

# MDOT Priority Letter Submission Form

Submitted by Whitney Patterson on May 11th, 2026 at 8:41 am

Status: *Completed*

## MDOT Priority Letter Submission Form

### Introduction

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. MDOT may follow up with you to clarify categorization.

"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.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"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.

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## Section 1. Local Government Information

<b>First Name</b>		<b>Last Name</b>	
Whitney		Patterson	
<b>Title/Role</b>		<b>Government Entity</b>	
Engineer II		Allegany County Commissioners	
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<b>Address Line 1</b>			
701 Kelly Road			
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<b>City</b>	<b>State</b>	<b>Zip Code</b>	
Cumberland	Maryland	21502	

## Section 2. Local Government Priorities

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

Allegany County's goals for transportation policies and spending include, but not limited to, the safety, system preservation, and economic development for the users of our system.

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. 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.*

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

- Washington Street Bridge Rehabilitation - The City of Cumberland is requesting that the state obligate funding to replace the Washington Street Bridge. This is one of three bridges located along a CSX railway. The City and CSX have been in negotiations for several years to address ownership of the bridges, which is expected to result in the City assuming ownership of the Washington Street Bridge. This is a critical project for allowing the City to restore traffic flows to Washington Street which located within a Historic District of the City. The under clearance of the bridge will need to be raised nearly 4 feet which will require retaining walls to accommodate the new bridge approach. The project estimate for replacing the bridge is \$6,000,000.
- Great Allegheny Passage Slope Stabilization, Drainage, & Surface Improvements - Allegany County requests construction funding for slope stabilization, drainage, and surface improvements on the Great Allegheny Passage. Improvements are needed in various locations on the Great Allegheny Passage to minimize the nuisance maintenance issues and improve safety for all trail users.
- Allegany County Transit Operating & Capital Funding - Allegany County Transit is requesting funding for operations and capital projects. Additional funding is requested for three Cutaway vans (8/2's), a replacement service vehicle (Sedan), a service truck to replace our 1991 GMC 4x4 with a liftgate, and new radio equipment for the entire operation. Allegany County Transit operates fixed-route and demand-response service in Allegany County. The Transit's mission is to provide the citizens and visitors of the Allegany County service area with clean, safe, reliable, courteous, and efficient transportation. We request continued support for operational funds to achieve our mission. The FY 2027 Capital Funding request is for preventative maintenance.

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

- Greene Street Rehabilitation & Streetscape Improvements - Greene Street from Washington Street to Fayette Street requires full rehabilitation of road structure, surface, pedestrian/bicycle/ADA sidewalks, and streetscape to handle the traffic on this West Side arterial street. The City of Cumberland is requesting funding to implement the Greene Street Complete Street Plan to improve the corridor for all modes of transportation. The Greene Street Complete Street Plan (financed by the Cumberland Area MPO) was completed in 2015. The plan provides a vision for a safer, more attractive, and economically viable street spanning from Baltimore Street to the end of City maintenance at I-68 Exit 42.

### 4. What are the jurisdiction's priority projects for feasibility studies?

- a. Frostburg Depot Street and Tunnel Feasibility Study - The City of Frostburg requests funding for a feasibility study to evaluate bicycle and pedestrian access to Main Street, as well as critical infrastructure concerns in the vicinity of the Frostburg Depot Tunnel. Depot Street, which is owned and maintained by the City, sits above an abandoned train tunnel that also passes beneath Main Street/MD-40. The tunnel itself is owned by the Allegany County Commissioners. Ongoing settling and drainage issues under the street and around the tunnel have caused persistent deterioration of the roadway and sidewalks. The tunnel contains a 16-inch sewer main owned by the City; however, sections of the tunnel have collapsed, rendering this infrastructure inaccessible for maintenance. The broader Depot area serves as a key economic and recreational corridor, heavily utilized by Western Maryland Scenic Railroad visitors and Great Allegheny Passage (GAP) trail users. Through this feasibility study, the City aims to identify the most cost-effective and impactful infrastructure investments to improve pedestrian and bicyclist connectivity to Main Street while ensuring continued access to and maintenance of the sewer system within the tunnel. One potential option to be explored is the rehabilitation of the tunnel for safe public use by pedestrians and cyclists.
- b. Safe Walkway/Bikeway from Westernport through Luke to Garrett County Line - The Town of Luke seeks to conduct a feasibility study and preliminary design for a bikeway through the Town of Luke. This work will be completed through a grant from the Maryland Department of Transportation (MDOT) Kim Lamphier Bikeways Network Program. The work completed under this contract will include the evaluation, planning and preliminary design of the town's proposed bicycle network. The proposed low-traffic-stress bicycle network will improve safety conditions to encourage bicycling for residents and tourists.
- c. George's Creek Bike and Pedestrian Trail Feasibility Study - Allegany County is requesting funding to complete a feasibility study within the George's Creek region for a proposed bicycle and pedestrian trail connecting Frostburg and Westernport.

