

January 12, 2023

Mr. Gregory Murrill
Division Administrator
Attn: Mr. Azmat Hussain
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Anthony Jreije
Federal Transit Administration
1835 Market Street, Suite 1910
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the Cumberland Area Metropolitan Planning Organization (CAMPO) Fiscal Year (FY) 2022-2025 Transportation Improvement Program (TIP) for the new State Highway Administration (SHA) projects as described below and in the attached memo.

MDOT has assigned Control #22-52 for this amendment to the STIP. This action reflects MDOT SHA's updated programmed expenditures for FY 2022 to FY 2025 with the addition of the new regionally significant projects.

| Project Name | STIP # | TIP # | Funding Source | FY22-FY25 Net Federal Change (in 000's) |
|--|---------------|--------------|-----------------------|--|
| US 220, MD 53, and MD 636 Improvements, Cresaptown | W2023-01 | W2023-01 | NHPP, State | \$3,197 |
| I-68 Cumberland Viaduct Rehabilitation, Cumberland | W2023-02 | W2023-02 | NHPP, State | \$3,308 |

Mr. Gregory Murrill
Ms. Terry Garcia Crews
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The funds associated with these projects have not been previously encumbered. The addition of these funds will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

If you have questions or need additional information, please contact Mr. Rashad Pinckney, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1280, or via email at rpinckney@mdot.maryland.gov for assistance. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" being more prominent than the last name "Byrne".

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

cc: Mr. Rashad Pinckney, Regional Planner, OPCP, MDOT

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # CAMPO 23-1

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|--------------------|-------------------|----------------------|------------------------------|-------------|----------|
| | | | | Federal | State/Local | Total |
| US 220, MD 53, and MD 636 Improvements (AL4451) | A | n/a | CE 2023 | \$ - | \$ - | \$ - |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | MDOT SHA | CAMPO | SHA-A-3 | \$ 3,197 | \$ 356 | \$ 3,553 |
| Description Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown. | | | | | | |
| Justification This project will improve safety and operations in Cresaptown. | | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|-----------------------------|-----------------|--|--------------|----------|----------|----------|
| | | <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other | Total | \$ - | \$ - | \$ - |
| | Current (000s) | Federal | \$ - | \$ - | \$ - | \$ - |
| | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | \$ - | \$ 500 | \$ 1,635 | \$ 1,418 | \$ 3,553 |
| | Proposed (000s) | Federal | \$ - | \$ 450 | \$ 1,471 | \$ 1,276 |
| | State/Local | \$ - | \$ 50 | \$ 164 | \$ 142 | \$ 356 |
| | Total | \$ - | \$ 500 | \$ 1,635 | \$ 1,418 | \$ 3,553 |
| | Change (000s) | Federal | \$ - | \$ 450 | \$ 1,471 | \$ 1,276 |
| | State/Local | \$ - | \$ 50 | \$ 164 | \$ 142 | \$ 356 |
| | Total | \$ - | \$ 500 | \$ 1,635 | \$ 1,418 | \$ 3,553 |



PHASE DETAIL

| Current | Phase/Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|-------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PE/FC | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Proposed | Phase/Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------------|---------|-------------|---------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP/PE | NHPP | \$ - | \$ - | \$ 450 | \$ - | \$ 540 | \$ - | \$ 360 | \$ - | \$ 1,350 | \$ - | \$ 1,350 |
| | State | \$ - | \$ - | \$ - | \$ 50 | \$ - | \$ 60 | \$ - | \$ 40 | \$ - | \$ 150 | \$ 150 |
| RW | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 931 | \$ - | \$ 466 | \$ - | \$ 1,397 | \$ - | \$ 1,397 |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 104 | \$ - | \$ 52 | \$ - | \$ 156 | \$ 156 |
| CO | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 450 | \$ - | \$ 450 | \$ - | \$ 450 |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50 | \$ - | \$ 50 | \$ 50 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 450 | \$ 50 | \$ 1,471 | \$ 164 | \$ 1,276 | \$ 142 | \$ 3,197 | \$ 356 | \$ 3,553 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # CAMPO 23-1 (cont'd)

