

THE BOARD OF GARRETT COUNTY COMMISSIONERS

203 South Fourth Street - Courthouse - Room 207 Oakland, Maryland 21550
www.garrettcounty.md.gov countycommissioners@garrettcounty.md.gov
301-334-8970 301-895-3188 FAX 301-334-5000

Board of Commissioners

Paul C. Edwards
Ryan S. Savage
S. Larry Tichnell

County Administrator

Kevin G. Null

County Attorney

Gorman E. Getty III

April 11, 2025

The Honorable Paul J. Wiedefeld
Maryland Transportation Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: GARRETT COUNTY 2025 TRANSPORTATION PRIORITIES

Dear Transportation Secretary Paul J. Wiedefeld:

Garrett County respectfully submits this 2025 Priority Letter listing our prioritized transportation projects for consideration in the Maryland Department of Transportation's development of the FY 2026-2031 Capital Transportation Program (CTP). We appreciate the opportunity to continue building on our collaborative success to advance our transportation systems for our residents and visitors. We understand that our State is addressing funding deficits. We understand challenges of balancing fiscal sustainability, with a focus on safety, maintenance, and strategic investment. We submit this priority letter aware of these challenges, yet we are encouraged by the advancement made on several projects and we are committed to maintaining this momentum through our collaborative efforts.

We would like to thank MDOT for its FY 2025 Recreation Trails Program funding for the Fork Run Intermediate Mountain Bike Trail, which will further expand and enhance recreational opportunities in our County. Additionally, we look forward to MDOT's partnership on our Garrett Pathways to Safety project which was awarded by the Federal Highway Administration's Safe Streets and Roads for All (SS4A) program. This project consists of:

- Development the Garrett County Active and Alternative Transportation Master Plan to enhance safety, connectivity, and multimodal transportation options throughout the county.
- Conduct detailed safety and traffic analysis along critical corridors, including US 219, MD 135, and MD 39, as well as the local road network in the Oakland area, to identify high-risk areas and prioritize safety improvements.
- Following studies and analyses above, we have funding for construction of a quick-build demonstration project to carry out the findings.

Furthermore, we are grateful for MDOT's support in our application to the 2025 Rural and Tribal Assistance Program, Garrett County Rural Mobility & Infrastructure Resilience Project, to fund our efforts in preparing local projects to be shovel-ready and aid in our pursuit of funding to see these projects completed. Your continued collaboration is essential to the success of these efforts, and we look forward to working together to achieve our transportation goals.

To be consistent with the Chapter 725 process, the list of requested projects was reviewed, refined and approved at the Garrett County Planning Commission on April 2, 2025, and the Garrett County Municipalities

meeting on April 2, 2025. The Board of County Commissioners as part of the agenda on Monday April 7, 2025 endorsed the list of priority projects that reflect the collective needs and aspirations of our community, developed through coordinated planning efforts with our municipalities, stakeholders, and residents. Each project represents a crucial step toward enhancing safety, accessibility, and connectivity, furthering economic development, and supporting environmental sustainability. Our dedication to closely collaborating with MDOT and SHA is unwavering, as we strive for the impactful realization of these projects on our community.

1. US 219 North Extension to Pennsylvania Stateline

Garrett County and the Town of Grantsville requests MDOT to program funding for right-of-way acquisition and design for the 1.5-mile segment of US 219 North between Old Salisbury Road and the Pennsylvania Stateline. This project will enhance regional connectivity, improve freight and passenger access, and support economic growth. The Pennsylvania Department of Transportation is leading the project in coordination with Maryland partners. Garrett County and Town of Grantsville support PennDOT's submission of the Environmental Impact Statement to the Federal Highway Administration and seek continued progress on this regional project.

2. US 219 Safety Improvements near Trader's Landing

Garrett County fully supports MDOT/SHA's efforts to enhance safety along US 219 near Trader's Landing, in McHenry from the US 219 bridge to potentially Glendale Road. The project aims to improve safety for pedestrians and motorists through restriping, intersection improvements, and active transportation features designed to address heavy traffic and safety concerns. Following a collaborative stakeholder meeting in 2022, where MDOT SHA and Garrett County presented an overview of the current conditions and various safety improvement options, the project's scope has been refined through ongoing coordination with stakeholders. We appreciate MDOT's collaboration with the local community and look forward to this project being advertised for construction in the fall of 2025, with construction anticipated to proceed in 2026. These critical safety improvements will enhance the well-being of both pedestrians and motorists enjoying Deep Creek Lake.

3. Grantsville Sidewalk Extension on Alt US 40 to River Road

The Town of Grantsville, in partnership with Garrett County, requests funding for preliminary engineering for pedestrian pathways (approximately 2,000 feet of 5-foot-wide sidewalk) along the north side of Alt US 40 to River Road. Building on the 2020 Grantsville Sidewalk Feasibility Study, this project aims to enhance pedestrian connectivity between the Town of Grantsville, Grantsville Elementary, the Spruce Forest Artisan Village, and other key destinations in the Arts & Entertainment District. The project is estimated to cost \$1.86 million (adjusted for inflation) and will benefit from FHWA's Thriving Communities Program technical assistance. In addition to our request to MDOT to advance this project, the County and Town intend to apply for discretionary grants. Securing funding for this project will promote pedestrian safety, enhance walkability, and support tourism and local economic development.

4. Garrett County Transit Operating & Capital Funding

Garrett Transit Services (GTS) requests funding to expand and sustain essential public transportation services in Garrett County through the implementation of the county's first fixed-route transit service under the 5307 program, adjusting demand response (5311) funding for critical out-of-county medical transportation, and investing in scheduling software upgrades to improve efficiency. Capital funding is also requested to support preventative maintenance, vehicle replacements, facility security modernization, and sustainability initiatives such as stormwater management, gray water reuse, solar energy integration, structural reinforcement, parking lot resurfacing, energy efficiency audits, and a bus wash water reclamation feasibility study. Collectively, these investments will enhance service quality, resilience, accessibility, and operational efficiency, promoting economic growth and community well-being throughout Garrett County.

5. MD 135 Shared Use Path

Garrett County, in partnership with the Town of Oakland, Town of Mountain Lake Park and the Town of Loch Lynn Heights requests MDOT to prioritize funding for design and engineering to advance the MD 135 Shared Use Path connecting the towns. Garrett County secured Bikeways and ARC funding for the MD 135 Bike and Pedestrian Connection Concept Plan which is expected to be completed in May 2025. The County and towns intend to apply for funding through discretionary funding to further develop the proposed network

of greenways on local roads improving safety in the local neighborhoods. By enhancing connectivity and providing safer pedestrian and bicycle access, this project will significantly benefit students, park visitors, and the community at large.

