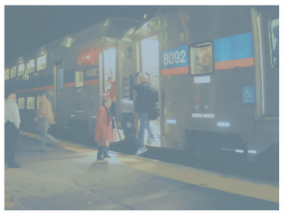


FY 2021-2024
Transportation Improvement Program

HAGERSTOWN/EASTERN PANHANDLE MPO





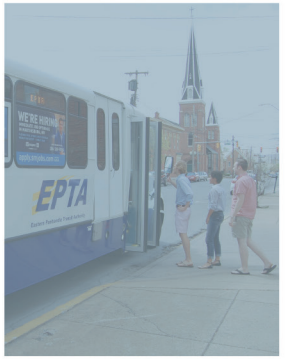




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HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO)

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Hagerstown, MD 21740
Website: www.hepmpo.net
Email: info@hepmpo.net

FY 2021 – 2024 Transportation Improvement Program (TIP)

Revision History

Adopted:
5/20/2020

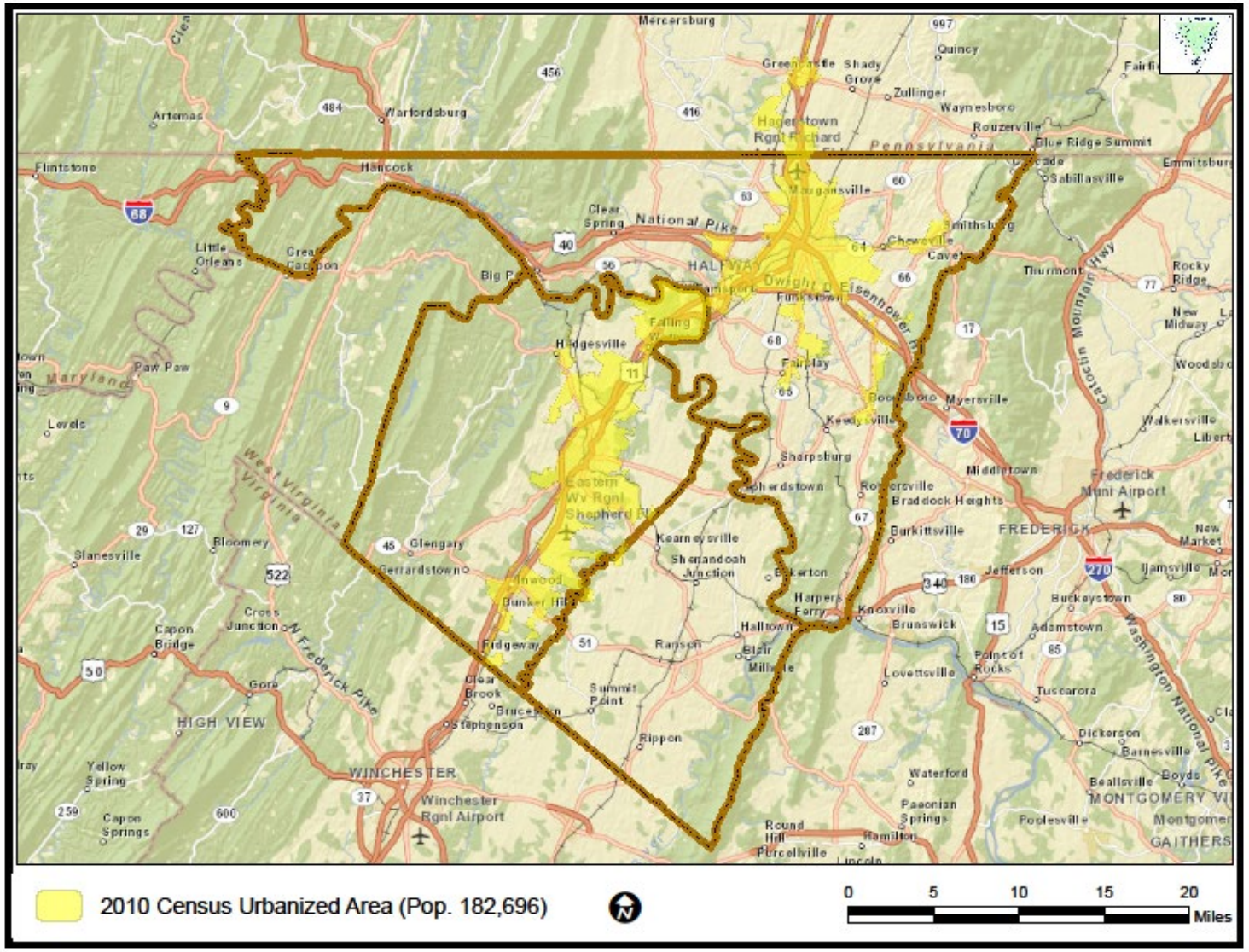


Figure 1 – The Hagerstown MD--WV--PA urbanized area (UZA) and the metropolitan planning area that is served by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

U.S.Department
of Transportation
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Federal Transit Administration
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215-656-7260 (fax)

Federal Highway Administration
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Ms. Heather Murphy
Director, Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

Re: Amendment to the Maryland FY 2019 Statewide Transportation Improvement Program MDOT Control # 17-62

Dear Ms. Murphy:

We have completed our review of the State request (MDOT Control#19-62) to amend the Fiscal Year (FY) 2019 Statewide Transportation Improvement Program (STIP). Specifically, the STIP is being amended to include the Hagerstown/Eastern Panhandle Metropolitan Planning Organization's (HEPMPO) FY 2021 –FY 2024 Transportation Improvement Program (TIP). This TIP was approved by the HEPMPO Council on May 20, 2020.

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

Any questions concerning this amendment should be directed to Kwame Arhin, Planning & Program Manager, FHWA Maryland Division, at (410) 779-7158, or Ryan Long, Community Planner, FTA Region III, at (215) 656-7051.

Sincerely,

Digitally signed by RYAN A LONG
Date: 2020.06.02 16:22:07 -04'00'

Terry Garcia Crews
Regional Administrator
Federal Transit Administration, Region III

KWAME ARHIN
Digitally signed by KWAME ARHIN
Date: 2020.06.03 07:15:24 -04'00'

Gregory Murrill
Division Administrator
Federal Highway Administration

cc: Kevin Quinn, Maryland Transit Administration
Tim Smith, Maryland State Highway Administration

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 urbanized area (UZA) and its metropolitan planning area (Figure 1). UZAs are designated using the U.S. Census, most recently the 2010 U.S. Census, for places with populations greater than 50,000 and less than 200,000. Metropolitan planning areas are comprised of the UZA 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 portion of Franklin County, PA within the metropolitan planning area is planned by the Franklin County MPO (FCMPO) through an existing memorandum 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. 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.

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 objected 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 the 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 2021 – 2024 TIP includes projects and improvements with anticipated implementation in the next four-year period. Additionally, projects programmed in the two-years following the FY 2021 – 2024 TIP are shown for informational purposes only. However, the primary purpose of the TIP is projects within FY 2021-2024. Programming funding for projects is based on a FY start date of July 1. Counties within HEPMPO with projects identified in the FY 2021 – 2024 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 (Section 6.3).

The following agencies were provided opportunities for input into the development of this document, including WVDOT; MDOT; Maryland Transit Administration (MTA); Maryland State Highway Association (SHA); Pennsylvania Department of Transportation (PennDOT); 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.

Maryland Transportation Projects

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

Maryland Prior Year Obligated Projects

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

Maryland Financial Plan

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

Maryland Public Transportation Programs

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

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

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 2020-2029. These projects are also included in HEPMPO's TIP as a line item project (W2021-07).

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Crystal Falls Dr Bridge (W3051)	Repair two lane bridge	PE – FY 2015 CON - FY 2022	PE - $373.7 CON - $1,179.0	PE - $299.0 CON - $943.2

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

[2] **Buses and Bus Facilities Program Grants (49 U.S.C. §5339 / FAST Act Section 3017)** 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.

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Keedysville Rd Bridge (W5651)	Rehab stone arch bridge	PE – FY 2015 CON - FY 2021 CON - FY 2022	PE - $257.6 CON - $676.0 CON - $676.0	PE - $206.1 CON - $540.8 CON - $540.8
Roxbury Rd. Bridge (W5372)	Repair two lane bridge	PE-FY 2015 CON – FY 2024 CON – FY 2025	PE - $418.2 CON - $1,363.0 CON - $1,363.0	PE - $334.6 CON - $1,090.4 CON - $1,090.4
Halfway Boulevard Bridges (W0912)	Repair Bridges	PE – FY 2018 CON – FY 2021 CON – FY 2022	PE - $206.5 CON - $1,007.0 CON - $882.0	PE - $165.2 CON - $805.6 CON - $705.6

Source: Washington County Capital Improvement Plan FY 2020

Maryland Projects Between Funding Stages

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

Project Name	Project Description	Funding Fiscal Year	Project Funding Total (000's)	Federal Funding
Eastern Boulevard Extended (W2017-09)	Construct new 4-lane road	PE - FY 2016 CON – FY2025	PE - $199.2 CON - $7,000.0	PE - $88.9 CON - $0.0

Source: Washington County Capital Improvement Plan FY 2020

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.

New to the FY 2021 – 2024 TIP, WVDOT worked with HEPMPO to group projects based on "Groupable Buckets" mirroring their 2020-2025 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 groupable bucket groups are as follows:

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

WVDOH Groupable Projects				
TIP ID	**Project Name**	**Project Program**	**Groupable/ Not Groupable**	**Performance Measure**
B2016-01	Martinsburg Train Station Corridor	Community Development	G	PM1
B2017-08.1.01	Mill Creek O/P NB & SB	Bridge Program	G	PM2
B2017-02	Rock Cliff I/S Improvements	Traffic Program	NG	PM1 & PM3
B2017-03	Middleway Bridge	Bridge Program	G	PM2
B2019-02.07	Exit 16 Ramp Repair (I-81)	Resurfacing Program	G	PM2
B2019-04.01	I-81 Lighting	Traffic Program	G	PM1
B2019-05.02	Martinsburg Train Station Corridor	Community Development	G	PM1
B2019-07.02	Harold Drive Extension	Localized Mobility	G	PM3
B2019-08	WV 45 Apple Harvest Dr Widening	Regional Mobility	NG	PM1 & PM3
B2019-09	Tabler Station I/C Improvements	Regional Mobility	NG	PM3
J2008-08	VA Line to Charles Town Rd (GO Bond)	Regional Mobility	NG	PM1
J2014-05	Shepherdstown Bike Path	Community Development	G	PM1
J2015-05	US 340 Rock Slide Investigation	Regional Mobility	NG	PM2
J2016-03	Bakerton Road Bridge	Bridge Program	G	PM2
J2017-01	Ranson 5th Ave Complete Street	Community Development	G	PM1
J2017-03	Harpers Ferry High St	Community Development	G	PM1
J2019-01.02	Shenandoah River Bridge	Bridge Program	G	PM2
J2019-05.03	Charles Town Augustine Ave	Community Development	G	PM1
J2019-05.04	Flowing Springs Park Trail	Community Development	G	PM1
J2019-05.05	Loudon Heights AT Relocation	Community Development	G	PM1
J2019-05.06	Armory Canal Trail	Community Development	G	PM1
J2019-07.01	MARC Strategic Ridership	Community Development	G	PM3
J2020-01	Daniels Road	Traffic Program	G	PM1

EPTA Groupable Projects				
TIP ID	Project Name	Project Program	Groupable/ Not Groupable	Performance Measure
WVT2021-01.1	Operating Assistance - Section 5307	Transit Program	G	Transit
WVT2021-02.1	Capital Assistance - Preventative Maintenance	Transit Program	G	Transit
WVT2021-02.2	Capital Assistance - Driver pads/Data Collection	Transit Program	G	Transit
WVT2021-02.3	Capital Assistance - Miscellaneous Equipment	Transit Program	G	Transit
WVT2021-03.1	Capital Assistance - Section 5339	Transit Program	G	Transit
WVT2021-05	Capital Assistance - Facility and Office Maintenance	Transit Program	G	Transit
WVT2021-05.2	Capital Assistance - Passenger Amenity	Transit Program	G	Transit
WVT2021-06	Capital Assistance - ADA Minivans	Transit Program	G	Transit
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

Project priorities have remained consistent over the last several TIP cycle 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 2021 – 2024 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. Currently, there are no projects outside funding years for the FY 2021 – 2024 TIP.

West Virginia Prior Year Obligated Projects

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

West Virginia Financial Plan

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

West Virginia Public Transportation Programs

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

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

Under the small urban transit system program status, EPTA recovers 50% of its operating costs less far revenues, while 80% of its capital improvement and preventative maintenance expenses, as well as planning expenditures, gets allocated by FTA as an urban system. EPTA uses various methods, such as advertising and soliciting support from country 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 manager the transportation planning efforts for the entire county, including the areas that are technically located within HEPMPO. After much collaboration between PennDOT, MDOT, FCMPO, and HEPMPO, a memorandum of understanding (MOU) was drafted and signed by the chairpersons from both MPOs. In the memo it states that all planning activities, including LRTP development, TIP management, and UPWP planning, would be handled by FCMPO. In order to maintain a bond between FCMPO and HEPMPO, a reciprocal non-voting member of each organization is invited to attend regularly scheduled meetings. A copy of the executed MOU is included in Appendix D.

Following the completion of the 2010 Decennial Census, additional areas in Franklin County, PA, including Greencastle, were included in the designated urbanized area of the HEPMPO. A new urbanized area was also designated around the Town of Chambersburg, PA. 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 in the entire County of Franklin, including the areas located within the HEPMPO. After much collaboration between the PennDOT, MDOT, FCMPO and HEPMPO, a memorandum of understanding was drafted and signed by the respective MPO chairpersons stating that all planning activities including LRTP development, TIP management, and the Unified Planning Work Program (UPWP) planning will be handled by the FCMPO. In order to maintain a bond between the two MPO's, a reciprocal non-voting member of each organization is invited to attend regular meetings. A copy of the executed MOU is included in Appendix D.

TRANSPORTATION CONFORMITY

Effective October 24, 2016, the 1997 Primary Annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) was revoked in attainment and maintenance areas (see 81 FR 58009). Presently, all counties within the HEPMPO region are in attainment for all critical pollutants. Therefore, conformity analysis for the FY 2021 – 2024 TIP is not required.

The following information, while no longer applicable to HEPMPO, has been kept within the FY 2021 – 2024 TIP as documentation of past regulations and compliance by the HEPMPO.

Background of Transportation Conformity

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

HEPMPO Attainment Status

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

Ozone

In December 2002, Washington County, Berkeley County, and Jefferson County entered into agreements with the EPA to take a proactive approach to reduce air pollution in their respective regions, in accordance with the adopted standards for ozone. In April 2004, all three counties were found to be in non-attainment for newly adopted ozone standards but were given a deferred status due to Early Action Compact (EAC) agreements with the EPA. On April 15, 2008, all three counties were designated as being

in attainment for the 8-Hour Ozone NAAQS after demonstrating compliance through their respective EAC's.[3] However, if changes to the ozone standards are implemented at a more restrictive level in the future, it could result in a re-designation of non-attainment. Therefore, the MPO staff will continue to monitor the progress of this issue and will respond appropriately.

Fine Particulate Matter ($PM_{2.5}$)

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

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

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

Subsequently, on December 16, 2014, the EPA approved Maryland's redesignation request for the Maryland portion of the Martinsburg-Hagerstown, WV-MD Nonattainment Area (the Martinsburg Area or Area) for the annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) to Attainment status.[5] The Maryland portion of the Martinsburg Area is comprised of only Washington County. As stated above, the EPA found that the Martinsburg Area attained the standard and continues to attain the standard. In addition, the EPA approved, as a revision to the Maryland State Implementation Plan (SIP), the Washington County maintenance plan to show maintenance of the 1997 annual $PM_{2.5}$ NAAQS through 2025 for the Maryland portion of the Area. The maintenance

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

plan includes the 2017 and 2025 $PM_{2.5}$ and nitrogen oxides (NO_X) mobile vehicle emissions budgets (MVEBs) for Washington County, Maryland for the 1997 annual $PM_{2.5}$NAAQS, which EPA proposed to approve for transportation conformity purposes. The actions were being taken under the Clean Air Act (CAA).

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

Conformity Determination Process & Findings

Due to the revocation of the 1997 Primary Annual $PM_{2.5}$ NAAQS**,** a conformity determination was not needed for preparation of the FY 2021-2024 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 or State funds are involved with these projects, they do not appear on the list of proposed projects within the FY2021-2024 TIP.

Projects that meet these criteria in Washington County include:

Project Name	Project Description	Est. Start of Construction	Est. Cost (000's)
Eastern Boulevard Widening Phase 1	Widen roadway from 2 lanes to 4 lanes	FY 2021	$8,967.1

Source: Washington County Capital Improvement Plan FY 2020

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
- Develop 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 [6]

Asset Class (NTD)*	Baseline (% past useful life)	FY 2020 Targets
Bus (Heavy and Medium Duty)	17%	11.5%
Cutaway Bus	17%	14.5%
Automobile	33%	33.0%
Van	30%	25.5%

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

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

Asset Class (NTD)*	Baseline (% past useful life)	FY 2020 Targets
Trucks/ Other Rubber Tire Vehicles	30%	37.5%

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

[6] Maryland MTA TAM Baseline and FY 2020 Targets adopted January 15, 2020.

