

## **HB28 Schmitt testimony.pdf**

Uploaded by: Angie Schmitt

Position: FAV

Hello,

Thank you for inviting me to speak, Delegate Robbyn Lewis. And thank you all for taking the time to hear my remarks.

My name is Angie Schmitt and I am an urban planner and the author of *Right of Way: Race, Class and the Silent Epidemic of Pedestrian Deaths in America*, a book published in 2020 by Island Press. For the past four years I have been writing and traveling around speaking about what I call the “pedestrian safety crisis in America.”

At the time my book was published just over three years ago, pedestrian deaths had reached nearly 6,500 — that was a 50 percent increase in a decade (an usual and surprising increase, viewed historically). Now just a few years later, they have again increased dramatically. They are up over 20 percent just since the publication of my book. About 7,500 people are now killed annually walking. To put that number in perspective, it is about twice the number killed by fires every year. But the issue has not been recognized as the public health epidemic that it is.

The recent increase in pedestrian deaths has been caused by a lot of factors — fallout from the pandemic, lower enforcement, possibly, increases in speeding and reckless driving. But we also know, and what I discuss at length in my book, is that changing vehicle design plays an important role.

Since the 2008 recession, SUVs and pickup trucks have overtaken sedans and station wagons as the top selling vehicles. Now almost three-in-four new cars sold is an SUV or pickup. Number studies have confirmed the relationship between larger vehicles and rising pedestrian deaths. A 2015 review of the research by NHTSA found pedestrian who were struck by SUVs were 2.5 to three times more likely to be killed.<sup>1</sup>

More recently, research by the Insurance Institute for Highway Safety examined how squarer, more “aggressive-looking” front ends — which are in fashion right now in the automobile industry — contribute to the problem. Their study found that higher, squarer front ends (at least 40 inches tall) that are popular now on mid-sized SUVs and pickups are 45 percent more likely to lead to a pedestrian fatality.<sup>2</sup>

I see this as a regulatory failure. Obviously, people have a right to choose what kinds of vehicles they prefer for their families, but we have a long history in the U.S. of regulating vehicles for safety, and all sorts of requirements — such as seat belts and air bags are required standard for the protection of occupants. But we have failed to provide the same protections for those outside of vehicles — resulting in tremendous pain and hardship for many families.

We know that certain groups are more likely to be killed while walking, including older adults, men, people with disabilities, Black and Native Americans and people who live in low-income neighborhoods.

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<sup>1</sup> Eric D. Lawrence, Nathan Bomey, and Kristi Tanner, “Death on Foot: America’s Love of SUVs Is Killing Pedestrians,” *Detroit Free Press*, July 1, 2018, <https://www.freep.com/story/money/cars/2018/06/28/suvs-killing-americas-pedestrians/646139002/>.

<sup>2</sup> <https://www.iihs.org/news/detail/vehicles-with-higher-more-vertical-front-ends-pose-greater-risk-to-pedestrians>

I want to applaud Delegate Lewis for raising this issue. I think the kind of modest reforms she proposes in [HB28](#), will help raise awareness and apply a some needed pressure on automakers and consumers to consider the downside of the “arms race” we have seen in car design.

We have failed in the U.S. to even warn consumers of the additional dangers presented by light trucks with tall front ends. Some of the best selling vehicles in the U.S. now have 55-inch front ends. I am a average-sized woman and those cars come up to about my chin, presenting serious visibility concerns, especially where child pedestrians are involved.

Thank you for considering my perspective, and I would be happy to answer any questions if needed. I can be reached at [angie@3mphplanning.com](mailto:angie@3mphplanning.com).