6. Oakland to Herrington Manor State Park Trail

Garrett County, the Town of Oakland and Garrett Trails, requests funding for engineering and right-of-way acquisition for the Oakland to Herrington Manor State Park Trail. The feasibility study is scheduled for completion in May 2025, with findings expected to include the need for a bridge to complete the route. With the cooperation of the Maryland Department of Natural Resources, the County is applying for funding opportunities to build upon the momentum of the ongoing study and advance toward implementation. Improved connectivity between Oakland and Herrington Manor State Park will enhance recreational opportunities, support tourism, outdoor recreation economy, and contribute to broader regional trail network goals.

7. US 219 Oakland Bypass

Garrett County, alongside the Town of Oakland, continues to request design and engineering funding for the US 219 Oakland Bypass. This 2.4-mile bypass, extending from north of Oakland to MD 135, is a pivotal project for our community's future. This initiative is not just about rerouting traffic; it's about fostering a safer, more vibrant Oakland by alleviating downtown congestion and enhancing the area's appeal for economic development and tourism.

The bypass is integral to our comprehensive transportation strategy. The Garrett Pathways to Safety project, funded by SS4A will build upon MDOT's 2021 US 219 Truck Corridor Study – Alternative Route Assessment for Oakland, Maryland, to further planning of potential truck corridor, support traffic growth, and improve roadway safety. Our goal is to ensure these projects complement each other, enhancing connectivity without hindering the bypass's future development. We are requesting MDOT to move this project forward in a way that respects community input and leverages the bypass's potential to improve safety, stimulate economic growth, and preserve Oakland's unique character.

8. Loch Lynn Trail Accessibility Enhancements

Town of Loch Lynn Heights in partnership with Garrett County and Garrett Trails respectfully requests funding from the Recreational Trails Program to retrofit and re-deck the existing boardwalks along the .75-mile Loch Lynn Community Trail to ensure ADA compliance and enhance accessibility for all users. The project will focus on removing barriers such as bollards and adding bump-outs for mobility devices, thereby promoting inclusivity, and ensuring that the trail remains an asset for educational exploration and recreational enjoyment. Our immediate goal is to secure funding to maintain this community asset. This project not only addresses the need for maintenance and safety enhancements but also aligns with our commitment to environmental stewardship and community well-being.

9. Broadford Bike System Skills Park

Town of Oakland in partnership with Garrett County's Interscholastic Mountain Bike Team is seeking funding through the Recreational Trails Program to further develop of the Broadford Park Mountain Bike Trails by developing a Skills Park and performing system wide maintenance. This enhancement will provide a dedicated area for riders of all ages and skill levels to practice and improve their technical skills, promoting recreation, developing our tourism workforce, and outdoor education in the region. Expanding the Broadford trail system with a Skills Park will enhance the overall user experience and attract more visitors to Garrett County. This project builds on the success of the RTP funding for the previous phase of the project, the Backbone Shaker Trail, which will be completed in summer 2025 under budget.

10. Garrett CALM (Community Awareness & Local Monitoring)

Garrett County is requesting funding to support the Garrett CALM (Community Awareness & Local Monitoring) project, which aims to enhance traffic monitoring and safety by deploying additional portable speed awareness signs and creating a system to aggregate traffic data. The initiative includes developing a public-facing traffic safety dashboard, providing a tool for residents to report speed concerns, and improving enforcement coordination through GIS-integrated analysis tools. These resources will improve the County's

is sought to advance this initiative and promote safer roadways across the region. Funding was sought for FY2026 from the Maryland Highway Safety Office to advance this technology-driven approach to improve traffic safety, transparency, and data accessibility across the County. This carries out our implementation of the 2024 Local roadways safety plan.

11. Crellin Sidewalk Replacement

Garrett County will be seeking funding for the design of approximately 0.5 miles of sidewalks along Crellin Street, located west of Oakland, MD. The existing sidewalks are degrading and in need of replacement, as well as providing a connection to Crellin Elementary School. This project aims to enhance pedestrian safety and access for students and community members traveling to and from Crellin Elementary School. The proposed improvements will include ADA-compliant sidewalks and crossings.

12. Meadow Mountain Trail Enhancements

Garrett County in partnership with Garrett Trails requests MDOT's assistance to repurpose the FY \$975,000 in Congressionally Directed Spending funds from MDOT to design and construct improvements to the Meadow Mountain Trail, including trail resurfacing, drainage enhancements, accessibility upgrades, and sign design and installations. This project will leverage secured ARC funds to support economic development, enhance outdoor recreational opportunities, and improve trail accessibility and safety for all users as part of the broader Eastern Continental Divide Loop initiative.

Attached, you will find the supporting project information for each of our priority projects. We value the opportunity to collaborate with MDOT and are committed to efficiently moving transportation projects forward to serving the needs of our constituents.

Sincerely,

THE BOARD OF COMMISSIONERS OF GARRETT COUNTY


Paul C. Edwards, Chairman


Ryan S. Savage, Commissioner


S. Larry Tichnell, Commissioner

GARRETT COUNTY GENERAL ASSEMBLY MEMBERS

Michael McKay Garrett County Government
4/15/2025 05:45:40am -04:00

Senator Michael W. McKay, District 1
Jim Hinebaugh Garrett County Government
4/15/2025 10:01:49am -04:00

Delegate James C. Hinebaugh Jr., District 1A

MUNICIPAL ELECTED OFFICIALS OF GARRETT COUNTY

Richard W Carlson Garrett County Government
4/23/2025 11:09:48am -04:00

Richard W. Carlson, Mayor, Town of Accident
Donald Dawson Garrett County Government
4/23/2025 11:02:47am -04:00

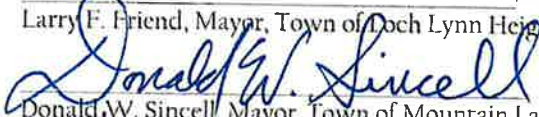
Donald E. Dawson, Mayor, Town of Deer Park
Spencer R. Schlosnagle Garrett County Government
4/23/2025 10:52:37am -04:00

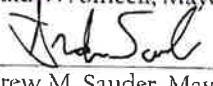
Spencer R. Schlosnagle, Mayor, Town of Friendsville
Emily Newman-Edwards Garrett County Government
4/16/2025 11:11:21am -04:00

Emily J. Newman-Edwards, Mayor, Town of Grantsville
Robert L. Reckart Garrett County Government
4/15/2025 06:14:31am -04:00

Robert L. Reckart, Mayor, Town of Kitzmiller
Larry F. Friend Garrett County Government
4/18/2025 12:49:15pm -04:00

Larry F. Friend, Mayor, Town of Loch Lynn Heights


Donald W. Sincell Mayor, Town of Mountain Lake Park
Garrett County Government
4/15/2025 06:59:05am -04:00


Andrew M. Sauder, Mayor, Town of Oakland

Enclosures:
Project Maps

cc:

