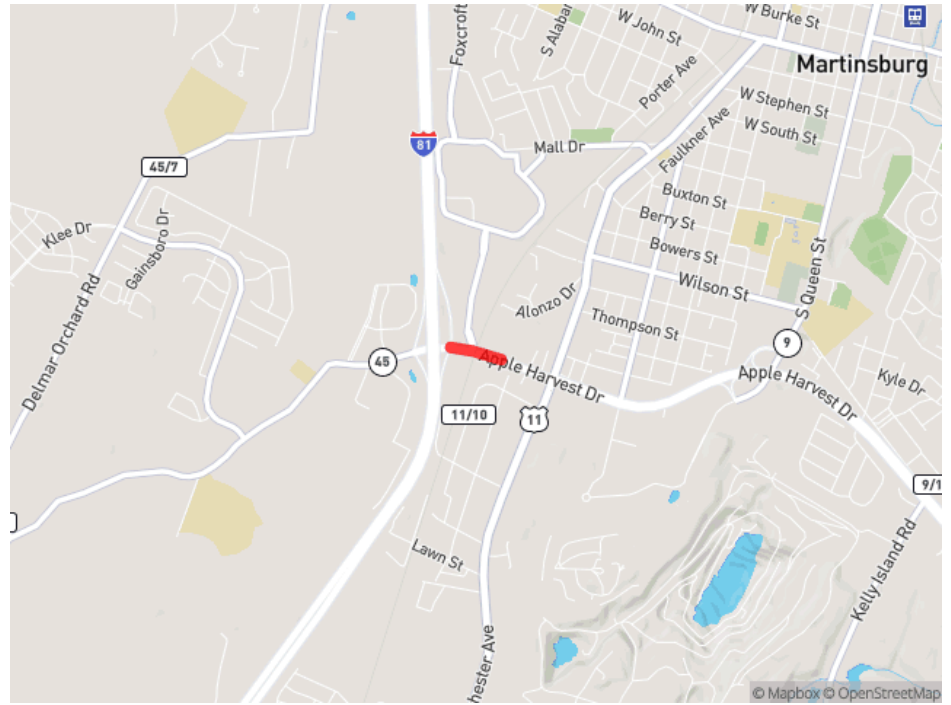


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	RAISE	\$20,820,536	\$0	\$0	\$0	\$0	\$0	\$20,820,536
Total CON		\$20,820,536	\$0	\$0	\$0	\$0	\$0	\$20,820,536
Total Prior Costs		\$20,820,536	\$0	\$0	\$0	\$0	\$0	\$20,820,536
Total Programmed		\$20,820,536	\$0	\$0	\$0	\$0	\$0	\$20,820,536

# 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:	-

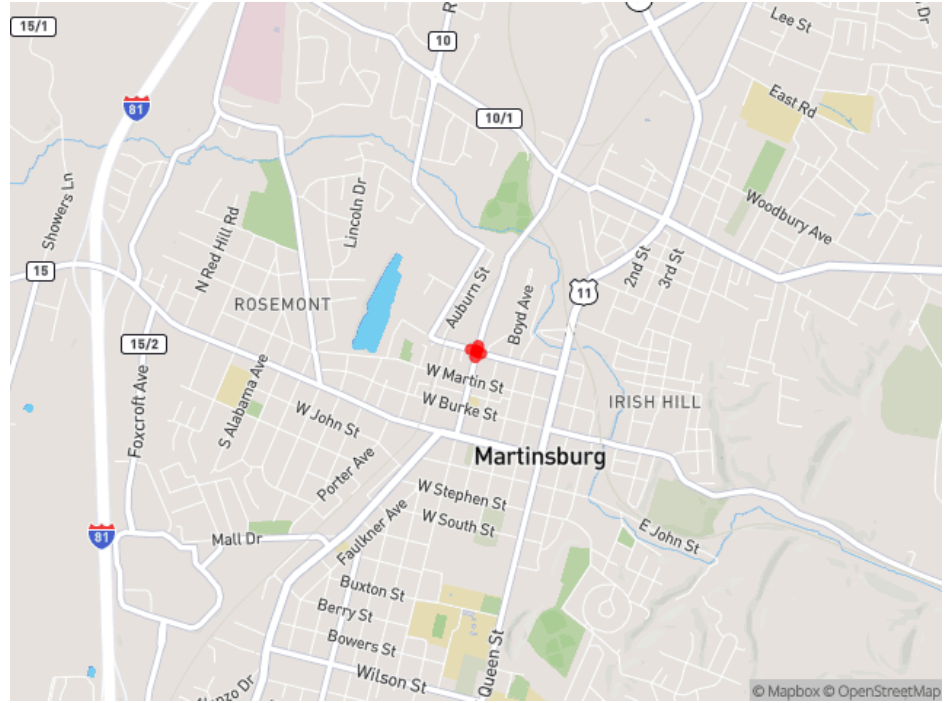


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	RCE	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000
ENG	STATE_WV	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
Total ENG		\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
Total Prior Costs		\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
Total Programmed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

# 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
ROW	CRP 50-200K POP	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Total ROW		\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
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	\$1,375,000	\$0	\$0	\$0	\$0	\$1,725,000

## 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

# B2026-03 - Martinsburg Safety Action Plan

Safety Action Plan Creation

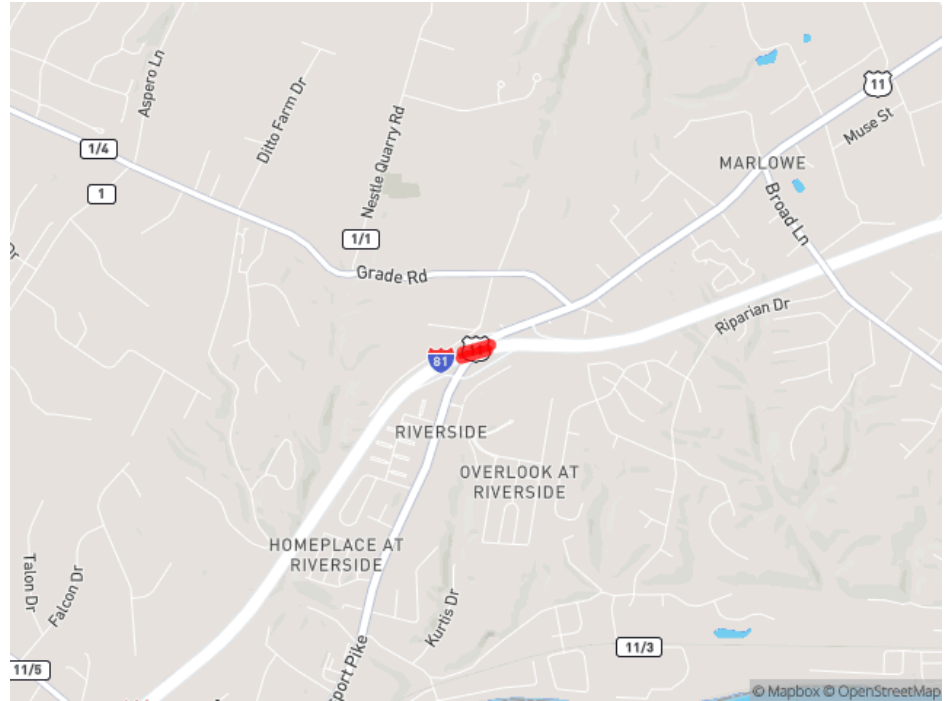
<b>StateID:</b>	-
<b>Lead Agency:</b>	WV DOT
<b>County:</b>	Berkeley County
<b>State:</b>	West Virginia
<b>Project Type:</b>	Planning
<b>Performance Measures:</b>	PM1 - Safety
<b>Functional Classification:</b>	-
<b>Groupable:</b>	-

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

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

## Bridge Overlays

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

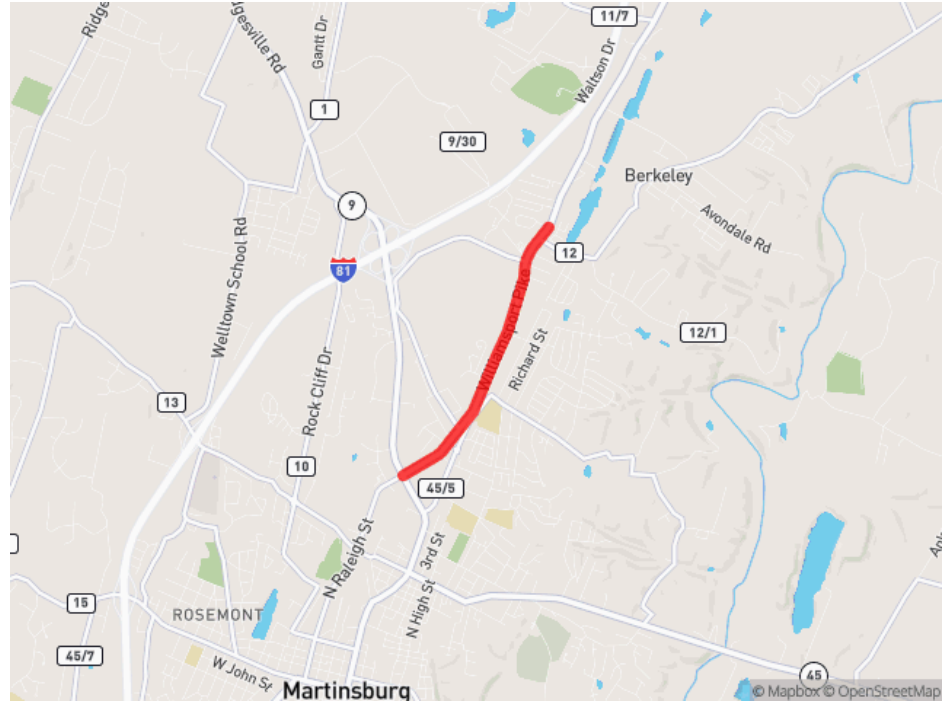


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
ENG	STATE_WV	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Total ENG		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
CON	NHPP	\$476,000	\$0	\$0	\$0	\$0	\$0	\$476,000
CON	STATE_WV	\$119,000	\$0	\$0	\$0	\$0	\$0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

## 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

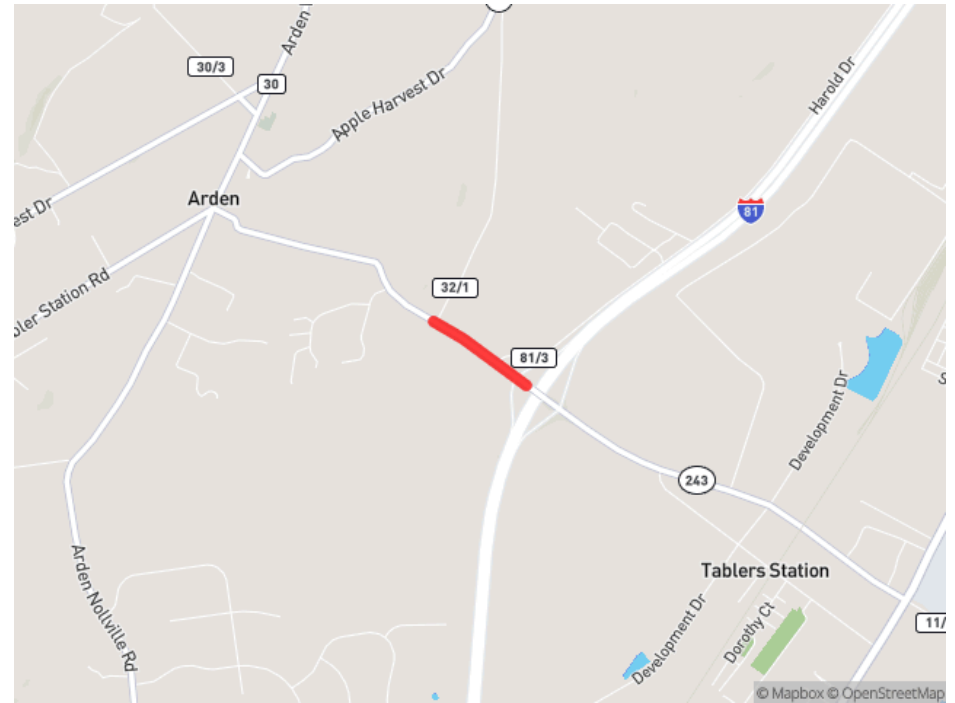


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
ENG	STBG 50-200K	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total ENG		\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	STATE_WV	\$324,000	\$0	\$0	\$0	\$0	\$0	\$324,000
CON	STBG 50-200K	\$1,296,000	\$0	\$0	\$0	\$0	\$0	\$1,296,000
Total CON		\$1,620,000	\$0	\$0	\$0	\$0	\$0	\$1,620,000
Total Prior Costs		\$1,625,000	\$0	\$0	\$0	\$0	\$0	\$1,625,000
Total Programmed		\$1,625,000	\$0	\$0	\$0	\$0	\$0	\$1,625,000

## B2026-06 - I-81 Welcome Center

Welcome Center

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

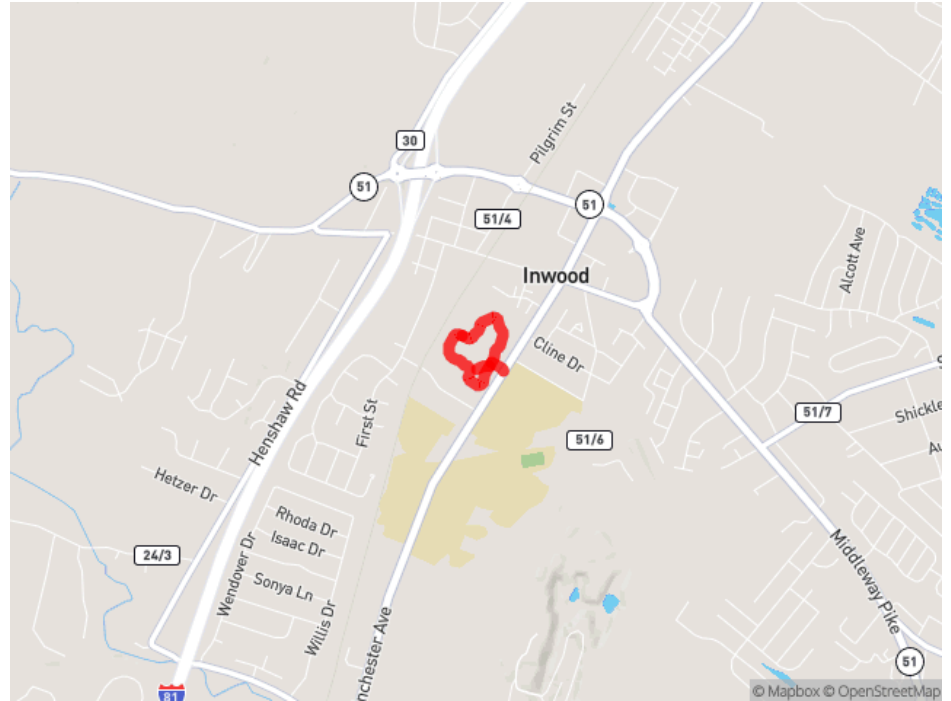


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	\$0	\$960,000	\$0	\$0	\$0	\$0	\$960,000
ROW	STATE_WV	\$0	\$240,000	\$0	\$0	\$0	\$0	\$240,000
Total ROW		\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Total Programmed		\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

## 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

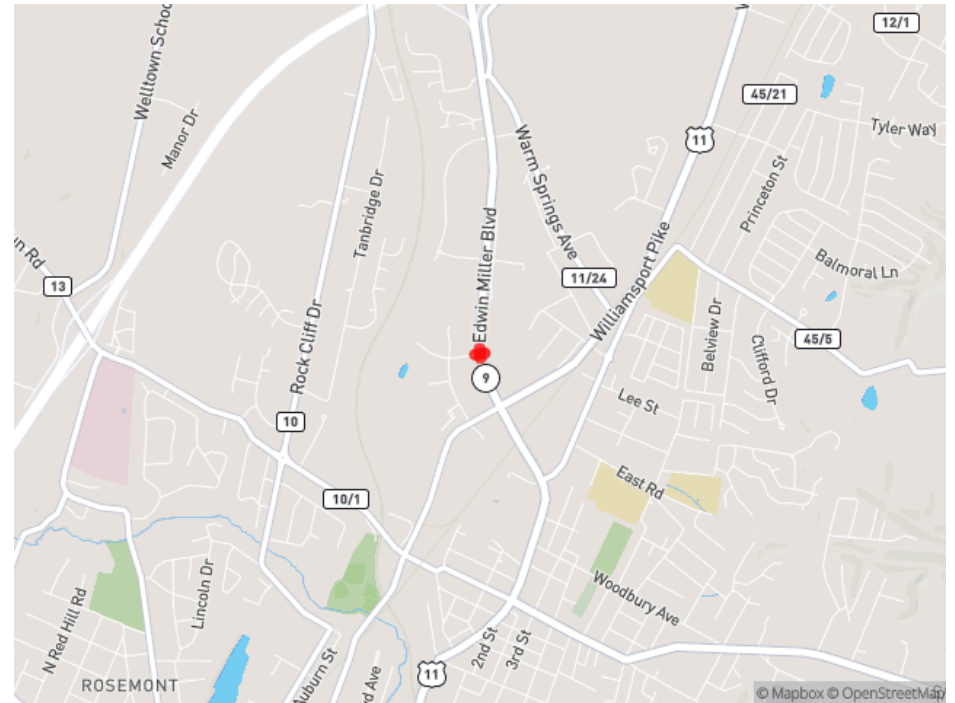


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOCAL	\$0	\$163,312	\$0	\$0	\$0	\$0	\$163,312
CON	TAP	\$0	\$653,246	\$0	\$0	\$0	\$0	\$653,246
Total CON		\$0	\$816,558	\$0	\$0	\$0	\$0	\$816,558
Total Programmed		\$0	\$816,558	\$0	\$0	\$0	\$0	\$816,558

## B2026-08 - Courthouse Drive Traffic Signal

Traffic Signal

<b>StateID:</b>	U302-009 11.37 00
<b>Lead Agency:</b>	WV DOT
<b>County:</b>	Berkeley County
<b>State:</b>	West Virginia
<b>Project Type:</b>	Safety
<b>Performance Measures:</b>	PM1 - Safety
<b>Functional Classification:</b>	Principal Arterial
<b>Groupable:</b>	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

## B2027-01 - Roadway Striping (D5)

Install pavement markings.