# **HB\_28\_SponserAmendment\_993426**

Uploaded by: Delegate Robbyn Lewis

Position: FAV



**HB0028/993426/1**

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|---|
| <p>AMENDMENTS<br/>PREPARED<br/>BY THE<br/>DEPT. OF LEGISLATIVE<br/>SERVICES</p> <p>01 FEB 24<br/>13:19:35</p> |
|---|

BY: Delegate R. Lewis  
(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 28  
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 4, after “of” insert “requiring the revenues generated by certain fees to be used only for the purposes of the Complete Streets Program;”; in line 5, after “classifications;” insert “requiring the height of the hood of certain vehicles to be within a certain range;”; in line 10, after “Section” insert “8-904;”; and after line 12, insert:

“BY adding to  
Article - Transportation  
Section 13-910 and 24-104(d)  
Annotated Code of Maryland  
(2020 Replacement Volume and 2023 Supplement)”.

AMENDMENT NO. 2

On page 1, after line 15, insert:

“8-904.

Funds for the Program shall be as provided by [the]:

- (1) THE Governor in the State budget; AND
- (2) THE SPECIAL FUND ESTABLISHED UNDER § 13-910 OF THIS

ARTICLE.

13-910.

REVENUES GENERATED BY THE FEES DESCRIBED UNDER §§ 13-912, 13-917, AND 13-937 OF THIS SUBTITLE SHALL DISTRIBUTED TO A SPECIAL FUND TO BE USED ONLY FOR THE PURPOSES OF THE COMPLETE STREETS PROGRAM ESTABLISHED UNDER TITLE 8, SUBTITLE 9 OF THIS ARTICLE.”.

On page 3, after line 8, insert:

“24-104.

(D) THE HEIGHT OF THE HOOD OF A CLASS A (PASSENGER) VEHICLE MAY NOT EXCEED 40 INCHES BUT SHALL BE AT LEAST 30 INCHES.”.

# **HB\_28\_SponserAmendments\_Jan25**

Uploaded by: Delegate Robbyn Lewis

Position: FAV

**ROBBYN LEWIS**  
*Legislative District 46*  
Baltimore City

Health and Government Operations  
Committee

*Subcommittees*

Health Occupations and Long Term Care  
Public Health and Minority  
Health Disparities

*House Chair*

Joint Committee on Program Open Space  
and Agricultural Land Preservation



The Maryland House of Delegates  
6 Bladen Street, Room 424  
Annapolis, Maryland 21401  
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800-492-7122 Ext. 3772  
Robbyn.Lewis@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

## **Sponsor Amendments HB28 - Passenger, Truck, and Multipurpose Vehicles - Annual Registration Fees (Pedestrian Fatality Prevention Act of 2024)**

- Vehicles of certain weights and with certain hood heights are more dangerous to pedestrians in the event of a crash. The height and profile/shape of the hood/front end of vehicles increases danger to pedestrians
- Please amend this bill so that for every category of Class A personal private vehicles, the height and profile of the hood is also mentioned
- For all weights listed in the bill, please add the words "...and with hood height between 30 - 40 inches, and with a blunt, or more vertical hood shape will pay {insert the increased fee}
- Further, please add a new provision stating that all revenues generated by fees collected from these enumerated vehicles will be directed into the State Complete Streets Grant Program



# **Sponsor Testimony HB28.pdf**

Uploaded by: Delegate Robbyn Lewis

Position: FAV

ROBBYN LEWIS  
Legislative District 46  
Baltimore City

Health and Government Operations  
Committee

*Subcommittees*

Health Occupations and Long Term Care  
Public Health and Minority  
Health Disparities

*House Chair*

Joint Committee on Program Open Space  
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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

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## **Sponsor Testimony in Support of HB28 - Passenger, Truck, and Multipurpose Vehicles - Annual Registration Fees (Pedestrian Fatality Prevention Act of 2024)**

February 1, 2024

Thank You Chair Korman, Vice-Chair Boyce, and members of the Environment and Transportation Committee, I am Delegate Robbyn Lewis testifying on behalf of HB28 which will help address Maryland’s crisis of road-related deaths by putting a price on the machines that contribute significantly to it.