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

- a. Rt. 40/Rt. 36 Pedestrian Safety Project - Intersection of MD 40 and MD 36 is a high-traffic intersection accommodates significant volumes of both vehicular and pedestrian activity but currently lacks sidewalks, crosswalks, and other essential safety features. The intersection serves as a critical connection point for key community destinations, including Frostburg's Industrial Park, two shopping plazas, Mountain Ridge High School, nearby restaurants, banks, and a gas station. In partnership with the State Highway Administration, the City of Frostburg is requesting funding to support these critical pedestrian safety improvements. Preliminary design efforts are currently underway.
- b. US 220 Bowling Green Drainage Improvements - US 220 McMullen Highway from Milnor Ave. to Moss Avenue has major drainage issues that impact the State Route, County roads, and adjacent property owners from US 220 to CSX Railroad. Allegany County requests continued support for funding of all phases of the Bowling Green drainage improvements to increase the safety of users on these roadways, capacity of the drainage system and alleviate residential flooding. This proposed project is included in a study completed by State Highway Administration (SHA) and Allegany County with Whitney Bailey Cox & Magnani, LLC (WBCM) identified as the Bowling Green Flooding Hydrology/Hydraulics Study.

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

- a. Rt. 40/Rt. 36 Pedestrian Safety Project - Intersection of MD 40 and MD 36 is a high-traffic intersection accommodates significant volumes of both vehicular and pedestrian activity but currently lacks sidewalks, crosswalks, and other essential safety features. The intersection serves as a critical connection point for key community destinations, including Frostburg's Industrial Park, two shopping plazas, Mountain Ridge High School, nearby restaurants, banks, and a gas station. In partnership with the State Highway Administration, the City of Frostburg is requesting funding to support these critical pedestrian safety improvements. Preliminary design efforts are currently underway.
- b. Queen City Drive & Baltimore Street Pedestrian Crossing - The City of Cumberland requests design and construction funding for the construction of a new pedestrian bridge over Queen City Drive and CSX Rail. The existing underpass was originally constructed in the 1910's and extended in 1968, which was never ADA compliant. Due to the City's vagrant population and several biohazards, the underpass was closed in February 2025. The railroad grade-crossing creates a barrier for citizens to reach the essential human services on either side of the tracks while CSX traverses the crossing. This project would reconnect the City with an ADA compliant pedestrian bridge over a major arterial road and rail crossing, while addressing a quality-of-life issue.
- c. State Route 36 Midland Sidewalk Repairs - State Route 36 from N. Paradise Street to S. Paradise Street has existing sidewalks that are unsafe and impassable for ever-increasing pedestrians. The Town of Midland is requesting funding to repair and/or replace the current sidewalk along the eastside of Rt. 36 between the north and south connections to Paradise Street to create a safe and ADA accessible route for its citizens to get from one end of town to the other.
- d. Greene Street Rehabilitation & Streetscape Improvements - Greene Street from Washington Street to Fayette Street requires full rehabilitation of road structure, surface, pedestrian/bicycle/ADA sidewalks, and streetscape to handle the traffic on this West Side arterial street. The City of Cumberland is requesting funding to implement the Greene Street Complete Street Plan to improve the corridor for all modes of transportation. The Greene Street Complete Street Plan (financed by the Cumberland Area MPO) was completed in 2015. The plan provides a vision for a safer, more attractive, and economically viable street spanning from Baltimore Street to the end of City maintenance at I-68 Exit 42.