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

## B2027-02 - D-5 Recall Striping

Pavement marking (paint)

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

## B2027-03 - SF BR Inspect - D5

Bridge inspection by SF

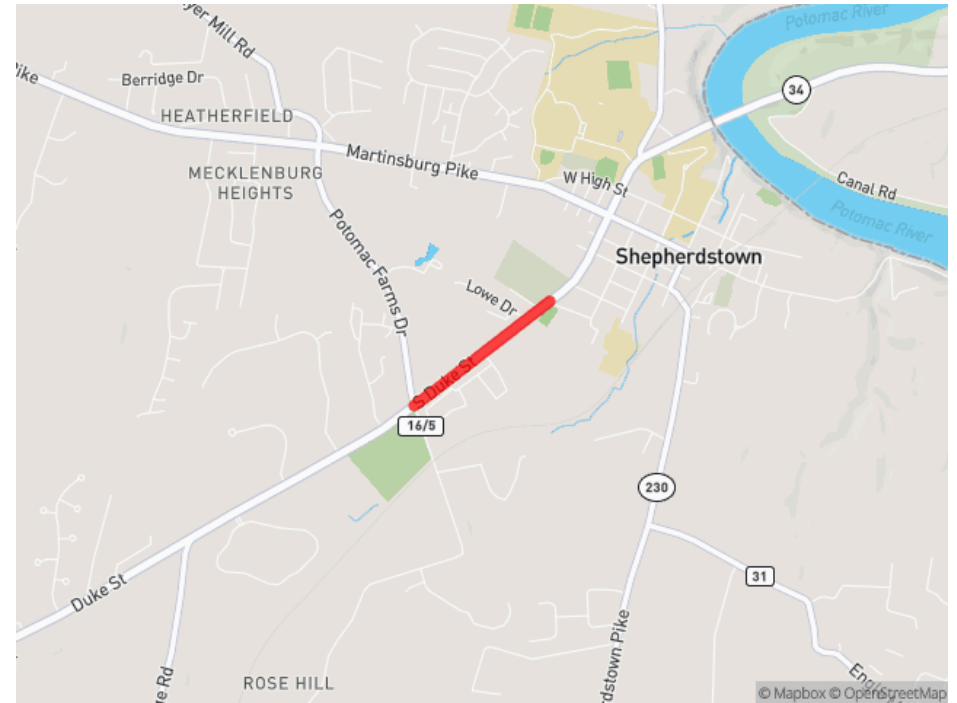
<b>StateID:</b>	SF T685 NBIS 23 00
<b>Lead Agency:</b>	WV DOT
<b>County:</b>	Berkeley-Jefferson Regional
<b>State:</b>	West Virginia
<b>Project Type:</b>	Bridge
<b>Performance Measures:</b>	PM2 - Pavement and Bridge
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

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

## J2014-05 - Shepherdstown Bike Path

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

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

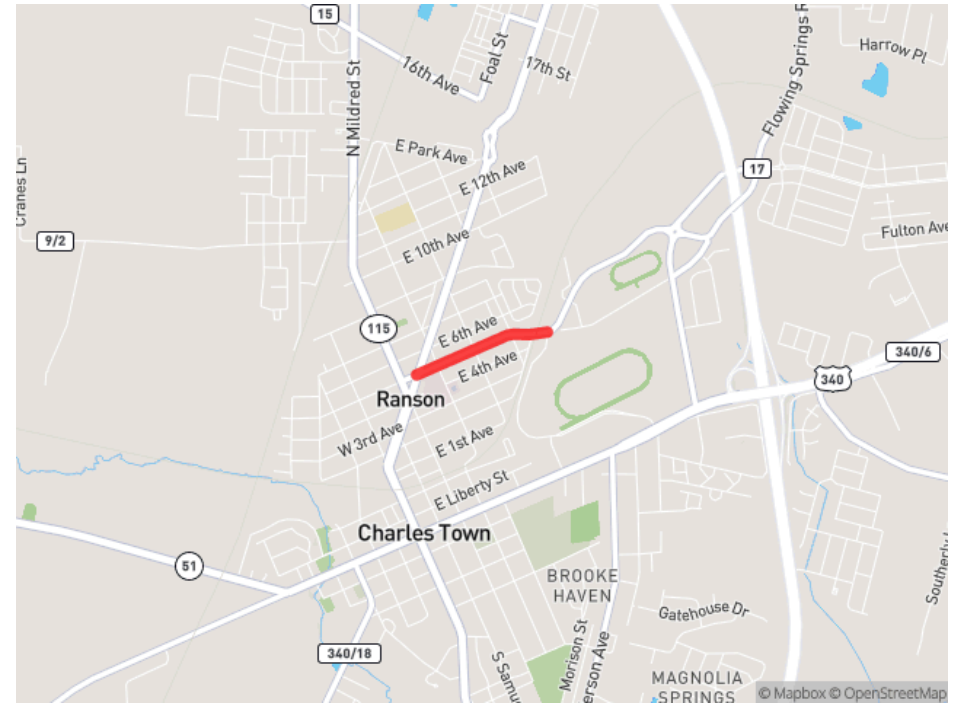


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CDS	\$543,000	\$0	\$0	\$0	\$0	\$0	\$543,000
CON	LOCAL	\$265,100	\$0	\$0	\$0	\$0	\$0	\$265,100
CON	NRT	\$850,400	\$0	\$0	\$0	\$0	\$0	\$850,400
CON	TAP	\$416,600	\$0	\$0	\$0	\$0	\$0	\$416,600
Total CON		\$2,075,100	\$0	\$0	\$0	\$0	\$0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

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

Sidewalk construction, on-street parking improvements, pedestrian accessibility

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

## 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

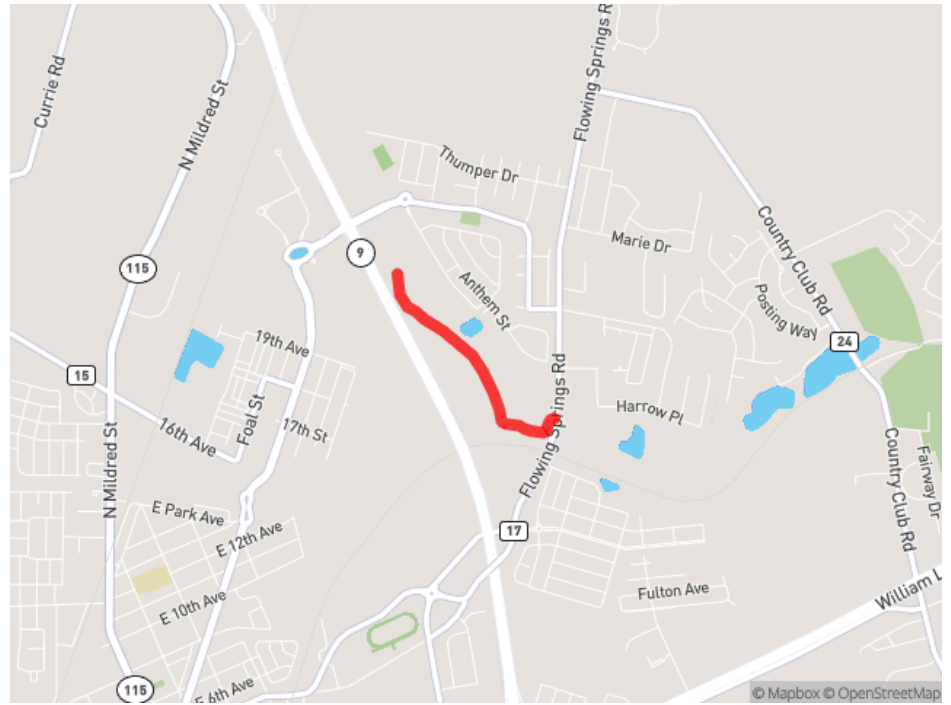


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	TAP	\$41,458	\$0	\$0	\$0	\$0	\$0	\$41,458
Total ENG		\$41,458	\$0	\$0	\$0	\$0	\$0	\$41,458
CON	LOCAL	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
CON	TAP	\$0	\$320,000	\$0	\$0	\$0	\$0	\$320,000
Total CON		\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000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

## J2019-05.04 - Flowing Springs Park Trail

Milling and overlaying and sidewalk improvements

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

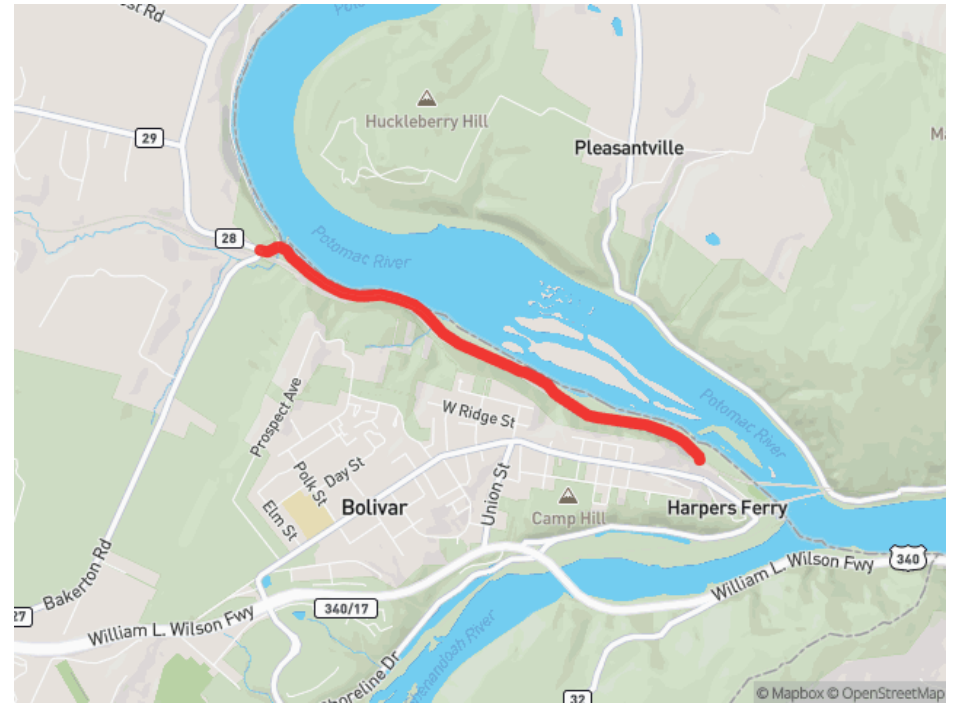


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000
ENG	NRT	\$64,000	\$0	\$0	\$0	\$0	\$0	\$64,000
Total ENG		\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
CON	FLAP	\$251,443	\$0	\$0	\$0	\$0	\$0	\$251,443
Total CON		\$251,443	\$0	\$0	\$0	\$0	\$0	\$251,443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

## J2019-05.06 - Armory Canal Trail

Design and construct trail

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

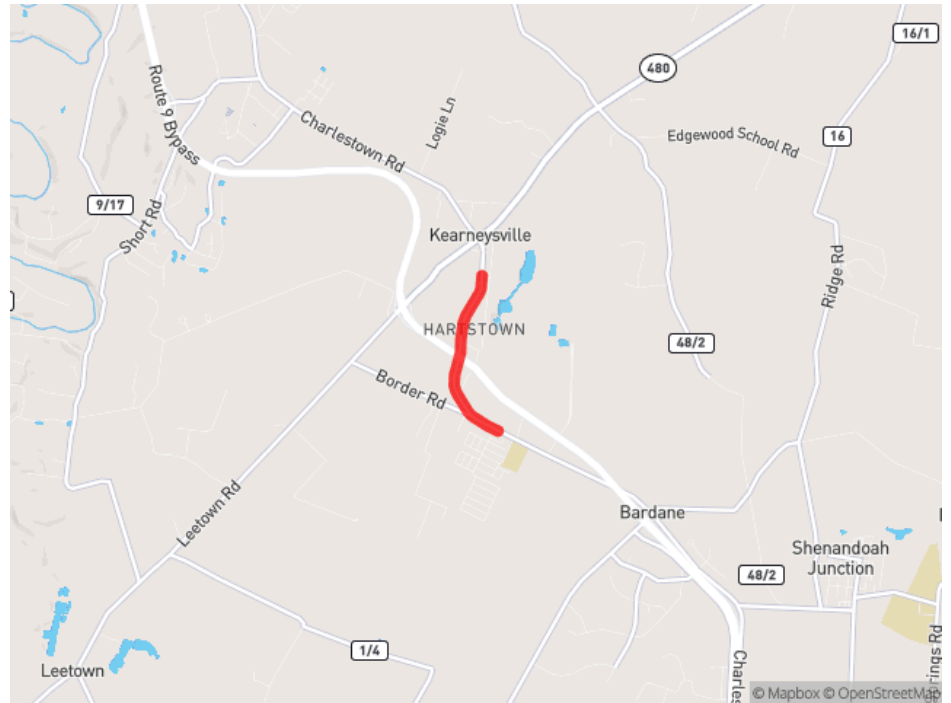


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FLAP	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total ENG		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
CON	FLAP	\$0	\$385,188	\$0	\$0	\$0	\$0	\$385,188
CON	LOCAL	\$0	\$96,298	\$0	\$0	\$0	\$0	\$96,298
Total CON		\$0	\$481,486	\$0	\$0	\$0	\$0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