David Cotton, Maryland Department of Planning
Korey Laymen, Maryland Department of Planning
Geoff Anderson, Office of Planning and Capital Programming, Maryland Department of Transportation
Linda Zerbee Puffenbarger, District Engineer District 6 State Highway Administration
Paul Nicol, Assistant District Engineer – Traffic District 6 State Highway Administration
Sean Varsolona, Regional Planner, State Highway Administration
Ray Moravec, Deputy Chief Engineering, State Highway Administration
Nate Evans, Assistant Chief, RIPD, SHA
Shawn Kiernan, Regional Planner, OPPPD, MDOT
Travis Johnston, Director Office of Local Transit Support, Maryland Transit Administration
Kevin Null, Administrator, Garrett County
Steve Kelly, Garrett County Director of Community Development and Planning
Chad Fike, Garrett County Asst. Director of Planning, Dept. of Community Development
Paul Harvey, Garrett County Roads Division Chief
Siera Wigfield, Senior Planner, Garrett County
Josh Spiker, Director of Garrett Trails
Chrisopher Mullett, President Garrett County Community Action
Cody Kroll, Director Garrett Transit System

2025 Priority	Project Name	Jurisdiction	Anticipated Cost (\$,000's)	Funding Source	% Funding Source	Local Land Use Plan Consistency	Opportunity Zone	SPFA	Sustainable Community	Contact Name	Contact email
1	US 219 North Extension to Pennsylvania Stateline	Garrett County	\$ 22,598	No Portion		Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
2	US 219 Safety Improvements near Trader's Landing	Garrett County		No Portion		Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
3	Grantsville Sidewalk Extension on Alt US 40 to River Road	Town of Grantsville	\$ 4,500	TA/SRTS & Bikeways	10%	Yes	X	X	X	Emily Newman-Edwards, Mayor	mayor@visagrantsville.org
4	Garrett County Transit Operating & Capital Funding	Garrett County Community Action & Garrett County		FTA/ MTA	Varies	Yes	X	X	X	Cody Kroll	ckroll@garrettac.org
5	MD 135 Shared Use Path	Garrett Co & Towns of Oakland, Mtn Lake Park & Loch Lynn		TA/SRTS & Bikeways		Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
6	Oakland to Herrington Manor State Park Trail	Garrett County & Town of Oakland	\$ 7,000	TA/Rec Trails	100%	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
7	US 219 Oakland Bypass	Garrett County & Town of Oakland	\$ 10,106	No Portion		Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
8	Loch Lynn Trail Accessibility Enhancements	Town of Loch Lynn Heights	\$ 550	Rec Trails	75%	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
9	Broadford Bike System Skills Park	Town of Oakland	\$ 150	Rec Trails	75%	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
10	Garrett CALM (Community Awareness & Local Monitoring)	Garrett County	\$ 140	MVA HSO	100%	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
11	Crellin Sidewalk Replacement	Garrett County	\$ 450	TA/SRTS & Bikeways	75%	Yes	X	X	X	Siera Wigfield	swigfield@garrettcounymd.gov
12	Meadow Mountain Trail Enhancements	Garrett County & Garrett Trails	\$ 1,200	CDS/ ARC		Yes				Siera Wigfield	swigfield@garrettcounymd.gov

1. US 219 North Extension to Pennsylvania Stateline



DESCRIPTION: Enhances regional connectivity and supports economic growth through improved freight and passenger movement. Builds on coordination with PennDOT and EIS submission.

PURPOSE & NEED: Design and right-of-way acquisition for 1.5-mile US 219 segment between Old Salisbury Rd and PA line.

☐ System Preservation / State of Good Repair
☒ Meet Capacity / Capacity Expansion
☐ Feasibility Study
☐ Safety

☐ Bicycle / Pedestrian / Complete Streets
☐ Transit-Oriented Development (TOD)
☐ Small-Scale Improvements to \$5 million
☒ Supports Housing & Economic Development

2. US 219 Safety Improvements near Trader's Landing



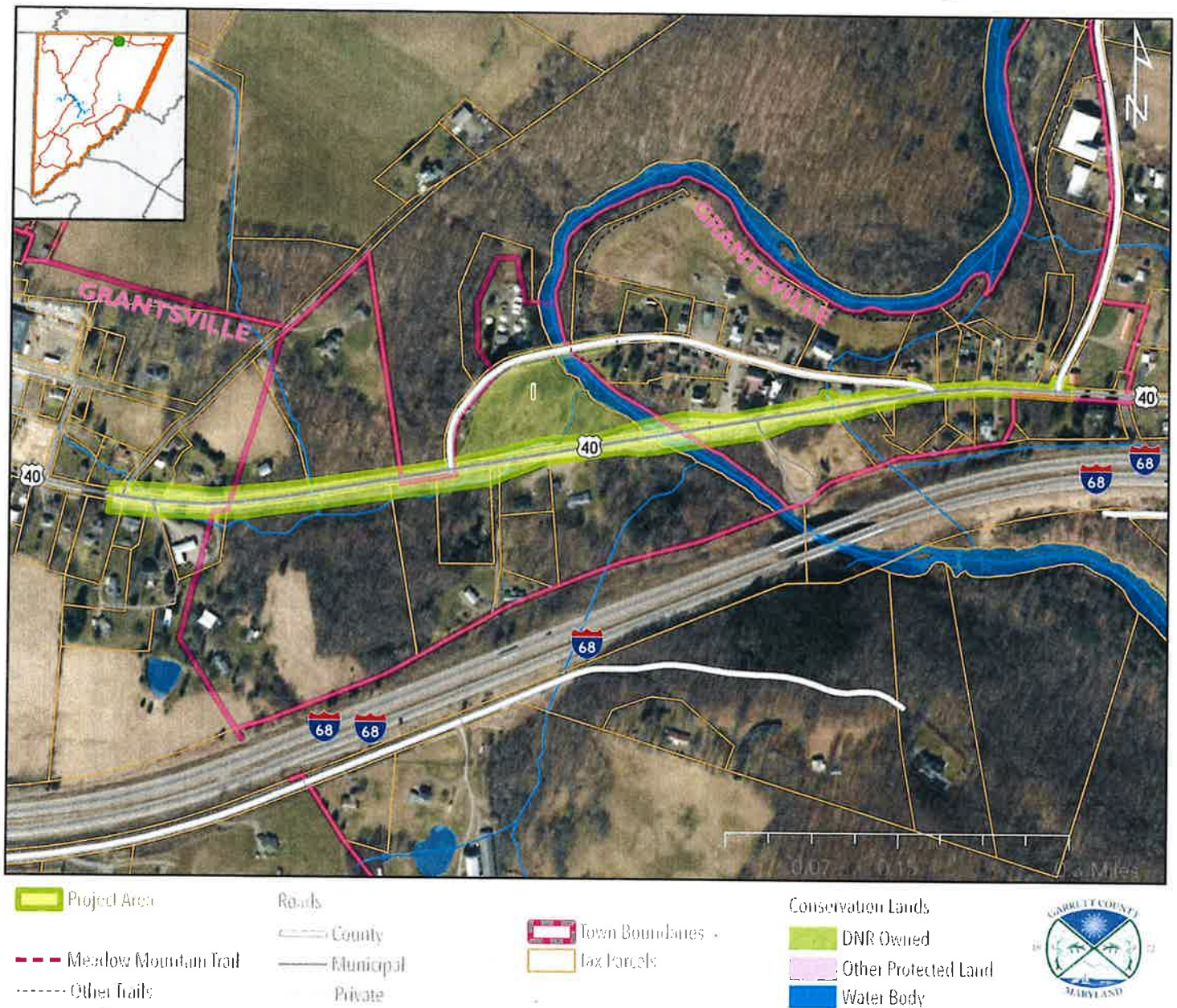
DESCRIPTION: Addresses high-traffic and pedestrian risk area with safety upgrades, aligned with community input and scheduled construction.