PHASE DETAIL (cont'd)

| Change | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|-------------------|-------------|-------------|---------------|--------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|
| | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP/PE <i>NHPP</i> | \$ - | \$ - | \$ 450 | \$ - | \$ 540 | \$ - | \$ 360 | \$ - | \$ 1,350 | \$ - | \$ 1,350 |
| <i>State</i> | \$ - | \$ - | \$ - | \$ 50 | \$ - | \$ 60 | \$ - | \$ 40 | \$ - | \$ 150 | \$ 150 |
| RW <i>NHPP</i> | \$ - | \$ - | \$ - | \$ - | \$ 931 | \$ - | \$ 466 | \$ - | \$ 1,397 | \$ - | \$ 1,397 |
| <i>State</i> | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 104 | \$ - | \$ 52 | \$ - | \$ 156 | \$ 156 |
| CO <i>NHPP</i> | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 450 | \$ - | \$ 450 | \$ - | \$ 450 |
| <i>State</i> | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50 | \$ - | \$ 50 | \$ 50 |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ - | \$ 450 | \$ 50 | \$ 1,471 | \$ 164 | \$ 1,276 | \$ 142 | \$ 3,197 | \$ 356 | \$ 3,553 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-----------------|---------------------------------|-----------------|--------------------|------------------|
| Federal | \$ - | Federal | \$ 3,197 | Federal | \$ 6,534 | Federal | \$ 9,731 |
| State/Local | \$ - | State/Local | \$ 356 | State/Local | \$ 726 | State/Local | \$ 1,082 |
| Total | \$ - | Total | \$ 3,553 | Total | \$ 7,260 | Total | \$ 10,813 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # CAMPO 23-2

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---|--|-------------------|----------------------|------------------------------|-------------|----------|
| | | | | Federal | State/Local | Total |
| I-68 Cumberland Viaduct Rehabilitation (AL6211) | A | n/a | tbd | \$ - | \$ - | \$ - |
| | | | | Net Funding Change (000s) | | |
| | Administration | Area/MPO | CTP Page | Federal | State/Local | Total |
| | MDOT SHA | CAMPO | SHA-A-1 | \$ 3,308 | \$ 150 | \$ 3,458 |
| Description | Deck replacement and rehabilitation of bridge 0109600, the Cumberland Viaduct. | | | | | |
| Justification | To replace the bridge deck and extend the service life of the structure. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|--|-----------------|---|----------------|--------------|----------|----------|----------|
| | | <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP | Current (000s) | Total | \$ - | \$ - | \$ - |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | | Federal | \$ - | \$ - | \$ - | \$ - | \$ - |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| <input type="checkbox"/> D) Other | Proposed (000s) | Total | \$ - | \$ 783 | \$ 1,033 | \$ 1,642 | \$ 3,458 |
| | | Federal | \$ - | \$ 783 | \$ 1,008 | \$ 1,517 | \$ 3,308 |
| | | State/Local | \$ - | \$ - | \$ 25 | \$ 125 | \$ 150 |
| | | Total | \$ - | \$ 783 | \$ 1,033 | \$ 1,642 | \$ 3,458 |
| | | Federal | \$ - | \$ 783 | \$ 1,008 | \$ 1,517 | \$ 3,308 |
| | | State/Local | \$ - | \$ - | \$ 25 | \$ 125 | \$ 150 |