# 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

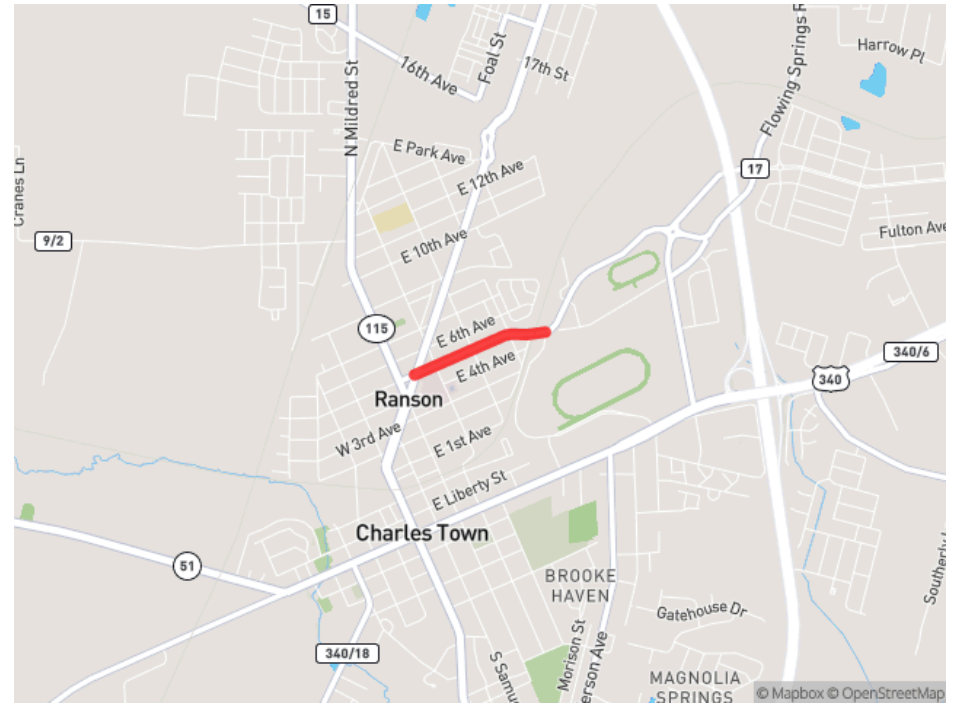


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STATE_WV	\$94,800	\$0	\$0	\$0	\$0	\$0	\$94,800
CON	STBG 5-50K POP	\$379,200	\$0	\$0	\$0	\$0	\$0	\$379,200
Total CON		\$474,000	\$0	\$0	\$0	\$0	\$0	\$474,000
Total Prior Costs		\$474,000	\$0	\$0	\$0	\$0	\$0	\$474,000
Total Programmed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

## J2023-03 - Fifth Avenue Streetscape

Construct new sidewalk and install lighting

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

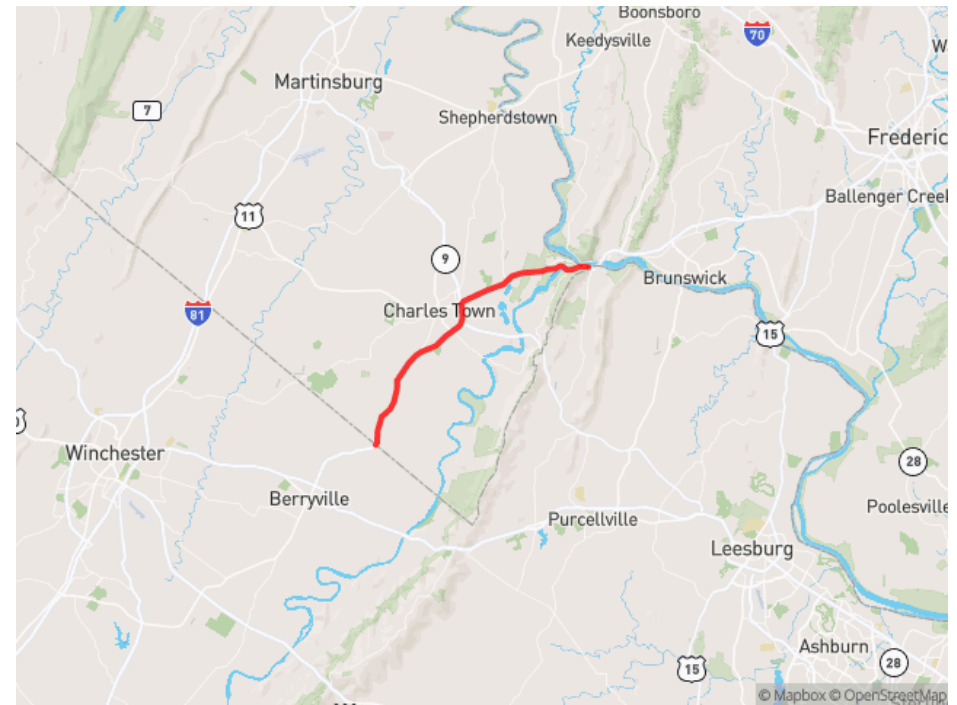


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	\$12,187	\$0	\$0	\$0	\$0	\$0	\$12,187
ENG	TAP	\$48,748	\$0	\$0	\$0	\$0	\$0	\$48,748
Total ENG		\$60,935	\$0	\$0	\$0	\$0	\$0	\$60,935
CON	LOCAL	\$576,817	\$0	\$0	\$0	\$0	\$0	\$576,817
CON	TAP	\$2,307,268	\$0	\$0	\$0	\$0	\$0	\$2,307,268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

# 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

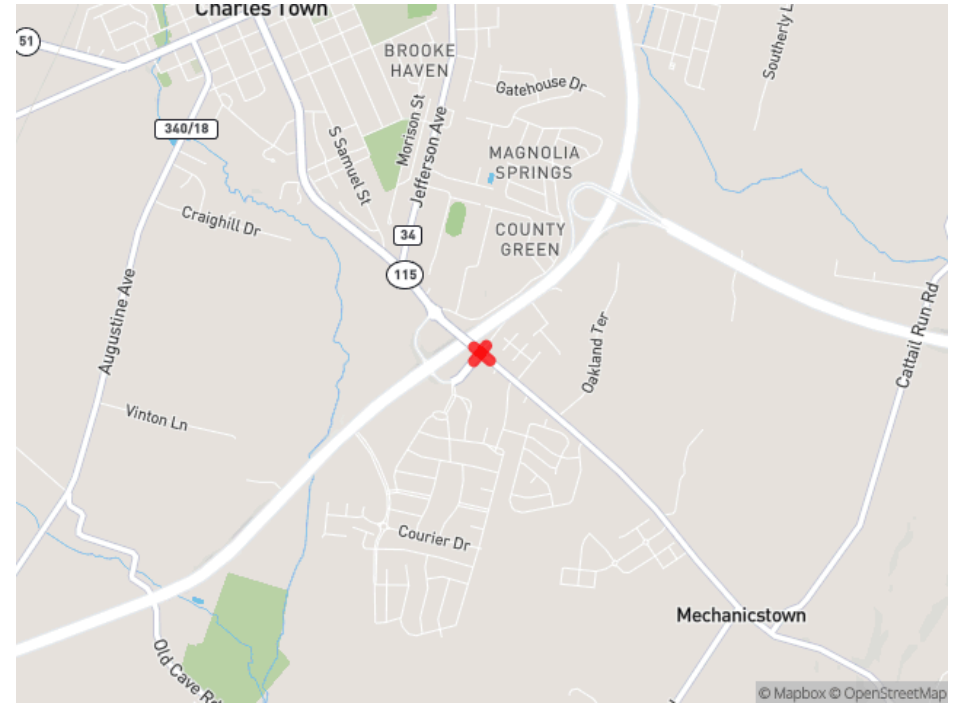


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	CRP <5K POP	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
ENG	STATE_WV	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total ENG		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
CON	NHPP	\$0	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
CON	STATE_WV	\$0	\$0	\$800,000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

# J2024-06 - Hillside Dr Roundabout

Construct Roundabout

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

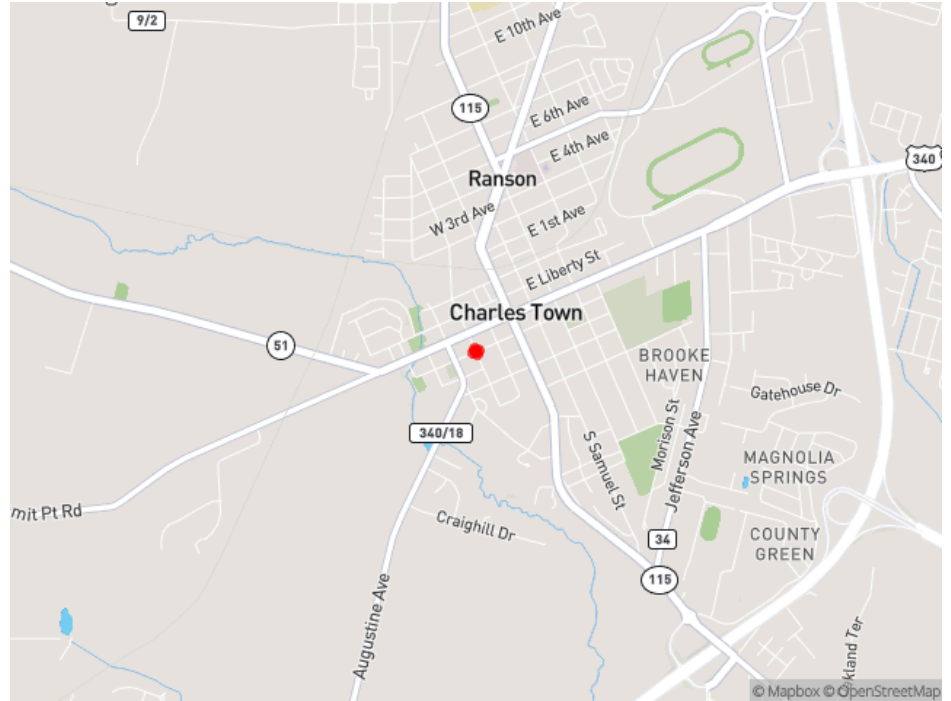


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
ENG	STBG-FLEX	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
Total ENG		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
CON	CMAQ	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
CON	STATE_WV	\$300,000	\$0	\$0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

# J2025-01 - Congress/Lawrence I/S

Design/build ADA ramps

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

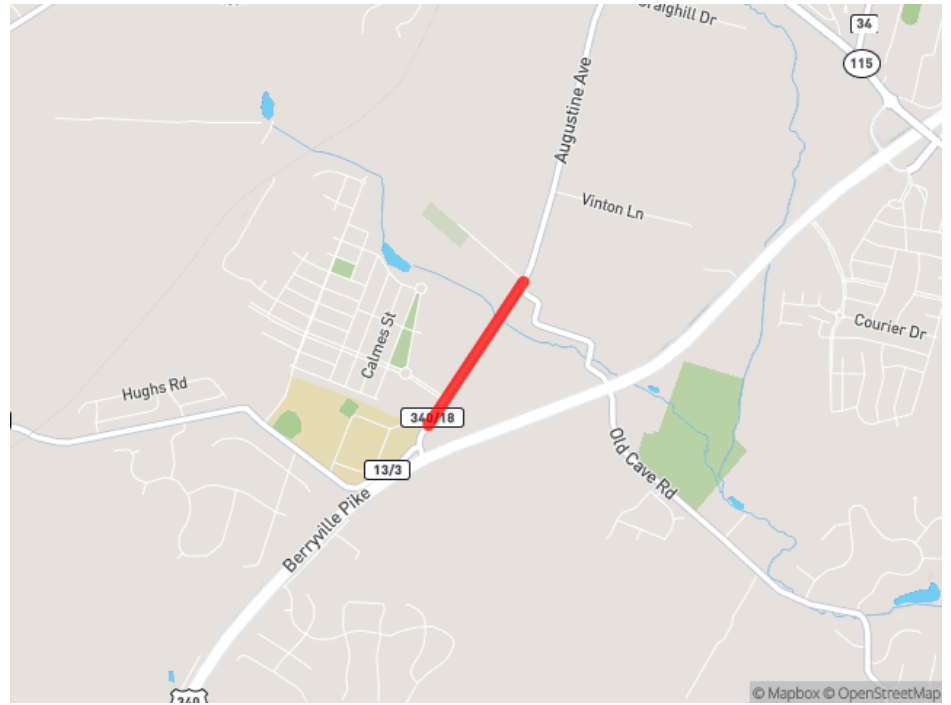


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRP 5k-49,999	\$219,027	\$0	\$0	\$0	\$0	\$0	\$219,027
CON	LOCAL	\$54,757	\$0	\$0	\$0	\$0	\$0	\$54,757
Total CON		\$273,784	\$0	\$0	\$0	\$0	\$0	\$273,784
Total Prior Costs		\$273,784	\$0	\$0	\$0	\$0	\$0	\$273,784
Total Programmed		\$273,784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

## J2025-02 - Charles Town Augustine Ave Ph II

Design plan for bike/pedestrian path

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

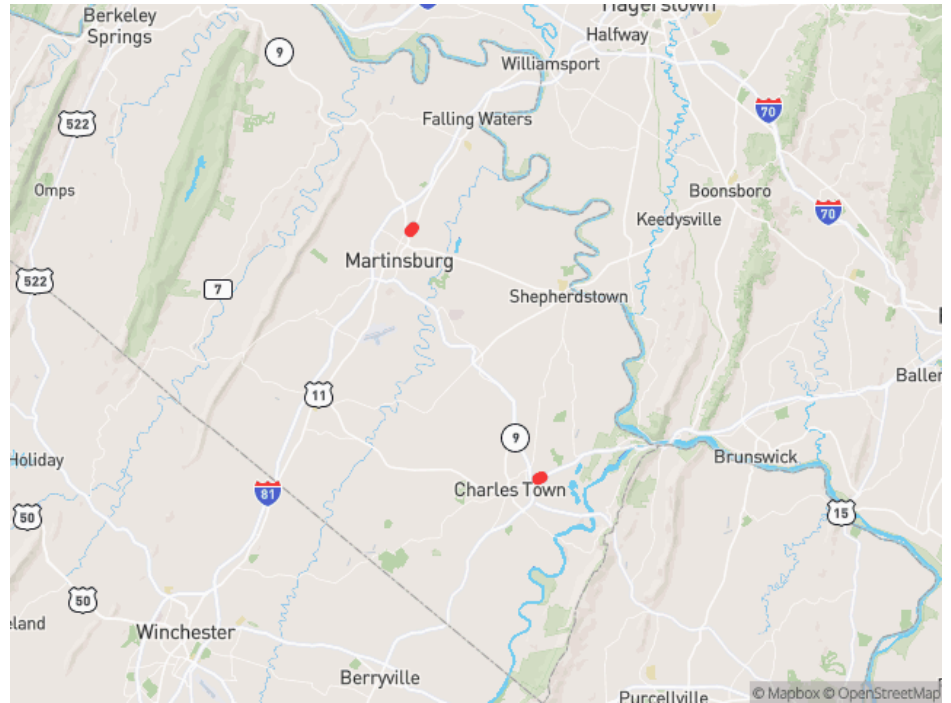


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	EMRK	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
CON	LOCAL	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
CON	TAP	\$280,000	\$0	\$0	\$0	\$0	\$0	\$280,000
Total CON		\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Total Prior Costs		\$1,750,000	\$0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

# 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

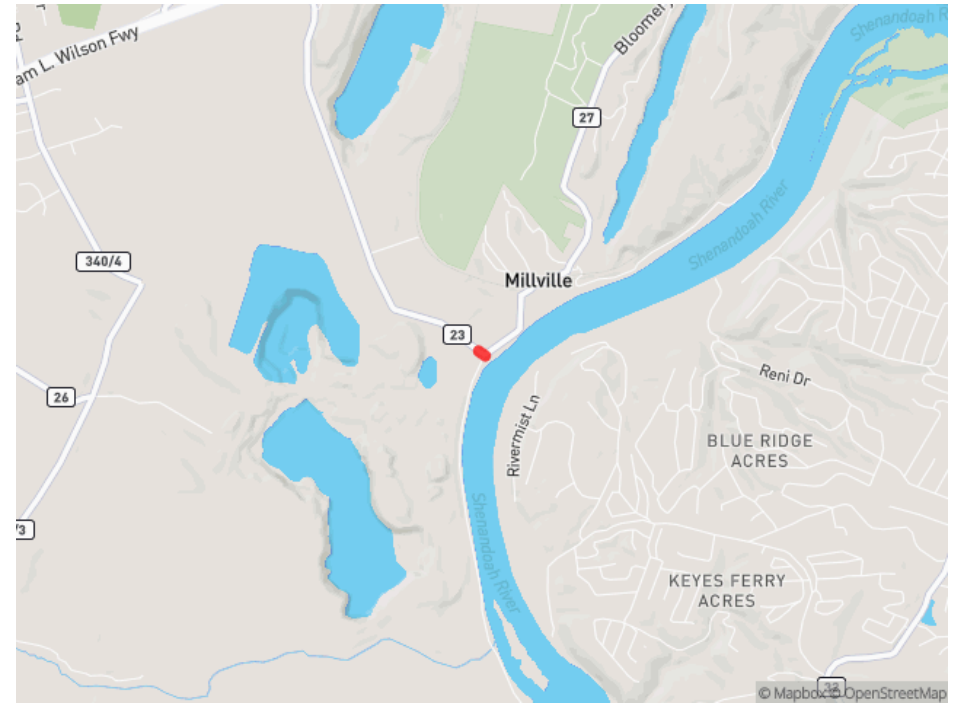


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	HSIP	\$67,500	\$0	\$0	\$0	\$0	\$0	\$67,500
ENG	STATE_WV	\$7,500	\$0	\$0	\$0	\$0	\$0	\$7,500
Total ENG		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
CON	HSIP	\$0	\$135,000	\$0	\$0	\$0	\$0	\$135,000
CON	STATE_WV	\$0	\$15,000	\$0	\$0	\$0	\$0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