Please note that amendments to this bill are currently being prepared. A copy of the proposed amendment language will be made available to you. These amendments specify increased registration fees for vehicles that exceed 40” in front-end, or hood height.

For the purposes of this bill, the term “passenger vehicle” or “personal, private vehicle” refers to one that is used by an individual for general, typical, everyday trips. This bill does not intend to affect vehicles that are used for what might be informally referred to as “work vehicles,” i.e., those used for more industrialized or manufacturing or freight purposes, farming, shipping, construction or the like. Current state law does not distinguish between these types of vehicular uses, and this bill does not intend to create new law in that regard. State law refers to “Class A” and “Class M” vehicles; this bill will not change those designations.

The intent of HB28 is to impose increased registration fees on the purchase of new, personal private vehicles that exceed both specific weight and height limits because these vehicles cause disproportionate harm to human beings who are walking.

In 2019, Maryland’s Vision Zero law went into effect. It set a goal of zero motor vehicle-related fatalities or serious injuries by 2030.

Sadly, since that law was passed, road deaths have increased. In 2023 the state passed a grim milestone: more than 600 Marylanders lost their lives in road-related deaths. That number doesn’t begin to account for the number of non-fatal injuries that occurred. In addition to the human toll, health care costs – both physical and mental - and negative economic impacts caused by vehicular crashes are consequential.

Some localities have imposed reduced speeds and camera enforcement to reduce crashes, injuries and fatalities. Given the outcomes, however, more action is needed.

HB28 goes beyond regulating vehicular speeds by increasing registration fees on the heavy and too-tall vehicles that are most likely to cause pedestrian injury and death. To my knowledge, this has never been tried in Maryland.

These big vehicles are glamorized; some are glowingly described in marketing materials as “massive fist[s] moving through the air” conjuring emotions of aggression and impunity that might potentially contribute to the epidemic of reckless, dangerous driving and inevitable fatal crashes we’re now seeing.

The number of human beings who have lost their lives while walking in this country has increased 80 percent since 2009. In 2021, over 7,000 Americans who were walking lost their lives after being struck by a vehicle. Speeding and dangerously designed infrastructure contribute to this increase, but there is a clear and documented relationship to vehicle size and height.

Since the 1990’s the average personal, private, passenger vehicle has grown 4 inches wider, 10 inches longer, 8 inches taller and 1,000 pounds heavier. Many vehicles are more than 40 inches tall at the leading edge of the hood. Let’s not fool ourselves: it doesn’t matter if the vehicle is electric, or fossil fueled. If it is too big and too tall, it is too dangerous.

A recent groundbreaking report by the Insurance Institute for Highway Safety, which analyzed nearly 18,000 crashes involving a single “passenger” vehicle and a single pedestrian, found that vehicles with hood heights of more than 40 inches and blunt front ends angled at greater than 65 degrees were 44 percent more likely to cause pedestrian fatalities.

Washington, DC looked at the harm, and the evidence, and recently decided to curb the spread of these oversize vehicles by increasing the annual registration fee for cars weighing more than 6,000 pounds. In their first of its kind law, for cars weighing between 3,500 and 6,000 pounds, the fee is between \$175 and \$200, while lighter-weight vehicles pay just \$72. Over ten years, the lighter car would pay just \$720 in fees, while the larger car would cost the owner \$5,000. The bill before you aims to do something similar, but will also account for front-end, or hood height.

HB28 has the potential to encourage new vehicle buyers to consider registration fees in their purchase decisions.

In addition, once amended, HB28 has the potential to fund the state’s Complete Streets Grant Program, which was established in 2018. To my knowledge, this worthy program has never received a mandated appropriation. When Maryland jurisdictions have access to Complete Streets grant funds, they will be able to build more pedestrian-safe infrastructure, and ultimately go a long way towards saving lives, and remedy the negative externalities caused by over-heavy and over-tall passenger vehicles.

Thank you for your consideration. I request a favorable report.

