

Department of Legislative Services
 Maryland General Assembly
 2021 Session

FISCAL AND POLICY NOTE
 First Reader

House Bill 285 (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 must provide staff for the workgroup. By December 1, 2021, the workgroup must report its findings and recommendations to the Governor and the General Assembly. **The bill takes effect June 1, 2021, and terminates May 31, 2022.**

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$10,400 in FY 2021 and by \$41,600 in FY 2022 only. Revenues are not affected.

(in dollars)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	10,400	41,600	0	0	0
Net Effect	(\$10,400)	(\$41,600)	\$0	\$0	\$0

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

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: 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 (MVA). 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.

State Expenditures: MVA anticipates that the workgroup will hold 10 meetings and that it requires a consultant to assist with the staffing, coordination, and research of the workgroup. Therefore, TTF expenditures increase by a total of \$52,000 (\$10,400 in fiscal 2021 and \$41,600 in fiscal 2022), to employ the necessary consultant. Additionally, MHSO may need to redirect staff from other priorities to assist with the workgroup, but it can do so using existing budgeted resources.

Other State agencies represented on the workgroup can participate in meetings using existing budgeted resources. Any expense reimbursements for workgroup members can be absorbed within existing budgeted resources.

Additional Information

Prior Introductions: HB 1324 of 2020 received a hearing in the House Environment and Transportation Committee, but no further action was taken.

Designated Cross File: None.

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

Fiscal Note History: First Reader - January 18, 2021
rh/lgc

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