# 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

# 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

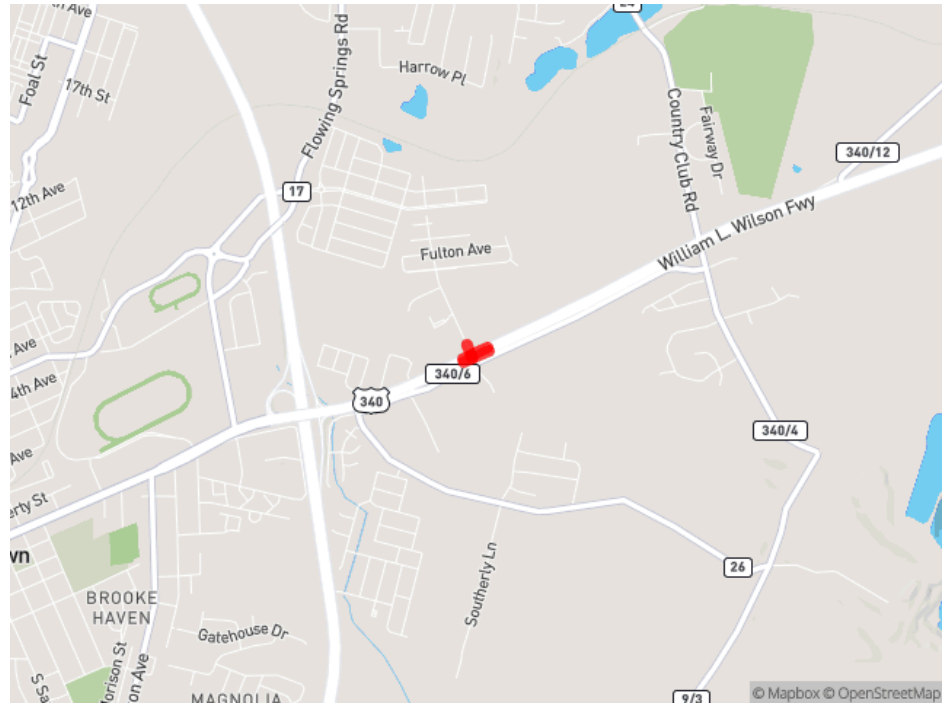


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	CMAQ	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
ROW	STATE_WV	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Total ROW		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
CON	CMAQ	\$0	\$1,820,000	\$0	\$0	\$0	\$0	\$1,820,000
Total CON		\$0	\$1,820,000	\$0	\$0	\$0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

# 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

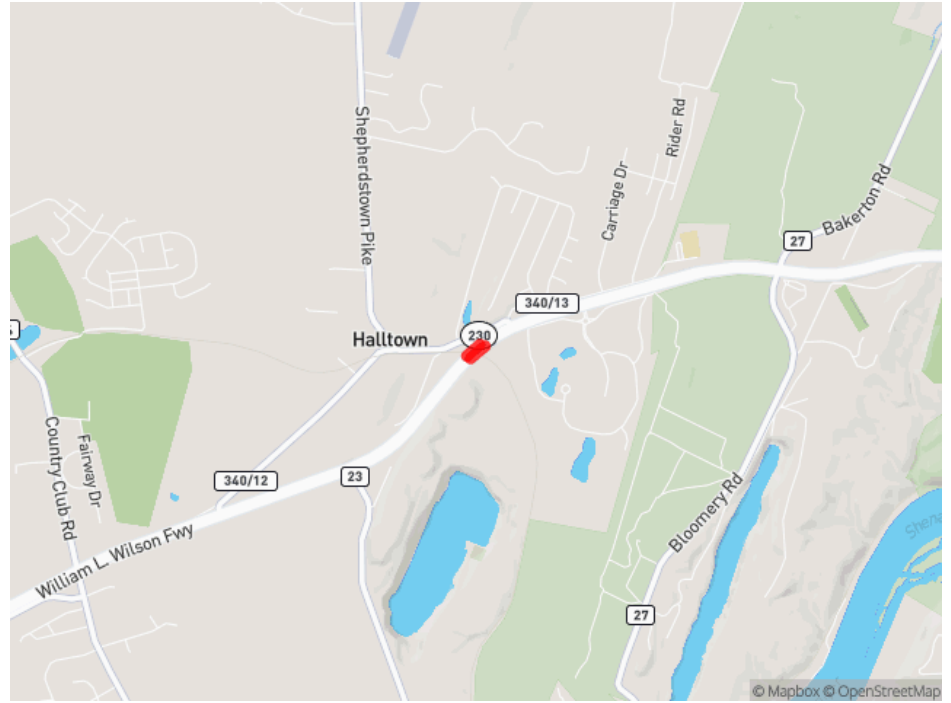


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
ENG	STATE_WV	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total ENG		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total Prior Costs		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total Programmed		\$50,000	\$0	\$0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

# 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

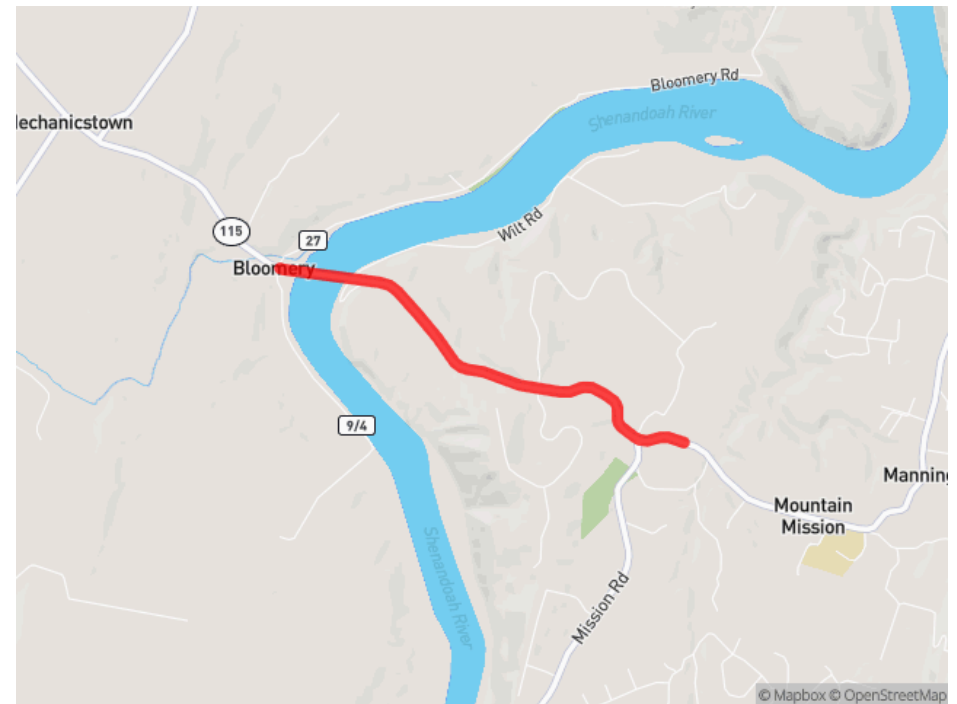


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$1,360,000
ENG	STATE_WV	\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000
Total ENG		\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$1,700,000
ROW	NHPP	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
ROW	STATE_WV	\$50,000	\$0	\$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

# 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

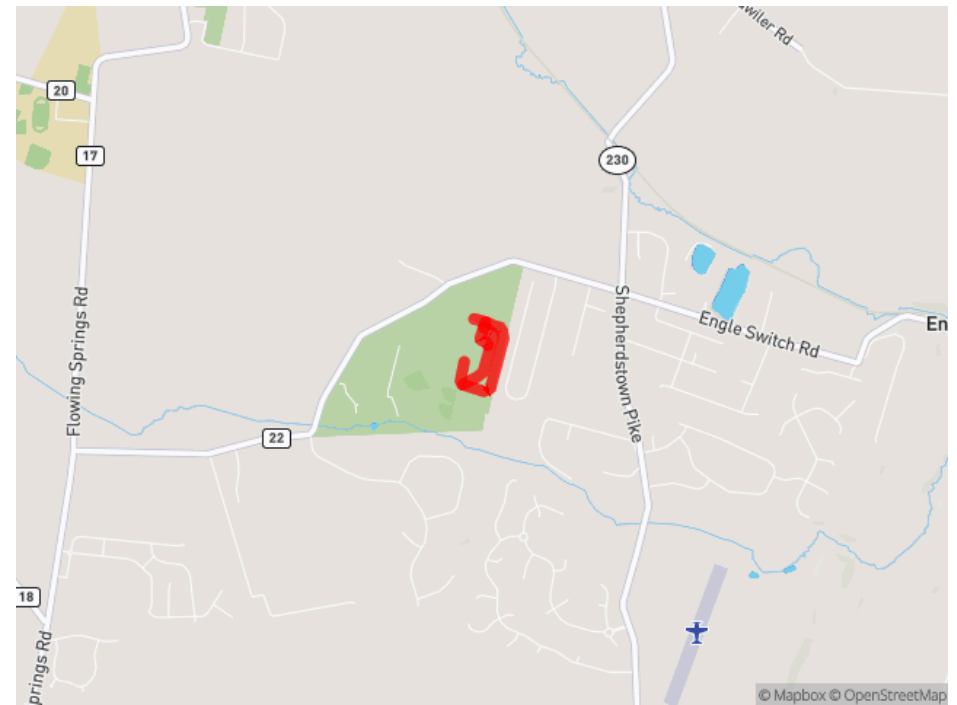


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
ENG	STBG <5K POP	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total ENG		\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	STATE_WV	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
CON	STBG <5K POP	\$1,200,000	\$0	\$0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

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

Trails

<b>StateID:</b>	U319-SAM/PRK-1.00
<b>Lead Agency:</b>	WV DOT
<b>County:</b>	Jefferson County
<b>State:</b>	West Virginia
<b>Project Type:</b>	Active Transportation
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	-
<b>Groupable:</b>	True

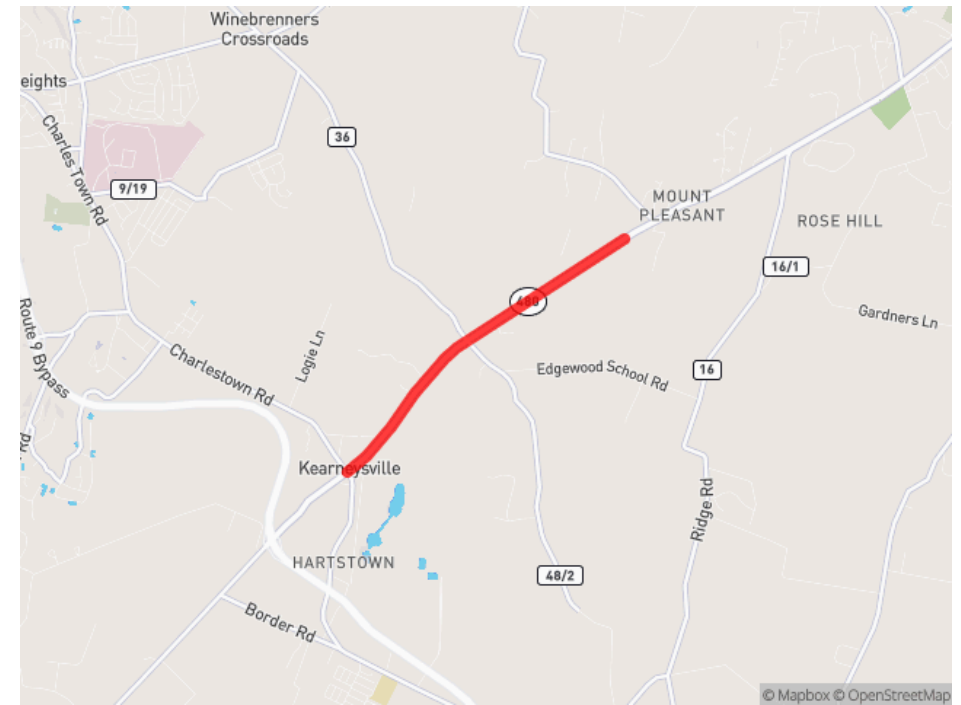


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	LOCAL	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
ENG	NRT	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total ENG		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
CON	LOCAL	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
CON	NRT	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000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

# 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

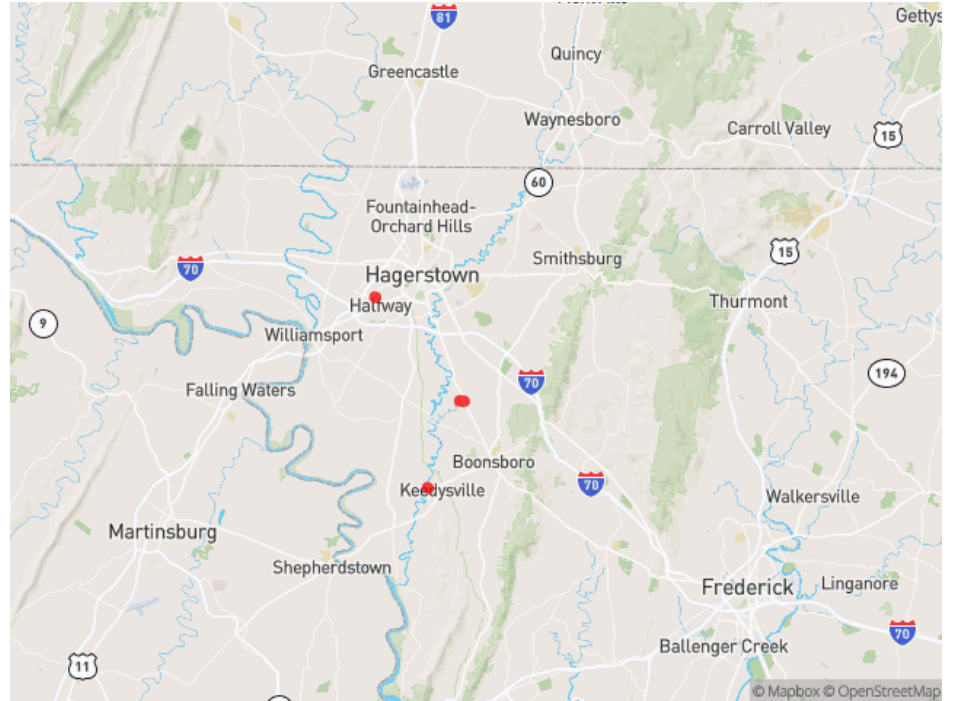


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	STATE_WV	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
ENG	STBG-FLEX	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total ENG		\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	STATE_WV	\$299,000	\$0	\$0	\$0	\$0	\$0	\$299,000
CON	STBG-FLEX	\$1,196,000	\$0	\$0	\$0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

## 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:	PM2 - Pavement and Bridge
Functional Classification:	NA
Groupable:	True