\*Citation: <https://www.musclegcarsandtrucks.com/2020-gmc-sierra-hd-design-the-origin-story/>

Sincerely,

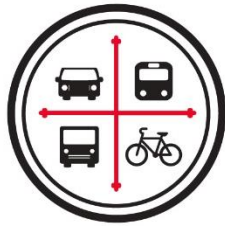
A handwritten signature in black ink, appearing to read 'Robbyn Lewis', with a long horizontal flourish extending to the right.

Delegate Robbyn Lewis  
District 46, Baltimore City  
Maryland House of Delegates  
6 Bladen St. Room 424  
Annapolis, MD 21401  
(o)

# HB 28 Support\_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



# Transportation Alliance

February 1, 2024

## Testimony on HB 28 – *Pedestrian Fatality Prevention Act of 2024* – Environment and Transportation Committee

### Position: Favorable

The Central Maryland Transportation Alliance supports House Bill 28, which increases the annual registration fees for certain cars and trucks based on vehicle weight classifications.

Recent reporting from the *Baltimore Banner* analyzed vehicular crash data and found that Maryland's roadways have become more dangerous for pedestrians and cyclists. In 2023, there were 3,605 crashes involving pedestrians and cyclists. That means that every day across the state about 10 people who are walking or riding a bike are hit by someone driving a vehicle. These crashes resulted in over 3,000 injuries and 152 deaths. And these pedestrian and cyclist deaths are just a portion of the almost 600 Marylanders killed in car crashes last year.

Commonly cited reasons for these crashes are speeding, impaired driving, and distracted driving. However, a contributing factor to all these reasons is the size of the vehicle that is speeding or being driven under the influence. Taller, heavier cars generate more force and are more dangerous when involved in crashes. A recent report from a researcher at the University of Hawaii found that a pedestrian hit by a full-size SUV is twice as likely to die compared to being struck by a car, under similar crash conditions.

Large SUVs and trucks are more ubiquitous than ever. According to data from JD Power, in 2010 about half of new vehicle sales were trucks and SUVs. By 2021, more than 3 out of 4 new sales were trucks and SUVs. Not only are there more of those types of vehicles on the road, but they are also taller and heavier than their predecessors. For example, the current model of the Ford F-150 truck, one of the most popular vehicles in the country, is 800 pounds heavier than it was 30 years ago.

House Bill 28 is common sense legislation that supports Maryland's stated Vision Zero goal of having zero motor vehicle-related fatalities or serious injuries. We urge you to pass this bill to help make Maryland's roads safer for everyone.

We encourage a FAVORABLE report for House Bill 28.

**testimony2024hb28ltr.pdf**

Uploaded by: Franz Schneiderman

Position: FAV



**Auto Consumer Alliance**  
13900 Laurel Lakes Avenue, Suite 100  
Laurel, MD 20707

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**Testimony to the House Environment and Transportation Committee  
HB 28 -- Passenger, Truck, and Multipurpose Vehicles – Annual Registration Fees  
(Pedestrian Fatality Prevention Act of 2024)  
Position – Favorable**

The Honorable Mark Korman  
Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401  
cc: Members, Environment and Transportation Committee

Feb. 1, 2024

**Honorable Chair Korman and Members of the Committee:**

I'm a consumer advocate and Executive Director of Consumer Auto, a non-profit group that works to foster safety, transparency, and fair treatment for Maryland drivers and car buyers.

We support **HB 28** because raising the registration fees for very heavy cars and small trucks will create at least modest incentives to encourage people to move toward smaller, safer, more energy-efficient, less-polluting vehicles – or at least (if they don't) to raise some revenue to meet some of the many social costs that oversized vehicles cause.