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

Asset Class (NTD)*	Baseline (% below '3' on TERM Scale)	FY 2020 Targets
Administrative/ Maintenance	4%	4%
Passenger / Parking	0%	0%

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

West Virginia – Eastern Panhandle Transit Authority (EPTA)

EPTA Performance Targets [7]

Category	Class	2019 Actual	2020 Targets
Rolling Stock	12-Year / 500K Miles	93%	94%
	10-Year / 350K Miles	83%	85%
	7-Year / 200K Miles	83%	85%
	5-Year / 150K Miles	87%	88%
	4-Year / 100K Miles	86%	89%
Facility	Admin, Maintenance, Storage	100%	100%
	Transfer Center	100%	100%
Equipment	Support Vehicles	75%	77%
	Maintenance-Equipment	100%	73%

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

[7] West Virginia DPT TAM FY 2020 Targets adopted January 15, 2020.

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 [8]

	2016	2017	2018	2019	2020
Fatalities	442	429	416	435	425.7
Serious Injuries	3,422	3,294	3,171	3,211.1	3,029.4
Fatality Rate	0.72	0.70	0.68	0.771	0.752
Serious Injury Rate	6.08	5.86	5.64	5.702	5.372
Non-motorized Fatalities and Serious Injuries	488	473	459	473.9	468.8

West Virginia Highway Safety Targets [9]

	2016	2017	2018	2019	2020
Fatalities	302.2	288.8	281.8	274.6	267.3
Serious Injuries	1,517.6	1,367.6	1,211.3	1,165.6	1,119.1
Fatality Rate	1.528	1.451	1.456	1.468	1.482
Serious Injury Rate	7.387	6.567	6.036	5.643	5.362
Non-motorized Fatalities and Serious Injuries	101.9	98.0	88.5	83.6	78.6

[8] Maryland Highway Safety Targets for FY 2020 adopted January 15, 2020.
[9] West Virginia Highway Safety Targets for FY 2020 adopted October 16, 2019.

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 [10] [11]

Measure	Baseline	Two-Year	Four-Year
Pavements in Good Condition on Interstate (%) – 2016-2020	61.2%	n/a	60.0%
Pavements in Poor Condition on Interstate (%) – 2016-2020	0.5%	n/a	2.0%
Pavements in Good Condition on non-Interstate NHS (%) – 2016-2020	35.1%	35.0%	35.0%
Pavements in Poor Condition on non-Interstate NHS (%) – 2016-2020	6.5%	7.0%	8.0%
Bridges in Good Condition on NHS (%) – 2017-2021	29.5%	29.5%	27.0%
Bridges in Poor Condition on NHS (%) – 2017-2021	2.0%	2.0%	5.0%

West Virginia Bridge and Pavement Condition Targets [12]

Measure	Baseline	Two-Year	Four-Year
Pavements in Good Condition on Interstate (%)	73.4%	n/a	75.0%
Pavements in Poor Condition on Interstate (%)	0.1%	n/a	4.0%
Pavements in Good Condition on non-Interstate NHS (%)	40.9%	40.0%	45.0%
Pavements in Poor Condition on non-Interstate NHS (%)	1.2%	5.0%	5.0%
Bridges in Good Condition on NHS (%)	15.0%	14.0%	16.0%
Bridges in Poor Condition on NHS (%)	12.2%	10.0%	10.0%

[10] Maryland Pavement Condition Targets for 2017-2021 adopted August 22, 2018.
[11] Maryland Bridge Condition Targets for 2016-2020 adopted August 22, 2018.
[12] West Virginia Bridge and Pavement Condition Targets for 2017-2021 adopted August 22, 2018.

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 [13]

Measure	2017 (Baseline)	2019 (2-Year)	2021 (4-Year)
Person Miles Traveled on the Interstate That are Reliable (%)	71.5%	72.1%	72.1%
Person Miles Traveled on the non-Interstate NHS That are Reliable (%)	82.0%	n/a	81.7%
Truck Travel Time Reliability Index	1.87	1.87	1.88

West Virginia System and Freight Targets [14]

Measure	2017 (Baseline)	2019 (2-Year)	2021 (4-Year)
Person Miles Traveled on the Interstate That are Reliable (%)	99.8%	98.0%	96.0%
Person Miles Traveled on the non-Interstate NHS That are Reliable (%)	91.9%	n/a	87.0%
Truck Travel Time Reliability Index	1.21	1.25	1.3

[13] Maryland System and Freight Targets for 2017-2021 adopted August 22, 2018.
[14] West Virginia System and Freight Targets for 2017-2021 adopted August 22, 2018.

PUBLIC PARTICIPATION PROCESS

Public Participation Process

In 2019, 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 public participation process for the FY 2021 – 2024 TIP will also meet the FTA public participation requirements for both the MTA and EPTA Program of Projects (POP).

The draft FY 2021 – 2024 TIP was created and dispersed during April and May of 2020 with a 30-day public comment period stretching from April 18th to May 19th. Advertisements were placed in local newspapers on both April 18th and May 9th. No public comments were received prior or during the TAC and ISC meetings. Final adoption of the FY 2021 – 2024 TIP was acted on at the May 20, 2020 ISC meeting. Copies of the advertising announcements can be found in Appendix F.

Title VI Assurance

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

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

Administration

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

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

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

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

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

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

Table 4-1: Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2021	2022	2023	2024	Total
Table 3-1: Total Costs by Federal and Matching Funds						
Federal	DF - Direct Federal	$1	$0	$0	$0	$1
Federal	FLAP - Federal Lands Access Program	$557,000	$278,000	$0	$0	$835,000
Non-Federal	LOCAL - Local Match	$150,000	$71,000	$0	$0	$221,000
Non-Federal	STATE - State Funding	$30,000	$0	$0	$0	$30,000
TOTAL FUNDS		**$737,001**	**$349,000**	**$0**	**$0**	**$1,086,001**

Table 4-2: Berkeley County Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2021	2022	2023	2024	Total
Table 3-2: Berkeley County Total Costs by Federal and Matching Funds						
Federal	CMAQ - Congestion Management and Air Quality	$867,200	$0	$0	$0	$867,200
Federal	EDA - Economic Development Administration	$1	$0	$0	$0	$1
Federal	NHPP - National Highway Performance Program	$7,200,000	$0	$0	$0	$7,200,000
Non-Federal	STATE_WV - State Funding - West Virginia	$2,060,138	$0	$1,223,800	$0	$3,283,938
Federal	STP - Surface Transportation Program	$4,590,000	$0	$4,895,200	$0	$9,485,200
TOTAL FUNDS		**$14,717,339**	**$0**	**$6,119,000**	**$0**	**$20,836,339**

Table 4-3: Jefferson County Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2021	2022	2023	2024	Total
Table 3-3: Jefferson County Total Costs by Federal and Matching Funds						
Federal	CMAQ - Congestion Management and Air Quality	$1	$0	$0	$0	$1
Federal	DF - Direct Federal	$481,486	$0	$0	$0	$481,486
Federal	HSIP - Highway Safety Improvement Program	$270,000	$0	$0	$0	$270,000
Non-Federal	LOCAL - Local Match	$10,000	$52,500	$0	$0	$62,500
Federal	NHPP - National Highway Performance Program	$32,000	$0	$11,200,000	$0	$11,232,000
Federal	NRT - National Recreational Trails	$0	$93,400	$0	$0	$93,400
Non-Federal	STATE_WV - State Funding - West Virginia	$118,004	$0	$2,800,000	$0	$2,918,004
Federal	TAP - Transportation Alternatives Program	$360,001	$416,600	$0	$0	$776,601
TOTAL FUNDS		**$1,271,492**	**$562,500**	**$14,000,000**	**$0**	**$15,833,992**

Table 4-4: MD Transit Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2021	2022	2023	2024	Total
Table 3-4: MD Transit Total Costs by Federal and Matching Funds						
Federal	5307 - Section 5307 - Transit	$1,213,541	$1,213,541	$1,213,541	$1,213,541	$4,854,164
Federal	5339 - Section 5339 - Transit	$381,072	$381,072	$381,072	$381,072	$1,524,288
Non-Federal	LOCAL_WCT - Local Funding - Washington County Transit	$701,354	$701,354	$701,354	$701,354	$2,805,416
Federal	STATE_MD_MTA - State Funding - Maryland Transit Administration	$397,455	$397,455	$397,455	$397,455	$1,589,820
TOTAL FUNDS		**$2,693,422**	**$2,693,422**	**$2,693,422**	**$2,693,422**	**$10,773,688**

Table 4-5: Washington County Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2021	2022	2023	2024	Total
Table 3-5: Washington County Total Costs by Federal and Matching Funds						
Federal	ARC - Appalachian Regional Commission Grant	$2,000,000	$0	$0	$0	$2,000,000
Federal	FA - Federal Aid	$1,346,400	$2,189,600	$0	$0	$3,536,000
Federal	FED - Federal - General	$28,960,000	$28,960,000	$24,960,000	$24,960,000	$107,840,000
Non-Federal	LOCAL_WashCo - Local Funding - Washington County	$883,600	$1,447,400	$0	$0	$2,331,000
Federal	NHPP - National Highway Performance Program	$10,073,000	$6,686,000	$5,049,000	$2,546,000	$24,354,000
Non-Federal	STATE_MD_SHA - State Funding - Maryland State Highway Administration	$10,739,001	$9,490,000	$7,896,000	$6,958,000	$35,083,001
TOTAL FUNDS		**$54,002,001**	**$48,773,000**	**$37,905,000**	**$34,464,000**	**$175,144,001**