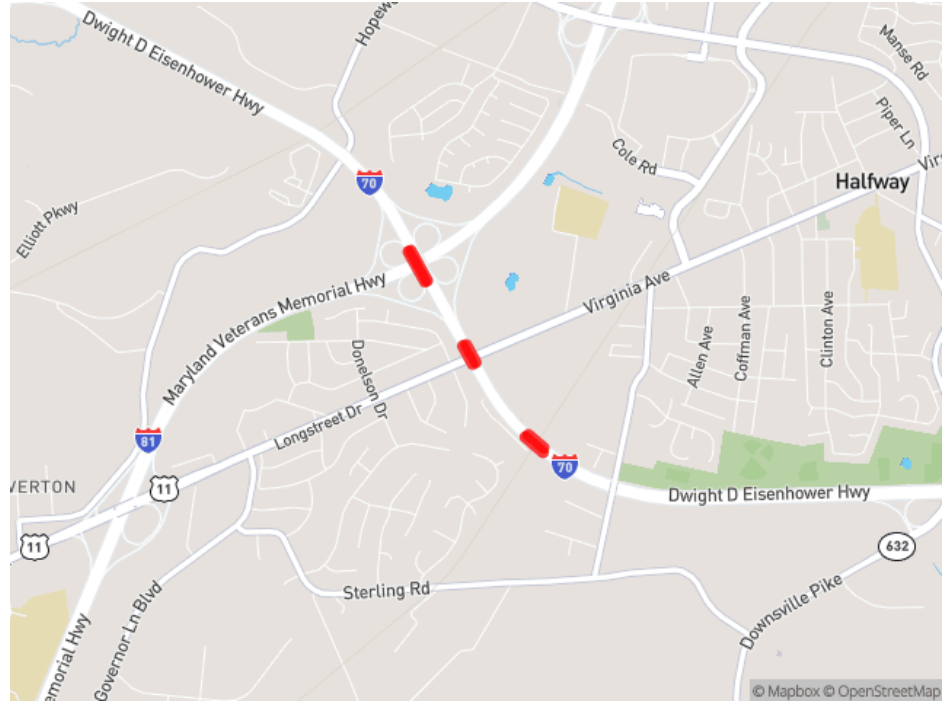


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	FA	\$6,951,400	\$13,572,720	\$0	\$800,000	\$0	\$0	\$21,324,120
CON	LOCAL_WashCo	\$2,774,000	\$3,045,680	\$0	\$200,000	\$0	\$0	\$6,019,680
Total CON		\$9,725,400	\$16,618,400	\$0	\$1,000,000	\$0	\$0	\$27,343,800
PE	FA	\$5,124,000	\$1,400,000	\$0	\$0	\$0	\$0	\$6,524,000
PE	LOCAL_WashCo	\$1,456,000	\$50,000	\$0	\$0	\$0	\$0	\$1,506,000
Total PE		\$6,580,000	\$1,450,000	\$0	\$0	\$0	\$0	\$8,030,000
Total Prior Costs		\$16,305,400	\$0	\$0	\$0	\$0	\$0	\$16,305,400
Total Programmed		\$16,305,400	\$18,068,400	\$0	\$1,000,000	\$0	\$0	\$35,373,800

## 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

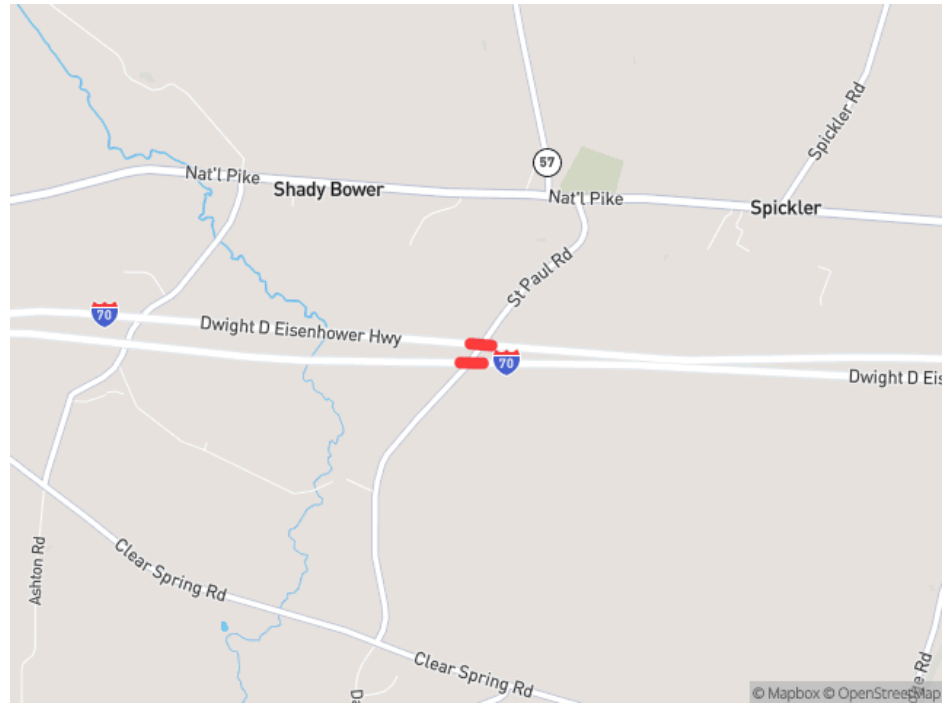


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	\$142,000	\$0	\$0	\$0	\$0	\$0	\$142,000
Total ROW		\$142,000	\$0	\$0	\$0	\$0	\$0	\$142,000
CON	NHPP	\$13,051,000	\$15,835,000	\$8,505,000	\$0	\$0	\$0	\$37,391,000
CON	STATE_MD_SHA	\$774,000	\$1,759,000	\$945,000	\$0	\$0	\$0	\$3,478,000
Total CON		\$13,825,000	\$17,594,000	\$9,450,000	\$0	\$0	\$0	\$40,869,000
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	\$17,594,000	\$9,450,000	\$0	\$0	\$0	\$43,444,000

## W2025-07 - Bridge Replacement on I-70

Bridge replacement of bridges over Saint Paul Rd

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

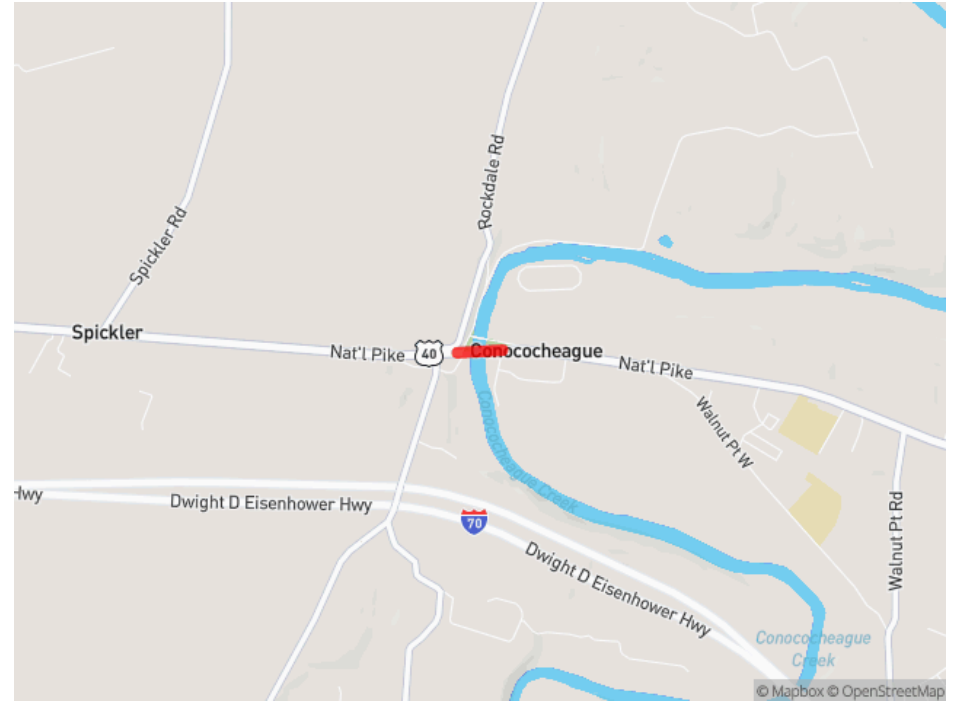


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$397,000	\$0	\$0	\$0	\$0	\$0	\$397,000
ENG	STATE_MD_SHA	\$98,000	\$0	\$0	\$0	\$0	\$0	\$98,000
Total ENG		\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000
CON	NHPP	\$14,400,000	\$10,928,000	\$543,000	\$0	\$0	\$0	\$25,871,000
CON	STATE_MD_SHA	\$3,600,000	\$575,000	\$29,000	\$0	\$0	\$0	\$4,204,000
Total CON		\$18,000,000	\$11,503,000	\$572,000	\$0	\$0	\$0	\$30,075,000
Total Prior Costs		\$18,495,000	\$0	\$0	\$0	\$0	\$0	\$18,495,000
Total Programmed		\$18,495,000	\$11,503,000	\$572,000	\$0	\$0	\$0	\$30,570,000

## W2025-08 - Bridge Rehabilitation on US 40

Bridge rehab over Conococheague Creek

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



Phase	Fund Source	Prior	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	\$479,000	\$76,000	\$0	\$0	\$0	\$2,957,000
CON	STBG	\$9,611,000	\$9,105,000	\$1,452,000	\$0	\$0	\$0	\$20,168,000
Total CON		\$12,013,000	\$9,584,000	\$1,528,000	\$0	\$0	\$0	\$23,125,000
Total Prior Costs		\$12,458,000	\$0	\$0	\$0	\$0	\$0	\$12,458,000
Total Programmed		\$12,458,000	\$9,584,000	\$1,528,000	\$0	\$0	\$0	\$23,570,000

## W2025-09 - National Electric Vehicle Infrastructure (NEVI)

Create network of electric vehicle chargers

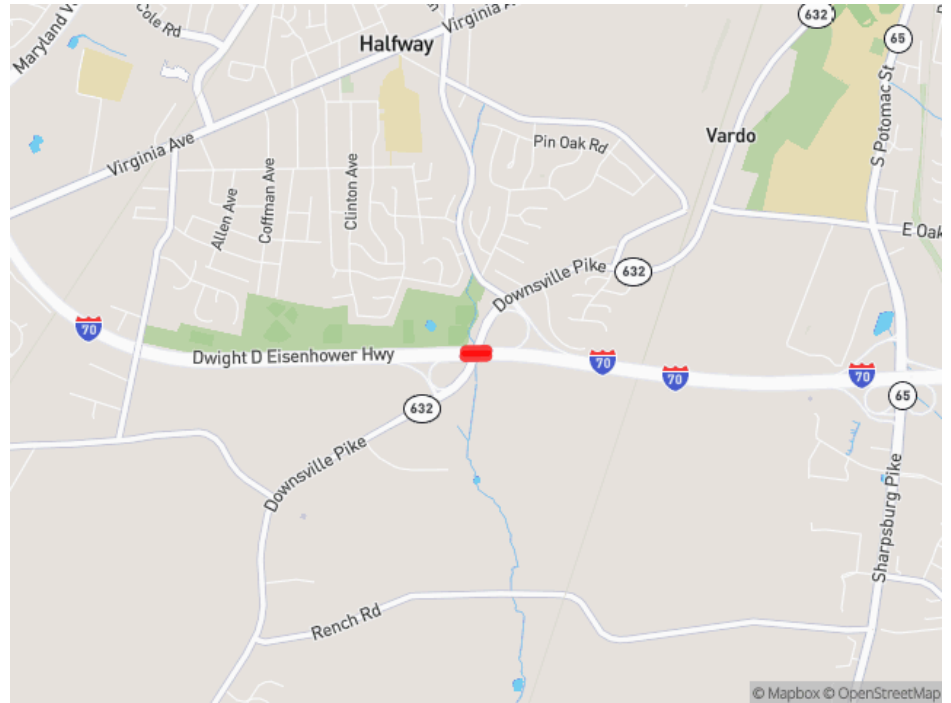
<b>StateID:</b>	WA3401
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Other
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	-
<b>Groupable:</b>	False

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NEVI	\$21,000	\$3,000	\$8,000	\$8,000	\$0	\$0	\$40,000
ENG	STATE_MD_SHA	\$1,000	\$0	\$1,000	\$1,000	\$0	\$0	\$3,000
ENG	STBG (TC)	\$3,000	\$1,000	\$2,000	\$2,000	\$0	\$0	\$8,000
Total ENG		\$25,000	\$4,000	\$11,000	\$11,000	\$0	\$0	\$51,000
CON	NEVI	\$796,000	\$870,000	\$515,000	\$1,474,000	\$418,000	\$0	\$4,073,000
CON	PRIVATE	\$200,000	\$218,000	\$129,000	\$369,000	\$105,000	\$0	\$1,021,000
Total CON		\$996,000	\$1,088,000	\$644,000	\$1,843,000	\$523,000	\$0	\$5,094,000
-	STATE_MD_SHA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STBG (TC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,021,000	\$0	\$0	\$0	\$0	\$0	\$1,021,000
Total Programmed		\$1,021,000	\$1,092,000	\$655,000	\$1,854,000	\$523,000	\$0	\$5,145,000

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

Replace I-70 bridges over MD 632.

StateID:	WA4801
Lead Agency:	MD DOT
County:	Washington County
State:	Maryland
Project Type:	Bridge
Performance Measures:	PM2 - Pavement and Bridge
Functional Classification:	Interstates
Groupable:	-

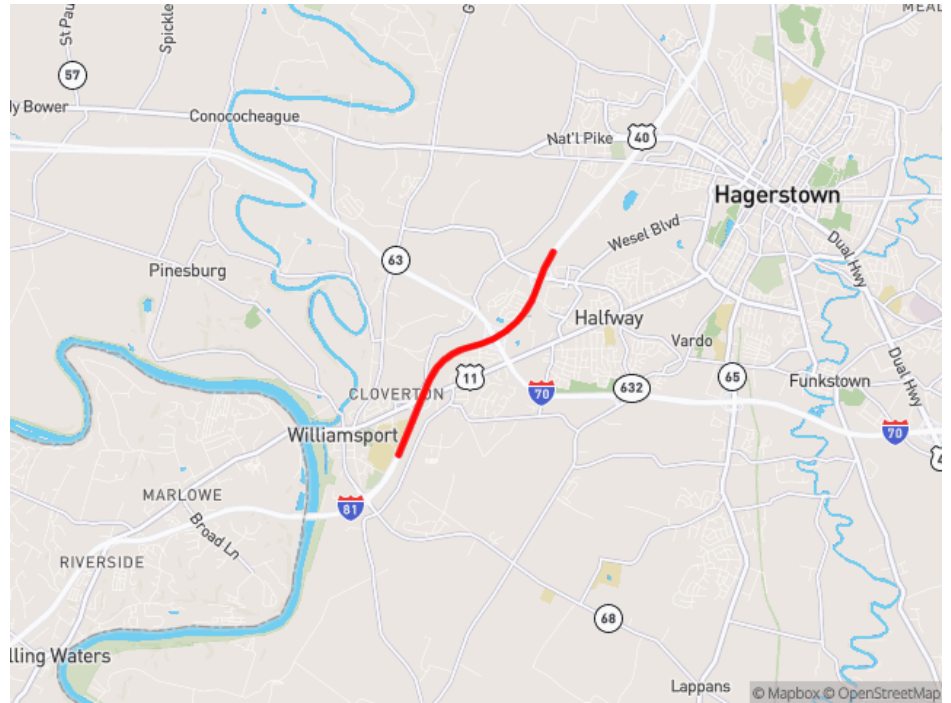


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$1,884,000	\$479,000	\$0	\$0	\$0	\$0	\$2,363,000
ENG	STATE_MD_SHA	\$471,000	\$25,000	\$0	\$0	\$0	\$0	\$496,000
Total ENG		\$2,355,000	\$504,000	\$0	\$0	\$0	\$0	\$2,859,000
ROW	NHPP	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$5,000
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