As has been widely reported, America is in the midst of a road safety crisis, with close to 43,000 people dying on US roads in 2022<sup>1</sup> and pedestrian deaths spiking by a shocking 80% since 2009.<sup>2</sup> While traffic deaths seem to have dropped slightly in 2023 nationally, they were up sharply in Maryland and in the District of Columbia last year.<sup>3</sup>

The fact that the vehicles most people drive have gotten dramatically larger and heavier over the last two decades is a big part of the reason our streets have gotten more dangerous for everyone -- and dramatically more dangerous for pedestrians – in those decades. Larger vehicles are more dangerous to those outside them in a number of ways: they take longer to stop or decelerate; they produce much greater force in a crash (since force = mass x acceleration); they often have poor forward visibility and big blind spots directly in front of the car (where pedestrians often are).<sup>4</sup>

Research has also shown that the increasingly common light trucks and SUVs with a high front hood are dramatically more deadly in a crash than smaller vehicles – in part because their higher profiles and hoods strike pedestrians in higher and more deadly regions of the body when they collide. A 2023 study found that large vehicles with hood heights of 40 inches or higher are 45%

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<sup>1</sup> <https://www.nhtsa.gov/press-releases/traffic-crash-death-estimates-2022>

<sup>2</sup> <https://www.theverge.com/2023/11/14/23960624/truck-suv-hood-height-pedestrian-death-report-iihs>

<sup>3</sup> <https://www.wusa9.com/article/news/local/maryland/600-deaths-maryland-roads-2023/65-b30b0933-a6e7-43ad-85fb-90314cf71e36>

<sup>4</sup> <https://slate.com/business/2023/12/cars-trucks-suv-sales-electric-safety-risk.html>





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more likely to kill a pedestrian in a crash.<sup>5</sup> Any number of studies have reached similar conclusions.<sup>6</sup>

But that's just the beginning of the problems they cause. Heavy vehicles cause much more intensive particulate pollution as a result of the greater erosion of tires and road surfaces their weight causes. And scientists are increasingly emphasizing that particulate pollution is one of the main (and until recently under-recognized) environmental impacts caused by cars.<sup>7</sup>

Of course, heavier vehicles are also less fuel-efficient than lighter cars, which means they produce more pollution and greenhouse gas emission per mile driven than smaller cars. The trend toward oversize vehicles is the main reason that progress toward improved gas mileage for gas-powered cars largely stopped around 2015; many carmakers have even seen a decline in average fuel economy in recent years – a fact that ought to be a scandal as global warming looms as not just a threat but a dangerous day-to-day reality.<sup>8</sup>

And even where they're powered by electricity, oversize vehicles require a great deal of energy to move (which has to be generated somehow), create more intensive particle pollution from tire and road wear, and pose very serious dangers to pedestrians, cyclists and other vulnerable road users. In fact, because EVs are generally heavier than similar gas-powered cars and usually accelerate more quickly (which is dangerous in dense urban and suburban settings), many road safety advocates are concerned that heavy EVs may be even more dangerous to pedestrians than oversize gas vehicles.<sup>9</sup>

Oversize cars also quite simply eat up too much public space – for driving, parking, and other purposes. That's why Paris, for instance, is holding a referendum next week on a proposal to triple parking fees for heavy SUVs – to try to discourage SUVs in dense city neighborhoods and reclaim scarce public space for other users.<sup>10</sup>

Similar concerns have prompted many other cities to seek to combat car bloat in a variety of ways.<sup>11</sup> Indeed in 2022, the District of Columbia adopted a stronger version of the approach **HB 28** would mandate – adopting a more steeply graduated, weight-based schedule of car registration fees. In D.C., it now costs about 7X as much to register a 6,000-pound vehicle (\$500) as to register one that weighs 3,500 pounds (\$72)<sup>12</sup>

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<sup>5</sup> <https://www.theverge.com/2023/11/14/23960624/truck-suv-hood-height-pedestrian-death-report-iihs>

<sup>6</sup> <https://www.planetizen.com/news/2024/01/127196-study-zeroes-dangers-taller-vehicles>

<sup>7</sup> <https://slate.com/technology/2023/11/car-tires-6ppd-pollution-epa.html>