Table 4-6: WV Transit Total Costs by Federal and Matching Funds

Fund Source	Funding Category	2021	2022	2023	2024	Total
Table 3-6: WV Transit Total Costs by Federal and Matching Funds						
Federal	5307 - Section 5307 - Transit	$1,026,201	$975,873	$975,873	$975,873	$3,953,820
Federal	5310 - Section 5310 - Transit	$89,688	$24,000	$0	$0	$113,688
Federal	5339 - Section 5339 - Transit	$10,785,455	$0	$0	$0	$10,785,455
Non-Federal	LOCAL_EPTA - Local Funding - Eastern Panhandle Transit Authority	$1,825,164	$820,248	$814,248	$814,248	$4,273,908
TOTAL FUNDS		**$13,726,508**	**$1,820,121**	**$1,790,121**	**$1,790,121**	**$19,126,871**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
B2016-01	**U302-MAR/TI-00700**	**Martinsburg Train Station Corridor**						
	CON	STATE_WV	169,700	1	0	0	0	169,701
	CON	TAP	678,799	0	0	0	0	678,799
		Total	**848,499**	**1**	**0**	**0**	**0**	**848,500**
B2017-02	**U302-10-00138**	**Rock Cliff I/S Improvements**						
	ROW	CMAQ	312,000	0	0	0	0	312,000
	ROW	STATE_WV	78,000	0	0	0	0	78,000
	CON	CMAQ	0	867,200	0	0	0	867,200
	CON	STATE_WV	0	216,800	0	0	0	216,800
		Total	**390,000**	**1,084,000**	**0**	**0**	**0**	**1,474,000**
B2017-03	**S302-051-00934**	**Middleway Bridge**						
	CON	STATE_WV	0	0	0	1,223,800	0	1,223,800
	CON	STP	0	0	0	4,895,200	0	4,895,200
		Total	**0**	**0**	**0**	**6,119,000**	**0**	**6,119,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
B2017-08.1.01	**S302-81-00300 00**	**Mill Creek O/P NB & SB**						
	CON	NHPP	4,132,646	0	0	0	0	4,132,646
	CON	STATE_WV	459,183	1	0	0	0	459,184
		Total	**4,591,829**	**1**	**0**	**0**	**0**	**4,591,830**
B2019-02.07	**S302-81-01570**	**Exit 16 Ramp Repair (I-81)**						
	CON	NHPP	2,610,000	0	0	0	0	2,610,000
	CON	STATE_WV	290,000	1	0	0	0	290,001
		Total	**2,900,000**	**1**	**0**	**0**	**0**	**2,900,001**
B2019-04.01	**S302-81-0002**	**I-81 Lighting**						
	CON	NHPP	0	7,200,000	0	0	0	7,200,000
	CON	STATE_WV	0	800,000	0	0	0	800,000
		Total	**0**	**8,000,000**	**0**	**0**	**0**	**8,000,000**
B2019-05.02	**U302_MARTI-11-00**	**Martinsburg Train Station**						
	CON	STATE_WV	169,381	1	0	0	0	169,382
	CON	TAP	677,522	0	0	0	0	677,522
		Total	**846,903**	**1**	**0**	**0**	**0**	**846,904**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
B2019-07.02	**n/a**	**Harold Drive Extension**						
	ENG	EDA	150,000	1	0	0	0	150,001
	ENG	LOCAL	150,000	0	0	0	0	150,000
		Total	**300,000**	**1**	**0**	**0**	**0**	**300,001**
B2019-08	**U302-45-01451**	**WV 45 Apple Harvest Dr Widening**						
	CON	STATE_WV	0	1,043,333	0	0	0	1,043,333
	CON	STP	0	4,590,000	0	0	0	4,590,000
		Total	**0**	**5,633,333**	**0**	**0**	**0**	**5,633,333**
B2019-09	**U302-81-816**	**Tabler Station I/C Improvements**						
	ROW	NHPP	90,000	0	0	0	0	90,000
	ROW	STATE_WV	10,000	0	0	0	0	10,000
	CON	NHPP	3,600,000	0	0	0	0	3,600,000
	CON	STATE_WV	400,000	1	0	0	0	400,001
		Total	**4,100,000**	**1**	**0**	**0**	**0**	**4,100,001**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
J2008-08	**U319-340-00000**	**VA Line to Charles Town Rd (GO Bond)**						
	ENG	NHPP	248,000	0	0	0	0	248,000
	ENG	STATE_WV	62,000	0	0	0	0	62,000
	CON	STATE_WV	78,259,280	1	0	0	0	78,259,281
		Total	**78,569,280**	**1**	**0**	**0**	**0**	**78,569,281**
J2014-05	**U319-SHEPH-8.00**	**Shepherdstown Bike Path**						
	CON	LOCAL	0	0	52,500	0	0	52,500
	CON	NRT	0	0	93,400	0	0	93,400
	CON	TAP	0	0	416,600	0	0	416,600
		Total	**0**	**0**	**562,500**	**0**	**0**	**562,500**
J2015-05	**S319-340-01578 00**	**US 340 Rock Slide Investigation**						
	ROW	NHPP	0	32,000	0	0	0	32,000
	ROW	STATE_WV	0	8,000	0	0	0	8,000
	CON	NHPP	0	0	0	11,200,000	0	11,200,000
	CON	STATE_WV	0	0	0	2,800,000	0	2,800,000
		Total	**0**	**40,000**	**0**	**14,000,000**	**0**	**14,040,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
J2016-03	**S319-27-00003 00**	**Bakerton Road Bridge**						
	CON	ACST	1,000,000	0	0	0	0	1,000,000
	CON	STATE_WV	250,000	1	0	0	0	250,001
		Total	**1,250,000**	**1**	**0**	**0**	**0**	**1,250,001**
J2017-01	**U319-RANSO-1**	**Ranson 5th Ave Complete Street**						
	ENG	TAP	62,500	0	0	0	0	62,500
	CON	STATE_WV	37,500	1	0	0	0	37,501
	CON	TAP	150,000	0	0	0	0	150,000
		Total	**250,000**	**1**	**0**	**0**	**0**	**250,001**
J2017-03	**U319-HARPE-2**	**Harpers Ferry High St**						
	CON	STATE_WV	0	80,000	0	0	0	80,000
	CON	TAP	0	320,000	0	0	0	320,000
		Total	**0**	**400,000**	**0**	**0**	**0**	**400,000**
J2019-01.02	**T619-9-1353**	**Shenandoah River Bridge**						
	ENG	NHPP	440,000	0	0	0	0	440,000
	ENG	STATE_WV	110,000	1	0	0	0	110,001
		Total	**550,000**	**1**	**0**	**0**	**0**	**550,001**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
J2019-05.03	**U319-CHARL-2-00**	**Charles Town Augustine Ave**						
	ENG	TAP	120,000	1	0	0	0	120,001
		Total	**120,000**	**1**	**0**	**0**	**0**	**120,001**
J2019-05.04	**U319-FLOSP-1**	**Flowing Springs Park Trail**						
	ENG	DF	80,000	0	0	0	0	80,000
	CON	DF	251,443	1	0	0	0	251,444
		Total	**331,443**	**1**	**0**	**0**	**0**	**331,444**
J2019-05.05	**U319-LOUDO-1**	**Loudon Heights AT Relocation**						
	CON	LOCAL	0	10,000	0	0	0	10,000
	CON	TAP	0	40,000	0	0	0	40,000
		Total	**0**	**50,000**	**0**	**0**	**0**	**50,000**
J2019-05.06	**U319 ARM PR1 00**	**Armory Canal Trail**						
	ENG	DF	100,000	0	0	0	0	100,000
	CON	DF	0	481,486	0	0	0	481,486
		Total	**100,000**	**481,486**	**0**	**0**	**0**	**581,486**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
J2019-07.01	**T619-MARC-1**	**MARC Strategic Ridership**						
	ENG	CMAQ	150,000	1	0	0	0	150,001
		Total	**150,000**	**1**	**0**	**0**	**0**	**150,001**
J2020-01	**S319 18 049 00**	**Daniel Road**						
	ENG	HSIP	0	270,000	0	0	0	270,000
	ENG	STATE_WV	0	30,000	0	0	0	30,000
		Total	**0**	**300,000**	**0**	**0**	**0**	**300,000**
W2014-01	**WA2581**	**I-70 Interchange Improvements at MD 65**						
	ENG	STATE_MD_SHA	1,742,000	1	0	0	0	1,742,001
		Total	**1,742,000**	**1**	**0**	**0**	**0**	**1,742,001**
W2014-09	**WA3442**	**I-81 Phase I Reconstruction**						
	ENG	STATE_MD_SHA	2,102,000	0	0	0	0	2,102,000
	CON	NHPP	45,054,000	3,740,000	0	0	0	48,794,000
	CON	STATE_MD_SHA	13,074,000	1,260,000	0	0	0	14,334,000
		Total	**60,230,000**	**5,000,000**	**0**	**0**	**0**	**65,230,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
W2017-08	**n/a**	**Eastern Blvd Widening Ph II**						
	CON	LOCAL_WashCo	2,359,000	297,000	0	0	0	2,656,000
		Total	**2,359,000**	**297,000**	**0**	**0**	**0**	**2,656,000**
W2017-10	**WA0921**	**I-81 Ph 2 & 3 Hwy Reconstruction**						
	ENG	NHPP	3,056,000	612,000	102,000	0	0	3,770,000
	ENG	STATE_MD_SHA	4,435,000	279,000	46,000	0	0	4,760,000
		Total	**7,491,000**	**891,000**	**148,000**	**0**	**0**	**8,530,000**
W2018-01	**n/a**	**Halfway Boulevard Extended Ph 1 & Ph 2**						
	CON	ARC	0	2,000,000	0	0	0	2,000,000
	CON	LOCAL_WashCo	749,000	0	900,000	0	0	1,649,000
		Total	**749,000**	**2,000,000**	**900,000**	**0**	**0**	**3,649,000**
W2018-02	**n/a**	**Professional Boulevard Extended - Phase 2**						
	CON	ARC	0	0	0	0	0	0
	CON	LOCAL_WashCo	1,235,000	250,000	0	0	0	1,485,000
		Total	**1,235,000**	**250,000**	**0**	**0**	**0**	**1,485,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
W2019-07	**n/a**	**Local Federal Aid Projects**						
	CON	FA	0	1,346,400	2,189,600	0	0	3,536,000
	CON	LOCAL_WashCo	0	336,600	547,400	0	0	884,000
		Total	**0**	**1,683,000**	**2,737,000**	**0**	**0**	**4,420,000**
W2019-09	**WA2451**	**I-70 MD 65 and CSX Bridges Rehabilitation**						
	ENG	STATE_MD_SHA	2,011,000	0	0	0	0	2,011,000
	CON	NHPP	5,739,000	5,721,000	6,584,000	5,049,000	2,546,000	25,639,000
	CON	STATE_MD_SHA	1,120,000	1,960,000	2,204,000	1,656,000	718,000	7,658,000
		Total	**8,870,000**	**7,681,000**	**8,788,000**	**6,705,000**	**3,264,000**	**35,308,000**
W2019-10		**MD 63/MD 68 Resurfacing and Sidewalk Improvements**						
	ENG	FLAP	109,000	0	0	0	0	109,000
	ENG	LOCAL	22,000	8,000	0	0	0	30,000
	ENG	STATE	0	30,000	0	0	0	30,000
	ROW	FLAP	30,000	10,000	0	0	0	40,000
	ROW	LOCAL	7,000	3,000	0	0	0	10,000
	CON	FLAP	0	547,000	278,000	0	0	825,000
	CON	LOCAL	0	139,000	71,000	0	0	210,000
		Total	**168,000**	**737,000**	**349,000**	**0**	**0**	**1,254,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
W2021-01	**n/a**	**Areawide Environmental Projects**						
	ENG	FED	0	240,000	240,000	240,000	240,000	960,000
	ENG	STATE_MD_SHA	0	60,000	60,000	60,000	60,000	240,000
	ROW	FED	0	80,000	80,000	80,000	80,000	320,000
	ROW	STATE_MD_SHA	0	20,000	20,000	20,000	20,000	80,000
	CON	FED	0	3,600,000	3,600,000	2,000,000	2,000,000	11,200,000
	CON	STATE_MD_SHA	0	900,000	900,000	500,000	500,000	2,800,000
		Total	**0**	**4,900,000**	**4,900,000**	**2,900,000**	**2,900,000**	**15,600,000**
W2021-02	**n/a**	**Areawide Safety & Spot Imrpovements**						
	ENG	FED	0	240,000	240,000	240,000	240,000	960,000
	ENG	STATE_MD_SHA	0	60,000	60,000	60,000	60,000	240,000
	ROW	FED	0	80,000	80,000	80,000	80,000	320,000
	ROW	STATE_MD_SHA	0	20,000	20,000	20,000	20,000	80,000
	CON	FED	0	6,000,000	6,000,000	6,000,000	6,000,000	24,000,000
	CON	STATE_MD_SHA	0	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
		Total	**0**	**7,900,000**	**7,900,000**	**7,900,000**	**7,900,000**	**31,600,000**
W2021-03	**n/a**	**Areawide Resurfacing & Rehabilitation**						
	ENG	FED	0	240,000	240,000	240,000	240,000	960,000
	ENG	STATE_MD_SHA	0	60,000	60,000	60,000	60,000	240,000
	ROW	FED	0	80,000	80,000	80,000	80,000	320,000
	ROW	STATE_MD_SHA	0	20,000	20,000	20,000	20,000	80,000
	CON	FED	0	9,600,000	9,600,000	7,200,000	7,200,000	33,600,000
	CON	STATE_MD_SHA	0	2,400,000	2,400,000	1,800,000	1,800,000	8,400,000
		Total	**0**	**12,400,000**	**12,400,000**	**9,400,000**	**9,400,000**	**43,600,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
W2021-04	**n/a**	**Areawide Bridge Replacement & Rehabilitation**						
	ENG	FED	0	840,000	840,000	840,000	840,000	3,360,000
	ENG	STATE_MD_SHA	0	210,000	210,000	210,000	210,000	840,000
	ROW	FED	0	160,000	160,000	160,000	160,000	640,000
	ROW	STATE_MD_SHA	0	40,000	40,000	40,000	40,000	160,000
	CON	FED	0	4,800,000	4,800,000	4,800,000	4,800,000	19,200,000
	CON	STATE_MD_SHA	0	1,200,000	1,200,000	1,200,000	1,200,000	4,800,000
		Total	**0**	**7,250,000**	**7,250,000**	**7,250,000**	**7,250,000**	**29,000,000**
W2021-05	**n/a**	**Areawide Urban Reconstruction**						
	ENG	FED	0	200,000	200,000	200,000	200,000	800,000
	ENG	STATE_MD_SHA	0	50,000	50,000	50,000	50,000	200,000
	ROW	FED	0	40,000	40,000	40,000	40,000	160,000
	ROW	STATE_MD_SHA	0	10,000	10,000	10,000	10,000	40,000
	CON	FED	0	600,000	600,000	600,000	600,000	2,400,000
	CON	STATE_MD_SHA	0	150,000	150,000	150,000	150,000	600,000
		Total	**0**	**1,050,000**	**1,050,000**	**1,050,000**	**1,050,000**	**4,200,000**
W2021-06	**n/a**	**Areawide Congestion Management**						
	ENG	FED	0	440,000	440,000	440,000	440,000	1,760,000
	ENG	STATE_MD_SHA	0	110,000	110,000	110,000	110,000	440,000
	ROW	FED	0	40,000	40,000	40,000	40,000	160,000
	ROW	STATE_MD_SHA	0	10,000	10,000	10,000	10,000	40,000
	CON	FED	0	1,680,000	1,680,000	1,680,000	1,680,000	6,720,000
	CON	STATE_MD_SHA	0	420,000	420,000	420,000	420,000	1,680,000
		Total	**0**	**2,700,000**	**2,700,000**	**2,700,000**	**2,700,000**	**10,800,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
WT2021-01	**n/a**	**Medium Duty Bus Replacement**						
	Transit	5339	0	321,072	321,072	321,072	321,072	1,284,288
	Transit	LOCAL_WCT	0	40,134	40,134	40,134	40,134	160,536
	Transit	STATE_MD_MTA	0	40,134	40,134	40,134	40,134	160,536
		Total	**0**	**401,340**	**401,340**	**401,340**	**401,340**	**1,605,360**
WT2021-01.1	**n/a**	**Operating Assistance - Section 5307**						
	Transit	5307	0	933,541	933,541	933,541	933,541	3,734,164
	Transit	LOCAL_WCT	0	618,720	618,720	618,720	618,720	2,474,880
	Transit	STATE_MD_MTA	0	314,821	314,821	314,821	314,821	1,259,284
		Total	**0**	**1,867,082**	**1,867,082**	**1,867,082**	**1,867,082**	**7,468,328**
WT2021-02.1	**n/a**	**Capital Assistance - Preventative Maintenance**						
	Transit	5307	0	280,000	280,000	280,000	280,000	1,120,000
	Transit	LOCAL_WCT	0	35,000	35,000	35,000	35,000	140,000
	Transit	STATE_MD_MTA	0	35,000	35,000	35,000	35,000	140,000
		Total	**0**	**350,000**	**350,000**	**350,000**	**350,000**	**1,400,000**
WT2021-02.7	**n/a**	**Capital Assistance - Small Paratransit Bus 504**						
	Transit	5339	0	60,000	60,000	60,000	60,000	240,000
	Transit	LOCAL_WCT	0	7,500	7,500	7,500	7,500	30,000
	Transit	STATE_MD_MTA	0	7,500	7,500	7,500	7,500	30,000
		Total	**0**	**75,000**	**75,000**	**75,000**	**75,000**	**300,000**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
WVT2021-01.1	**n/a**	**Operating Assistance - Section 5307**						
	Transit	5307	0	793,101	760,373	760,373	760,373	3,074,220
	Transit	LOCAL_EPTA	0	793,101	760,373	760,373	760,373	3,074,220
		Total	**0**	**1,586,202**	**1,520,746**	**1,520,746**	**1,520,746**	**6,148,440**
WVT2021-02.1	**n/a**	**Capital Assistance - Preventative Maintenance**						
	Transit	5307	0	215,500	215,500	215,500	215,500	862,000
	Transit	LOCAL_EPTA	0	53,875	53,875	53,875	53,875	215,500
		Total	**0**	**269,375**	**269,375**	**269,375**	**269,375**	**1,077,500**
WVT2021-02.2	**n/a**	**Capital Assistance - Driver pads/Data Collection**						
	Transit	5339	0	28,065	0	0	0	28,065
	Transit	LOCAL_EPTA	0	7,017	0	0	0	7,017
		Total	**0**	**35,082**	**0**	**0**	**0**	**35,082**
WVT2021-02.3	**n/a**	**Capital Assistance - Miscellaneous Equipment**						
	Transit	5339	0	18,269	0	0	0	18,269
	Transit	LOCAL_EPTA	0	4,568	0	0	0	4,568
		Total	**0**	**22,837**	**0**	**0**	**0**	**22,837**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
WVT2021-03.1	**n/a**	**Capital Assistance - Section 5339**						
	Transit	5339	0	84,371	0	0	0	84,371
	Transit	LOCAL_EPTA	0	21,093	0	0	0	21,093
		Total	**0**	**105,464**	**0**	**0**	**0**	**105,464**
WVT2021-05	**n/a**	**Capital Assistance - Facility and Office Maintenance**						
	Transit	5307	0	17,600	0	0	0	17,600
	Transit	LOCAL_EPTA	0	4,400	0	0	0	4,400
		Total	**0**	**22,000**	**0**	**0**	**0**	**22,000**
WVT2021-05.2	**n/a**	**Capital Assistance - Passenger Amenity**						
	Transit	5339	0	74,750	0	0	0	74,750
	Transit	LOCAL_EPTA	0	18,688	0	0	0	18,688
		Total	**0**	**93,438**	**0**	**0**	**0**	**93,438**
WVT2021-06	**n/a**	**Capital Assistance - ADA Minivans**						
	Transit	5310	0	65,688	0	0	0	65,688
	Transit	LOCAL_EPTA	0	16,422	0	0	0	16,422
		Total	**0**	**82,110**	**0**	**0**	**0**	**82,110**

	Phase	Project Title/ Fund Source	Funding Data Prior	FY2021	FY2022	FY2023	FY2024	Total
WVT2021-07	**n/a**	**Mobility Management Assistance - Section 5310**						
	Transit	5310	0	24,000	24,000	0	0	48,000
	Transit	LOCAL_EPTA	0	6,000	6,000	0	0	12,000
		Total	**0**	**30,000**	**30,000**	**0**	**0**	**60,000**
WVT2021-08	**n/a**	**Section 5339 - Buses and Bus Facilities Infrastructure Investment Program**						
	Transit	5339	0	10,580,000	0	0	0	10,580,000
	Transit	LOCAL_EPTA	0	900,000	0	0	0	900,000
		Total	**0**	**11,480,000**	**0**	**0**	**0**	**11,480,000**

APPENDICES

APPENDIX A – ABBREVIATIONS/ACRONYMS

APPENDIX B – HEPMPO SELF-CERTIFCATION

APPENDIX C – FY 2021-2024 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 – INDIVIDUAL PROJECT SHEETS

- **West Virginia Highway Projects**
- **Maryland Highway Projects**
- **Eastern Panhandle Transit Authority Projects**
- **Washington County Transit 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 Department of Highways
WVDOT	West Virginia Department of Transportation
WVDPT	West Virginia Department of Public Transit
WVDEP	West Virginia Department of Environmental Protection

Local

FCMPO	Franklin County Metropolitan Planning Organization
HEPMPO	Hagerstown/Eastern Panhandle Metropolitan Planning Organization
AQAC	Air Quality Advisory Committee
ISC	Interstate Council
LRTP	Long Range Transportation Plan
TAC	Technical Advisory Committee

Transit

EPTA	Eastern Panhandle Transit Authority
WCT	Washington County Transit

Federal Funding Types & Others:

AC	Advanced Construction
ADA	Americans with Disabilities Act
BR	Bridge Replacement
BH	Bridge Rehabilitation
CAA	Clean Air Act
CMAQ	Congestion Management & Air Quality
EAC	Early Action Compact
EMRK	Earmark Funding
FA	Federal Aid
HSIP	Highway Safety Improvement Program
LEP	Limited English Proficiency
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
NRT	National Recreation Trail
RTP	Recreational Trails Program
RR/HWY	Railroad/Highway Program
SB	Scenic Byway
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SRTS	Safe Routes to School
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
Section 5307	FTA Urbanized Area Formula Program
Section 5309	FTA Capital Program
Section 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities
Section 5339	FTA Buses and Bus Facilities Grants Program
TCSP	Transportation, Community, and System Preservation Program

Highway Route Designations:

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

Phase of Work:

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

Other:

ARRA	American Recovery and Reinvestment Act
FAST	Fixing America's Surface Transportation Act
FY	Fiscal Year
I/C	Interchange
I/S	Intersection
MAP-21	Moving Ahead for Progress in the 21st Century
N/A	Not Applicable
OP	Overpass
TAM	Transit Asset Management
TPM	Transportation Performance Measure

APPENDIX B

HEPMPO SELF-CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Fixing America's Surface Transportation Act (FAST Act) 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 urbanized area, hereby certify that that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

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

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

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

V. Section 1101(b) of the FAST Act (Pub. L. 114–357) 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

EXECUTIVE DIRECTOR
Title

2/5/20
Date

West Virginia Department of Transportation

Jimmy D. Wriston, P.E.
Signature

DEPUTY COMMISSIONER
Title

3/30/2020
Date

Maryland Department of Transportation

For Gregory Slater
Signature

Deputy Secretary
Title

4/9/20
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.hepmpo.net

RESOLUTION NUMBER 2020-08

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 FAST Act to certify that the transportation planning process in our area is being conducted in accordance with all applicable requirements.

WHEREAS, these requirements are comprised of:

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

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

PASSED AND DULY ADOPTED this 20th day of May 2020.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

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

By _____
Elaine C. Mauck, 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.[1] HEPMPO must show if transportation investments are adversely impacting these populations and that improvements are equitably distributed. Our Environmental Justice (EJ) and Title VI initiatives seek to identify and mitigate the transportation burdens low-income and minority groups carry. It aims to direct spending into these communities, via our project prioritization process, to improve EJ public participation, as well as to plan for and help guide the implementation of community-based transportation projects.

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

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

[1] http://www.hepmpo.net/PDF/HEPMPO_PublicParticipationPlan.pdf

APPENDIX C

FY 2021-2024 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.hepmpo.net

RESOLUTION NUMBER 2020-06

A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO) ENDORSING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2021-2024

RECITALS

WHEREAS, the MPO is required to develop a Transportation Improvement Program (TIP) in accordance with the requirements of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the attached FY 2021-2024 TIP was developed in cooperation with the Maryland, West Virginia and Pennsylvania Departments of Transportation, and

WHEREAS, the attached FY 2021-2024 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 2021-2024 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 2021-2024 is hereby adopted.