## 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.

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

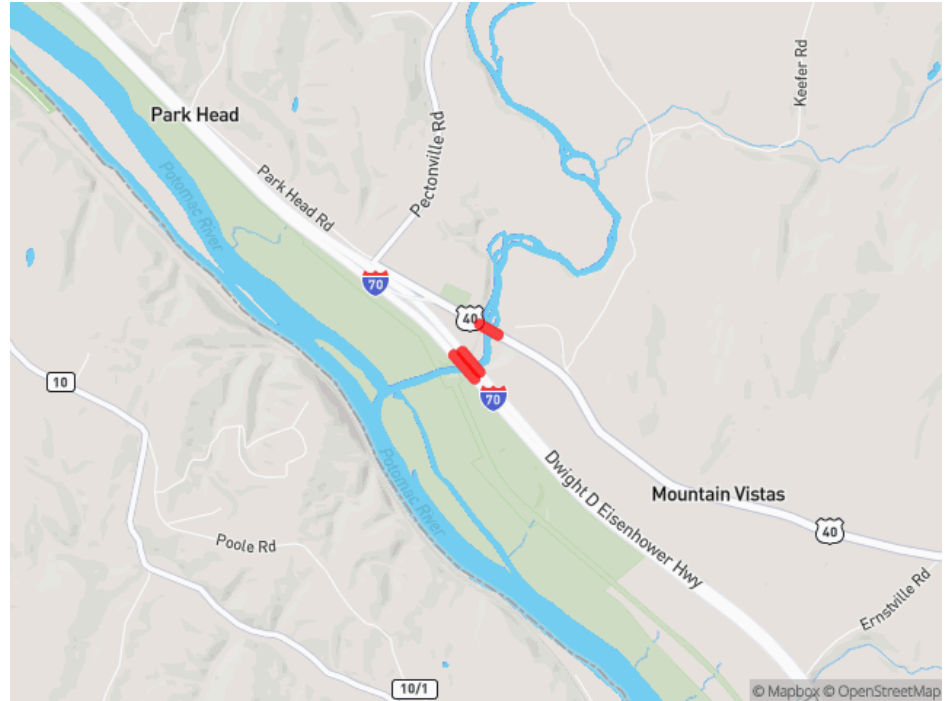


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	\$1,000	\$656,000	\$0	\$32,000	\$0	\$0	\$689,000
ROW	STATE_MD_SHA	\$0	\$35,000	\$0	\$4,000	\$0	\$0	\$39,000
Total ROW		\$1,000	\$691,000	\$0	\$36,000	\$0	\$0	\$728,000
CON	NHPP	\$357,000	\$6,852,000	\$30,856,000	\$45,713,000	\$36,766,000	\$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

## 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	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	NHPP	\$2,000,000	\$510,000	\$129,000	\$0	\$0	\$0	\$2,639,000
ENG	STATE_MD_SHA	\$501,000	\$128,000	\$32,000	\$0	\$0	\$0	\$661,000
Total ENG		\$2,501,000	\$638,000	\$161,000	\$0	\$0	\$0	\$3,300,000
CON	NHPP	\$0	\$3,189,000	\$12,549,000	\$8,263,000	\$0	\$0	\$24,001,000
CON	STATE_MD_SHA	\$0	\$797,000	\$3,137,000	\$2,066,000	\$0	\$0	\$6,000,000
Total CON		\$0	\$3,986,000	\$15,686,000	\$10,329,000	\$0	\$0	\$30,001,000
Total Prior Costs		\$2,501,000	\$0	\$0	\$0	\$0	\$0	\$2,501,000
Total Programmed		\$2,501,000	\$4,624,000	\$15,847,000	\$10,329,000	\$0	\$0	\$33,301,000

## W2027-01 - Areawide Environmental Projects

Program to provide environmental and aesthetic improvements on SHA highways. See Appendix I for specific project details.

<b>StateID:</b>	n/a
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Other
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	\$1,996,000	\$2,677,000	\$380,000	\$380,000	\$380,000	\$0	\$5,813,000
ENG	STATE_MD_SHA	\$105,000	\$173,000	\$20,000	\$20,000	\$20,000	\$0	\$338,000
Total ENG		\$2,101,000	\$2,850,000	\$400,000	\$400,000	\$400,000	\$0	\$6,151,000
ROW	FED	\$540,000	\$95,000	\$95,000	\$95,000	\$95,000	\$0	\$920,000
ROW	STATE_MD_SHA	\$60,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$80,000
Total ROW		\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$1,000,000
CON	FED	\$20,626,000	\$2,428,000	\$2,428,000	\$2,428,000	\$2,428,000	\$0	\$30,338,000
CON	STATE_MD_SHA	\$2,474,000	\$122,000	\$122,000	\$122,000	\$122,000	\$0	\$2,962,000
Total CON		\$23,100,000	\$2,550,000	\$2,550,000	\$2,550,000	\$2,550,000	\$0	\$33,300,000
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	\$3,050,000	\$3,050,000	\$0	\$41,851,000

## W2027-02 - Areawide Safety & Spot Improvements

Program to provide localized improvements to address safety and/or operational issues on SHA highways. See Appendix I for specific project details.

<b>StateID:</b>	n/a
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Safety
<b>Performance Measures:</b>	PM2 - Pavement and Bridge
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	\$3,373,000	\$857,000	\$857,000	\$857,000	\$857,000	\$0	\$6,801,000
ENG	STATE_MD_SHA	\$178,000	\$43,000	\$43,000	\$43,000	\$43,000	\$0	\$350,000
Total ENG		\$3,551,000	\$900,000	\$900,000	\$900,000	\$900,000	\$0	\$7,151,000
ROW	FED	\$588,000	\$95,000	\$95,000	\$95,000	\$95,000	\$0	\$968,000
ROW	STATE_MD_SHA	\$62,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$82,000
Total ROW		\$650,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$1,050,000
CON	FED	\$53,392,000	\$4,761,000	\$4,761,000	\$4,761,000	\$4,761,000	\$0	\$72,436,000
CON	STATE_MD_SHA	\$7,192,000	\$239,000	\$239,000	\$239,000	\$239,000	\$0	\$8,148,000
Total CON		\$60,584,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$80,584,000
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	\$6,000,000	\$6,000,000	\$0	\$92,145,000

## W2027-03 - Areawide Resurfacing & Rehabilitation

Program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways. See Appendix I for specific project details.

<b>StateID:</b>	n/a
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Roadway
<b>Performance Measures:</b>	PM2 - Pavement and Bridge
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	\$3,040,000	\$1,520,000	\$1,520,000	\$1,520,000	\$1,520,000	\$0	\$9,120,000
ENG	STATE_MD_SHA	\$760,000	\$380,000	\$380,000	\$380,000	\$380,000	\$0	\$2,280,000
Total ENG		\$3,800,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$0	\$11,400,000
ROW	FED	\$540,000	\$95,000	\$95,000	\$95,000	\$95,000	\$0	\$920,000
ROW	STATE_MD_SHA	\$60,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	\$80,000
Total ROW		\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$1,000,000
CON	FED	\$81,523,000	\$16,000,000	\$16,000,000	\$16,000,000	\$16,000,000	\$0	\$145,523,000
CON	STATE_MD_SHA	\$18,477,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$0	\$34,477,000
Total CON		\$100,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$0	\$180,000,000
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	\$22,000,000	\$22,000,000	\$0	\$196,800,000

## W2027-04 - Areawide Bridge Replacement & Rehabilitation

Program to provide major upgrades to and maintenance of structures on SHA highways. See Appendix I for specific project details.

<b>StateID:</b>	n/a
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Bridge
<b>Performance Measures:</b>	PM2 - Pavement and Bridge
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	\$9,120,000	\$4,560,000	\$4,560,000	\$4,560,000	\$4,560,000	\$0	\$27,360,000
ENG	STATE_MD_SHA	\$480,000	\$240,000	\$240,000	\$240,000	\$240,000	\$0	\$1,440,000
Total ENG		\$9,600,000	\$4,800,000	\$4,800,000	\$4,800,000	\$4,800,000	\$0	\$28,800,000
ROW	FED	\$1,080,000	\$190,000	\$190,000	\$190,000	\$190,000	\$0	\$1,840,000
ROW	STATE_MD_SHA	\$120,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$160,000
Total ROW		\$1,200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$2,000,000
CON	FED	\$40,475,000	\$7,125,000	\$7,125,000	\$7,125,000	\$7,125,000	\$0	\$68,975,000
CON	STATE_MD_SHA	\$4,025,000	\$375,000	\$375,000	\$375,000	\$375,000	\$0	\$5,525,000
Total CON		\$44,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$0	\$74,500,000
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	\$12,500,000	\$12,500,000	\$0	\$117,950,000

## W2027-05 - Areawide Urban Reconstruction

Program to provide roadway rehabilitation on SHA highways in municipalities and urban areas. See Appendix I for specific project details.

<b>StateID:</b>	n/a
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Other
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	\$380,000	\$190,000	\$190,000	\$190,000	\$190,000	\$0	\$1,140,000
ENG	STATE_MD_SHA	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$60,000
Total ENG		\$400,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$1,200,000
ROW	FED	\$272,000	\$48,000	\$48,000	\$48,000	\$48,000	\$0	\$464,000
ROW	STATE_MD_SHA	\$28,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$36,000
Total ROW		\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$500,000
CON	FED	\$4,056,000	\$714,000	\$714,000	\$714,000	\$714,000	\$0	\$6,912,000
CON	STATE_MD_SHA	\$444,000	\$36,000	\$36,000	\$36,000	\$36,000	\$0	\$588,000
Total CON		\$4,500,000	\$750,000	\$750,000	\$750,000	\$750,000	\$0	\$7,500,000
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	\$1,000,000	\$1,000,000	\$0	\$10,100,000

## W2027-06 - Areawide Congestion Management

Program to provide traffic control, management, and monitoring on SHA highways. See Appendix I for specific project details.

<b>StateID:</b>	n/a
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Congestion
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	NA
<b>Groupable:</b>	True

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ENG	FED	\$1,810,000	\$905,000	\$905,000	\$905,000	\$905,000	\$0	\$5,430,000
ENG	STATE_MD_SHA	\$90,000	\$45,000	\$45,000	\$45,000	\$45,000	\$0	\$270,000
Total ENG		\$1,900,000	\$950,000	\$950,000	\$950,000	\$950,000	\$0	\$5,700,000
ROW	FED	\$272,000	\$48,000	\$48,000	\$48,000	\$48,000	\$0	\$464,000
ROW	STATE_MD_SHA	\$28,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$36,000
Total ROW		\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$500,000
CON	FED	\$8,442,000	\$478,000	\$478,000	\$478,000	\$478,000	\$0	\$10,354,000
CON	STATE_MD_SHA	\$1,158,000	\$22,000	\$22,000	\$22,000	\$22,000	\$0	\$1,246,000
Total CON		\$9,600,000	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$11,600,000
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	\$950,000	\$950,000	\$0	\$5,700,000
OTH	STATE_MD_SHA	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$300,000
Total OTH		\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$6,000,000
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	\$2,500,000	\$2,500,000	\$0	\$26,800,000

## W2027-07 - 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. See Appendix I for specific project details.

<b>StateID:</b>	-
<b>Lead Agency:</b>	MD DOT
<b>County:</b>	Washington County
<b>State:</b>	Maryland
<b>Project Type:</b>	Other
<b>Performance Measures:</b>	PM3 - System Performance, Freight, Congestion, and Air Quality
<b>Functional Classification:</b>	-
<b>Groupable:</b>	-

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

# WT2026-01 - Washington County Bus Facility Project

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

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

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

## WT2027-02 - Operating Assistance - Section 5307

Operating assistance for transit services provided by Washington County

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	\$4,667,705	\$2,056,841	\$2,056,841	\$2,056,841	\$2,056,841	\$0	\$12,895,069
Transit	LOCAL_WCT	\$3,282,492	\$1,804,984	\$1,804,984	\$1,804,984	\$1,804,984	\$0	\$10,502,428
Transit	STATE_MD_MTA	\$1,385,213	\$251,857	\$251,857	\$251,857	\$251,857	\$0	\$2,392,641
Total Transit		\$9,335,410	\$4,113,682	\$4,113,682	\$4,113,682	\$4,113,682	\$0	\$25,790,138
Total Prior Costs		\$9,335,410	\$0	\$0	\$0	\$0	\$0	\$9,335,410
Total Programmed		\$9,335,410	\$4,113,682	\$4,113,682	\$4,113,682	\$4,113,682	\$0	\$25,790,138

## WT2027-03 - Capital Assistance - Section 5307

Capital Assistance for Washington County to provide public transit service in the area. This includes replacement buses, capital equipment, and preventive maintenance.

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5307	\$1,144,240	\$1,484,032	\$320,000	\$320,000	\$320,000	\$0	\$3,588,272
Transit	LOCAL_WCT	\$263,030	\$275,256	\$60,000	\$60,000	\$60,000	\$0	\$718,286
Transit	STATE_MD_MTA	\$38,030	\$95,752	\$20,000	\$20,000	\$20,000	\$0	\$193,782
Total Transit		\$1,445,300	\$1,855,040	\$400,000	\$400,000	\$400,000	\$0	\$4,500,340
Total Prior Costs		\$1,445,300	\$0	\$0	\$0	\$0	\$0	\$1,445,300
Total Programmed		\$1,445,300	\$1,855,040	\$400,000	\$400,000	\$400,000	\$0	\$4,500,340

## WT2027-04 - Capital Assistance - Section 5339

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

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5339	\$376,800	\$0	\$168,000	\$168,000	\$168,000	\$0	\$880,800
Transit	LOCAL_WCT	\$47,600	\$0	\$31,500	\$31,500	\$31,500	\$0	\$142,100
Transit	STATE_MD_MTA	\$47,600	\$0	\$10,500	\$10,500	\$10,500	\$0	\$79,100
Total Transit		\$472,000	\$0	\$210,000	\$210,000	\$210,000	\$0	\$1,102,000
Total Prior Costs		\$472,000	\$0	\$0	\$0	\$0	\$0	\$472,000
Total Programmed		\$472,000	\$0	\$210,000	\$210,000	\$210,000	\$0	\$1,102,000

## WT2027-05 - 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.

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5310	\$1,958,872	\$832,492	\$0	\$832,492	\$0	\$0	\$3,623,856
Transit	LOCAL_WCT	\$682,093	\$682,093	\$0	\$0	\$0	\$0	\$1,364,186
Transit	STATE_MD_MTA	\$0	\$0	\$0	\$682,093	\$0	\$0	\$682,093
Total Transit		\$2,640,965	\$1,514,585	\$0	\$1,514,585	\$0	\$0	\$5,670,135
Total Prior Costs		\$2,640,965	\$0	\$0	\$0	\$0	\$0	\$2,640,965
Total Programmed		\$2,640,965	\$1,514,585	\$0	\$1,514,585	\$0	\$0	\$5,670,135

## WT2027-06 - Operating Assistance - Section 5310

Operating assistance for elderly and disabled transit services.

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

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Transit	5310	\$2,070,800	\$632,000	\$0	\$632,000	\$0	\$0	\$3,334,800
Transit	LOCAL_WCT	\$0	\$632,000	\$0	\$632,000	\$0	\$0	\$1,264,000
Total Transit		\$2,070,800	\$1,264,000	\$0	\$1,264,000	\$0	\$0	\$4,598,800
Total Prior Costs		\$2,070,800	\$0	\$0	\$0	\$0	\$0	\$2,070,800
Total Programmed		\$2,070,800	\$1,264,000	\$0	\$1,264,000	\$0	\$0	\$4,598,800

## WVT2021-07 - Mobility Management Assistance - Section 5310

Mobility manager salary for service in Berkeley and Jefferson counties.