PURPOSE & NEED: Safety enhancements including re-striping and pedestrian improvements along US 219 near Trader's Landing.

- ✓ System Preservation / State of Good Repair
- ✓ New Capacity / Capacity Expansion
- ✓ Feasibility Study
- ✓ Safety

- ✓ Bicycle / Pedestrian / Complete Streets
- ✓ Transit-Oriented Development (TOD)
- ✓ Small Scale Improvements - \$5 million
- ✓ Supports Housing & Economic Development

3. Grantsville Sidewalk Extension on Alt US 40 to River Road



DESCRIPTION: Improves pedestrian safety and accessibility, supports tourism and walkability, builds on feasibility study.

PURPOSE & NEED: Engineering for 2,000 feet of sidewalk linking key civic and tourism destinations in Grantsville.

- ☒ System Preservation / State of Good Repair
- ☐ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☒ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

4. Garrett County Transit Operating & Capital Funding



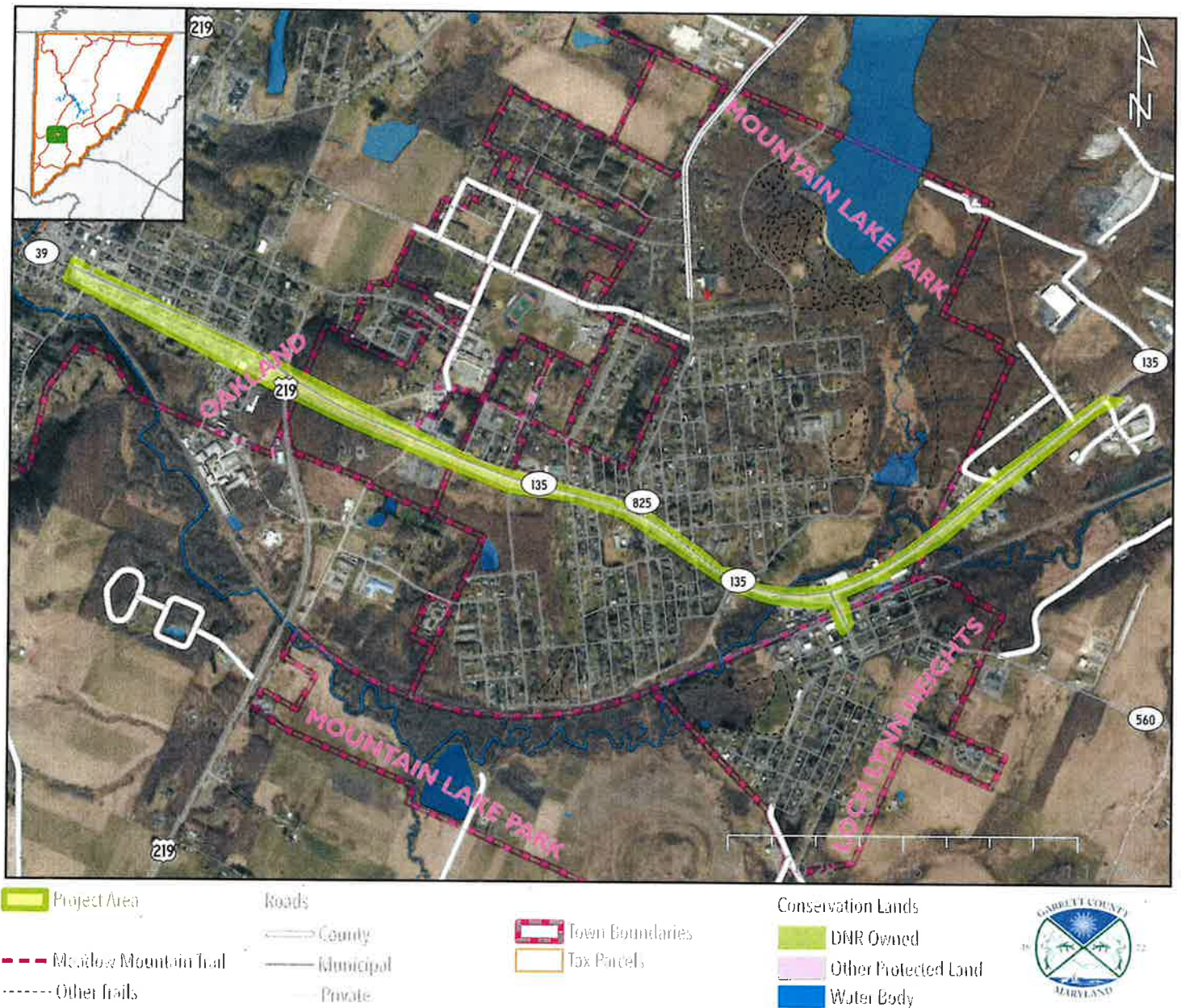
DESCRIPTION: Improves public transportation access, operational efficiency, and service reliability, while supporting sustainability initiatives.

PURPOSE & NEED: Support for fixed-route transit, demand response, out-of-county medical transport, and capital upgrades to transit infrastructure, and preventative maintenance.

- ☒ System Preservation / State of Good Repair
- ☒ New Capacity / Capacity Expansion
- ☒ Feasibility Study
- ☒ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

