



*Queen
Anne's
County*

**THE COUNTY COMMISSIONERS OF
QUEEN ANNE'S COUNTY**

The Liberty Building
107 North Liberty Street
Centreville, MD 21617

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*County Administrator: Todd R. Mohn, PE
Executive Assistant to County Commissioners: Stephanie Jarrell
County Attorney: Patrick Thompson, Esquire*

April 28, 2026

The Honorable Kathryn Thomson, Secretary
Maryland Department of Transportation
Post Office Box 548
7201 Corporate Center Drive
Hanover, Maryland 21076-0548

**Re: Queen Anne's County Transportation Priority Letter
FY 2027 – 2032 Consolidated Transportation Plan**

Dear Secretary Thomson:

The “*safety and mobility for our citizens*” is the driving factor towards the establishment of our local transportation priorities. Below is a list of immediate and continuing transportation priorities Queen Anne's County would like included in the 2027-2032 Consolidated Transportation Plan.

All traffic crossing the Chesapeake Bay in Maryland impacts the transportation network in and through Queen Anne's County. US 50 & US 301 are essential arterial routes that cross Queen Anne's County to connect people, goods and services to their destinations throughout the region. Our highest priorities focus on safety and capacity improvements needed to enhance the flow of traffic in and around these corridors.

US 301 & MD 405 Intersection Safety Improvements

Queen Anne's County requests that funds be placed in the CTP to immediately move forward with the design, engineering and construction of a J turn at the intersection of US 301 & MD 405 to reduce fatalities and serious injuries. Since 2019, the US 301 corridor through Queen Anne's County has seen a 40% increase in traffic volumes and corresponding increase in excessive speeding creating a health, safety and welfare issue at the intersection of US 301 & MD 405.

The State Highway Administration has implemented several interim enhancements to improve safety and assist with motorist awareness. Construction of a new J-Turn and partially closing the MD 405 crossover is currently proposed as the long-term safety improvement to reduce serious and fatal accidents. Queen Anne's County Commissioners support this improvement and have requested federal funding to assist MDOT and advance construction of the J turn at this intersection as soon as possible.

In addition, the County supports State legislation to permit Speed Monitoring and Enforcement systems to be placed in this area until a J turn can be constructed.

William Preston Lane, Jr. Memorial Bay Bridge

As projected, traffic impacts and congestion within the Bay Bridge corridor will continue to deteriorate. The increase in traffic and limited capacity of the Bay Bridge as the single crossing of the Chesapeake Bay in Maryland will result in continued and consistent delays. The delays on this primary transportation and freight corridor impact the daily operations of many Maryland residents and businesses but impacts a disproportionate number of Queen Anne's County residents making it a top priority. It is vital to the health, safety and mobility of Queen Anne's County Citizens that continued steps be taken to quickly complete the Bay Crossing Study Tier II NEPA process and move directly into design, engineering and construction of replacement bridges. It is essential to establish funding and a schedule for the design, engineering and construction of the replacement bridges to begin immediately.

As the Tier II NEPA study moves towards a Record of Decision and design begins, please continue to review and include transportation improvements identified in the locally adopted public policy documents such as the Queen Anne's County Comprehensive Plan, Kent Island Transportation Plan and the Queen Anne's County Pedestrian and Bicycle Master Plan.

Widening of the US 50/301 Corridor from Cox Creek to Queenstown

The MDTA Preferred Alternative "C" proposes widening of US 50/301 approximately 2 miles east of the Bay Bridge to Cox Creek. Other alternatives studied widening the US 50/301 corridor from the Bay Bridge to Queenstown. When considering the life cycle of the new bridges, additional highway widening will be needed to support this corridor in the future. Please consider how MDTA and SHA can plan to implement the widening of the US 50/301 corridor as part of the Bay Bridge construction project or as a companion project that coincides with construction of the Bay Bridges. Planning to widen the entire 10-mile corridor now would help MDOT, SHA, the County, and residents significantly streamline and accelerate the planning, design, funding, and implementation process.