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

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

Bus Facility Construction

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

# WVT2022-01 - Capital Assistance - Bus Replacement

5339 Capital funds for bus replacements

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

## WVT2024-02 - 5307 Operating Commuter Service

Lapsed money from Weirton

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

## WVT2024-04 - Harpers Ferry Bus Facility Expansion

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

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

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

# WVT2027-01 - 5307 Bus Replacement

Lapsed money from Weirton

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

## WVT2027-02 - Operating Assistance - Section 5307

Funding for Staff and typical office functions

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

# WVT2027-03 - Capital Assistance - Preventative Maintenance

Preventative Maintenance for fleet vehicles

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

## WVT2027-04 - Capital Assistance - Miscellaneous Equipment

Purchase of miscellaneous equipment for vehicle fleet

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

## WVT2027-05 - Capital Assistance - Passenger Amenity

Bus Shelter Purchase, System Signage, and Other Passenger Information

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

## **APPENDICES**

**APPENDIX A – ABBREVIATIONS/ACRONYMS**

**APPENDIX B – HEPMPO SELF-CERTIFICATION**

**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**

**APPENDIX A**

**ABBREVIATIONS/ACRONYMS**

## Glossary of Abbreviations/Acronyms

### Agencies:

#### Federal

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

#### State

MDOT	Maryland Department of Transportation
MDE	Maryland Department of the Environment
MTA	Maryland Transit Administration
SHA	Maryland State Highway Administration
PennDOT	Pennsylvania Department of Transportation
WVDOH	West Virginia 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
L RTP	Long Range Transportation Plan
TAC	Technical Advisory Committee

#### Transit

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

### Federal Funding Types & Others:

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

HWI-POP	Highway Infrastructure Funds - Population	Section 5339	FTA Buses and Bus Facilities Grants Program
LEP	Limited English Proficiency	TCSP	Transportation, Community, and System Preservation Program
MDBF	Mean Distance Between Failures		
NAAQS	National Ambient Air Quality Standards		
NCPD	National Corridor Planning and Development		
NH	National Highway System		
NHPP	National Highway Performance Program		
NHST	National Highway System & Surface Transportation Program		
NPS	National Park Service Match		
NRT	National Recreation Trail		
RTP	Recreational Trails Program		
RR/HWY	Railroad/Highway Program		
SB	Scenic Byway		
STBG	Surface Transportation Block Grant		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
SRTS	Safe Routes to School		
TAP	Transportation Alternatives Program		
TIP	Transportation Improvement Program		
Section 5307	FTA Urbanized Area Formula Program		
Section 5309	FTA Capital Program		
Section 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities		
			<b>Highway Route Designations:</b>
		CR	County Route
		I, IR	Interstate Route
		SR	State Route (also WV or MD)
		US	United States Route
			<b>Phase of Work:</b>
		PP	Project Planning
		PE or ENG	Project Engineering, Design
		R/W or ROW	Right of Way
		CON	Construction
			<b>Other:</b>
		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 21 <sup>st</sup> Century

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

**APPENDIX B**

**HEPMPO SELF-CERTIFICATION**

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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

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


**Hagerstown/Eastern Panhandle MPO**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**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



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

## RESOLUTION NUMBER 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 20<sup>th</sup> day of August 2026.

HAGERSTOWN/EASTERN PANHANDLE



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

**METROPOLITAN PLANNING ORGANIZATION**

By   
Elaine Bartoldson, Chair

Attest: 

## **HEPMPO Self-Certification: Summary of Statutory Requirements**

### **Metropolitan Planning**

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

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

### **HEPMPO Actions**

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

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

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

### **Measures Prohibiting Discrimination and Exclusion, and Requiring Equal Opportunity**

#### **Title VI, Civil Rights Act of 1964**

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

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

#### **Disadvantaged Business Enterprises (DBE)**

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

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

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

#### **Americans with Disabilities Act of 1990 (ADA)**

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

#### **Older Americans Act**

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

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

#### **Section 324 of 23 U.S.C.**

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

#### **Rehabilitation Act of 1973**

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

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

#### **HEPMPO Actions**

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

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

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

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

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

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

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

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<sup>1</sup> <https://hepmo.com/wp-content/uploads/2025/05/Final-HEPMPO-PPP-2025-05-21.pdf>

**APPENDIX C**

**FY 2027-2030 TIP ADOPTION RESOLUTION(S)**



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

**RESOLUTION NUMBER 2026-12**

**A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)  
ENDORING THE TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP) FOR FY 2027-2030**

**RECITALS**

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

**WHEREAS**, the attached FY 2027-2030 TIP was developed in cooperation with the Maryland, West Virginia and Pennsylvania Departments of Transportation, and

**WHEREAS**, the attached FY 2027-2030 TIP was developed in accordance with HEPMPO's Public Participation Plan which provides for significant opportunity for input in the planning process; and

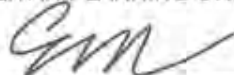
**WHEREAS**, the MPO Technical Advisory Committee has reviewed the proposed Transportation Improvement Program and recommended adoption by the Interstate Council of the MPO; and

**WHEREAS**, the Interstate Council of the MPO has determined that the proposed FY 2027-2030 Transportation Improvement Program is consistent with its proposed plans and programs;

**NOW, THEREFORE, BE IT RESOLVED** by the Interstate Council of the Hagerstown-Eastern Panhandle Metropolitan Planning Organization that the Transportation Improvement Program for FY 2027-2030 is hereby adopted.

PASSED AND DULY ADOPTED after motion this 20<sup>th</sup> day of May 2026.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By   
Elaine Bartoldson, Chair

Attest \_\_\_\_\_

**APPENDIX D**

**MEMORANDUMS OF UNDERSTANDING AND PLANNING AGREEMENTS**

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

I. Background and Purpose

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

II. General Points of Understanding and Agreement

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

### III. Specific Points of Understanding and Agreement

#### A. MPO Boundary

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

#### B. Long Range Transportation Plans (LRTPs)

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

#### C. Transportation Improvement Program (TIP)

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

#### D. Unified Planning Work Program (UPWP)

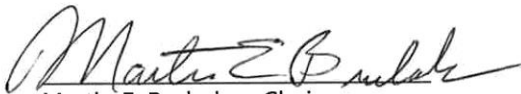
1. The Franklin MPO will develop and submit a work plan for all work in the Hagerstown Urbanized Area within Franklin County.
2. To help ensure the continuity of federal funds and help support the planning process within the two existing MPO planning area boundaries, each agency agrees to abide by the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

#### E. Other Planning Activities

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


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

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



Martin E. Brubaker, Chairman  
Hagerstown/Eastern Panhandle MPO

June 5, 2013  
Date



Robert Thomas, Chairman  
Franklin County MPO

May 1, 2011  
Date

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

**I. Background and Purpose**

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

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

**II. General Points of Understanding and Agreement**

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

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

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

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

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

---

### III. Specific Points of Understanding and Agreement

#### A. MPO Boundary

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

#### B. Metropolitan Transportation Plans (MTPs)

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

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

#### C. Transportation Improvement Program (TIP)

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

#### D. Unified Planning Work Program (UPWP)

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

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

#### E. Other Planning Activities

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

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

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



Judith McCann-Slaughter, Chair  
Winchester Frederick County MPO

9-26-2023  
Date



Kevin D. Cerrone, Chair  
Hagerstown/Eastern Panhandle  
MPO

10-18-23  
Date

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

This Memorandum of Understanding is agreed and entered into on this day 23<sup>rd</sup> 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

- 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


- 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 23<sup>rd</sup> day of June, 2025

By:

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

  
Elaine Bartoldson, Director  
Eastern Panhandle Transit Authority

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

This Memorandum of Understanding is agreed and entered into on this day 4<sup>th</sup> 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

- 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

- 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 4<sup>th</sup> day of September, 2025  
By:



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



Shawn Harbaugh, Director  
Washington County Transit

**APPENDIX E**

**PERFORMANCE MEASURE RESOLUTIONS**



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

**RESOLUTION NUMBER 2023-07**

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

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

**RECITALS**

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

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

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

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

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

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

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



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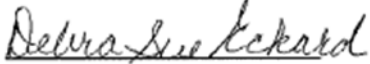
**NOW THEREFORE BE IT RESOLVED** that the Hagerstown/Eastern Panhandle MPO adopts the State of Maryland's National Highway System infrastructure conditions, bridge and pavement, targets.

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

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Kevin Cerrone, Chair

Attest: 



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
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**RESOLUTION NUMBER 2023-08**

**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.



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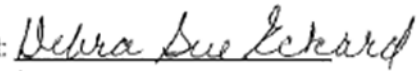
www.hepmo.net

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

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Kevin Cerrone, Chair

Attest: 



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**RESOLUTION NUMBER 2023-10**

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

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

**RECITALS**

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

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

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

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

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

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

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



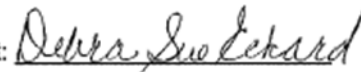
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www.hepmo.net

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

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

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By   
Kevin Cerrone, Chair

Attest: 



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**RESOLUTION NUMBER 2023-11**

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

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

**RECITALS**

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

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

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

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

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

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

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

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



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

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By *Kevin Cerrone*  
Kevin Cerrone, Chair

Attest: *Debra Sue Eckard*



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**RESOLUTION NUMBER 2025-07**

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

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

**RECITALS**

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

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

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

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

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

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

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



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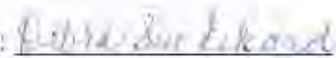
**NOW THEREFORE BE IT RESOLVED** that the Hagerstown/Eastern Panhandle MPO adopts the State of West Virginia's National Highway System infrastructure conditions, bridge and pavement, targets.

PASSED AND DULY ADOPTED this 15<sup>th</sup> day of January 2025.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Elaine Bartoldson, Chair

Attest: 



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



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

PASSED AND DULY ADOPTED this 19<sup>th</sup> day of March 2025.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
Elaine Bartoldson, Chair

Attest:





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

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

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

**RECITALS**

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

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

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

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

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

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

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

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



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PASSED AND DULY ADOPTED this 19<sup>th</sup> day of March 2025.

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By   
Elaine Bartoldson, Chair

Attest: 



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

HAGERSTOWN/EASTERN PANHANDLE



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
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**METROPOLITAN PLANNING ORGANIZATION**

By   
Elaine Bartoldson, Chair

Attest: 



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
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**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 21<sup>st</sup> day of January 2026.

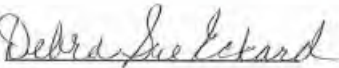
HAGERSTOWN/EASTERN PANHANDLE



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

METROPOLITAN PLANNING ORGANIZATION

By   
Elaine Bartoldson, Chair

Attest: 

**APPENDIX F**

**PUBLIC PARTICIPATION DOCUMENTATION**

## Job Details

Order Number:  
**LHAG0491755**  
Classification:  
**Govt Public Notices**  
Package:  
**General Package**  
Additional Options:  
**1 Affidavit \$25.00**  
Total payment:  
**\$279.40**

## Account Details

Hagerstown-Eastern Panhandle Mpo  
747 Northern AVE  
Hagerstown, MD □ 21742-2723  
240-313-2080  
[mmullenax@hepmo.net](mailto:mmullenax@hepmo.net)  
Hagerstown-Eastern Panhandle M

## Schedule for ad number LHAG04917550

**Fri Apr 17, 2026**  
Hagerstown Herald-Mail  
*All Zones*

**Wed May 6, 2026**  
Hagerstown Herald-Mail  
*All Zones*

## PUBLIC NOTICE

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the proposed FY 2027-2030 Transportation Improvements Plan (TIP) for the Hagerstown, MD-WV-PA-VA Urban Area, that is in Washington County, MD and Berkeley and Jefferson Counties, WV, is available for comment and review. The proposed TIP identifies

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

The public comment period will begin on Friday, April 17, 2026 and end on Tuesday, May 19, 2026. Written comments may be mailed to HEPMPO, Attn: Deb Eckard, 747 Northern Avenue, Hagerstown, MD 21742, sent via e-mail to [mmullenax@hepmo.net](mailto:mmullenax@hepmo.net) or submitted online at [www.hepmo.net/contact](http://www.hepmo.net/contact). Only written comments will be accepted. Questions should be directed to Matt Mullenax at 240-313-2081.

April 17, May 6 2026  
LHAG0491755



## INTERIM AD DRAFT

This is the proof of your ad scheduled to run in Journal (Martinsburg) on the dates indicated below. If changes are needed, please contact us prior to deadline at (304) 263-8931.

Notice ID: KU6drvLCFT41gMqsfid4 | Proof Updated: Apr. 01, 2026 at 10:17am EDT  
Notice Name: TIP FY2027-2030

See Proof on Next Page

**This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.**

<b>FILER</b>	<b>FILING FOR</b>
Debra Eckard	Journal (Martinsburg)
deckard@washco-md.net	
(240) 313-2437	

<b>Columns Wide:</b>	<b>1</b>	<b>Ad Class:</b> Legals
<b>Total Column Inches:</b>	<b>6.23</b>	
<b>Number of Lines:</b>	<b>60</b>	

04/15/2026: Other	24.72
05/06/2026: Other	23.87
Affidavit Fee	10.00
<hr/>	
Subtotal	\$58.59
Tax	\$0.00
Processing Fee	\$0.00
<b>Total</b>	<b>\$58.59</b>

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**APPENDIX G**

**MARYLAND OBLIGATED PROJECT LIST**

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

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

**APPENDIX H**

**WEST VIRGINIA OBLIGATED PROJECT LIST**

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

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

MPO ID	Project Description	Phase	Year of Obligation	Total Cost
<b>Transit - EPTA</b>				

**APPENDIX I**

**MARYLAND AREAWIDE FUNDING CATEGORIES –  
INDIVIDUAL PROJECTS**

**Environmental Projects**

TIP ID: HEPMPO W2025-01  
 Associated Fund(s): 24, 25, 26, 49, 74, 82, 88

ENGINEERING (PP + PE)								State	\$ 38	\$ 67	\$ 42	\$ 20	
								Federal	\$ 713	\$ 1,283	\$ 808	\$ 380	
								Total	\$ 751	\$ 1,350	\$ 850	\$ 400	
Fund	Contract	Route	Project	Signed	Start	End	Days	Cost (\$K)	FY 2025	FY 2026	FY 2027	FY 2028	Funds
25	WA5711 (PE)	n/a	Town of Boonsboro Safe Route to School Complex	08/04/2025	10/31/2025	06/14/2030	1,687	\$ 700		\$ 101	\$ 151	\$ 152	TAP-Y308
25	WA5711 (PP)	n/a	Town of Boonsboro Safe Route to School Complex	08/04/2025	05/30/2023	05/30/2025	731	\$ 52	\$ 24				TAP-Y308
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
25	AT723J	n/a	FFY 2024 Rec Trails Program Administrative Cost Allocation	10/04/2023	10/15/2023	10/01/2024	352	\$ 2	\$ 1				NRT-Y940
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
74	XX1866	var	Drainage enhancements in D6 (Group 3)	10/03/2024	04/01/2023	06/30/2025	821	\$ 208	\$ 92				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	XX235C	var	Drainage enhancements in D6 (Group 2)	12/19/2024	04/01/2022	08/01/2026	1,583	\$ 555	\$ 128	\$ 128	\$ 11		STBG-Y240/ NHPP-Y001
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	02/12/2026	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
82	WA0581	var	Forest Planting at various locations in Washington County	11/18/2025	08/01/2025	08/01/2026	365	\$ 342		\$ 171	\$ 171		STBG-Y240
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
74	XX235C	var	D6 Drainage Enhancements Group 2	08/08/2025	04/01/2022	09/01/2027	1,979	\$ 958	\$ 177	\$ 177	\$ 177	\$ 30	STBG-Y240/ NHPP-Y001
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
82	XB2511	var	Meadow Establishment and Impervious Acre Removal	01/21/2026	07/01/2026	09/30/2027	456	\$ 7			\$ 6	\$ 1	STBG-Y240/ NHPP-Y001
25	AZ5141	n/a	TA Program State Tech Assistance Funds FY26	01/14/2026	01/31/2026	01/28/2028	727	\$ 26		\$ 5	\$ 13	\$ 8	TAP-Y100
82	AZ5431	n/a	Impervious Area Removal at Var Locations	02/04/2026	07/01/2026	09/01/2027	427	\$ 7			\$ 6	\$ 1	STBG-Y240/ NHPP-Y001
<b>Balance</b>								\$ 152	\$ 500	\$ 144	\$ 73		
								20%	37%	17%	18%		

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													
<b>Balance</b>								\$ 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
25	WA2991	n/a	Hagerstown Misc Safety Infrastructure Project	06/28/2022	07/01/2022	12/22/2025	1,270	\$ 204	\$ 59	\$ 28			STBG-Z240
10	AT723F	n/a	FY21 Rec Trails Construction Projects	08/20/2021	01/02/2021	01/03/2026	1,827	\$ 22	\$ 4	\$ 2			TAP-Y307
24	AZ0791	var	Landscape Install & Establish D6	06/22/2022	11/15/2022	12/31/2025	1,142	\$ 35	\$ 11	\$ 6			NRT-Z94E
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			NHPP-Z001
12	HS2321	n/a	SRTS GYG Infrastructure Safety Improvements	06/13/2024	05/04/2015	07/01/2025	3,711	\$ 71	\$ 7				TAP-Y307
10	AZ3251	n/a	Rec Trail Project RT2316 on Western Region State Forests	12/21/2022	01/01/2023	12/24/2024	723	\$ 3	\$ 1				SRTS-LU20/SRTS-LU2E
10	AT7239	n/a	Rec Trails Projects CO (FY19)	10/30/2023	10/01/2018	05/01/2025	2,404	\$ 6	\$ 1				NRT-Y940
25	AZ3881	n/a	Maintenance of three Western Region State Forrests	01/27/2026	04/01/2024	04/01/2027	1,095	\$ 237	\$ 79	\$ 79	\$ 59		NRT-Y940
18	AZ2861	n/a	SB2201 Marketing Maryland Byways for Economic Growth	10/04/2023	01/15/2024	10/01/2026	990	\$ 6	\$ 2				NRT-Y927
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	02/03/2026	04/01/2026	04/01/2027	365	\$ 670		\$ 167	\$ 503		TAP-Y306