<sup>8</sup> <https://www.washingtonpost.com/climate-environment/2024/01/08/fuel-efficiency-suvs-electric-vehicles/>

<sup>9</sup> <https://www.iihs.org/news/detail/as-heavy-evs-proliferate-their-weight-may-be-a-drag-on-safety>

<sup>10</sup> <https://www.reuters.com/world/europe/paris-aims-drive-out-large-suvs-by-increasing-parking-fees-2023-11-22/>

<sup>11</sup> <https://usa.streetsblog.org/2023/08/09/how-communities-can-fight-back-against-ever-larger-cars-and-trucks>

<sup>12</sup> <https://www.washingtonpost.com/transportation/2022/06/25/dc-higher-vehicle-registration-fees/>



**Auto Consumer Alliance**  
13900 Laurel Lakes Avenue, Suite 100  
Laurel, MD 20707

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**HB 28** would accelerate fees quite a bit less sharply, establishing annual registration fees for passenger cars that are about 4X greater for very heavy cars (\$229.50) than for those under 3,500 pounds (\$50.50) and about 3X greater for very heavy vehicles in the case of Class E trucks.

Those higher fees for heavier cars would encourage some drivers to move to smaller vehicles that are safer not only for pedestrians but cyclists, wheelchair users and, yes, even other drivers – and also offer at least somewhat cleaner vehicle transportation in a time of growing environmental crisis. And if the added fees aren't enough to change the purchasing choices of many consumers, at least they'll generate some revenue the state could use to fashion improved and safer streetscapes, clean up pollution, fund more affordable transit options, and take other steps to make our streets safer and greener for all Marylanders.

**We support HB 28 and ask you to give it a FAVORABLE report.**

Sincerely,

Franz Schneiderman  
Consumer Auto

# **Bikemore HB0028 Pedestrian Fatality Prevention Act**

Uploaded by: Jed Weeks

Position: FAV



January 30, 2024

House Environment and Transportation Committee  
Annapolis, MD 21401

## **FAVORABLE - HB0028 Pedestrian Fatality Prevention Act of 2024**

Dear Chair Korman and Members of the Committee:

Bikemore is writing on behalf of our more than 5,000 engaged constituents and the hundreds of thousands of Baltimoreans who walk, bike, and take transit in support of HB0028.

Larger, heavier vehicles are causing a catastrophic increase in pedestrian fatalities, with deaths rising 80% since 2009 in the United States. This is aligned with vehicles getting longer, wider, taller, and heavier, and consumer trends of buying larger SUVs and Pickups for commuting and not utility uses. Recent IIHS research<sup>1</sup> analyzing federal crash statistics shows a direct link between these larger vehicles and the increase in deadly crashes.

These vehicles also cause disproportionate wear and tear on our roadways, consume more fuel, emit more fumes and tire particulates, and take up more parking space on urban streets with limited on-street parking.

Increasing registration fees to discourage unnecessary purchase of these vehicles and mitigate a slightly larger portion of their massive negative externalities is the least we can do to begin to combat this epidemic of truck bloat leading to pedestrian death.

Bikemore encourages a favorable report on HB0028.

**Sincerely,**

**Jed Weeks**  
Executive Director

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<sup>1</sup> <https://www.iihs.org/news/detail/vehicles-with-higher-more-vertical-front-ends-pose-greater-risk-to-pedestrians>

**HB 28 TAM FAV.pdf**

Uploaded by: John Duklewski

Position: FAV



**Bill:** House Bill 28: Passenger, Truck, and Multipurpose Vehicles - Annual Registration Fees (Pedestrian Fatality Prevention Act of 2024)

**Position:** SUPPORT

Dear Chair Korman, Vice-Chair Boyce, and Members of the Committee:

I write on behalf of the Transportation Association of Maryland in support of House Bill 28, which serve as a major step forward in putting our state's transportation funding on a more solid basis.