PHASE DETAIL

| Current | Phase | Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---------|--------------|---------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|-------|
| | | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| | PE/FD | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Proposed | Phase | Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|----------|--------------|---------|---------|-------------|---------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|
| | | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| | PE/FD | NHPP | \$ - | \$ - | \$ 783 | \$ - | \$ 1,008 | \$ - | \$ 626 | \$ - | \$ 2,417 | \$ - | \$ 2,417 |
| | | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 25 | \$ - | \$ 16 | \$ - | \$ 41 | \$ 41 |
| | RW | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 891 | \$ - | \$ - | \$ 891 | \$ - | \$ 891 |
| | | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 109 | \$ - | \$ 109 | \$ - | \$ 109 |
| | CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | | \$ - | \$ - | \$ 783 | \$ - | \$ 1,008 | \$ 25 | \$ 1,517 | \$ 125 | \$ 3,308 | \$ 150 | \$ 3,458 |

| Change | Phase | Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------|--------------|---------|---------|-------------|---------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|
| | | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| | PE/FD | NHPP | \$ - | \$ - | \$ 783 | \$ - | \$ 1,008 | \$ - | \$ 626 | \$ - | \$ 2,417 | \$ - | \$ 2,417 |
| | | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 25 | \$ - | \$ 16 | \$ - | \$ 41 | \$ 41 |
| | RW | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 891 | \$ - | \$ - | \$ 891 | \$ - | \$ 891 |
| | | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 109 | \$ - | \$ 109 | \$ - | \$ 109 |
| | CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | | \$ - | \$ - | \$ 783 | \$ - | \$ 1,008 | \$ 25 | \$ 1,517 | \$ 125 | \$ 3,308 | \$ 150 | \$ 3,458 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # CAMPO 23-2 (cont'd)

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|---------------|--------------------------|-----------------|---------------------------------|------------------|--------------------|------------------|
| Federal | \$ 283 | Federal | \$ 3,308 | Federal | \$ 42,299 | Federal | \$ 45,890 |
| State/Local | \$ 184 | State/Local | \$ 150 | State/Local | \$ 4,701 | State/Local | \$ 5,035 |
| Total | \$ 467 | Total | \$ 3,458 | Total | \$ 47,000 | Total | \$ 50,925 |

AMENDMENT 4 RESOLUTION

No. 22-28

Resolution approving the Fiscal Year 2022-2025 Transportation Improvement Program:

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Program in accordance with Federal requirements, and the Allegany County Commissioners have been designated as the Metropolitan Planning Organization for this area as approved by the Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation and the Allegany County Department of Community Services, have together prepared the Transportation Improvement Program for Fiscal Year 2022- 2025 in compliance with applicable Federal programs and regulations.

WHEREAS, add the Project CAMPO 23-1, US 220, MD 53, and MD 636 Improvements, Cresaptown at a total cost of \$3,197,000; and

WHEREAS, add the Project CAMPO 23-2, I-68 Cumberland Viaduct Rehabilitation, Cumberland at a total cost of \$3,308,000; and

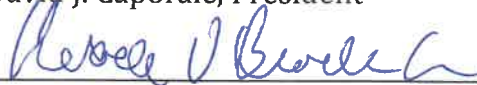
NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Cumberland Area Metropolitan Planning Organization approves the amended Fiscal Year 2022-2025 Transportation Improvement Program.

ADOPTED THIS 15th day of December, 2022.

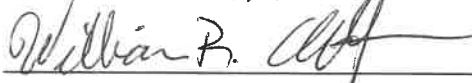
County Commissioners of Allegany County, Maryland



David J. Caporale, President



Creade V. Brodie, Jr., Commissioner



William R. Atkinson, Commissioner

ATTEST:



Linda A. Simpson, County Clerk

**CUMBERLAND URBANIZED AREA
FY 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM**

TIP Project # 23-1 *STIP #* CAMPO 23-1

Project Name US 220, MD 53, and MD 636 Improvements (AL4451) *Limits* US 220, MD 53, and MD 636 at Cresaptown

Improvement Description Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Road Type Other Principal Arterial *Current Lanes* 2 *Proposed Lanes* 2

Miles 8.3 *Highway System* State Primary/
State Secondary *Funding* NHPP/State *Ratio* 80/20