**Safety and Spot Improvements**

TIP ID: HEPMPO W2025-02  
 Associated Fund(s): 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 85, 87

ENGINEERING (PP + PE)								State	\$ 62	\$ 115	\$ 43	\$ 43	
								Federal	\$ 1,188	\$ 2,185	\$ 857	\$ 857	
								Total	\$ 1,250	\$ 2,300	\$ 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
87	WA5081	US 40	Geometric Improvements at MD 66	08/29/2024	01/02/2023	12/31/2024	729	\$ 500	\$ 126				NHPP-Y001
85	AZ2631	var	HSIP Admin and screening activities - SW FY23-25	05/31/2022	12/10/2023	06/30/2025	568	\$ 31	\$ 13				HSIP-YS30
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
15	AX988B	n/a	Commercial Operator A Class License Training FY 2023	08/08/2023	10/01/2023	07/01/2025	639	\$ 2	\$ 1				OJT-Y490
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	AT834D	n/a	Crash analysis and safety - FY25	03/07/2024	08/19/2024	06/30/2025	315	\$ 55	\$ 55				HSIP-YS30
85	AZ078D	n/a	Work Zone Safety Planning - FY25	03/27/2024	08/19/2024	06/30/2025	315	\$ 37	\$ 37				STBG-Y240
67	WA5141	var	Install new flashing light signals, roadway gates, audible bell, and updated circuitry	06/12/2025	08/01/2024	06/30/2025	333	\$ 90	\$ 90				HSIP-YS40
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
77	XQ1891	var	High Friction Surface Treating of Roadways SW	12/18/2024	12/18/2024	12/31/2026	743	\$ 1	\$ 1				STBG-Y240
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
76	XB245B	var	Traffic barrier upgrades at various locations in D6	01/07/2026	05/01/2025	06/30/2026	425	\$ 60	\$ 9	\$ 52			HSIP-YS30
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
76	AZ3602	AW	Vulnerable Road User Project Development AW - Round 2	01/09/2026	05/01/2025	09/30/2026	517	\$ 34	\$ 4	\$ 24	\$ 6		HSIP-YS70
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	\$ 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	\$ 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	\$ 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	\$ 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	\$ 29	\$ 41	\$ 41	STBG-Y240/NHPP-STBG-Y240/NHPP-YS70
85	XQ3731	var	Mod/Install/Recon of signing in AL, GA, WA, CL, FR, and HO	01/08/2026	12/17/2025	01/16/2029	1,126	\$ 87	\$ 15	\$ 15	\$ 28	\$ 28	STBG-Y240/NHPP-YS70
85	AZ5291	SW	Maryland Variable Speed Limit (VSL) Program	12/22/2025	01/19/2026	06/30/2027	527	\$ 6	\$ 2	\$ 2	\$ 4		HSIP-YS70
76	AZ5691	var	Development of Systemic Strategies for Safety	02/12/2026	01/15/2026	12/31/2028	1,081	\$ 46	\$ 7	\$ 7	\$ 16	16	STBG-Y240
76	XB2301	sw	Statewide horizontal curves	03/06/2026	01/01/2027	01/01/2029	731	\$ 50	\$ 50	\$ 12	\$ 12	\$ 25	HSIP-YS30
76	2506260001	sw	Safety improvements at statewide horizontal curves	06/06/2025	07/01/2025	06/30/2027	729	\$ 50	\$ 25	\$ 25	\$ 25		HSIP-YS30
76	AZ6401	var	SW AMO Enterprise Development FY27	03/12/2026	07/01/2026	06/30/2030	1,460	\$ 138	\$ 138	\$ 35	\$ 35	\$ 35	STBG-Y240/NHPP-
<b>Balance</b>								\$ 370	\$ 1,282	\$ 240	\$ 662		
								30%	56%	27%	74%		

**Safety and Spot Improvements**

TIP ID: HEPMPO W2025-02  
 Associated Fund(s): 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 85, 87

RIGHT-OF-WAY								State	\$	7	\$	5	\$	5	\$	5	Funds
								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	\$	1,573	\$	239	\$	239	Funds
								Federal	\$	4,761	\$	13,427	\$	4,761	\$	4,761	
								Total	\$	5,000	\$	15,000	\$	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				
67	WA5071	CO 484	Upgrades to signals/add gates/improving xing surface	06/26/2023	07/17/2023	01/01/2025	534	\$ 621	\$ 214				YS40-HSIP				
85	XX1842	var	Mod/Install/Reconstruct of Traffic Signals in AL, CL, FR, GA, HO, and WA counties	09/05/2025	12/15/2022	01/05/2027	1,482	\$ 152	\$ 102				HSIP-YS30/STBG-Y240				
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				
30	WA5611	I-81	Acceleration Lane Extension from Showalter Rd & Ramp Removal	10/29/2025	12/02/2025	03/22/2026	110	\$ 5,813	\$ 5,813				NHPP-Y001				
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				
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				
30	WA5012	MD 66	Geometric improvements (MD 66 at MD 64)	09/16/2025	12/09/2025	02/22/2026	75	\$ 3,012	\$ 3,012				STBG-Y240				
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	02/06/2026	02/24/2026	06/30/2027	491	\$ 1,093	\$ 282	\$ 811			HSIP-YS30				
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				
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				
76	XB245B	var	Traffic barrier upgrades at various locations in D6	01/07/2026	05/12/2026	04/10/2028	699	\$ 1,534	\$ 110	\$ 800	625		HSIP-YS30				
76	AZ5691	var	Development of Systemic Strategies for Safety	02/12/2026	07/01/2027	12/31/2029	914	\$ 200				80	HSIP-YS30				
76	AZ2301	var	SW horizontal curves	02/12/2026	07/01/2027	12/31/2029	914	\$ 200				80	HSIP-YS30				
								Balance	\$ 1,157	\$ 1,927	\$ 1,243	\$ 4,212					
									23%	13%	25%	84%					

**Resurfacing and Rehabilitation**

TIP ID: HEPMPO W2025-03  
 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	AZ2933	n/a	OMT Skid Pavement Network condition data collection (FY25)	03/15/2024	07/01/2024	07/01/2025	365	\$ 16	\$ 16				STBG-Y240					
77	AZ2934	n/a	Statewide Fund 77 Pavement & System Preservation Planning (FY25)	03/07/2024	07/01/2024	07/01/2025	365	\$ 24	\$ 24				STBG-Y240					
77	AZ2935	n/a	Statewide Pavement Engineering (FY25)	03/07/2024	07/01/2024	07/01/2025	365	\$ 12	\$ 12				STBG-Y240					
77	AZ0231	n/a	OMT Geotechnical Asset Management (FY25)	04/29/2025	07/01/2024	07/01/2025	365	\$ 16	\$ 16				STBG-Y240					
77	AZ2931	n/a	OMT Pavement Program dev for FY 25	03/15/2024	07/01/2024	07/01/2025	365	\$ 44	\$ 44				STBG-Y240					
77	AZ2932	n/a	OMT ARAN pavement network condition data collection (FY25)	03/14/2024	07/01/2024	07/01/2025	365	\$ 22	\$ 22				STBG-Y240					
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	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					
<b>Balance</b>									<b>\$ 1,184</b>	<b>\$ 1,297</b>	<b>\$ 1,679</b>	<b>\$ 1,856</b>						
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					
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	XY246S	var	Crack Sealing and Asphalt Mastic Repairs - D6	02/28/2022	07/19/2022	07/08/2024	720	\$ 789	\$ 9				STBG-Y240/NHPP-Y001					
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	\$ 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	\$ 2,018	STBG-Y240/NHPP-Y001					
77	XB1372	var	Surface Abrasion of Roadways SW	02/11/2026	05/26/2026	06/30/2028	766	\$ 40	\$ 2	\$ 19	\$ 19	\$ 19	STBG-Y240/NHPP-Y001					

Resurfacing and Rehabilitation												
TIP ID:		HEPMPO W2025-03										
Associated Fund(s):		77										
77	XQ250Q	var	Pavement markings in WA	01/15/2026	04/21/2026	06/30/2028	801	\$ 2,200	\$ 195	\$ 1,001	\$ 1,004	STBG-Y240/NHPP-Y001
								Balance	\$ 12,272	\$ 14,906	\$ 16,833	\$ 16,943
									61%	75%	84%	85%

**Bridge Replacement and Rehabilitation**

TIP ID: HEPMPO W2025-04  
 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	\$ 402	\$ 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	WA4661	I-70	Bridge Nos. 2110203 & 2110204 on I-70 over St. Paul Hwy	08/17/2022	01/15/2019	03/02/2025	2,238	\$ 1,818	\$ 198				NHPP-Z0E1/Y001
80	WA4581	US 11	Bridge Nos. 2100100 on US 11 over Potomac River and CSXT	09/06/2024	03/27/2017	12/26/2024	2,831	\$ 2,420	\$ 153				NHPP-Z2E1/Y001
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
11	AZ050P	var	Local Agency Bridge Inspection Program FY24 & 25	02/28/2023	07/01/2023	07/01/2025	731	\$ 446	\$ 223				STBG-Y240/NHPP-Y001
80	AZ3291	var	Bridge Inspections Statewide FY24 & FY25	03/01/2023	07/01/2023	07/01/2025	731	\$ 348	\$ 174				STBG-Y240/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	\$ 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
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
80	XB6201	var	Brs 21900, 21500, 21200, 21501, 21502, 21400	02/18/2026	04/01/2026	12/31/2027	639	\$ 100	\$ 14	\$ 14	\$ 57	\$ 29	STBG-Y240/NHPP-Y001
80	XB1761	var	S.W. Engineering Services for Design of Federally Mandated Bridge Rehab/Pres	02/24/2026	07/01/2026	06/30/2029	1,095	\$ 200			\$ 67	\$ 67	STBG-Y240/NHPP-Y001
								Balance	\$ 2,194	\$ 2,742	\$ 2,821	\$ 4,153	
									46%	57%	59%	87%	
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	XX163W	var	Preservation and minor rehab of fixed bridges, culverts, and retaining walls	04/19/2022	08/30/2022	01/01/2025	855	\$ 332	\$ 71				STBG-Z240/NHPP-Y001
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	WA1582	US 40	Bridge Nos. 2112303 & 2112304 over I-70 deck overlay	11/17/2022	02/28/2023	12/25/2023	300	\$ 6,500					STBG-Y236
80	WA4831	var	Clean/paint var bridges	01/05/2023	09/26/2023	01/01/2025	463	\$ 2,721	\$ 1,081				STBG-Y240/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	XX1871	var	Preservation of minor rehab of fixed bridges, culverts, and walls in D6	09/22/2023	01/09/2024	03/01/2025	417	\$ 2,386	\$ 1,390				STBG-Y240/NHPP-Y0001
80	WA4891	I-70	Bridge Nos. 2111003 and 2111004 over CSX - Utilites	09/04/2022	10/01/2022	07/01/2028	2100	\$ 31	\$ 5	\$ 5	\$ 5	\$ 5	NHPP-Y001

**Bridge Replacement and Rehabilitation**

TIP ID: HEPMPO W2025-04  
 Associated Fund(s): 80

80	AZ3292	var	Bridge Inspection SW FY26 & FY27	03/20/2026	03/18/2025	07/01/2027	835	\$ 276	\$ 35	\$ 121	\$ 121	STBG- Y240/NHPP- Y001
								<b>Balance</b>	<b>\$ 1,592</b>	<b>\$ 5,559</b>	<b>\$ 7,374</b>	<b>\$ 7,495</b>
									21%	74%	98%	100%

**Urban Reconstruction**

TIP ID: HEPMPO W2025-05  
 Associated Fund(s): 83, 84

								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				
ENGINEERING (PP + PE)																	
no projects								Balance	\$	200	\$	200	\$	200	\$	200	
									100%	100%	100%	100%					
								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				
RIGHT-OF-WAY																	
no projects								Balance	\$	50	\$	50	\$	50	\$	50	
									100%	100%	100%	100%					
								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				
CONSTRUCTION																	
no projects								Balance	\$	750	\$	750	\$	750	\$	750	
									100%	100%	100%	100%					

**Congestion Management**

TIP ID: HEPMPO W2025-06  
 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	ZY1142	n/a	CHART systems network eng/O&M FY23-25	02/16/2021	07/01/2022	06/30/2025	1,095	\$ 160	\$ 53				STBG-Z24E
86	AZ1261	n/a	PE for Freight Technology Deployment for OTMO	10/12/2021	11/01/2021	12/31/2024	1,156	\$ 20	\$ 3				NHFP-Z460
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	\$ 11	\$ 14		STBG-Y240
14	AZ6354	n/a	Enhanced CHART reporting tool FY27	03/12/2026	07/01/2026	06/30/2027	364	\$ 2			\$ 2		STBG-Y240
14	AZ6352	n/a	MSP Staffing and Support FY27	03/12/2026	07/01/2026	06/30/2027	364	\$ 54			\$ 54		STBG-Y240
<b>Balance</b>								<b>\$ 777</b>	<b>\$ 831</b>	<b>\$ 873</b>	<b>\$ 943</b>		
								82%	87%	92%	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														
<b>Balance</b>								<b>\$ 50</b>	<b>\$ 50</b>	<b>\$ 50</b>	<b>\$ 50</b>			
								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	AZ4325	n/a	SW OTMO Leased Circuits (FY25)	04/01/2024	07/01/2024	07/01/2025	365	\$ 25	\$ 25				STBG-Y240
14	AZ4326	n/a	SW Travel Time and Speed Data (FY25)	04/04/2024	07/01/2024	07/01/2025	365	\$ 7	\$ 7				STBG-Y240
14	AZ4322	n/a	SW OTMO Operating Budget (FY25)	03/26/2024	07/01/2024	07/01/2025	365	\$ 356	\$ 356				STBG-Y240
14	AZ4323	n/a	SW OTMO Maintenance Budget (FY25)	03/28/2024	07/01/2024	07/01/2025	365	\$ 80	\$ 80				STBG-Y240
14	AZ4324	n/a	SW OTMO Support for MATOC (FY25)	03/29/2024	07/01/2024	07/01/2025	365	\$ 10	\$ 10				STBG-Y240
14	AZ7657	n/a	SW MSP staffing and support for OTMO (FY25)	04/03/2024	07/01/2024	07/01/2025	365	\$ 47	\$ 47				STBG-Y240
14	AZ4328	n/a	OTMO Signal Analytics Application for FY 25	05/19/2024	07/01/2024	07/01/2025	365	\$ 4	\$ 4				STBG-Y240
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
14	AZ6351	n/a	OTMO Operating Budget Salaries (FY27)	03/12/2026	07/01/2026	06/30/2027	365	\$ 354			\$ 354		STBG-Y240
14	AZ6356	sw	OTMO Leased Circuits for FY 27	03/18/2026	07/01/2026	06/30/2027	365	\$ 17			\$ 17		STBG-Y240
14	AZ6353	sw	OTMO Device Maintenance Budget FY 27	03/18/2026	07/01/2026	06/30/2027	365	\$ 94			\$ 94		STBG-Y240/NHPP-Y001
14	AZ6341	n/a	CHART Weather Services Subscription for FY 27	03/18/2026	07/01/2026	06/30/2027	365	\$ 5			\$ 5		STBG-Y240/NHPP-Y001
<b>Balance</b>								<b>\$ 971</b>	<b>\$ 970</b>	<b>\$ 1,030</b>	<b>\$ 1,500</b>		
								65%	65%	69%	100%		