PASSED AND DULY ADOPTED after motion this 20th day of May 2020.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Elaine C. Mauck, 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 HEPMPO in regard to the federally mandated transportation planning and programming for the Hagerstown Urbanized Area within Franklin County. Each MPO will coordinate with the other on planning and programming of studies and projects that will impact the economy, environment, transportation systems and quality of life for the citizens within their respective planning areas.

II. General Points of Understanding and Agreement

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

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

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

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

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

III. Specific Points of Understanding and Agreement

A. MPO Boundary

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

B. Long Range Transportation Plans (LRTPs)

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

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

C. Transportation Improvement Program (TIP)

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

D. Unified Planning Work Program (UPWP)

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

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

E. Other Planning Activities

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

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

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

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

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

Martin E. Brubaker, Chairman
Hagerstown/Eastern Panhandle MPO

June 5, 2013
Date

Robert Thomas, Chairman
Franklin County MPO

May 1, 2011
Date

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

This Memorandum of Understanding is agreed and entered into on this day 9th day of March, 2017 between Hagerstown/Eastern Panhandle Metropolitan Planning Organization, hereinafter called HEPMPO, and Washington County Transit, hereinafter called WCT. This agreement specifies the roles and responsibilities of HEPMPO, the Metropolitan Planning Organization (MPO) for Washington County MD, Berkeley County WV, Jefferson County WV, Franklin County PA and WCT, the grantee, a publicly owned operator providing deviated route and demand response transit services for carrying out federal transportation planning and programming requirements for a continuing, cooperative and comprehensive transportation planning process.

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

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

Section 1: Role and Responsibilities of HEPMPO

A. **Role:** To carry out the continuing, cooperative and comprehensive transportation planning process by providing the technical and administrative services necessary to fulfill all applicable federal transportation planning requirements.
B. **Responsibilities:** In accordance with the current Statutory Planning and Programming Requirements in Fixing Americas Surface Transportation Act (FAST Act) and the previous legislation Moving Ahead for Progress in the 21st Century (MAP-21), as well as other federal and state regulations, HEPMPO is responsible for the following activity:

1. Develop an annual Unified Planning Work Program and budget inclusive of a transit work element.
2. Develop and maintain a fiscally constrained Long Range Multimodal Transportation Plan that addresses the planning factors identified in the transportation legislation. The Long Range Plan and Transportation Improvement Program will incorporate FAST Act and MAP-21 transit provisions including asset management and safety plans with recommendations developed by the transit agency.
3. Develop and maintain a Transportation Improvement Program (TIP) for the HEPMPO metropolitan planning area inclusive of all highway and transit projects programmed during the TIP period consistent with the TIP/STIP guidelines and timeframes.
4. Develop an annual listing of obligated projects from the previous fiscal year. The list is to be developed in conjunction with the state and transit provider and made available for public

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

5. Develop and maintain a public involvement/participation plan establishing a framework for soliciting public comments on all plans and programs developed by the HEPMPO. Within the plan are procedures and specific timeframes for posting notices and accepting comments relative to the Long Range Transportation Plan and Transportation Improvement Program.
6. HEPMPO may coordinate any plan development requirements initiated by the state to maintain a coordinated effort between public, private, and non-profit transportation service, human service providers and the general public. The project selection and funding requirements under the former New Freedom program was made optional under MAP-21. Participation in the planning process may be required for grant recipients under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310).
7. Schedule board meetings with the Policy Board and Technical Advisory Committee. Meeting notices, agendas and proposed resolutions are provided to the board prior to each meeting for review.
8. Provide technical assistance to the local units of government and transit agencies cooperating in the transportation planning process.
9. Perform the required air quality conformity analysis and determination on all plans and programs developed by HEPMPO.
10. Coordinate with state, local units of government, and transit agency in the development of all plans, programs and policies established by HEPMPO.
11. HEPMPO in coordination with the state and transit agency will establish performance targets as required by the Federal Transit Administration's Transit Asset Management and Safety-Related Final Rules.

Section 2: Roles and Responsibilities of WCT

A. **Role:** To provide deviated route and demand response transit service within the service areas of Washington County, Maryland. Participate in the transportation planning process to insure compliance with FAST Act transit provisions.

B. **Responsibilities:** Within the frame work of the transportation planning process WCT is represented on the HEPMPO Interstate Council (voting board) and the Technical Advisory Committee (non-voting). As a TAC member WCT provides the Policy Board with technical guidance when making policy decisions and coordinates with HEPMPO to ensure that transit issues are adequately addressed. The responsibilities of the WCT in the planning process are as follows:

1. To review the planning activity identified in the Unified Planning Work Program to insure that all transit planning emphasis areas are being met.
2. To participate in the development of the Long Range Multimodal Transportation Plan for the region providing transit program improvements, project cost estimates, and fiscal projections.
3. To Participate in the development and maintenance of the Transportation Improvement Program providing HEPMPO with the appropriate project information including capital and operating expenses covering the TIP period.
4. WCT will provide HEPMPO with a list of obligated transit projects from the previous fiscal year to fulfill the annual listing of projects requirement.
5. The transit agency will review public notices as they relate to transit activity to insure that program requirements are fulfilled.
6. As a public transit provider, WCT will serve as a stakeholder/committee member in the development and maintenance of the Coordinated Public Transit-Human Services Transportation Plan.
7. To attend HEPMPO meetings providing transit status reports as necessary.

8. To provide transit related data that supports plans and programs developed through the transportation planning process.
9. To provide the Policy Board with technical assistance that aides in policy decision making.
10. In coordination and cooperation with HEPMPO and the Maryland Transit Administration, WCT will participate in the establishment and maintenance of performance measures and targets.
11. The transit agency will be part of a group transit asset management plan that at a minimum includes capital inventories, condition assessments, and investment prioritization. The transit agency will develop a public safety plan that at a minimum includes safety risk identification and evaluation, minimizing exposure to hazards and performance targets. The information is to be shared with the HEPMPO for incorporation into the Long Range Transportation Plan.

Section 3: Amendments

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

Agreed to this 25th day of April, 2017
By:

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

Kevin Cerrone, Director
Washington County Transit

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

This Memorandum of Understanding is agreed and entered into on this day 9th day of June, 2017 between Hagerstown/Eastern Panhandle Metropolitan Planning Organization, hereinafter called HEPMPO, the Eastern Panhandle Transit Authority, hereinafter called EPTA. This agreement specifies the roles and responsibilities of HEPMPO, the Metropolitan Planning Organization (MPO) for Washington County MD, Berkeley County WV, Jefferson County WV, Franklin County PA and EPTA, the grantee, a publicly owned operator providing deviated route and demand response transit services for carrying out federal transportation planning and programming requirements for a continuing, cooperative and comprehensive transportation planning process.

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

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

Section 1: Role and Responsibilities of HEPMPO

A. **Role:** To carry out the continuing, cooperative and comprehensive transportation planning process by providing the technical and administrative services necessary to fulfill all applicable federal transportation planning requirements.
B. **Responsibilities:** In accordance with the current Statutory Planning and Programming Requirements in Fixing Americas Surface Transportation Act (Fast Act) and the previous legislation Moving Ahead for Progress in the 21st Century (MAP-21), as well as other federal and state regulations, HEPMPO is responsible for the following activity:

1. Develop an annual Unified Planning Work Program and budget inclusive of a transit work element.
2. Develop and maintain a fiscally constrained Long Range Multimodal Transportation Plan that addresses the planning factors identified in the transportation legislation. The Long Range Plan and Transportation Improvement Program will incorporate FAST Act and MAP-21 transit provisions including asset management and safety plans with recommendations developed by the transit agency.
3. Develop and maintain a Transportation Improvement Program (TIP) for the HEPMPO metropolitan planning area inclusive of all highway and transit projects programmed during the TIP period consistent with the TIP/STIP guidelines and timeframes.
4. Develop an annual listing of obligated projects from the previous fiscal year. The list is to be developed in conjunction with the state and transit provider and made available for public

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

Section 2: Roles and Responsibilities of EPTA

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

1. To review the planning activity identified in the Unified Planning Work Program to insure that all transit planning emphasis areas are being met.
2. To participate in the development of the Long Range Multimodal Transportation Plan for the region providing transit program improvements, project cost estimates, and fiscal projections.
3. To Participate in the development and maintenance of the Transportation Improvement Program providing HEPMPO with the appropriate project information including capital and operating expenses covering the TIP period.
4. EPTA will provide HEPMPO with a list of obligated transit projects from the previous fiscal year to fulfill the annual listing of projects requirement.
5. The transit agency will review public notices as they relate to transit activity to insure that program requirements are fulfilled.
6. As a public transit provider, EPTA will serve as a stakeholder/committee member in the

development and maintenance of the Coordinated Public Transit-Human Services Transportation Plan.

7. To attend HEPMPO meetings providing transit status reports as necessary.
8. To provide transit related data that supports plans and programs developed through the transportation planning process.
9. To provide the Policy Board with technical assistance that aides in policy decision making.
10. In coordination and cooperation with HEPMPO and the state Division of Public Transit, EPTA will participate in the establishment and maintenance of performance measures and targets.
11. The transit agency will develop a transit asset management plan that at a minimum includes capital inventories, condition assessments, and investment prioritization. The transit agency will develop a public safety plan that at a minimum includes safety risk identification and evaluation, minimizing exposure to hazards and performance targets. The information is to be shared with the HEPMPO for incorporation into the Long Range Transportation Plan.

Section 3: Amendments

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

Agreed to this 9th day of June, 2017
By:

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

Douglas Pixler, Director
Eastern Panhandle Transit Authority

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.hepmpo.net

RESOLUTION NUMBER 2019-02

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 FAST Act, 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;

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.

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

PASSED AND DULY ADOPTED this 22nd day of August 2018.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Vice-Chairman

Attest: Debra Sue Eckard

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

RESOLUTION NUMBER 2019-03

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 FAST Act, 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;

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.

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

PASSED AND DULY ADOPTED this 22nd day of August 2018.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Vice-Chairman

Attest: _____

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

RESOLUTION NUMBER 2019-04

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 FAST Act, 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.

PASSED AND DULY ADOPTED this 22nd day of August 2018.

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Vice-Chairman

Attest: Debra Beckard

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

RESOLUTION NUMBER 2019-05

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 FAST Act, 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.

PASSED AND DULY ADOPTED this 22nd day of August 2018.

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

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By _____
Kevin Cerrone, Vice-Chairman

Attest: _____

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

RESOLUTION NUMBER 2020-03

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 FAST Act, 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.

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

PASSED AND DULY ADOPTED this 16th day of October 2019.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By Elaine C. Mauck
Elaine C. Mauck, Chair

Attest: Debra Sue Eckard

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

RESOLUTION NUMBER 2020-04

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 FAST Act, established performance requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

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

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

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

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

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

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

PASSED AND DULY ADOPTED this 15th day of January 2020.

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

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

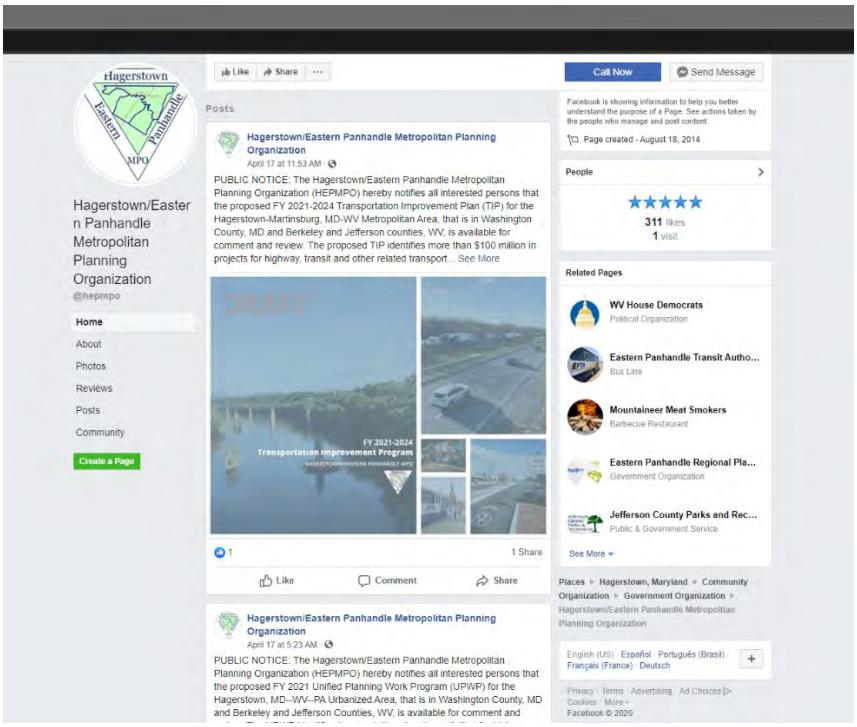
By _____
Elaine C. Mauck, Chair

Attest: _____

APPENDIX F

PUBLIC PARTICIPATION DOCUMENTATION


Search Site
HEPMPO
Hagerstown/Eastern Panhandle Metropolitan Planning Organization
HOME
RFP
ABOUT US
TITLE VI
DOCUMENTS
RESOURCES
DRAFT
FY 2021-2024
Transportation Improvement Program
HAGERSTOWN/EASTERN PANHANDLE MPO
WELCOME TO HEPMPO!
The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is the federally designated regional transportation planning body for the urbanized area covering Berkeley and Jefferson Counties, West Virginia, Washington County, Maryland and a small portion of Franklin County, Pennsylvania.
We invite you to search our website, review the information, and provide us with your feedback regarding transportation issues facing the region today and in the future.
CONTACT US:
33 West Washington Street
Suite 402 - 4th Floor
Hagerstown MD 21740
(240) 313-2080
mmullenax@hepmpo.net
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Hagerstown/Eastern Panhandle Metropolitan Planning Organization
April 17 at 11:53 AM
PUBLIC NOTICE: The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the proposed FY 2021-2024 Transportation Improvement Plan (TIP) for the Hagerstown-Martinsburg, MD-WV Metropolitan Area, that is in Washington County, MD and Berkeley and Jefferson counties, WV, is available for comment and review. The proposed TIP identifies more than $100 million in projects for highway, transit and other related transport... See More
DRAFT
FY 2021-2024
Transportation Improvement Program
1
1 Share
Like
Comment
Share
Hagerstown/Eastern Panhandle Metropolitan Planning Organization
April 17 at 5:23 AM
PUBLIC NOTICE: The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the proposed FY 2021 Unified Planning Work Program (UPWP) for the Hagerstown, MD--WV--PA Urbanized Area, that is in Washington County, MD and Berkeley and Jefferson Counties, WV, is available for comment and
Facebook is showing information to help you better understand the purpose of a Page. See actions taken by the people who manage and post content.
Page created - August 18, 2014
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HERALD-MAIL MEDIA

-Affidavit-

P.O. Box 439, 100 Summit Avenue
Hagerstown, MD 21740
301-733-5131

It is hereby certified by the undersigned that the Herald-Mail is a daily newspaper of general circulation, printed in the English language and published in the City of Hagerstown in said County and State; and that the attached order, notice, publication or advertisement of

HEPMPO
33 W WASHINGTON ST STE 402
HAGERSTOWN,MD 21740

was duly published as noted.

Account #: 131608

Contact:

Telephone: (240) 313-2080
Fax:

Run Dates:
Herald Mail: 04/18/20, 05/09/20; HM Online: 04/18/20, 05/09/20.

Terri Deaner
HM Legals

Ad ID: 830416

Start: 04/18/20
Stop: 05/09/20

Total Cost: $177.00
# of Lines: 50
Total Depth: 6.236
# of Inserts:
Ad Class: 7350
Phone #
Email: tdeaner@herald-mail.com

PUBLIC NOTICE

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the proposed FY 2021-2024 Transportation Improvement Plan (TIP) for the Hagerstown-Martinsburg, MD-WV Metropolitan Area, that is in Washington County, MD and Berkeley and Jefferson counties, WV, is available for comment and review. The proposed TIP identifies more than $100 million in projects for highway, transit and other related transportation services that are planned to be constructed or implemented over the next four years throughout the metropolitan area. This public participation process for the Transportation Improvement Program also serves to meet the Federal Transit Administration public participation requirements for the Eastern Panhandle Transit Authority and the Maryland Transit Administration's Program of Projects (POP).

Copies of the draft TIP are available online at the website www.hepmpo.net.

The public comment period will begin on Saturday, April 18, 2020 and end on Tuesday, May 19, 2020. Written comments may be mailed to the HEPMPO's office (33 W. Washington Street, Suite 402, Hagerstown MD 21740), sent via email to mmullenax@hepmpo.net or submitted on-line at www.hepmpo.net/contact. Only written comments will be accepted. Questions should be directed to Matt Mullenax at (240) 313-2081.