5. MD 135 Shared Use Path



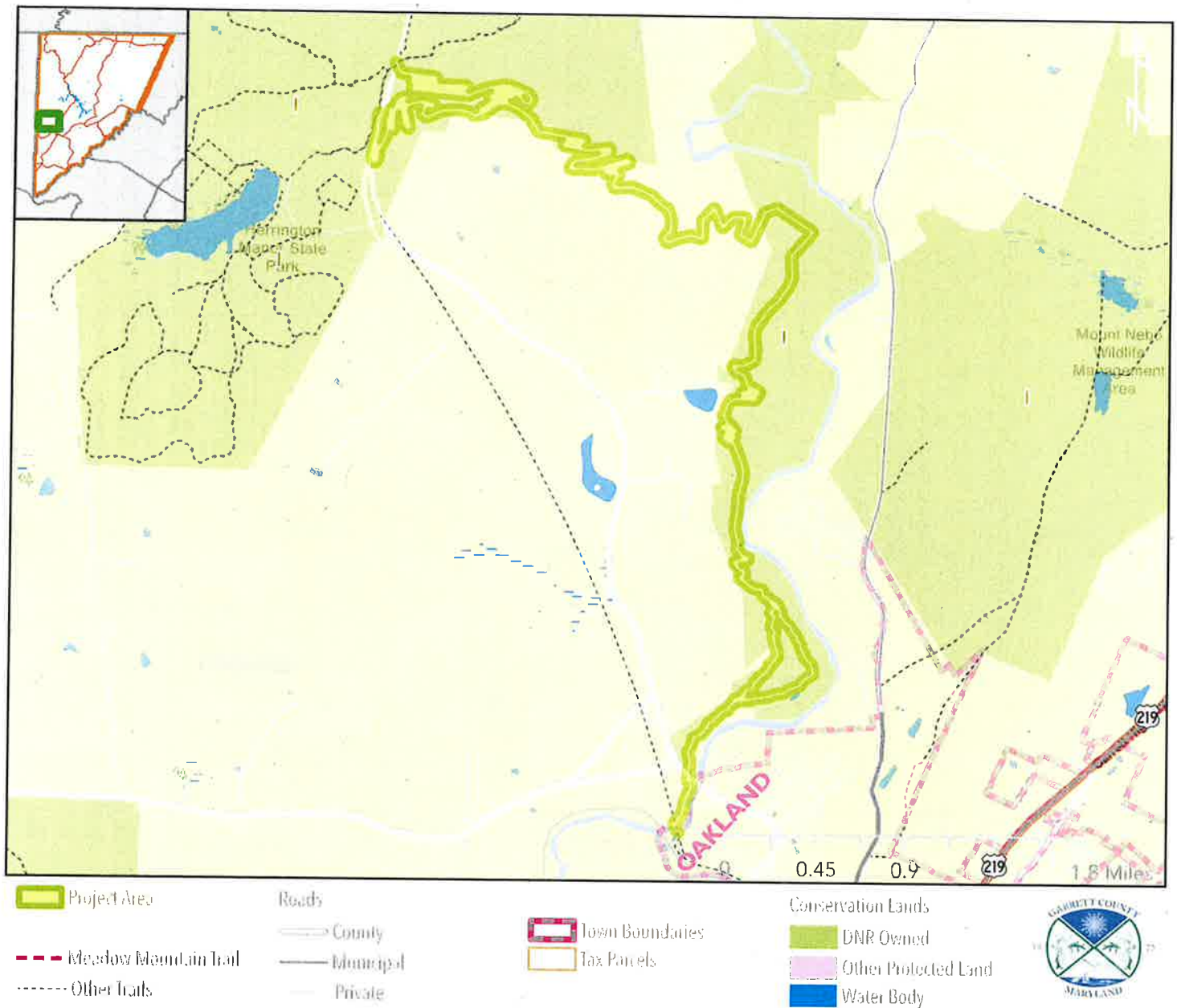
DESCRIPTION: Improves multimodal safety and connectivity for students and community members through a regional shared-use path network.

PURPOSE & NEED: Design and engineering for a shared use path along MD 135 and support the development of a safe active mode greenways network connecting Oakland, Mountain Lake Park, and Loch Lynn Heights.

- ☐ System Preservation / State of Good Repair
- ☒ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☒ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☒ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

6. Oakland to Herrington Manor State Park Trail



DESCRIPTION: Advances connectivity to outdoor recreation and tourism assets; builds on feasibility study and enhances regional trail network.

PURPOSE & NEED: Engineering and right-of-way acquisition for trail development connecting Oakland to Herrington Manor State Park.

- ☐ System Preservation / State of Good Repair
- ☒ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☒ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☐ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

7. US 219 Oakland Bypass



DESCRIPTION: Reduces congestion, enhances safety, and supports economic development through improved traffic flow and freight movement.

PURPOSE & NEED: Design and engineering for 2.4-mile bypass from north of Oakland to MD 135.

- ☐ System Preservation / State of Good Repair
- ☒ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☐ Safety

- ☐ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☐ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

8. Loch Lynn Trail Accessibility Enhancements



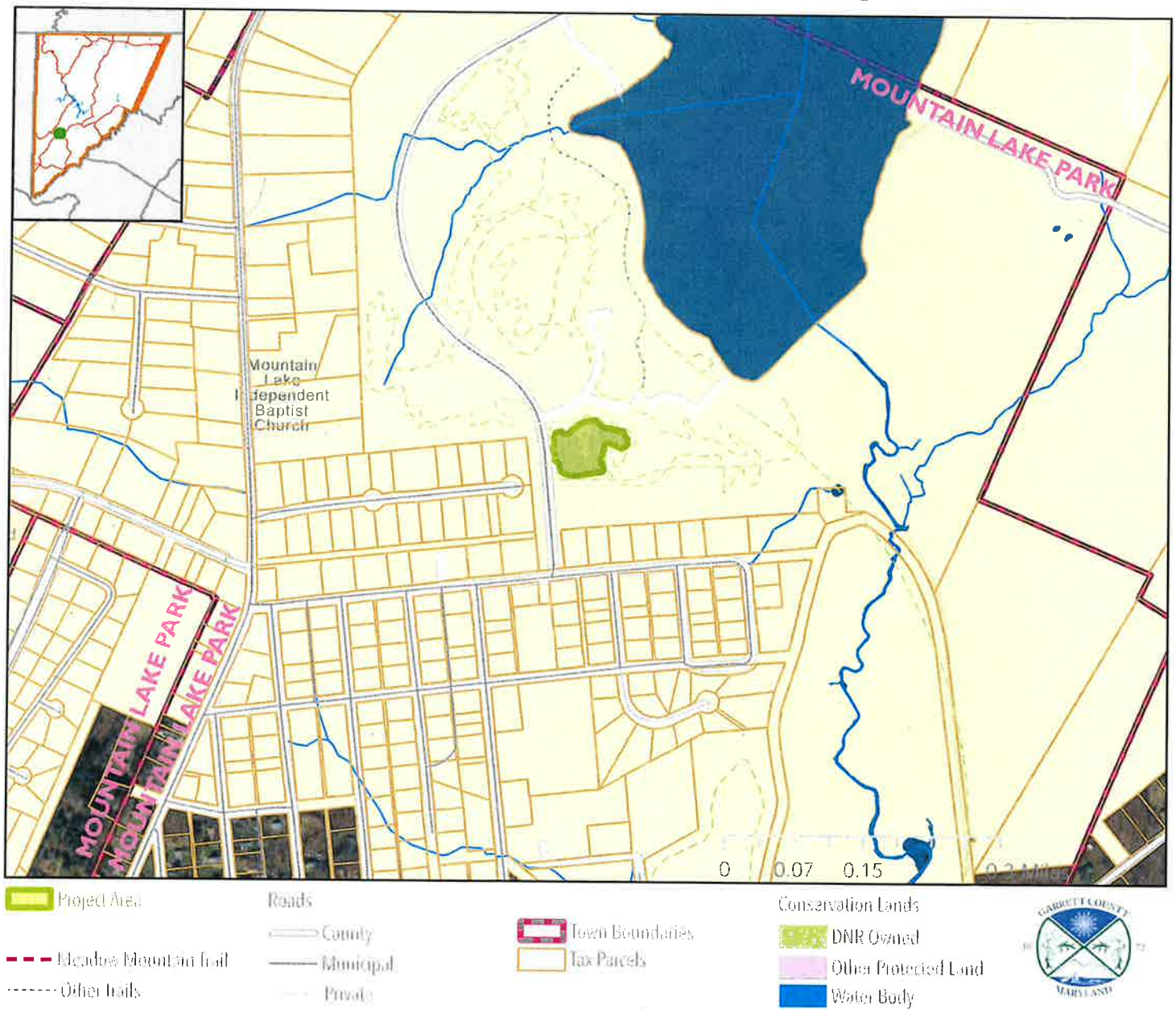
DESCRIPTION: Improves trail usability for mobility devices, applies universal design, and maintains enhances the trail as a community recreation interpretive, and educational asset.

