

Department of Legislative Services
Maryland General Assembly
2020 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 1324 (Delegate R. Lewis)
Environment and Transportation

Workgroup on Statewide Vehicle Crash Data Collection and Reporting

This bill establishes the workgroup on Statewide Vehicle Crash Data Collection and Reporting. The Maryland Department of Transportation (MDOT) must provide staff for the workgroup. By December 1, 2020, the workgroup must report its findings and recommendations to the Governor and the General Assembly. **The bill takes effect June 1, 2020, and terminates May 31, 2021.**

Fiscal Summary

State Effect: Any expense reimbursements for workgroup members and staffing costs for MDOT can be absorbed within existing budgeted resources. Revenues are not affected.

Local Effect: Local governments can participate in the workgroup's activities as necessary and appropriate using existing budgeted resources. Local revenues are not affected.

Small Business Effect: None.

Analysis

Bill Summary: The workgroup must (1) examine the processes used to collect and report statewide vehicle crash data for injuries and fatalities; (2) examine the categories into which the statewide vehicle crash data for injuries and fatalities is disaggregated and reported; and (3) determine the most effective manner for the State to begin to collect, disaggregate, and report by race and ethnicity statewide vehicle crash data for injuries and fatalities.

Workgroup members may not receive compensation but are entitled to reimbursement for expenses under the standard State travel regulations, as provided in the State budget.

Current Law/Background: The State's traffic safety program, previously called Toward Zero Deaths, was renamed to Vision Zero by Chapter 377 of 2019. The program is administered by the Maryland Highway Safety Office (MHSO), which is located within the Motor Vehicle Administration. The State Highway Administration partners closely with MHSO to implement safety programs and best practices for the program.

MHSO's safety operations are divided into various program areas that include impaired driving, occupant protection, distracted driving, motorcycle safety, pedestrian and bicycle safety, and communications and social media. MHSO's activities include data tracking and reporting, program development, and providing grant funding. MHSO's [annual report for fiscal 2018](#), the most recent annual report available, generally aggregates crash data by:

- characteristics of the individuals involved in the crash, such as drivers' age and gender, behavioral aspects, and whether alcohol was involved;
- the characteristics of the vehicles involved in the crash, such as the specific types of vehicles that were involved in the crash (*i.e.*, sedans, buses, bicycles, *etc.*) and safety features on the involved vehicles; and
- the characteristics of the roadway when and where the crash occurred, such as the date and time of day the crash occurred, the city or county where the crash occurred, and the roadway conditions at the time of the crash.

In fiscal 2018, MHSO provided [\\$11.7 million in both federal and State grant funding](#) to various local governments, law enforcement departments, and nonprofit organizations involved in highway safety.

Vision Zero is an international road traffic safety strategy to eliminate all traffic-related fatalities and major injuries. Vision Zero was first adopted in Sweden in 1997. Since that time, similar strategies and programs have been adopted by numerous other countries, including Canada and the United Kingdom. In recent years, many U.S. cities and states have also adopted Vision Zero policies. For example, New York City adopted a Vision Zero plan in 2014, and North Carolina implemented NC Vision Zero in 2016.

Additional Information

Prior Introductions: None.

Designated Cross File: None.

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

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