APPENDIX G

MARYLAND OBLIGATED PROJECT LIST

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

APPENDIX H

WEST VIRGINIA OBLIGATED PROJECT LIST

MPO ID	Project Description	Phase	Year of Obligation	Total Cost (in thousands)
Berkeley County Highways				
Jefferson County Highways				
Berkeley County Highways				
WV Highways Areawide Projects				
Transit - EPTA				

APPENDIX I

INDIVIDUAL PROJECT SHEETS

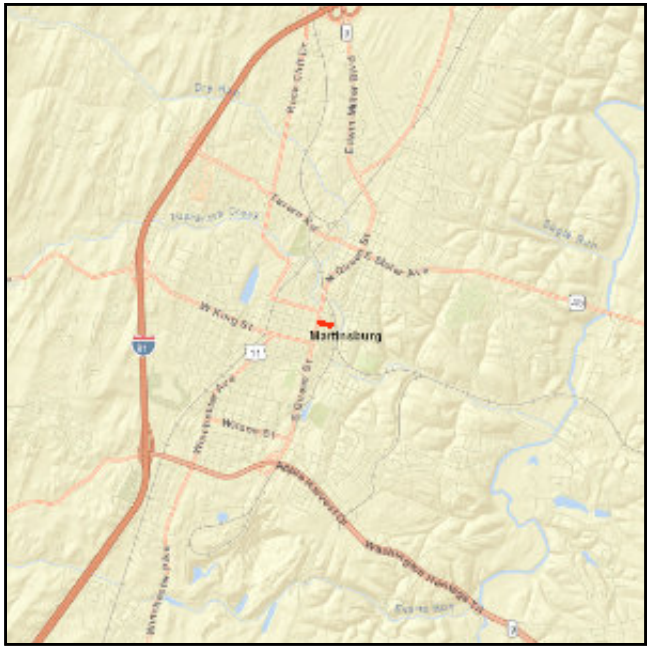
- **West Virginia Highway Projects**
- **Maryland Highway Projects**
- **Eastern Panhandle Transit Authority Projects**
- **Washington County Transit Projects**

Disclaimer *- The mapping products in this document are for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*

Martinsburg Train Station Corridor

MPO ID	B2016-01	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$847
CIP or CTP ID(s)	TAP-2014(171&172)DTC	**Prior Years Cost**	$847
		Future Years Cost	$0

Description:
Construct sidewalks



Limits:

LRTP Relationship:

Bicycle and Pedestrian Element

Martinsburg Train Station Corridor

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$169	$0	$0	$0	$0	$0	$0	$0	$169
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$169**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$169**

Martinsburg Train Station Corridor

(Funding in Thousands)

Transportation Alternatives Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$678	$0	$0	$0	$0	$0	$0	$0	$678
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$678**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$678**
Total	**$847**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$847**

Rock Cliff I/S Improvements

MPO ID	B2017-02	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Traffic
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$1,473
CIP or CTP ID(s)	CMAQ-0010(273)D	**Prior Years Cost**	$390
		Future Years Cost	$0

Description:
Construct Roundabout



Limits:

Intersection of Rock Cliff Drive and Tavern Road

LRTP Relationship:

Congestion Management

Rock Cliff I/S Improvements

(Funding in Thousands)

Congestion Management and Air Quality

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$312	$0	$0	$0	$0	$0	$0	$0	$312
CON	$0	$867	$0	$0	$0	$0	$0	$0	$867
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$312**	**$867**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,179**

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$78	$0	$0	$0	$0	$0	$0	$0	$78
CON	$0	$216	$0	$0	$0	$0	$0	$0	$216
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$78**	**$216**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$294**

Total	**$390**	**$1083**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,473**

Middleway Bridge

MPO ID	B2017-03	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Bridge
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$6,118
CIP or CTP ID(s)	STP-0051(043)D	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Replace bridge



Limits:

Located on WV 51, over the Opequon Creek, at the Berkeley/Jefferson County border

LRTP Relationship:

System Preservation

Middleway Bridge

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$1223	$0	$0	$0	$0	$1,223
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$1223**	**$0**	**$0**	**$0**	**$0**	**$1,223**

Middleway Bridge

(Funding in Thousands)

Surface Transportation Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$4895	$0	$0	$0	$0	$4,895
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$4895**	**$0**	**$0**	**$0**	**$0**	**$4,895**
Total	**$0**	**$0**	**$0**	**$6118**	**$0**	**$0**	**$0**	**$0**	**$6,118**

Mill Creek O/P NB & SB

MPO ID	B2017-08.1.01	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Bridge
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$4,591
CIP or CTP ID(s)	NHPP-0081(034)D	**Prior Years Cost**	$4,591
		Future Years Cost	$0

Description:
Bridge Replacement



Limits:

Interstate 81, beginning MP 3, length 0.58 miles

LRTP Relationship:

System Preservation

Mill Creek O/P NB & SB

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$4132	$0	$0	$0	$0	$0	$0	$0	$4,132
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$4132**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,132**

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$459	$0	$0	$0	$0	$0	$0	$0	$459
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$459**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$459**

Total	**$4591**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,591**

Exit 16 Ramp Repair (I-81)

MPO ID	B2019-02.07	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Resurfacing
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$2,900
CIP or CTP ID(s)	NHPP-081(1135)D	**Prior Years Cost**	$2,900
		Future Years Cost	$0

Description:
Resurfacing



Limits:

Beginning MP 15.7; Length 0.5 miles

LRTP Relationship:

System Preservation

Exit 16 Ramp Repair (I-81)

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$2610	$0	$0	$0	$0	$0	$0	$0	$2,610
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$2610**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,610**

Exit 16 Ramp Repair (I-81)

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$290	$0	$0	$0	$0	$0	$0	$0	$290
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$290**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$290**
Total	**$2900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,900**

I-81 Lighting

MPO ID	B2019-04.01	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Traffic
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$8,850
CIP or CTP ID(s)	NHPP-081(1133)D	**Prior Years Cost**	$850
		Future Years Cost	$0

Description:
Upgrade lighting along I-81 corridor through Berkeley County



Limits:

Beginning MP 0; Distance 26 miles

LRTP Relationship:

Safety

I-81 Lighting

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$765	$0	$0	$0	$0	$0	$0	$0	$765
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$7200	$0	$0	$0	$0	$0	$0	$7,200
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$765**	**$7200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,965**

I-81 Lighting

(Funding in Thousands)

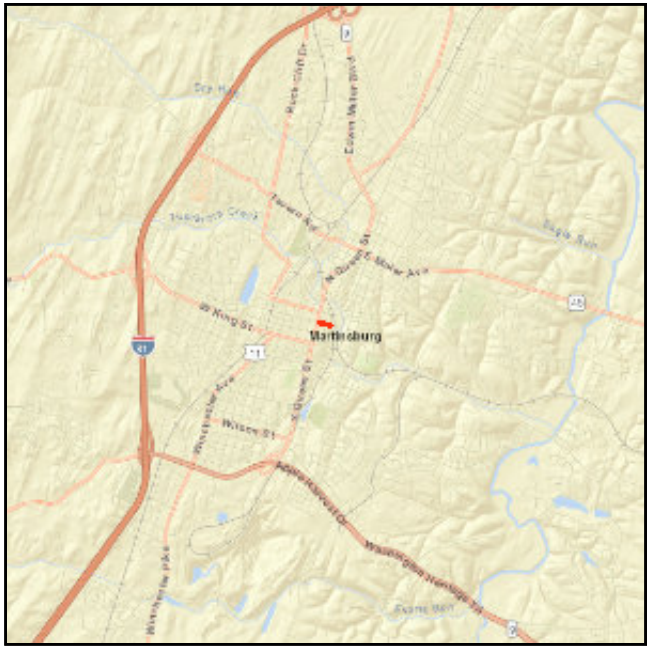
State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$85	$0	$0	$0	$0	$0	$0	$0	$85
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$800	$0	$0	$0	$0	$0	$0	$800
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$85**	**$800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$885**
Total	**$850**	**$8000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,850**

Martinsburg Train Station

MPO ID	B2019-05.02	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$846
CIP or CTP ID(s)	TAP-2018(079)D	**Prior Years Cost**	$846
		Future Years Cost	$0

Description:
Streetscape design from E Martin Street, leading to the Martinsburg Train Station.



Limits:

E Martin Street, from White Ave to Queen Street

LRTP Relationship:

Bicycle and Pedestrian Element

Martinsburg Train Station

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$169	$0	$0	$0	$0	$0	$0	$0	$169
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$169**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$169**

Martinsburg Train Station

(Funding in Thousands)

Transportation Alternatives Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$677	$0	$0	$0	$0	$0	$0	$0	$677
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$677**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$677**
Total	**$846**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$846**

Harold Drive Extension

MPO ID	B2019-07.02	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Localized Mobility
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$300
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$300
		Future Years Cost	$0

Description:
Feasibility design study for Harold Drive extension



Limits:

The Commons shopping center to Harold Drive parallel to I-81 on the west side.

LRTP Relationship:

Congestion Management

Harold Drive Extension

(Funding in Thousands)

Economic Development Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$150	$0	$0	$0	$0	$0	$0	$0	$150
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$150**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$150**

Local Match

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$150	$0	$0	$0	$0	$0	$0	$0	$150
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$150**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$150**

Total	**$300**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$300**

WV 45 Apple Harvest Dr Widening

MPO ID	B2019-08	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Regional Mobility
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$6,433
CIP or CTP ID(s)	STP-0045(077)D	**Prior Years Cost**	$800
		Future Years Cost	$0

Description:

Widen & Add Additional Lanes; project will include adding extra through lanes and creating shared turn/through lanes.



Limits:

WV 45, beginning MP 14.5; Length 0.81 miles

LRTP Relationship:

System Preservation

WV 45 Apple Harvest Dr Widening

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$160	$0	$0	$0	$0	$0	$0	$0	$160
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$1043	$0	$0	$0	$0	$0	$0	$1,043
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$160**	**$1043**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,203**

WV 45 Apple Harvest Dr Widening

(Funding in Thousands)

Surface Transportation Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$640	$0	$0	$0	$0	$0	$0	$0	$640
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$4590	$0	$0	$0	$0	$0	$0	$4,590
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$640**	**$4590**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,230**
Total	**$800**	**$5633**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,433**

Tabler Station I/C Improvements

MPO ID	B2019-09	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Regional Mobility
Project Category	Roadways	**County**	Berkeley County
State	West Virginia	**Est. Total Cost**	$4,200
CIP or CTP ID(s)	NHPP-081(1138)D	**Prior Years Cost**	$4,200
		Future Years Cost	$0

Description:
Widen northbound and southbound ramps



Limits:

Beginning MP 8.16, length 0.7 miles

LRTP Relationship:

System Preservation

Tabler Station I/C Improvements

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$90	$0	$0	$0	$0	$0	$0	$0	$90
ROW	$90	$0	$0	$0	$0	$0	$0	$0	$90
CON	$3600	$0	$0	$0	$0	$0	$0	$0	$3,600
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3780**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,780**

Tabler Station I/C Improvements

(Funding in Thousands)

State Funding - West Virginia

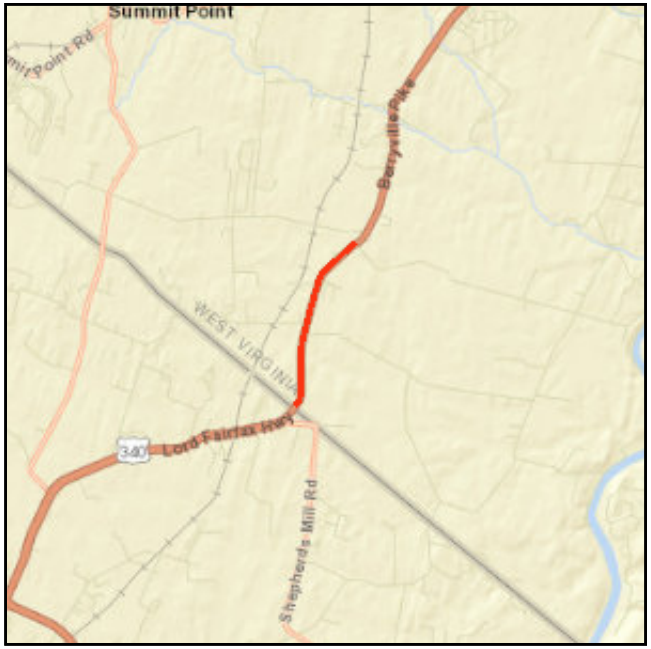
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$10	$0	$0	$0	$0	$0	$0	$0	$10
ROW	$10	$0	$0	$0	$0	$0	$0	$0	$10
CON	$400	$0	$0	$0	$0	$0	$0	$0	$400
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$420**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$420**
Total	**$4200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,200**

VA Line to Charles Town Rd (GO Bond)

MPO ID	J2008-08
Resp. Agency	WV DOT
Project Category	Roadways
State	West Virginia
CIP or CTP ID(s)	NFA2317010

Project Category	TIP
Functional Class	Regional Mobility
County	Jefferson County
Est. Total Cost	$78,569
Prior Years Cost	$78,569
Future Years Cost	$0

Description:
Upgrade to 4 lanes



Limits:

US 340 from VA State line to CO 20/1

LRTP Relationship:

Fiscally Constrained Project

VA Line to Charles Town Rd (GO Bond)

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$248	$0	$0	$0	$0	$0	$0	$0	$248
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$248**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$248**

VA Line to Charles Town Rd (GO Bond)

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$62	$0	$0	$0	$0	$0	$0	$0	$62
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$78259	$0	$0	$0	$0	$0	$0	$0	$78,259
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$78321**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$78,321**
Total	**$78569**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$78,569**

Shepherdstown Bike Path

MPO ID	J2014-05	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$561
CIP or CTP ID(s)	TERT-2014(060)DTC	**Prior Years Cost**	$0
		Future Years Cost	$0

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



Limits:

Shepherdstown Pike from Potomac Farms Dr. to Mildred St.

LRTP Relationship:

Bicycle and Pedestrian Element

Shepherdstown Bike Path

(Funding in Thousands)

Local Match

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$52	$0	$0	$0	$0	$0	$52
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$52**	**$0**	**$0**	**$0**	**$0**	**$0**	**$52**

National Recreational Trails

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$93	$0	$0	$0	$0	$0	$93
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$93**	**$0**	**$0**	**$0**	**$0**	**$0**	**$93**

Shepherdstown Bike Path

(Funding in Thousands)

Transportation Alternatives Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$416	$0	$0	$0	$0	$0	$416
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$416**	**$0**	**$0**	**$0**	**$0**	**$0**	**$416**
Total	**$0**	**$0**	**$561**	**$0**	**$0**	**$0**	**$0**	**$0**	**$561**

US 340 Rock Slide Investigation

MPO ID	J2015-05
Resp. Agency	WV DOT
Project Category	Roadways
State	West Virginia
CIP or CTP ID(s)	NHPP-0340(063,064, & 065)

Project Category	TIP
Functional Class	Regional Mobility
County	Jefferson County
Est. Total Cost	$14,040
Prior Years Cost	$0
Future Years Cost	$0

Description:
Investigation and repair of land slide



Limits:

US 340 approximately 1.5 mi west of Harpers Ferry Road

LRTP Relationship:

System Preservation

US 340 Rock Slide Investigation

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$32	$0	$0	$0	$0	$0	$0	$32
CON	$0	$0	$0	$11200	$0	$0	$0	$0	$11,200
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$32**	**$0**	**$11200**	**$0**	**$0**	**$0**	**$0**	**$11,232**

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$8	$0	$0	$0	$0	$0	$0	$8
CON	$0	$0	$0	$2800	$0	$0	$0	$0	$2,800
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$8**	**$0**	**$2800**	**$0**	**$0**	**$0**	**$0**	**$2,808**

Total	**$0**	**$40**	**$0**	**$14000**	**$0**	**$0**	**$0**	**$0**	**$14,040**

Bakerton Road Bridge

MPO ID	J2016-03	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Bridge
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$1,250
CIP or CTP ID(s)	ACST-0027(044)D	**Prior Years Cost**	$1,250
		Future Years Cost	$0

Description:
Bridge Replacement



Limits:

North of WV 9

LRTP Relationship:

System Preservation

Bakerton Road Bridge

(Funding in Thousands)

Advanced Construction - State

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1000	$0	$0	$0	$0	$0	$0	$0	$1,000
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$250	$0	$0	$0	$0	$0	$0	$0	$250
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$250**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$250**

Total	**$1250**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,250**

Ranson 5th Ave Complete Street

MPO ID	J2017-01	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$249
CIP or CTP ID(s)	TAP-2016(303)DTC	**Prior Years Cost**	$249
		Future Years Cost	$0

Description:
Sidewalk construction, on-street parking improvements, pedestrian accessibility



Limits:

5th Avenue

LRTP Relationship:

Bicycle and Pedestrian Element

Ranson 5th Ave Complete Street

(Funding in Thousands)

Transportation Alternatives Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$62	$0	$0	$0	$0	$0	$0	$0	$62
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$150	$0	$0	$0	$0	$0	$0	$0	$150
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$212**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$212**

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$37	$0	$0	$0	$0	$0	$0	$0	$37
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$37**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$37**

Total	**$249**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$249**

Harpers Ferry High St

MPO ID	J2017-03	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$480
CIP or CTP ID(s)	TAP-2018(210)D	**Prior Years Cost**	$80
		Future Years Cost	$0