PURPOSE & NEED: Retrofit and re-deck aging boardwalks on Loch Lynn Trail to ensure ADA compliance and access.

- ☒ System Preservation / State of Good Repair
- ☐ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☐ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

9. Broadford Bike System Skills Park & Trail System Improvements



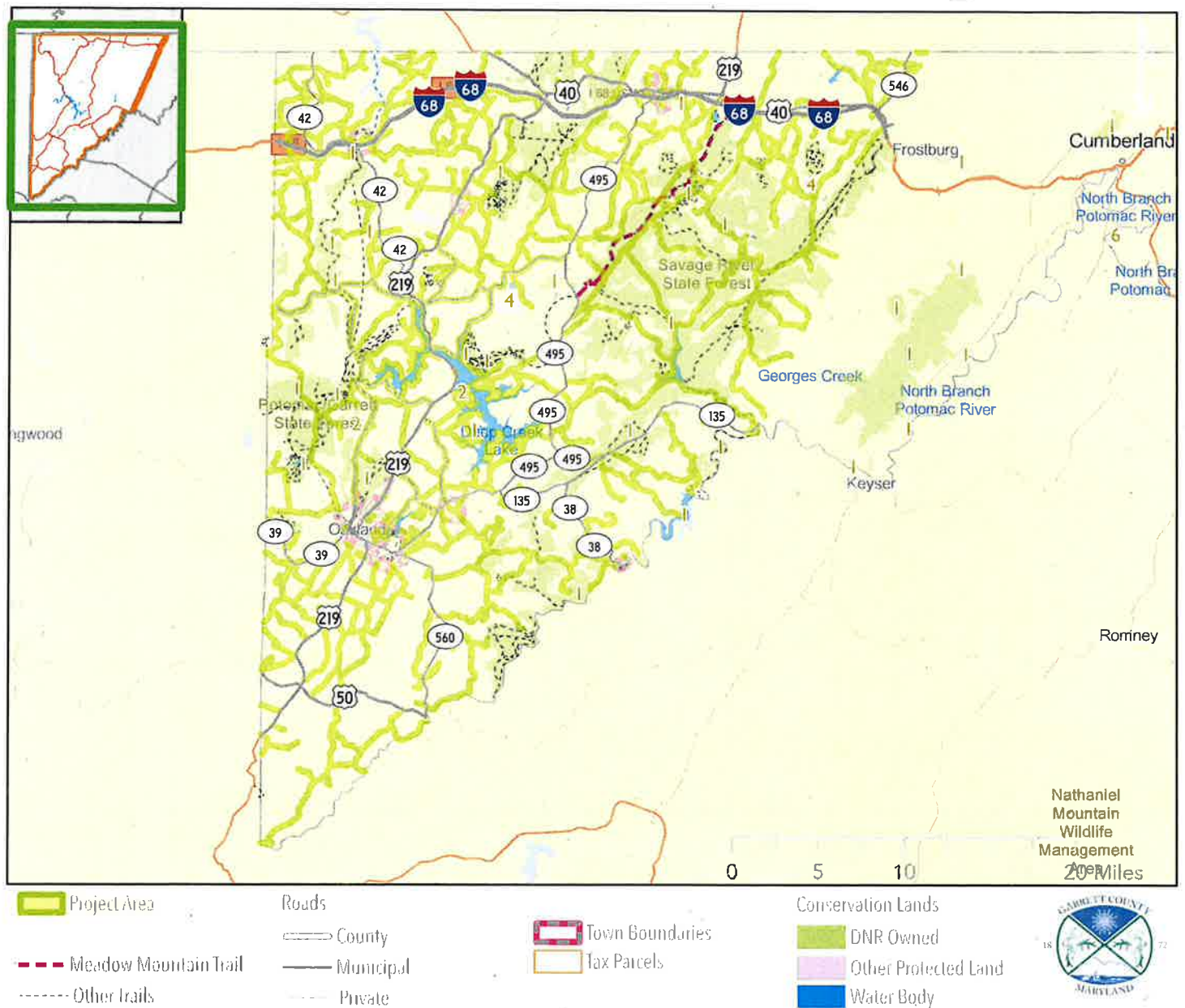
DESCRIPTION: Expands outdoor recreation infrastructure to support youth, education, foster work force development and regional tourism through mountain biking amenities.

PURPOSE & NEED: Development of Phase 4 mountain bike skills park at Broadford Park, and system wide improvements.

- ☒ System Preservation / State of Good Repair
- ☒ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☐ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

10. Garrett CALM (Community Awareness & Local Monitoring)



DESCRIPTION: Improves data-driven safety planning and transparency, enabling proactive speed enforcement and safety awareness.

PURPOSE & NEED: Traffic safety tech deployment including speed signs, dashboard, and GIS-based enforcement coordination.

- ☒ System Preservation / State of Good Repair
- ☐ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☒ Safety

- ☐ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☐ Supports Housing & Economic Development