Related Projects _____

Comments _____

| CUMBERLAND AREA MPO - US 220, MD 53, and MD 636 Improvements (TIP #23-1) | | | | | | | | | |
|---|--------------|-----------------------|-------------|-------------|-------------|-------------|--------------|--------------|---------------------------|
| Phase | | Previous Years | 2022 | 2023 | 2024 | 2025 | 2026* | 2027* | FY 2022-2025 Total |
| PE/FD | State | 0 | 0 | 50 | 60 | 40 | 0 | 0 | 150 |
| | NHPP | 0 | 0 | 450 | 540 | 360 | 0 | 0 | 1,350 |
| RW | State | 0 | 0 | 0 | 104 | 52 | 0 | 0 | 156 |
| | NHPP | 0 | 0 | 0 | 931 | 466 | 0 | 0 | 1,397 |
| CO | State | 0 | 0 | 0 | 0 | 50 | 246 | 363 | 50 |
| | NHPP | 0 | 0 | 0 | 0 | 450 | 2,215 | 3,267 | 450 |
| <i>Total</i> | <i>State</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>356</i> |
| | <i>NHPP</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>3,197</i> |
| Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,553 |

| | |
|-------------------------------------|---------------|
| Total Estimated Project Cost | 11,000 |
|-------------------------------------|---------------|

* for informational purposes only
** all costs in \$000's

MPO Approval _____
Amended _____

**CUMBERLAND URBANIZED AREA
FY 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM**

TIP Project # 23-2 *STIP #* CAMPO 23-2

Project Name I-68 Cumberland Viaduct Rehabilitation (AL6211) *Limits* I-68/US 40/US 220 (Maryland Avenue - Johnson Street)

Improvement Description Deck replacement and rehabilitation of bridge 0109600, the Cumberland Viaduct.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Road Type Interstate *Current Lanes* 4 *Proposed Lanes* 4

Miles 0.6 *Highway System* State Primary *Funding* NHPP/State *Ratio* 80/20

Related Projects _____

Comments _____

| CUMBERLAND AREA MPO - I-68 Cumberland Viaduct Rehabilitation (TIP #23-2) | | | | | | | | | |
|---|--------------|-----------------------|-------------|-------------|--------------|--------------|--------------|---------------|---------------------------|
| Phase | | Previous Years | 2022 | 2023 | 2024 | 2025 | 2026* | 2027* | FY 2022-2025 Total |
| PE/FD | State | 184 | 0 | 0 | 25 | 16 | 6 | 6 | 41 |
| | NHPP | 283 | 0 | 783 | 1,008 | 626 | 244 | 244 | 2,417 |
| RW | State | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 109 |
| | NHPP | 0 | 0 | 0 | 0 | 891 | 0 | 0 | 891 |
| CO | State | 0 | 0 | 0 | 0 | 0 | 87 | 1,343 | 0 |
| | NHPP | 0 | 0 | 0 | 0 | 0 | 595 | 11,893 | 0 |
| <i>Total</i> | <i>State</i> | <i>184</i> | <i>0</i> | <i>0</i> | <i>25</i> | <i>125</i> | <i>93</i> | <i>1,349</i> | <i>150</i> |
| | <i>NHPP</i> | <i>283</i> | <i>0</i> | <i>783</i> | <i>1,008</i> | <i>1,517</i> | <i>839</i> | <i>12,137</i> | <i>3,308</i> |
| Total | | 467 | 0 | 783 | 1,033 | 1,642 | 932 | 13,486 | 3,458 |

| | |
|-------------------------------------|---------------|
| Total Estimated Project Cost | 51,000 |
|-------------------------------------|---------------|

* for informational purposes only
** all costs in \$000's

MPO Approval _____

Amended _____

December 8, 2022

Ms. Whitney Patterson
Public Works
Cumberland Area Metropolitan Planning Organization
701 Kelly Road
Cumberland, MD 21502

Dear Ms. Patterson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the Cumberland Area Metropolitan Planning Organization (CAMPO) Fiscal Year (FY) 2022-2025 Transportation Improvement Program (TIP) for State Highway Administration (SHA) projects as described below and in the attached memo.