Our members are the local transit systems that operate across our state, from Garrett County to Ocean City, with everything in between. Our members have not only been funded at a flat level for many years, but many of them have seen decreased funding over the past ten years, especially after the 20% COVID-19 budget cuts in state aid to local transit operating support.

The threatened funding cut to local transit support has only been temporarily averted, and during the continued lack of state investment our members' capital and operating expenses have only increased. While state spending on other areas of transportation have gone up, Locally Operated Transit Systems have seen increased costs without increased state investment. Local dollars have made up the gap, but there is a limit to local funding capability that state aid is essential to fill.

About 45 percent of Marylanders have no access to public transit. Black households are three times as likely as white households to have no access to a vehicle. When mobility is accessible only for some, there are negative consequences for all. Public transportation is the greener alternative. According to the Environmental Protection Agency, transportation makes up 29 percent of U.S. greenhouse gas emissions, and 41 percent of these emissions come from cars. Maryland should join other states in making a sustained and sustainable reinvestment in our local transit.

We fully support House Bill 28's efforts to increase support for the mobility of the citizens and communities we serve.

Sincerely,

John Duklewski  
Executive Director, Transportation Association of Maryland

# **Position Statement\_HB 0028 Passenger, Tuck, and Mu**

Uploaded by: Jordan BaucumColbert

Position: FAV



## **POSITION STATEMENT**

**Bill:** HB 0028 Passenger, Tuck, and Multipurpose Vehicles – Annual Registration Fees

**Position:** SUPPORT

**Date:** February 1, 2024

**Contact:** Debra Borden, General Counsel

Jordan Baucum Colbert, Government Affairs Liaison

Dear Chair Marc Korman and Vice Chair Regina T. Boyce,

The Maryland National Capital Park and Planning Commission (M-NCPPC or “the Commission”) has not voted on an official position yet, however, staff has prepared a statement and recommends a favorable vote in support of this bill. The Commission respectfully requests that the Environment and Transportation Committee consider this information and include it in the record.

**What this Bill Does.** This bill increases annual vehicle registration fees for passenger, certain truck, and multipurpose vehicles based on certain vehicle weight classifications.

**Improve Transportation Safety.** Vehicular mass is a significant factor in the severity of motor vehicle crashes. Heavier vehicles are more likely to severely injure or kill people walking in the event of a crash. This legislation provides a disincentive for the purchase and ownership of heavier vehicles and therefore will improve public safety.

**Reduce Roadway Maintenance Costs.** Heavier vehicles inflict more damage to the state’s roadways than lighter vehicles. By scaling vehicle registration fees to vehicle weight, this legislation helps ensure that owners of heavy vehicles pay for their impacts to the roadway system.

**Implements Montgomery County’s Pedestrian Master Plan.** The county’s 2023 Pedestrian Master Plan recommends the state consider potential legislation to tie vehicle registration fees to safe vehicle design (Key Action F-1c) due to the relationship between vehicle design and pedestrian safety.

For these reasons, the Commission requests an affirmative vote in support of HB0028.



# **Bike MD 2024 HB 28 – Pedestrian Fatality Preventio**

Uploaded by: Joshua Feldmark

Position: FAV



HB 28 – Pedestrian Fatality Prevention Act  
Environment & Transportation Committee  
February 1, 2024  
Josh Feldmark  
[joshua@bikemd.org](mailto:joshua@bikemd.org)  
Position: Support

Good afternoon Mr. Chairman and members of the Committee. I am Joshua Feldmark representing Bike Maryland. We represent cyclists of all abilities across the state who ride 5 miles around the park with their families, for transportation, to a 100 mile ride. We believe that absolutely everyone should feel safe when they are on Maryland roads..

There is a reasonable chance, at this moment, you are wondering to yourself what the bike people are doing testifying on a pedestrian bill. First and foremost it is important to note that we believe strongly in a transportation system that works effectively and safely for all modalities. We take particular interest in supporting users of options that, generally speaking, do not have adequate representation here in Annapolis and more often than not, are largely unable to represent themselves at hearings like this. Pedestrians are clearly in that category and so we hope that we can adequately support their interests today. In fact, at some time or another, we are almost all pedestrians.