Widening of US 50/301 not addressed by MDTA as part of the Bay Crossing Study should be included in all appropriate Federal and State Transportation Planning Documents such as the Long Range Transportation Plan (LRTP), Maryland Transportation Plan, Highway Needs Inventory and Consolidated Transportation Plan.

Ramp Management Program on Kent Island

The NEPA process, design and construction of a future bay crossing will take years to complete, therefore, we must continue to evaluate and implement all possible options to actively manage congestion during peak travel times. We appreciate MDOT's support and resources committed to the Ramp Management Program on Kent Island during the summers of 2024 and 2025 as a new alternative congestion management strategy. We look forward to our continued partnership with MDOT implementing strategies to manage congestion in the corridor.

The County would be interested in working with MDOT to study the feasibility of expanding the Ramp Management Program.

Maryland Route 18

Recognizing that the NEPA study, design and funding improvements to build new Bay Bridges will take time, Queen Anne's County has identified vital interim improvements in the Kent Island

Transportation Plan to improve the movement of traffic on Kent Island. The Kent Island Transportation Plan is posted on our website at www.qac.org/DocumentCenter/View/4460.

The top priority of the many improvements identified in the Kent Island Transportation Plan is to enhance the safety and capacity of Maryland 18. The plan specifically identifies the need to initiate comprehensive roadway and pedestrian improvements from Castle Marina Road to the Kent Narrows. As the only alternative route to using US 50/301 this project will serve to increase mobility and reduce routine congestion as well as seasonal traffic gridlock. The County appreciates MDOT completing the MD 18 Planning and Environmental Linkages Study (PEL) identifying options for corridor improvements. We are hopeful that the study recommendations will move quickly towards implementation resulting in construction of improvements. As a MDOT planning document in the Bay Crossing Study area, all of the recommendations and proposed improvements in the MD 18 PEL should be incorporated into the corridor improvements proposed by the Bay Crossing Study.

US 50/301 Pedestrian Overpass

The County has conducted a feasibility study and selected a location for the Pedestrian Overpass crossing over US 50/301 which is west of the MD 8 interchange connecting Pier One Road to Terrapin Park. This pedestrian overpass and approaches would be a key link in connecting the Cross Island Trail with the South Island Trail on MD 8. The County requests MDOT's support and assistance with funding additional studies and design of a pedestrian overpass.

Bicycle & Pedestrian Improvements

The County is requesting continued support of our efforts to expand the Queen Anne's County bicycle and pedestrian network. The top tier priorities identified in the Queen Anne's County Pedestrian and Bicycle Master Plan include the extension of both the Cross Island Trail and the South Island Trail. The Queen Anne's County trail system provides for an environmentally friendly, emission free alternative mode of transportation to connect our citizens to jobs, commercial areas, schools, parks and other services. Making vital connections in our trail system promotes a healthy alternative to driving, creates recreational opportunities and promotes tourism opportunities for visitors as well as an everyday transportation alternative for our residents. The County will continue to provide local funds to leverage the support of State and Federal grants towards development of capital trail improvements.

US Route 50 & 213 Interchange & Highway Widening

Construction of an interchange at US 50 & MD 213 and widening of US 50 from 4 lanes to 6 lanes is a long-standing priority for Queen Anne's County and had been listed in the CTP for over 25 years as part of the US 50 Ocean Gateway project to widen US 50 from Queenstown to Wye Mills. Having the corridor improvements on US 50 in place as outlined in previous CTP's is vital to prepare for the anticipated improvements associated with a new Bay Crossing. Land acquisition and design work has occurred in Wye Mills clearing the way for final engineering and construction of this interchange. As traffic on US 50 continues to increase, this overpass and highway widening becomes essential to safely move traffic between Route 50 & 213 as well as providing safe access to Chesapeake College, our regional Community College serving five counties.

