

Department of Legislative Services  
 Maryland General Assembly  
 2026 Session

FISCAL AND POLICY NOTE  
 First Reader

House Bill 1421 (Delegate McComas, *et al.*)  
 Environment and Transportation

**Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities**

This bill establishes the Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities to study and make recommendations on specified issues related to pedestrian and bicyclist injuries and fatalities in the State. The Maryland Department of Transportation (MDOT) must provide staff for the task force. By October 1, 2027, the task force must report its findings and recommendations to the Governor and the General Assembly. **The bill takes effect July 1, 2026, and terminates September 30, 2028.**

**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures increase by an estimated \$160,000 in FY 2027 and \$40,000 in FY 2028. Revenues are not affected.

(in dollars)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	160,000	40,000	0	0	0
Net Effect	(\$160,000)	(\$40,000)	\$0	\$0	\$0

*Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease*

**Local Effect:** None.

**Small Business Effect:** Minimal or none.

**Analysis**

**Bill Summary:** The Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities must study and make recommendations on:

- pedestrian injuries and fatalities in the State, including (1) challenges related to pedestrian visibility and (2) how the wearing of dark clothing at night by a pedestrian affects the likelihood of the pedestrian being struck by a motor vehicle, bicyclist, or other pedestrian;
- bicyclist injuries and fatalities in the State, including how inclement weather and poor visibility affect bicyclist injuries and fatalities;
- actions pedestrians and bicyclists can take to reduce their own negligence; and
- priorities and needs for making roadways safe for pedestrians and bicyclists.

A member of the task force may not receive compensation but is entitled to reimbursement for expenses.

**Current Law:** The State's traffic safety program was renamed to be Vision Zero by Chapter 377 of 2019 but is currently referred to as [Zero Deaths Maryland](#). The program is administered by the Maryland Highway Safety Office (MHSO) and housed within the Motor Vehicle Administration. The State Highway Administration (SHA) partners closely with MHSO to implement traffic and highway safety programs, policies, and best practices. MHSO's [Strategic Highway Safety Plan](#) includes a list of and information about high priority safety corridors in the State.

In support of Vision Zero and Zero Deaths Maryland, Chapters 153 and 154 of 2022 require SHA to perform an infrastructure review of each pedestrian or bicyclist fatality that occurs on a State highway or at an intersection of a State highway and another highway or municipal street. Additionally, Chapter 603 of 2024 (1) substantially expanded the responsibilities of the Vision Zero coordinator (the individual in charge of overseeing the implementation of Vision Zero throughout the State) with respect to the implementation of the State's Vision Zero program and (2) requires the coordinator to hold quarterly public meetings on the implementation of Vision Zero.

**State Expenditures:** In the execution of its duties, MDOT often engages expert consultants to handle research, evaluations, studies, and staffing duties. Even though the issues that must be researched and studied by the task force may overlap with issues under the purview of the Vision Zero coordinator, in order to implement the bill, MDOT anticipates engaging a consultant to conduct research, develop meeting materials, facilitate meetings, and produce the required report by the October 1, 2027 deadline. Therefore, TTF expenditures increase by an estimated \$160,000 in fiscal 2027 and \$40,000 in fiscal 2028 for MDOT to hire a consultant.

Expense reimbursements for task force members are assumed to be minimal and absorbable within existing budgeted resources.

## **Additional Information**

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** None.

**Information Source(s):** Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - March 3, 2026  
jg/rld

---

Analysis by: Beatrice F. Amoateng

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510