11. Crellin Sidewalk Replacement



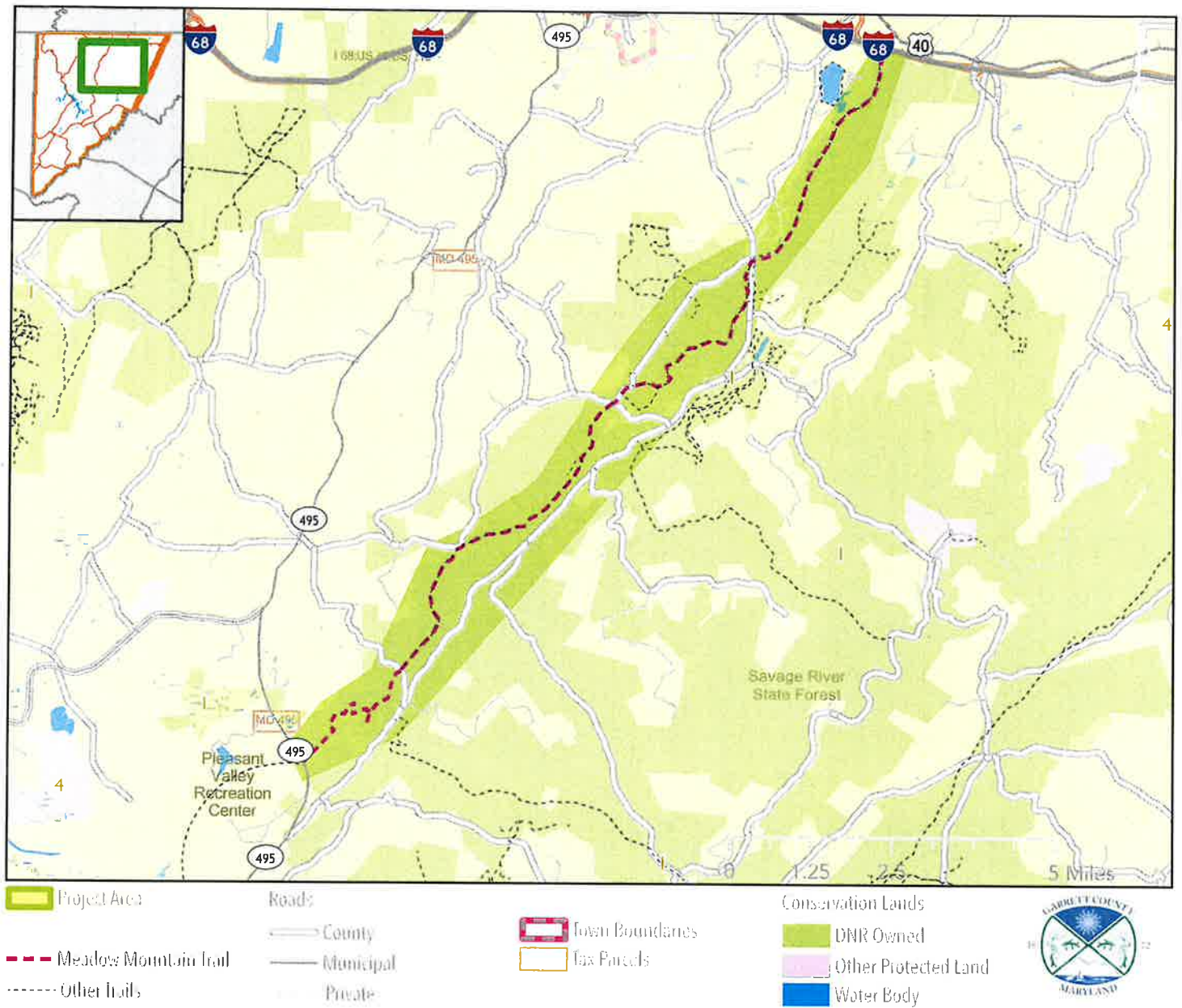
DESCRIPTION: Addresses deteriorating sidewalks and provides safer, ADA-compliant pedestrian access for students and residents.

PURPOSE & NEED: Design and ADA upgrade for 0.5 miles of sidewalks serving Crellin Elementary School.

- ☒ System Preservation / State of Good Repair
- ☐ New Capacity / Capacity Expansion
- ☐ Feasibility Study
- ☒ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

12. Meadow Mountain Trail Enhancements



DESCRIPTION: Improves sustainability, safety, and usability of trail infrastructure as part of the Eastern Continental Divide Loop

PURPOSE & NEED: Design and construction to improve drainage, access, wayfinding, and surfacing of Meadow Mountain Trail.

- ☒ System Preservation / State of Good Repair
- ☐ New Capacity / Capacity Expansion
- ☒ Feasibility Study
- ☒ Safety

- ☒ Bicycle / Pedestrian / Complete Streets
- ☐ Transit-Oriented Development (TOD)
- ☒ Small-Scale Improvements > \$5 million
- ☒ Supports Housing & Economic Development

MDOT Priority Letter Submission Form

Submitted by Siera Wigfield on May 2nd, 2025 at 7:09 am

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

This year, local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

"Feasibility study" means a study of a transportation need to identify a project that can address the need. A study would complete sufficient work to allow MDOT to evaluate whether the identified concept should be included in the CTP.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name	Last Name	
Siera	Wigfield	
Title/Role	Government Entity	
Senior Planner	Garrett County Government	
Address Line 1		
203 S Fourth Street		
Address Line 2		
City	State	Zip Code
Oakland	Maryland	21550

Section 2. Local Government Priorities

1. What are the jurisdiction's overall goals related to transportation policies and spending?

Garrett County aims to foster a safe, equitable, and efficient multimodal transportation system that enhances access to essential services, supports economic vitality, and improves quality of life for residents and visitors. Our transportation policies prioritize:

Safety across all modes of travel, especially for vulnerable users;
 Preservation and modernization of existing infrastructure to ensure long-term resiliency;
 Enhanced mobility through expanded public transit and trail networks;
 Sustainable development aligned with land use plans and environmental stewardship; and
 Collaborative partnerships to leverage local, state, and federal funding for strategic investments.

Transportation spending in Garrett County is guided by data-informed planning, community input, and alignment with the County's Comprehensive Plan and regional economic development goals. We seek to balance rural infrastructure needs with forward-thinking, multimodal solutions.

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. The MDOT recognizes that some projects will fit into multiple categories (e.g., a project that is both a safety project and state of good repair, or even into multiple categories). In those instances, choose the one that best matches the project and note overlapping categories in the project description. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A. Though listed in the bike/pedestrian improvement category, this project includes safety elements.*

2. What are the jurisdiction's priorities for system preservation/state of good repair?

#11 – Crellin Sidewalk Replacement (Crellin Street, Oakland)

Crellin Street sidewalks are deteriorating and pose safety issues for students walking to Crellin Elementary. Garrett County seeks funding for design and ADA-compliant reconstruction to ensure safe, accessible pedestrian routes. Overlaps with safety and bike/pedestrian improvements.

#12 – Meadow Mountain Trail Enhancements (Eastern Garrett County)

The Meadow Mountain Trail, part of the Eastern Continental Divide Loop, needs drainage, surfacing, and signage upgrades. Improvements will enhance long-term sustainability, safety, and trail accessibility. Funded in part by ARC and CDS funds. Overlaps with recreation and environmental goals.

3. What are the jurisdiction's priorities for new capacity or capacity expansion projects?

#1 – US 219 North Extension to Pennsylvania Stateline (Grantsville to PA Line)

Garrett County and the Town of Grantsville seek MDOT support for design and ROW for 1.5-mile US 219 extension. This final segment will improve regional mobility and freight access. Coordination ongoing with PennDOT and FHWA. Overlaps with economic development and safety.

#4 – Garrett County Transit Operating & Capital Funding (Countywide)

Garrett Transit Services is launching the County's first fixed-route transit under the 5307 program. The County seeks capital and operating support to improve transit access and efficiency. Project includes upgrades for vehicles, facilities, and sustainability. Overlaps with equity and housing support.