Public Transit

The Transit division within the Queen Anne's County Department of Aging and Transportation requests continued support of County Ride, our Locally Operated Transit System (LOTS). The ongoing capital and operating funding from the Maryland Department of Transportation is vital to support transit services. Queen Anne's County operates deviated fixed routes that extend beyond county borders into Anne Arundel, Caroline, Kent, and Talbot counties, ensuring regional connectivity. In addition, our on-demand service plays a critical role in meeting the needs of residents,

particularly for workforce and medical transportation. We have experienced significant growth in ridership, especially in our rural parts of the county and among our expanding senior population. Our continued partnership with MDOT has been instrumental in this success and will remain vital as we work to provide reliable, safe, and accessible public transportation for all residents of Queen Anne's County.

Chesapeake Bay Passenger Ferry:

The proposed high-speed and long-range electric ferry aims to connect various ports along the Chesapeake Bay, fostering tourism, enhancing multi-modal connections, and showcasing the benefits of an electrified waterfront. A collaboration effort between multiple jurisdictions has occurred to prepare a feasibility study to evaluate the vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies and system partnerships. This project aligns with the Maryland Transportation Plan (MTP) goals, specifically promoting environmental stewardship, serving communities & supporting the economy, delivering system quality, and enhancing safety and security. Queen Anne's County supports the establishment of a Chesapeake Bay Passenger Ferry and requests MDOT endorse and support the regional effort that will benefit many jurisdictions in Maryland.

Regional Cooperation & Coordination

As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. This year, with even greater funding constraints statewide, this is even more important. Our regional priorities continue to support these principles, focusing on operational efficiency, multi-modal mobility, and cross-agency and cross-border coordination.

- To facilitate this interjurisdictional coordination, we would prioritize the Bay Bridge Corridor of US 50/301 from MD 404 in Queen Anne's County to I-97 in Anne Arundel County as a multi-jurisdiction corridor of State and Regional significance.
- We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding in coordination with our local and regional transit systems to meet the goals and priorities in the Regional Transit Plan.
- Transportation Systems Management and Operations (TSMO) strategies offer cost effective approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies and are particularly interested in how these strategies can address the region's bottlenecks.
- We strongly support funding and implementing bike and pedestrian projects in the region.
- We strongly support the Queen Anne's County rail rehabilitation identified in the Maryland State Rail Plan to stabilize rail corridor and improve safety; retain existing rail customers and create opportunities to attract new customers; and improve efficiency of rail system.

The Queen Anne's County Board of Commissioners appreciates your consideration of our priorities and inclusion of them in the Consolidated Transportation Plan. We look forward to working with MDOT to implement these priority transportation projects.

**QUEEN ANNE'S COUNTY
BOARD OF COUNTY COMMISSIONERS**




James J. Moran, President



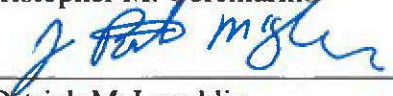
Jack N. Wilson, Jr.



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Christopher M. Corchiarino



J. Patrick McLaughlin

MDOT Priority Letter Submission Form

Submitted by Steve Cohoon on Apr 29th, 2026 at 4:31 pm

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.

Section 1. Local Government Information

First Name		Last Name	
Steve Cohoon, QAC DPW		Cohoon	
Title/Role		Government Entity	
Public Facilities Planner		Queen Anne's County	
Email		Phone	
scohoon@qac.org		410-758-0920 Ext 4131	
Address Line 1			
312 Safety Drive			
Address Line 2			
City	State	Zip Code	
Centreville	Maryland	21617	

Section 2. Local Government Priorities

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

The "safety and mobility for our citizens" is the driving factor towards the establishment of our local transportation priorities. Below is a list of immediate and continuing transportation priorities Queen Anne's County would like included in the 2027-2032 Consolidated Transportation Plan.

All traffic crossing the Chesapeake Bay in Maryland impacts the transportation network in and through Queen Anne's County. US 50 & US 301 are essential arterial routes that cross Queen Anne's County to connect people, goods and services to their destinations throughout the region. Our highest priorities focus on safety and capacity improvements needed to enhance the flow of traffic in and around these corridors.

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?