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2022-2025 CAMPO TIP to reflect the following action.

| TIP ID | Project | Amount of New Funding (In 000s) | Comment |
|--------|--|---------------------------------|---|
| 23-1 | US 220, MD 53, and MD 636 Improvements, Cresaptown | \$3,197 | Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown |
| 23-2 | I-68 Cumberland Viaduct Rehabilitation, Cumberland | \$3,308 | Deck replacement and rehabilitation of bridge, the Cumberland Viaduct |

MDOT requests that this amendment be approved by the CAMPO Board at their earliest convenience.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

Ms. Whitney Patterson
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Rashad Pinckney, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1280, or via email at rpinckney@mdot.maryland.gov for assistance. Mr. Pinckney will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" being more prominent than the last name "Byrne".

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Rashad Pinckney, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER RASHAD PINCKNEY

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2022-2025 CUMBERLAND AREA
METROPOLITAN PLANNING ORGANIZATION (CAMPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: DECEMBER 7, 2022

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to CAMPO for its approval the following two TIP amendments.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2022-2025 CAMPO TIP to reflect the following action.

| TIP | PROJECT | PHASE | NEW FUNDING |
|------|--|-------|-------------|
| 23-1 | US 220, MD 53, and MD 636 Improvements, Cresaptown | PE/FD | \$1,500,000 |
| | | RW | \$1,553,000 |
| | | CO | \$500,000 |
| 23-2 | I-68 Cumberland Viaduct Rehabilitation, Cumberland | PE/FD | \$2,458,000 |
| | | RW | \$1,000,000 |

ANALYSIS

US 220, MD 53, and MD 636 Improvements (CAMPO 23-1) – This requested amendment reflects the addition of a new project to the FY 2022-2025 CAMPO TIP, a result of previous MDOT SHA studies undertaken under CAMPO 04-1, and the addition of \$1,500,000 to FY 2022-2025 CAMPO design funding, \$1,553,000 to FY 2022-2025 right-of-way acquisition funding, and \$500,000 to FY 2022-2025

Ms. Heather Murphy
Page Two

construction funding for purposes of utilities relocation. MDOT SHA requests this amendment in order that the FY 2022-2025 CAMPO TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2022-2025 and so that MDOT SHA can submit to the Federal Highway Administration for its approval the associated NEPA categorical exclusion, enabling design to proceed. This project's total cost, including \$7.3 million in construction funding programmed beyond the FY 2022-2025 CAMPO TIP, is \$11 million. MDOT SHA anticipates completing design in 2025 and construction in 2026-2028.

I-68 Cumberland Viaduct Rehabilitation (CAMPO 23-2) – This requested amendment reflects the addition of a new project to the FY 2022-2025 CAMPO TIP and the addition of \$2,458,000 to FY 2022-2025 CAMPO design funding and \$1,000,000 to FY 2022-2025 right-of-way acquisition funding. MDOT SHA requests this amendment in order that the FY 2022-2025 CAMPO TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2022-2025. This project's total cost, including \$47 million programmed for construction, including utilities relocation, beyond the FY 2022-2025 CAMPO TIP is \$51 million. MDOT SHA anticipates completing design in 2025 and construction in 2025-2027.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. MDOT published funding details in the draft FY 2023-2028 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2022-2025 CAMPO TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Sean Varsolona, MDOT SHA Regional Planner, at 410-545-5672 or via email at svarsolona@mdot.maryland.gov.

ATTACHMENTS

- FY 2022-2025 CAMPO TIP project 23-1 report
- FY 2022-2025 Maryland STIP project CAMPO 23-1 report
- FY 2022-2025 CAMPO TIP project 23-2 report
- FY 2022-2025 Maryland STIP project CAMPO 23-2 report

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