#7 – US 219 Oakland Bypass (North of Oakland to MD 135)

This 2.4-mile bypass would reroute truck and through traffic from downtown Oakland. Garrett County requests design funding to alleviate congestion, reduce conflicts, and support economic growth. Complements SS4A-funded planning work and 2021 MDOT corridor study.

4. What are the jurisdiction's priorities for feasibility studies?

None at this time.

5. What are the jurisdiction's priorities for safety projects?

#2 – US 219 Safety Improvements near Trader's Landing (McHenry / Deep Creek Lake Area)

Following public input and design work, this project includes restriping, improved crossings, and active transportation features near the US 219 bridge and Trader's Landing. Construction is scheduled for 2026. Overlaps with bike/pedestrian improvements and economic development.

#10 – Garrett CALM (Community Awareness & Local Monitoring, Countywide)

Garrett CALM introduces speed awareness signage, a traffic safety dashboard, and GIS-based enforcement tools. This technology-forward approach supports implementation of the Local Roadway Safety Plan and improves community reporting and transparency. Overlaps with operational improvements.

6. What are the jurisdiction's priorities for bike/pedestrian and/or complete streets projects?

#3 – Grantsville Sidewalk Extension (Alt US 40 to River Road)

The Town of Grantsville and Garrett County seek to construct a sidewalk from town limits to River Road. This will connect schools, the Spruce Forest Artisan Village, and the Arts District. Builds on a 2020 feasibility study and supports tourism and safety.

#5 – MD 135 Shared Use Path (Oakland, Mountain Lake Park, Loch Lynn Heights)

Garrett County and partner towns seek funding for design and engineering of a regional greenway. This project will improve pedestrian and bicycle connectivity for students and residents. Funded concept planning was completed in 2025 with ARC and Bikeways support. Overlaps with safety.

#6– Oakland to Herrington Manor State Park Trail (Town of Oakland to Herrington Manor SP)

Garrett County, the Town of Oakland, and Garrett Trails request funding for design and right-of-way acquisition for a natural surface trail linking Oakland to Herrington Manor State Park. This project will expand safe, non-motorized access to public lands for residents and visitors, building on a feasibility study scheduled for completion in May 2025. Coordination with DNR is underway, and preliminary findings indicate a bridge crossing will be needed. Though listed in the bike/ped category, the project also supports tourism and recreation-based economic development.

7. What are the jurisdiction's priorities for Transit-Oriented Development projects?

None

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

#5 – MD 135 Shared Use Path Quick-Build Pilot (Oakland, Mountain Lake Park, Loch Lynn Heights)

As part of the Garrett Pathways to Safety SS4A grant, the County proposes using quick-build funds to pilot temporary pedestrian and bicycle improvements along MD 135. This includes striping for shared lanes, interim curb bump-outs, and wayfinding signage to test alignment and safety concepts identified in the 2025 concept plan. This demonstration project will inform final design and gather public feedback, improving student and neighborhood connectivity. Overlaps with bike/pedestrian and safety priorities.

#8 – Loch Lynn Trail Accessibility Enhancements (Loch Lynn Heights)

The .75-mile Loch Lynn Community Trail requires boardwalk retrofitting and ADA improvements. Project includes bollard removal and bump-outs. Supports educational exploration, recreation, and inclusive design. Requested funding through RTP. Overlaps with bike/pedestrian and state of good repair.

#9– Broadford Bike System Skills Park (Broadford Park, Town of Oakland, Mountain Lake Park,)

Development of a mountain bike skills park will enhance the trail system by providing a space for riders of all skill levels to train. Supports youth recreation, outdoor education, and tourism workforce development. Builds on previous RTP-funded trail segments. Overlaps with economic development.

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

None.

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation priorities?

#1 – US 219 North Extension to Pennsylvania Stateline (Grantsville to PA Line)

Completes a critical 1.5-mile gap between I-68 and Meyersdale, PA, improving freight movement and regional connectivity. Supported by PennDOT, the project is advancing environmental review. Garrett County requests MDOT funding for right-of-way and design. Overlaps with capacity and economic development.

#2 – US 219 Oakland Bypass (North of Oakland to MD 135)

This 2.4-mile bypass will alleviate downtown congestion and truck traffic in Oakland, improving livability and access for local businesses and residents. MDOT's 2021 corridor study and SS4A planning support this priority. Design funding is requested to advance the project.

#3– Grantsville Sidewalk Extension on Alt US 40 (Town of Grantsville)

Constructs a 2,000-foot sidewalk along Alt US 40 to River Road, enhancing walkability and safety near Grantsville Elementary and the Spruce Forest Artisan Village. The project builds on a 2020 feasibility study and supports tourism, safety, and environmental goals.

#4 – Garrett County Transit Operating & Capital Funding (Countywide)

Supports launch of the County's first fixed-route transit service under the 5307 program, with capital upgrades to vehicles, facilities, and sustainability systems. This investment will enhance mobility, access to services, and operational efficiency across the region.

#5 – MD 135 Shared Use Path (Oakland, Mountain Lake Park, Loch Lynn Heights)

A regional greenway project improving multimodal access for students and residents. Concept planning completed in 2025 with ARC and Bikeways funding. Quick-build SS4A implementation is planned to pilot segments. Design and engineering funds are requested.

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

Garrett County is actively advancing transportation projects that support housing and economic development in Grantsville, Oakland, and McHenry, aligning with state investment priorities and local growth areas identified in the County's Comprehensive Plan.

Grantsville is home to multiple residential development efforts. The Hemlock Grove project, the County's first Attainable Housing Pilot, will deliver 63 homes—including single-family units, townhomes, and apartments—through a mix of ownership and long-term rentals. The County has secured grant funding to construct supporting infrastructure (roads, water, sewer, stormwater). In tandem, the Grantsville Sidewalk Extension and US 219 North Extension will improve multimodal access to jobs, schools, and services.

Oakland hosts the River Hill development, a mixed-income, green-certified community near downtown. Completed phases include Liberty Square (30 senior units) and Liberty Mews (36 rent-to-own homes), with future phases including rustic forest homes and walkable infill housing. Key transportation projects like the Oakland to Herrington Manor Trail, and US 219 Oakland Bypass enhance downtown access, connect to regional trail networks, and reduce freight congestion.

McHenry / Garrett County Airport Area is slated for development of the White Face Farm site, envisioned as a business park and mixed-use housing area. The County is evaluating transportation improvements to Bumble Bee Road, Mosser Road, and the US 219 intersection to accommodate traffic demand from future residential and commercial growth. The US 219 Safety Improvements near Trader's Landing will further support safe and efficient access in this high-growth corridor.

These areas reflect the County's vision for sustainable, inclusive growth and are directly supported by coordinated transportation investments, including planned fixed-route public transit and safe pedestrian connections.

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.



[2025_Garrett_Priority_Letter_with_Attachments.pdf \(5.09 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Siera Wigfield

I agree to be legally bound by this document.