US 301 & MD 405 Intersection Safety Improvements also listed as out top safety improvements in Item #5

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

William Preston Lane, Jr. Memorial Bay Bridge

As projected, traffic impacts and congestion within the Bay Bridge corridor will continue to deteriorate. The increase in traffic and limited capacity of the Bay Bridge as the single crossing of the Chesapeake Bay in Maryland will result in continued and consistent delays. The delays on this primary transportation and freight corridor impact the daily operations of many Maryland residents and businesses but impacts a disproportionate number of Queen Anne's County residents making it a top priority. It is vital to the health, safety and mobility of Queen Anne's County Citizens that continued steps be taken to quickly complete the Bay Crossing Study Tier II NEPA process and move directly into design, engineering and construction of replacement bridges. It is essential to establish funding and a schedule for the design, engineering and construction of the replacement bridges to begin immediately.

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

Ramp Management Program on Kent Island - The County would be interested in working with MDOT to study the feasibility of expanding the US 50 Ramp Management Program.

US 50/301 Pedestrian Overpass - The County requests MDOT's support and assistance with funding additional studies and design of a pedestrian overpass.

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

US 301 & MD 405 Intersection Safety Improvements

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In addition, the County supports State legislation to permit Speed Monitoring and Enforcement systems to be placed in this area until a J turn can be constructed.

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

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

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.

Implementing Improvements on MD 18 from Castle Marina Road to Kent Narrows identified in MD PEL Study

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

Public Transit

The Transit division within the Queen Anne's County Department of Aging and Transportation requests continued support of County Ride, our Locally Operated Transit System (LOTS). The ongoing capital and operating funding from the Maryland Department of Transportation is vital to support transit services. Queen Anne's County operates deviated fixed routes that extend beyond county borders into Anne Arundel, Caroline, Kent, and Talbot counties, ensuring regional connectivity. In addition, our on-demand service plays a critical role in meeting the needs of residents, particularly for workforce and medical transportation. We have experienced significant growth in ridership, especially in our rural parts of the county and among our expanding senior population. Our continued partnership with MDOT has been instrumental in this success and will remain vital as we work to provide reliable, safe, and accessible public transportation for all residents of Queen Anne's County.

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- To facilitate this interjurisdictional coordination, we would prioritize the Bay Bridge Corridor of US 50/301 from MD 404 in Queen Anne's County to I-97 in Anne Arundel County as a multi-jurisdiction corridor of State and Regional significance.
- We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding in coordination with our local and regional transit systems to meet the goals and priorities in the Regional Transit Plan.
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- We strongly support funding and implementing bike and pedestrian projects in the region.
- We strongly support the Queen Anne's County rail rehabilitation identified in the Maryland State Rail Plan to stabilize rail corridor and improve safety; retain existing rail customers and create opportunities to attract new customers; and improve efficiency of rail system.

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

- 1) US 301 & MD 405 Intersection Safety Improvements - immediately move forward with the design, engineering and construction of a J turn at the intersection of US 301 & MD 405
- 2) Complete the Bay Crossing Study Tier II NEPA process and move directly into design, engineering and construction of replacement bridges.
- 3) US 50/301 Pedestrian Overpass - The County requests MDOT's support and assistance with funding additional studies and design of a pedestrian overpass.
- 4) Ramp Management Program on Kent Island - We appreciate MDOT's support and resources committed to the Ramp Management Program. The County would be interested in working with MDOT to study the feasibility of expanding the Program to additional exits.
- 5) Continue Planning for Widening of the US 50/301 Corridor from Cox Creek to Queenstown and US 50 from Queenstown to Wye Mills.

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

Housing Priority -

The County has not addressed Housing in the MDOT transportation Priority Letter this year. Next years letter will include housing priorities.

Economic Development Priority -

Several improvements listed work to reduce congestion, improve mobility and improve consistent travel times which support business and tourism in the County and throughout the Eastern Shore.

The County also supports the Chesapeake Bay Passenger Ferry

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



[QACo_2026_MDOT_Priority_Letter_-_Signed.pdf \(0.25 MB\)](#)

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.

Steve Cohoon

I agree to be legally bound by this document.