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

- a. Queen City Drive & Baltimore Street Pedestrian Crossing - The City of Cumberland requests design and construction funding for a new pedestrian bridge over Queen City Drive and CSX Rail. The existing underpass was originally constructed in the 1910's and extended in 1968, which was never ADA compliant. Due to the City's vagrant population and several biohazards, the underpass was closed in February 2025. The railroad grade-crossing creates a barrier for citizens to reach the essential human services on either side of the tracks while CSX traverses the crossing. This project would reconnect the City with an ADA compliant pedestrian bridge over a major arterial road and rail crossing, while addressing a quality-of-life issue.

#### 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.

a. Pavement Markings Enhancement Project - The City of Frostburg seeks to enhance safety by installing new pavement striping, directional arrows, and signage near Beall Elementary School, located at 3 E. College Ave. High volumes of pedestrian and vehicular traffic during morning drop-offs and afternoon pick-ups creates significant congestion and poses a risk to young students. To address these challenges, the City requests funding to support a traffic flow reconfiguration that better accommodates the school's needs while prioritizing safety for all.

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

a. No Projects Submitted

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

a. Rt. 40/Rt. 36 Pedestrian Safety Project - Intersection of MD 40 and MD 36 is a high-traffic intersection accommodates significant volumes of both vehicular and pedestrian activity but currently lacks sidewalks, crosswalks, and other essential safety features. The intersection serves as a critical connection point for key community destinations, including Frostburg's Industrial Park, two shopping plazas, Mountain Ridge High School, nearby restaurants, banks, and a gas station. In partnership with the State Highway Administration, the City of Frostburg is requesting funding to support these critical pedestrian safety improvements. Preliminary design efforts are currently underway.

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c. Allegany County Transit Operating & Capital Funding - Allegany County Transit is requesting funding for operations and capital projects. Additional funding is requested for three Cutaway vans (8/2's), a replacement service vehicle (Sedan), a service truck to replace our 1991 GMC 4x4 with a liftgate, and new radio equipment for the entire operation. Allegany County Transit operates fixed-route and demand-response service in Allegany County. The Transit's mission is to provide the citizens and visitors of the Allegany County service area with clean, safe, reliable, courteous, and efficient transportation. We request continued support for operational funds to achieve our mission. The FY 2027 Capital Funding request is for preventative maintenance.


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e. Frostburg Depot Street and Tunnel Feasibility Study - The City of Frostburg requests funding for a feasibility study to evaluate bicycle and pedestrian access to Main Street, as well as critical infrastructure concerns in the vicinity of the Frostburg Depot Tunnel. Depot Street, which is owned and maintained by the City, sits above an abandoned train tunnel that also passes beneath Main Street/MD-40. The tunnel itself is owned by the Allegany County Commissioners. Ongoing settling and drainage issues under the street and around the tunnel have caused persistent deterioration of the roadway and sidewalks. The tunnel contains a 16-inch sewer main owned by the City; however, sections of the tunnel have collapsed, rendering this infrastructure inaccessible for maintenance. The broader Depot area serves as a key economic and recreational corridor, heavily utilized by Western Maryland Scenic Railroad visitors and Great Allegheny Passage (GAP) trail users. Through this feasibility study, the City aims to identify the most cost-effective and impactful infrastructure investments to improve pedestrian and bicyclist connectivity to Main Street while ensuring continued access to and maintenance of the sewer system within the tunnel. One potential option to be explored is the rehabilitation of the tunnel for safe public use by pedestrians and cyclists.

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

a. No Projects Submitted

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

 [05-07-26\\_Signed\\_Motion\\_for\\_MDOT\\_Transportation\\_Priority\\_Letter.pdf \(0.07 MB\)](#)

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.

*Whitney M. Patterson*

I agree to be legally bound by this document.

# MOTION

By motion duly carried of the County Commissioners of Allegany County, Maryland, the following action was authorized as part of the Action/Consent Agenda for the May 7, 2026 Public Meeting:

Recommend the Allegany County Commissioners approve the submission of the 2026 Transportation Priority Letter to the Secretary of the Maryland Department of Transportation through the Maryland OneStop - MDOT Priority Letter Submission Form.

VOTE:

yes  
DJC

yes  
ORB

yes  
WRA

County Commissioners of Allegany County, Maryland

I, Samantha Logsdon, County Clerk, hereby certify that the above action of the Commissioners is a part of the formal, written record of the public meeting held on May 7, 2026.

BY:

Samantha Logsdon  
Samantha Logsdon, County Clerk

SEAL

Dept: Public Works  
Account No.: N/A  
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