Description:
Design and Construct Sidewalks



Limits:

High Street

LRTP Relationship:

Bicycle and Pedestrian Element

Harpers Ferry High St

(Funding in Thousands)

Transportation Alternatives Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$80	$0	$0	$0	$0	$0	$0	$0	$80
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$320	$0	$0	$0	$0	$0	$0	$320
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$80**	**$320**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**

State Funding - West Virginia

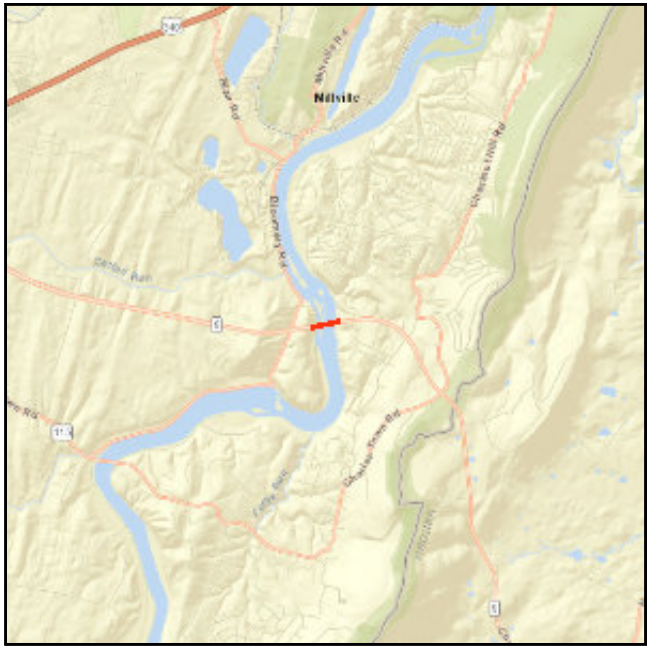
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$80	$0	$0	$0	$0	$0	$0	$80
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$80**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$80**

Total	**$80**	**$400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$480**

Shenandoah River Bridge

MPO ID	J2019-01.02	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Bridge
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$550
CIP or CTP ID(s)	NHPP-0009(253)D	**Prior Years Cost**	$550
		Future Years Cost	$0

Description:
6-year Bridge Inspection



Limits:

Shenandoah River Bridge

LRTP Relationship:

System Preservation

Shenandoah River Bridge

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$440	$0	$0	$0	$0	$0	$0	$0	$440
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$440**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$440**

Shenandoah River Bridge

(Funding in Thousands)

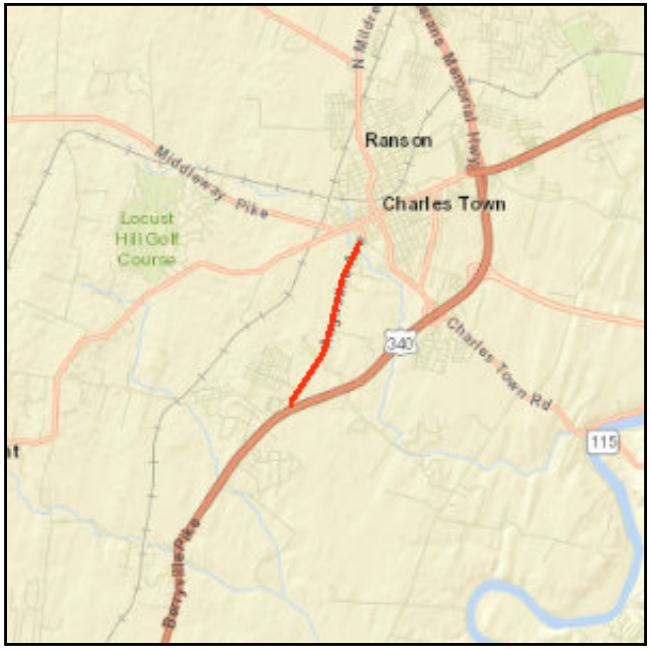
State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$110	$0	$0	$0	$0	$0	$0	$0	$110
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$110**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$110**
Total	**$550**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$550**

Charles Town Augustine Ave

MPO ID	J2019-05.03	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$120
CIP or CTP ID(s)	TAP-2017(186)DTC	**Prior Years Cost**	$120
		Future Years Cost	$0

Description:
Design and plan a shared bike/pedestrian path



Limits:

Augustine Ave, from Charles Towers Apartments south to Huyett Road/US 340

LRTP Relationship:

Bicycle and Pedestrian Element

Charles Town Augustine Ave

(Funding in Thousands)

Transportation Alternatives Program

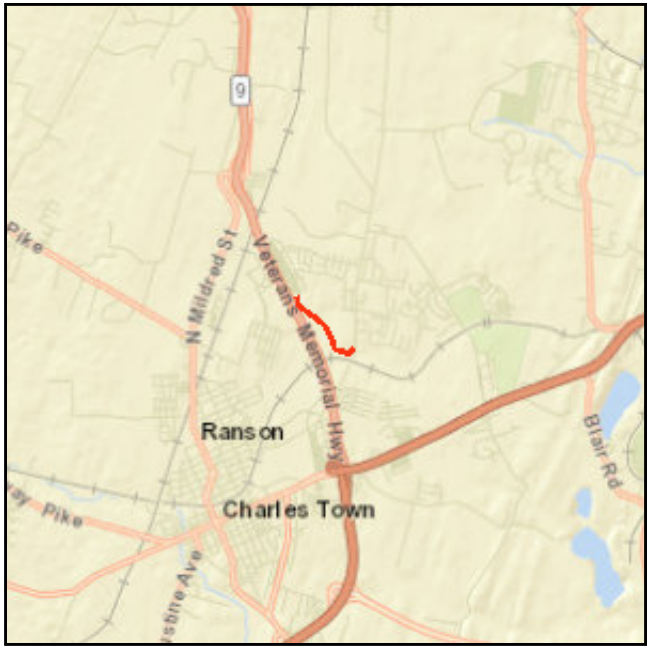
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$120	$0	$0	$0	$0	$0	$0	$0	$120
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$120**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$120**
Total	**$120**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$120**

Flowing Springs Park Trail

MPO ID	J2019-05.04	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	
State	West Virginia	**Est. Total Cost**	$331
CIP or CTP ID(s)	FLAP-2018(246)DTC	**Prior Years Cost**	$331
		Future Years Cost	$0

Description:
Design and construct trail

Limits:



LRTP Relationship:

Bicycle and Pedestrian Element

Flowing Springs Park Trail

(Funding in Thousands)

Direct Federal

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$80	$0	$0	$0	$0	$0	$0	$0	$80
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$251	$0	$0	$0	$0	$0	$0	$0	$251
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$331**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$331**
Total	**$331**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$331**

Loudon Heights AT Relocation

MPO ID	J2019-05.05	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$50
CIP or CTP ID(s)	TAP-2018(241)D	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Construct trail



Limits:

LRTP Relationship:

Bicycle and Pedestrian Element

Loudon Heights AT Relocation

(Funding in Thousands)

Local Match

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$10	$0	$0	$0	$0	$0	$0	$10
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$10**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10**

Loudon Heights AT Relocation

(Funding in Thousands)

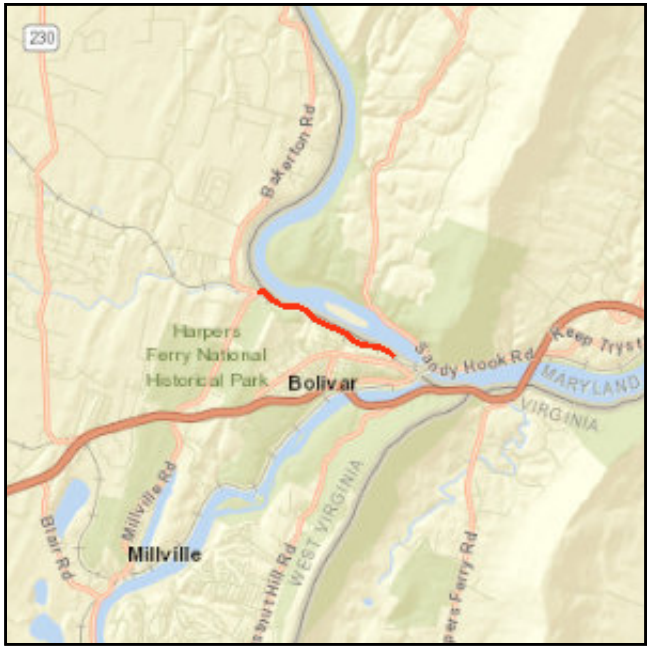
Transportation Alternatives Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$40	$0	$0	$0	$0	$0	$0	$40
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$40**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40**
Total	**$0**	**$50**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$50**

Armory Canal Trail

MPO ID	J2019-05.06	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$581
CIP or CTP ID(s)	FLAP2017-206/207-DTC	**Prior Years Cost**	$100
		Future Years Cost	$0

Description:
Design and construct trail



Limits:

Bakerton Rd to Harpers Ferry

LRTP Relationship:

Bicycle and Pedestrian Element

Armory Canal Trail

(Funding in Thousands)

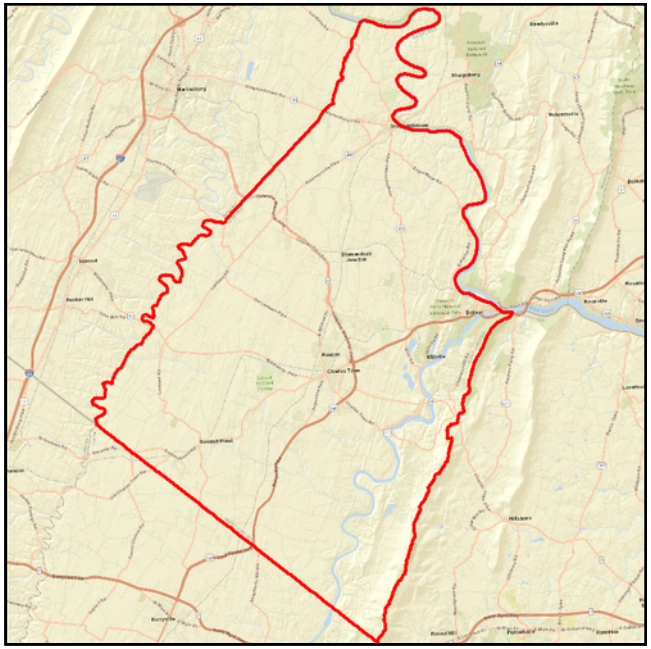
Direct Federal

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$100	$0	$0	$0	$0	$0	$0	$0	$100
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$481	$0	$0	$0	$0	$0	$0	$481
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$100**	**$481**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$581**
Total	**$100**	**$481**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$581**

MARC Strategic Ridership

MPO ID	J2019-07.01	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Community Development
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$150
CIP or CTP ID(s)	CMAQ-2018(191)DTC	**Prior Years Cost**	$150
		Future Years Cost	$0

Description:
Plan Preparation / Improvement



Limits:

0

LRTP Relationship:

Public Transit

MARC Strategic Ridership

(Funding in Thousands)

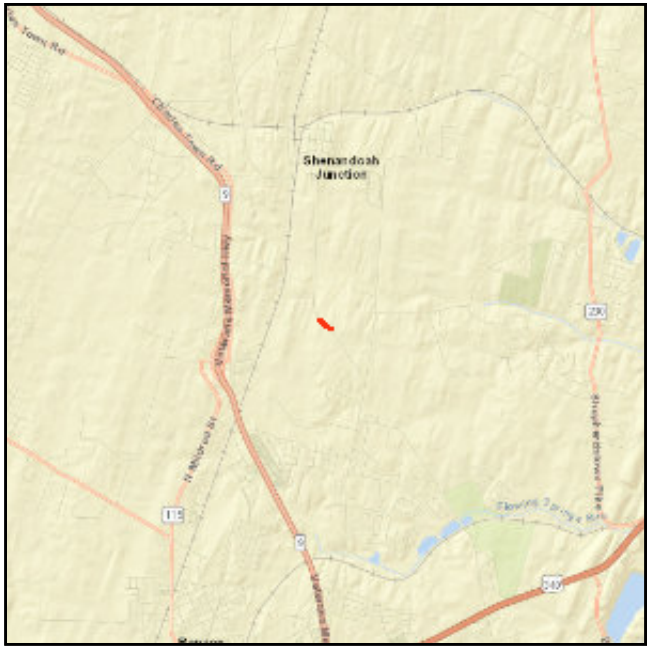
Congestion Management and Air Quality

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$150	$0	$0	$0	$0	$0	$0	$0	$150
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$150**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$150**
Total	**$150**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$150**

Daniel Road

MPO ID	J2020-01	**Project Category**	TIP
Resp. Agency	WV DOT	**Functional Class**	Traffic
Project Category	Roadways	**County**	Jefferson County
State	West Virginia	**Est. Total Cost**	$300
CIP or CTP ID(s)	HSIP2020066D	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Roadway alignment



Limits:

Starting at 0.49 mp and 0.15 miles in length.

LRTP Relationship:

Safety

Daniel Road

(Funding in Thousands)

Highway Safety Improvement Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$270	$0	$0	$0	$0	$0	$0	$270
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$270**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$270**

Daniel Road

(Funding in Thousands)

State Funding - West Virginia

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$30	$0	$0	$0	$0	$0	$0	$30
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$30**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$30**
Total	**$0**	**$300**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$300**

I-70 Interchange Improvements at MD 65

MPO ID	W2014-01	**Project Category**	TIP
Resp. Agency	Washington County	**Functional Class**	
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$1,742
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$1,742
		Future Years Cost	$0

Description:
Study of potential I-70 interchange improvements at MD 65



Limits:

I-70 @ Exit 29

LRTP Relationship:

Unfunded Project

I-70 Interchange Improvements at MD 65

(Funding in Thousands)

State Funding - Maryland State Highway Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$1742	$0	$0	$0	$0	$0	$0	$0	$1,742
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1742**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,742**
Total	**$1742**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,742**

I-81 Phase I Reconstruction

MPO ID	W2014-09	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$65,230
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$60,230
		Future Years Cost	$0

Description:

Widen to 6 lanes and reconstruct 1.1 miles of I-81 between Potomac River/WV and MD Exit 1, including widening and rehabilitating the dual I-81 Potomac River bridges



Limits:

I-81 from WV to MD Exit 1

LRTP Relationship:

Fiscally Constrained Project

I-81 Phase I Reconstruction

(Funding in Thousands)

State Funding - Maryland State Highway Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$2102	$0	$0	$0	$0	$0	$0	$0	$2,102
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$13074	$1260	$0	$0	$0	$0	$0	$0	$14,334
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$15176**	**$1260**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$16,436**

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$45054	$3740	$0	$0	$0	$0	$0	$0	$48,794
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$45054**	**$3740**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$48,794**

Total	**$60230**	**$5000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$65,230**

Eastern Blvd Widening Ph II

MPO ID	W2017-08	**Project Category**	TIP
Resp. Agency	Washington County	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$4,291
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$3,994
		Future Years Cost	$0

Description:
Widen existing road to 4 lanes



Limits:

From Security Road to Antietam Drive

LRTP Relationship:

Congestion Management

Eastern Blvd Widening Ph II

(Funding in Thousands)

Earmark Funding

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$355	$0	$0	$0	$0	$0	$0	$0	$355
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$355**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$355**

Local Funding - Washington County

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$500	$0	$0	$0	$0	$0	$0	$0	$500
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$3139	$297	$0	$0	$0	$0	$0	$0	$3,436
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3639**	**$297**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,936**

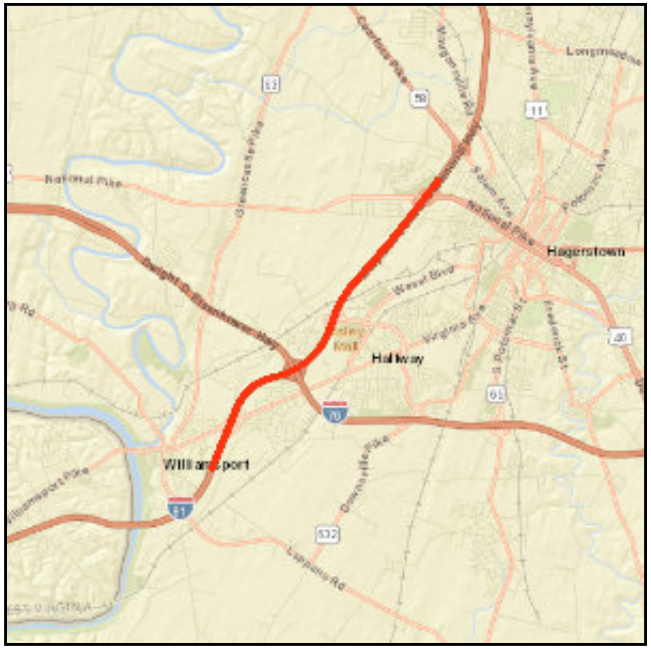
Total	**$3994**	**$297**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,291**

I-81 Ph 2 & 3 Hwy Reconstruction

MPO ID	W2017-10	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$8,530
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$7,491
		Future Years Cost	$0

Description:

Widening to six lanes and reconstructing 6.0 miles of I-81 from north of MD 63/MD 68 (Lappans Road) to US 40 (National Pike).



Limits:

North of MD 63/MD 68 (Lappans Road) to US 40 (National Pike), Halfway/Hagerstown

LRTP Relationship:

Unfunded Priority

I-81 Ph 2 & 3 Hwy Reconstruction

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$3056	$612	$102	$0	$0	$0	$0	$0	$3,770
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3056**	**$612**	**$102**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,770**

State Funding - Maryland State Highway Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$4435	$279	$46	$0	$0	$0	$0	$0	$4,760
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$4435**	**$279**	**$46**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,760**

Total	**$7491**	**$891**	**$148**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,530**

Halfway Boulevard Extended Ph 1 & Ph 2

MPO ID	W2018-01	**Project Category**	TIP
Resp. Agency	Washington County	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$5,549
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$2,649
		Future Years Cost	$0

Description:

Construct a new connector road and new connector road between existing Halfway Boulevard and MD 63 (Phase II of the project).



Limits:

Connecting existing Halfway Blvd at intersection with New Gate Road, west to MD 63 (Greencastle Pike)

LRTP Relationship:

Fiscally Constrained Project

Halfway Boulevard Extended Ph 1 & Ph 2

(Funding in Thousands)

Local Funding - Washington County

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$100	$0	$0	$0	$0	$0	$0	$0	$100
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$749	$0	$900	$0	$0	$0	$0	$0	$1,649
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$849**	**$0**	**$900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,749**

Appalachian Regional Commission Grant

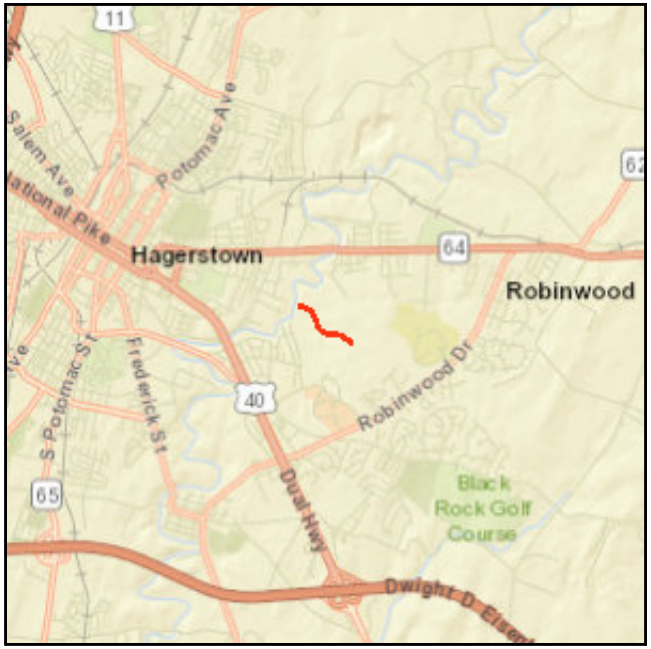
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1800	$2000	$0	$0	$0	$0	$0	$0	$3,800
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1800**	**$2000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,800**

Total	**$2649**	**$2000**	**$900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,549**

Professional Boulevard Extended - Phase 2

MPO ID	W2018-02	**Project Category**	TIP
Resp. Agency	Washington County	**Functional Class**	
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$4,309
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$4,059
		Future Years Cost	$0

Description:
Construct new connector road



Limits:

Connecting existing Halfway Blvd at intersection with New Gate Road, west to MD 63

LRTP Relationship:

Fiscally Constrained Project

Professional Boulevard Extended - Phase 2

(Funding in Thousands)

Appalachian Regional Commission Grant

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1000	$0	$0	$0	$0	$0	$0	$0	$1,000
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**

Local Funding - Washington County

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1859	$250	$0	$0	$0	$0	$0	$0	$2,109
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1859**	**$250**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,109**

Professional Boulevard Extended - Phase 2

(Funding in Thousands)

State Funding

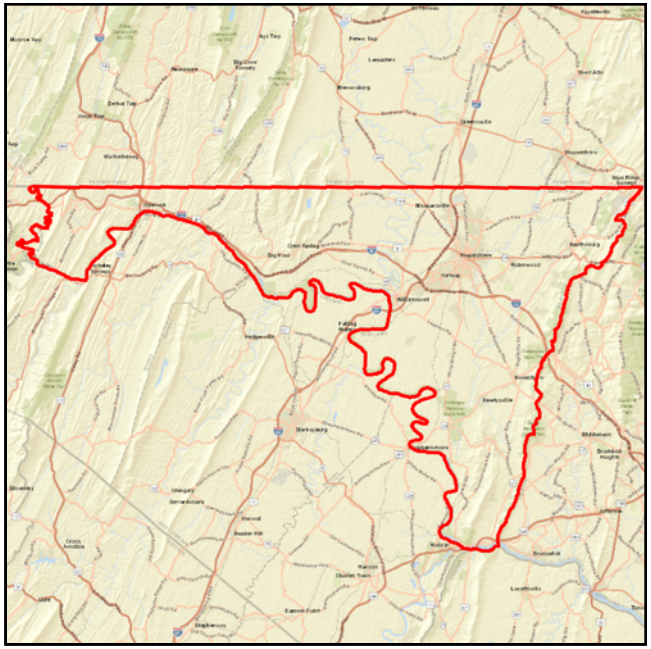
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1200	$0	$0	$0	$0	$0	$0	$0	$1,200
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,200**
Total	**$4059**	**$250**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,309**

Local Federal Aid Projects

MPO ID	W2019-07	**Project Category**	TIP
Resp. Agency	Washington County	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$12,122
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$7,704
		Future Years Cost	$0

Description:

Local Federal Aid Projects in Washington County and the City of Hagerstown (see Section 3.5 of the TIP for more detail).



Limits:

Areawide

LRTP Relationship:

System Preservation

Local Federal Aid Projects

(Funding in Thousands)

Federal Aid

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$1132	$0	$0	$0	$0	$0	$0	$0	$1,132
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$4713	$1346	$2189	$0	$0	$0	$0	$0	$8,248
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$5845**	**$1346**	**$2189**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,380**

Local Funding - Washington County

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$609	$0	$0	$0	$0	$0	$0	$0	$609
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1250	$336	$547	$0	$0	$0	$0	$0	$2,133
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1859**	**$336**	**$547**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,742**

Total	**$7704**	**$1682**	**$2736**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,122**

I-70 MD 65 and CSX Bridges Rehabilitation

MPO ID	W2019-09	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$35,308
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$8,870
		Future Years Cost	$0

Description:

Deck replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over the CSX Hagerstown Branch.



Limits:

Dual bridges 21118 and 21119

LRTP Relationship:

Fiscally Constrained Project

I-70 MD 65 and CSX Bridges Rehabilitation

(Funding in Thousands)

State Funding - Maryland State Highway Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$2011	$0	$0	$0	$0	$0	$0	$0	$2,011
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$1120	$1960	$2204	$1656	$718	$0	$0	$0	$7,658
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3131**	**$1960**	**$2204**	**$1656**	**$718**	**$0**	**$0**	**$0**	**$9,669**

I-70 MD 65 and CSX Bridges Rehabilitation

(Funding in Thousands)

National Highway Performance Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$5739	$5721	$6584	$5049	$2546	$0	$0	$0	$25,639
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$5739**	**$5721**	**$6584**	**$5049**	**$2546**	**$0**	**$0**	**$0**	**$25,639**
Total	**$8870**	**$7681**	**$8788**	**$6705**	**$3264**	**$0**	**$0**	**$0**	**$35,308**

MD 63/MD 68 Resurfacing and Sidewalk Improvements

MPO ID	W2019-10	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	
Project Category	Roadways	**County**	
State	Maryland	**Est. Total Cost**	$1,254
CIP or CTP ID(s)	151524FLAP010	**Prior Years Cost**	$168
		Future Years Cost	$0

Description:
Milling and overlaying and sidewalk improvements

Limits:



LRTP Relationship:

Bicycle and Pedestrian Element

MD 63/MD 68 Resurfacing and Sidewalk Improvements

(Funding in Thousands)

Federal Lands Access Program

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$109	$0	$0	$0	$0	$0	$0	$0	$109
ROW	$30	$10	$0	$0	$0	$0	$0	$0	$40
CON	$0	$547	$278	$0	$0	$0	$0	$0	$825
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$139**	**$557**	**$278**	**$0**	**$0**	**$0**	**$0**	**$0**	**$974**

MD 63/MD 68 Resurfacing and Sidewalk Improvements

(Funding in Thousands)

Local Match

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$22	$8	$0	$0	$0	$0	$0	$0	$30
ROW	$7	$3	$0	$0	$0	$0	$0	$0	$10
CON	$0	$139	$71	$0	$0	$0	$0	$0	$210
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$29**	**$150**	**$71**	**$0**	**$0**	**$0**	**$0**	**$0**	**$250**

State Funding

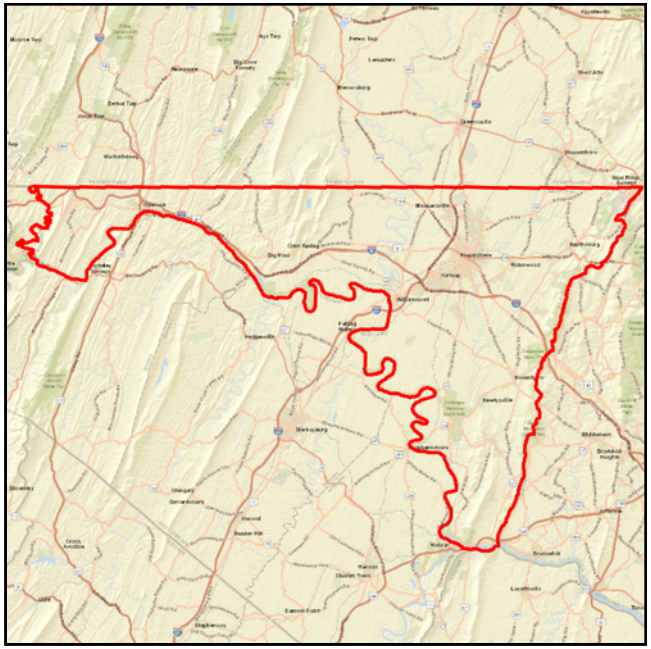
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$30	$0	$0	$0	$0	$0	$0	$30
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$30**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$30**

Total	**$168**	**$737**	**$349**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,254**

Areawide Environmental Projects

MPO ID	W2021-01	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$15,600
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Program to provide environmental and aesthetic improvements on SHA highways.



Limits:

Areawide

LRTP Relationship:

System Preservation

Areawide Environmental Projects

(Funding in Thousands)

Federal - General

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$240	$240	$240	$240	$0	$0	$0	$960
ROW	$0	$80	$80	$80	$80	$0	$0	$0	$320
CON	$0	$3600	$3600	$2000	$2000	$0	$0	$0	$11,200
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$3920**	**$3920**	**$2320**	**$2320**	**$0**	**$0**	**$0**	**$12,480**

State Funding - Maryland State Highway Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$60	$60	$60	$60	$0	$0	$0	$240
ROW	$0	$20	$20	$20	$20	$0	$0	$0	$80
CON	$0	$900	$900	$500	$500	$0	$0	$0	$2,800
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$980**	**$980**	**$580**	**$580**	**$0**	**$0**	**$0**	**$3,120**

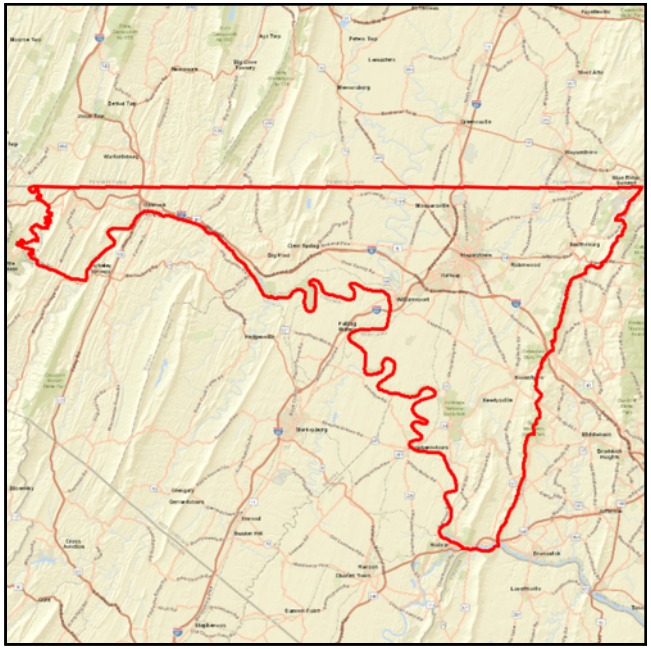
Total	**$0**	**$4900**	**$4900**	**$2900**	**$2900**	**$0**	**$0**	**$0**	**$15,600**

Areawide Safety & Spot Imrpovements

MPO ID	W2021-02	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$31,600
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:

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



Limits:

Areawide

LRTP Relationship:

System Preservation

Areawide Safety & Spot Imrpovements

(Funding in Thousands)

Federal - General

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$240	$240	$240	$240	$0	$0	$0	$960
ROW	$0	$80	$80	$80	$80	$0	$0	$0	$320
CON	$0	$6000	$6000	$6000	$6000	$0	$0	$0	$24,000
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$6320**	**$6320**	**$6320**	**$6320**	**$0**	**$0**	**$0**	**$25,280**

State Funding - Maryland State Highway Administration

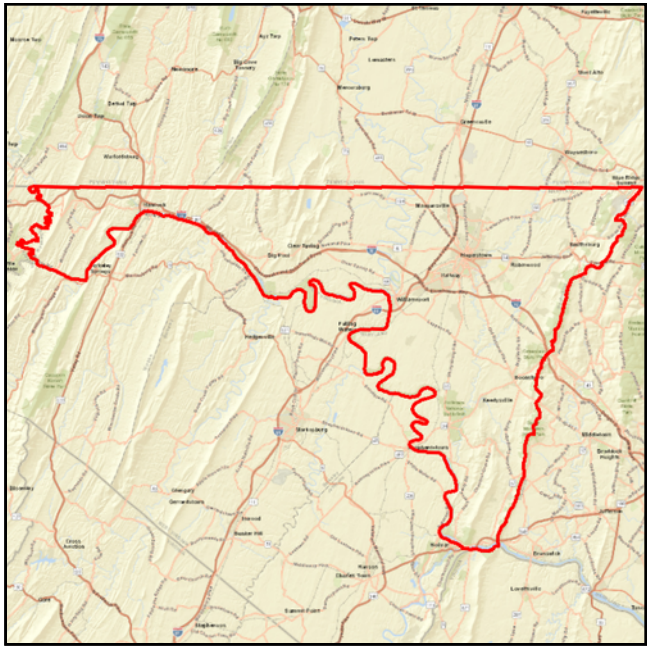
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$60	$60	$60	$60	$0	$0	$0	$240
ROW	$0	$20	$20	$20	$20	$0	$0	$0	$80
CON	$0	$1500	$1500	$1500	$1500	$0	$0	$0	$6,000
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1580**	**$1580**	**$1580**	**$1580**	**$0**	**$0**	**$0**	**$6,320**

Total	**$0**	**$7900**	**$7900**	**$7900**	**$7900**	**$0**	**$0**	**$0**	**$31,600**

Areawide Resurfacing & Rehabilitation

MPO ID	W2021-03	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$43,600
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

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



Limits:

Areawide

LRTP Relationship:

System Preservation

Areawide Resurfacing & Rehabilitation

(Funding in Thousands)

Federal - General

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$240	$240	$240	$240	$0	$0	$0	$960
ROW	$0	$80	$80	$80	$80	$0	$0	$0	$320
CON	$0	$9600	$9600	$7200	$7200	$0	$0	$0	$33,600
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$9920**	**$9920**	**$7520**	**$7520**	**$0**	**$0**	**$0**	**$34,880**

State Funding - Maryland State Highway Administration

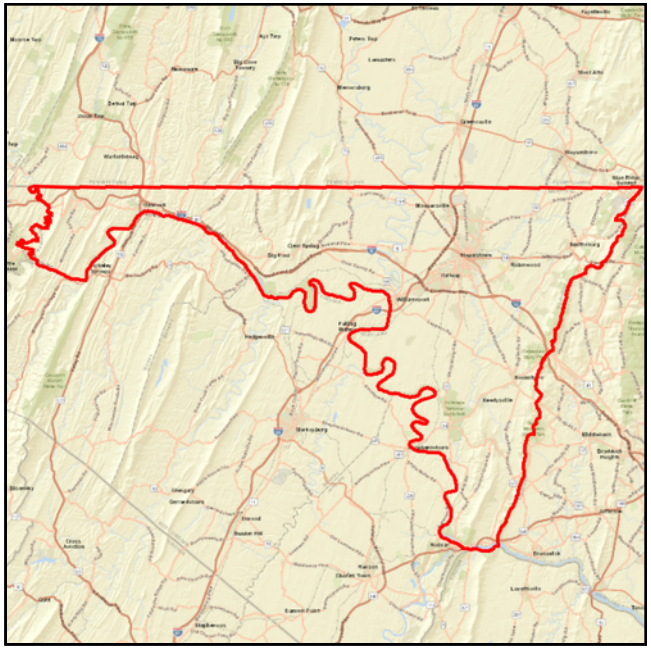
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$60	$60	$60	$60	$0	$0	$0	$240
ROW	$0	$20	$20	$20	$20	$0	$0	$0	$80
CON	$0	$2400	$2400	$1800	$1800	$0	$0	$0	$8,400
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$2480**	**$2480**	**$1880**	**$1880**	**$0**	**$0**	**$0**	**$8,720**

Total	**$0**	**$12400**	**$12400**	**$9400**	**$9400**	**$0**	**$0**	**$0**	**$43,600**

Areawide Bridge Replacement & Rehabilitation

MPO ID	W2021-04	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$29,000
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

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



Limits:

Areawide

LRTP Relationship:

System Preservation

Areawide Bridge Replacement & Rehabilitation

(Funding in Thousands)

Federal - General

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$840	$840	$840	$840	$0	$0	$0	$3,360
ROW	$0	$160	$160	$160	$160	$0	$0	$0	$640
CON	$0	$4800	$4800	$4800	$4800	$0	$0	$0	$19,200
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$5800**	**$5800**	**$5800**	**$5800**	**$0**	**$0**	**$0**	**$23,200**

State Funding - Maryland State Highway Administration

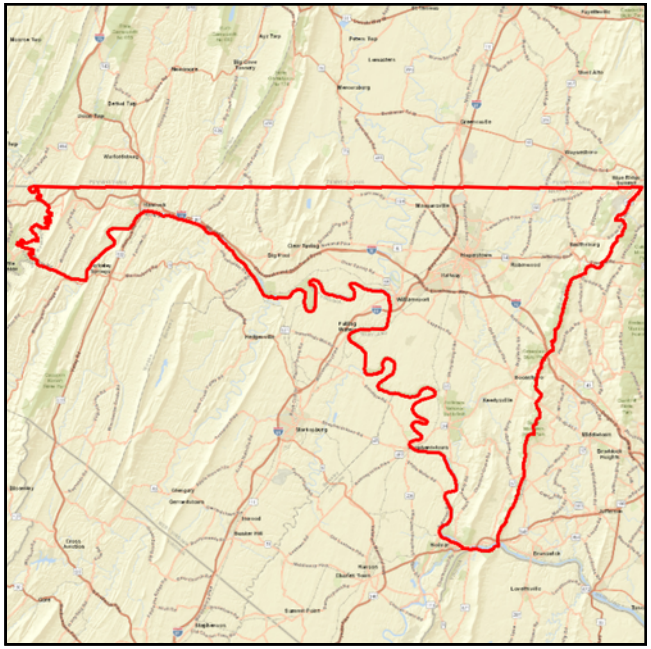
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$210	$210	$210	$210	$0	$0	$0	$840
ROW	$0	$40	$40	$40	$40	$0	$0	$0	$160
CON	$0	$1200	$1200	$1200	$1200	$0	$0	$0	$4,800
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1450**	**$1450**	**$1450**	**$1450**	**$0**	**$0**	**$0**	**$5,800**

Total	**$0**	**$7250**	**$7250**	**$7250**	**$7250**	**$0**	**$0**	**$0**	**$29,000**

Areawide Urban Reconstruction

MPO ID	W2021-05	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$4,200
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

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



Limits:

Areawide

LRTP Relationship:

System Preservation

Areawide Urban Reconstruction

(Funding in Thousands)

Federal - General

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$200	$200	$200	$200	$0	$0	$0	$800
ROW	$0	$40	$40	$40	$40	$0	$0	$0	$160
CON	$0	$600	$600	$600	$600	$0	$0	$0	$2,400
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$840**	**$840**	**$840**	**$840**	**$0**	**$0**	**$0**	**$3,360**

State Funding - Maryland State Highway Administration

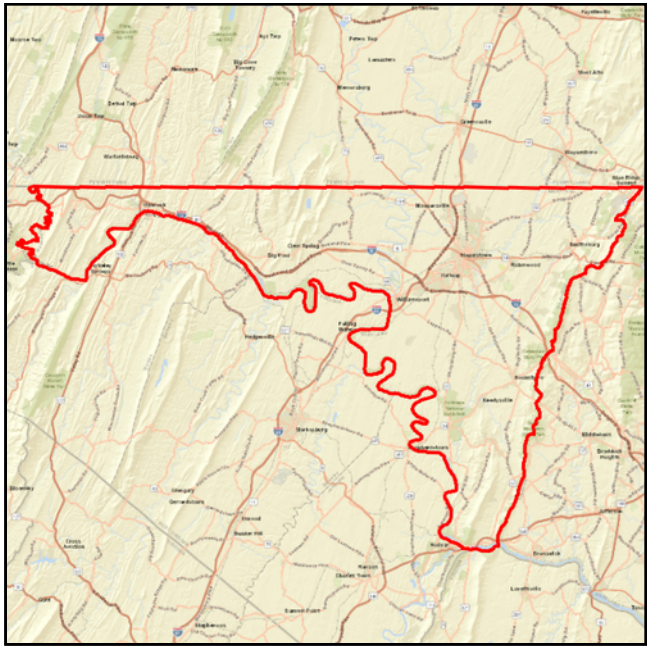
Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$50	$50	$50	$50	$0	$0	$0	$200
ROW	$0	$10	$10	$10	$10	$0	$0	$0	$40
CON	$0	$150	$150	$150	$150	$0	$0	$0	$600
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$210**	**$210**	**$210**	**$210**	**$0**	**$0**	**$0**	**$840**

Total	**$0**	**$1050**	**$1050**	**$1050**	**$1050**	**$0**	**$0**	**$0**	**$4,200**

Areawide Congestion Management

MPO ID	W2021-06	**Project Category**	TIP
Resp. Agency	MD DOT	**Functional Class**	NA
Project Category	Roadways	**County**	Washington County
State	Maryland	**Est. Total Cost**	$10,800
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

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



Limits:

Areawide

LRTP Relationship:

System Preservation

Areawide Congestion Management

(Funding in Thousands)

Federal - General

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$440	$440	$440	$440	$0	$0	$0	$1,760
ROW	$0	$40	$40	$40	$40	$0	$0	$0	$160
CON	$0	$1680	$1680	$1680	$1680	$0	$0	$0	$6,720
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$2160**	**$2160**	**$2160**	**$2160**	**$0**	**$0**	**$0**	**$8,640**

State Funding - Maryland State Highway Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$110	$110	$110	$110	$0	$0	$0	$440
ROW	$0	$10	$10	$10	$10	$0	$0	$0	$40
CON	$0	$420	$420	$420	$420	$0	$0	$0	$1,680
Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$540**	**$540**	**$540**	**$540**	**$0**	**$0**	**$0**	**$2,160**

Total	**$0**	**$2700**	**$2700**	**$2700**	**$2700**	**$0**	**$0**	**$0**	**$10,800**

Operating Assistance - Section 5307

MPO ID	WVT2021-01.1	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$6,146
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Funding for staff and typical office functions

Limits:

Areawide

LRTP Relationship:

Public Transit

Operating Assistance - Section 5307

(Funding in Thousands)

Section 5307 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$793	$760	$760	$760	$0	$0	$0	$3,073
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$793**	**$760**	**$760**	**$760**	**$0**	**$0**	**$0**	**$3,073**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$793	$760	$760	$760	$0	$0	$0	$3,073
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$793**	**$760**	**$760**	**$760**	**$0**	**$0**	**$0**	**$3,073**

Total	**$0**	**$1586**	**$1520**	**$1520**	**$1520**	**$0**	**$0**	**$0**	**$6,146**

Capital Assistance - Preventative Maintenance

MPO ID	WVT2021-02.1	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$1,072
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Preventative maintenance for fleet vehicles

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Preventative Maintenance

(Funding in Thousands)

Section 5307 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$215	$215	$215	$215	$0	$0	$0	$860
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$215**	**$215**	**$215**	**$215**	**$0**	**$0**	**$0**	**$860**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$53	$53	$53	$53	$0	$0	$0	$212
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$53**	**$53**	**$53**	**$53**	**$0**	**$0**	**$0**	**$212**

Total	**$0**	**$268**	**$268**	**$268**	**$268**	**$0**	**$0**	**$0**	**$1,072**

Capital Assistance - Driver pads/Data Collection

MPO ID	WVT2021-02.2	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$155
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$120
		Future Years Cost	$0

Description:
Purchase of driver pads for buses

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Driver pads/Data Collection

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$100	$28	$0	$0	$0	$0	$0	$0	$128
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$100**	**$28**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$128**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$20	$7	$0	$0	$0	$0	$0	$0	$27
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$20**	**$7**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$27**

Total	**$120**	**$35**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$155**

Capital Assistance - Miscellaneous Equipment

MPO ID	WVT2021-02.3	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$47
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$25
		Future Years Cost	$0

Description:
Purchase of miscellaneous equipment for vehicle fleet

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Miscellaneous Equipment

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$20	$18	$0	$0	$0	$0	$0	$0	$38
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$20**	**$18**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$38**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$5	$4	$0	$0	$0	$0	$0	$0	$9
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$5**	**$4**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9**

Total	**$25**	**$22**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$47**

Capital Assistance - Section 5339

MPO ID	WVT2021-03.1	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$105
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Bus Purchase Program

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Section 5339

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$84	$0	$0	$0	$0	$0	$0	$84
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$84**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$84**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$21	$0	$0	$0	$0	$0	$0	$21
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$21**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$21**

Total	**$0**	**$105**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$105**

Capital Assistance - Facility and Office Maintenance

MPO ID	WVT2021-05	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$21
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Purchase of materials for general facility and office maintenance

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Facility and Office Maintenance

(Funding in Thousands)

Section 5307 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$17	$0	$0	$0	$0	$0	$0	$17
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$17**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$17**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$4	$0	$0	$0	$0	$0	$0	$4
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$4**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4**

Total	**$0**	**$21**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$21**

Capital Assistance - Passenger Amenity

MPO ID	WVT2021-05.2	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$442
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$350
		Future Years Cost	$0

Description:
Bus Shelter Purchase, System Signage, and Other Passenger Information

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Passenger Amenity

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$280	$74	$0	$0	$0	$0	$0	$0	$354
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$280**	**$74**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$354**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$70	$18	$0	$0	$0	$0	$0	$0	$88
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$70**	**$18**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$88**

Total	**$350**	**$92**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$442**

Capital Assistance - ADA Minivans

MPO ID	WVT2021-06	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$81
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Funding for two ADA minivans

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - ADA Minivans

(Funding in Thousands)

Section 5310 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$65	$0	$0	$0	$0	$0	$0	$65
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$65**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$65**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$16	$0	$0	$0	$0	$0	$0	$16
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$16**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$16**

Total	**$0**	**$81**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$81**

Mobility Management Assistance - Section 5310

MPO ID	WVT2021-07	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$95
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$35
		Future Years Cost	$0

Description:
Mobility manager salary for service in Berkeley and Jefferson counties.

Limits:

Areawide

LRTP Relationship:

Public Transit

Mobility Management Assistance - Section 5310

(Funding in Thousands)

Section 5310 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$35	$24	$24	$0	$0	$0	$0	$0	$83
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$35**	**$24**	**$24**	**$0**	**$0**	**$0**	**$0**	**$0**	**$83**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$6	$6	$0	$0	$0	$0	$0	$12
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$6**	**$6**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12**

Total	**$35**	**$30**	**$30**	**$0**	**$0**	**$0**	**$0**	**$0**	**$95**

Section 5339 - Buses and Bus Facilities Infrastructure Investment Program

MPO ID	WVT2021-08	**Project Category**	TIP
Resp. Agency	EPTA	**Functional Class**	Transit
Project Category	Transit	**County**	WV Transit
State	West Virginia	**Est. Total Cost**	$11,480
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Bus Facility Construction

Limits:

Martinsburg

LRTP Relationship:

Public Transit

Section 5339 - Buses and Bus Facilities Infrastructure Investment Program

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$10580	$0	$0	$0	$0	$0	$0	$10,580
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$10580**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,580**

Local Funding - Eastern Panhandle Transit Authority

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$900	$0	$0	$0	$0	$0	$0	$900
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$900**

Total	**$0**	**$11480**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$11,480**

Medium Duty Bus Replacement

MPO ID	WT2021-01	**Project Category**	TIP
Resp. Agency	MTA	**Functional Class**	
Project Category	Transit	**County**	MD Transit
State	Maryland	**Est. Total Cost**	$1,604
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Medium Duty Bus Replacement of 4 buses

Limits:

Areawide

LRTP Relationship:

Public Transit

Medium Duty Bus Replacement

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$321	$321	$321	$321	$0	$0	$0	$1,284
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$321**	**$321**	**$321**	**$321**	**$0**	**$0**	**$0**	**$1,284**

Medium Duty Bus Replacement

(Funding in Thousands)

Local Funding - Washington County Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$40	$40	$40	$40	$0	$0	$0	$160
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$40**	**$40**	**$40**	**$40**	**$0**	**$0**	**$0**	**$160**

State Funding - Maryland Transit Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$40	$40	$40	$40	$0	$0	$0	$160
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$40**	**$40**	**$40**	**$40**	**$0**	**$0**	**$0**	**$160**

Total	**$0**	**$401**	**$401**	**$401**	**$401**	**$0**	**$0**	**$0**	**$1,604**

Operating Assistance - Section 5307

MPO ID	WT2021-01.1	**Project Category**	TIP
Resp. Agency	MTA	**Functional Class**	NA
Project Category	Transit	**County**	MD Transit
State	Maryland	**Est. Total Cost**	$7,460
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Operating assistance for transit services provided by Washington County

Limits:

Areawide

LRTP Relationship:

Public Transit

Operating Assistance - Section 5307

(Funding in Thousands)

Section 5307 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$933	$933	$933	$933	$0	$0	$0	$3,732
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$933**	**$933**	**$933**	**$933**	**$0**	**$0**	**$0**	**$3,732**

Operating Assistance - Section 5307

(Funding in Thousands)

Local Funding - Washington County Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$618	$618	$618	$618	$0	$0	$0	$2,472
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$618**	**$618**	**$618**	**$618**	**$0**	**$0**	**$0**	**$2,472**

State Funding - Maryland Transit Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$314	$314	$314	$314	$0	$0	$0	$1,256
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$314**	**$314**	**$314**	**$314**	**$0**	**$0**	**$0**	**$1,256**

Total	**$0**	**$1865**	**$1865**	**$1865**	**$1865**	**$0**	**$0**	**$0**	**$7,460**

Capital Assistance - Preventative Maintenance

MPO ID	WT2021-02.1	**Project Category**	TIP
Resp. Agency	MTA	**Functional Class**	NA
Project Category	Transit	**County**	MD Transit
State	Maryland	**Est. Total Cost**	$1,400
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

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

Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Preventative Maintenance

(Funding in Thousands)

Section 5307 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$280	$280	$280	$280	$0	$0	$0	$1,120
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$280**	**$280**	**$280**	**$280**	**$0**	**$0**	**$0**	**$1,120**

Local Funding - Washington County Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$35	$35	$35	$35	$0	$0	$0	$140
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$35**	**$35**	**$35**	**$35**	**$0**	**$0**	**$0**	**$140**

Capital Assistance - Preventative Maintenance

(Funding in Thousands)

State Funding - Maryland Transit Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$35	$35	$35	$35	$0	$0	$0	$140
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$35**	**$35**	**$35**	**$35**	**$0**	**$0**	**$0**	**$140**
Total	**$0**	**$350**	**$350**	**$350**	**$350**	**$0**	**$0**	**$0**	**$1,400**

Capital Assistance - Small Paratransit Bus 504

MPO ID	WT2021-02.7	**Project Category**	TIP
Resp. Agency	MTA	**Functional Class**	NA
Project Category	Transit	**County**	MD Transit
State	Maryland	**Est. Total Cost**	$296
CIP or CTP ID(s)	n/a	**Prior Years Cost**	$0
		Future Years Cost	$0

Description:
Capital Assistance for Washington County to continue to operate public transit service in the area



Limits:

Areawide

LRTP Relationship:

Public Transit

Capital Assistance - Small Paratransit Bus 504

(Funding in Thousands)

Section 5339 - Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$60	$60	$60	$60	$0	$0	$0	$240
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$60**	**$60**	**$60**	**$60**	**$0**	**$0**	**$0**	**$240**

Local Funding - Washington County Transit

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$7	$7	$7	$7	$0	$0	$0	$28
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$7**	**$7**	**$7**	**$7**	**$0**	**$0**	**$0**	**$28**

Capital Assistance - Small Paratransit Bus 504

(Funding in Thousands)

State Funding - Maryland Transit Administration

Phase	Prior Funds	FY 2021 Funds	FY 2022 Funds	FY 2023 Funds	FY 2024 Funds	FY 2025 Funds	FY 2026 Funds	Future Funds	Total Four-Year Funding Request
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit	$0	$7	$7	$7	$7	$0	$0	$0	$28
MPO	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$7**	**$7**	**$7**	**$7**	**$0**	**$0**	**$0**	**$28**
Total	**$0**	**$74**	**$74**	**$74**	**$74**	**$0**	**$0**	**$0**	**$296**