Sadly, in 2023 Howard County saw two truly tragic crashes that killed young children who were pedestrians at the time they were struck by a vehicle. While I do not know what vehicles were driven that killed the children we do know that there is overwhelming data saying that there are two main factors that turn injury crashes into fatality crashes. The first is speed of the vehicle and the second is size/weight of the vehicle. We strongly support any initiative that will make our streets safer.

For these reasons, we urge this committee to issue a favorable report on HB 28.

# 2024-HB028-Pedestrian-FAV (1).pdf

Uploaded by: Nicholas Marks

Position: FAV



HB 028: Pedestrian Fatality Prevention Act of 2024  
House Environment and Transportation Committee  
Terps For Bike Lanes – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

As members of Terps for Bike Lanes, we are writing to express our strong support for HB0028: Passenger, Truck, and Multipurpose Vehicles - Annual Registration Fees, also known as the Pedestrian Fatality Prevention Act of 2024, sponsored by Del. R. Lewis. Terps for Bike Lanes is dedicated to enhancing bicycle infrastructure in and around our campus, but we recognize that road safety is a collective responsibility that extends to all road users. We believe that HB0028 is a piece of legislation that aligns with our commitment to creating a safer and more inclusive environment for everyone.

The proposed increase in annual registration fees for passenger, certain truck, and multipurpose vehicles based on specific vehicle weight classifications is a step in the right direction. This measure not only addresses the importance of pedestrian safety but also contributes to funding initiatives that enhance overall road safety infrastructure. While our primary focus is on promoting bicycle infrastructure, we understand the interconnected nature of road safety measures. The revenue generated through increased registration fees can play a significant role in supporting initiatives that benefit pedestrians, cyclists, and all road users alike. Pedestrian safety is a shared concern, and we appreciate the proactive approach taken by the Pedestrian Fatality Prevention Act of 2024. By tying registration fees to vehicle weight classifications, this legislation encourages responsible ownership and contributes to the overall safety of our roads.

To provide context for our endorsement, we would like to draw attention to recent research that underscores the importance of such measures. "The Impact of Registration Fees on Driving and Traffic Safety: A Literature Review" (2021) by Litman discusses the link between registration fees, vehicle choices, and traffic-related deaths, including pedestrian casualties. Another relevant study

is "Road Pricing for Traffic Congestion Management and Environmental Pollution Mitigation: A Literature Review" (2022) by Li et al., which explores the concept of road pricing, including registration fee adjustments, and its potential effects on traffic behavior and safety. We wish to highlight the economic and societal benefits associated with pedestrian safety efforts, as outlined in various impactful studies. "The Economic Burden of Road Traffic Crashes: Global Estimates 2000-2016" (2019) by the World Health Organization emphasizes the significant economic costs associated with road traffic crashes, including those involving pedestrians. "Investing in Walkable Communities: A Return on Investment Analysis" (2015) by Smart Growth America demonstrates the economic and social benefits of investing in pedestrian infrastructure and safety measures.

Terps for Bike Lanes supports the need to find a balance between regulatory measures and the interests of vehicle owners. We believe that the proposed increase in annual registration fees is a reasonable and effective means of generating funds to invest in infrastructure and initiatives that will benefit the entire community. In conclusion, we urge you to support and vote in favor of HB0028. By doing so, we collectively take a step towards preventing pedestrian fatalities and enhancing road safety for all. We appreciate your dedication to public safety and look forward to positive advancements in legislation that prioritize the well-being of our community.

Sincerely,

President - Nicholas Marks

Vice President - Olivia Dinkel

Treasurer - Parisi Fida

Secretary - Stefano Raffo

Student Governance Liaison - Ian Gould

Social Media Director - Alexa Moore

Community Outreach Coordinator - Meaghan Hart

Campus Affairs Coordinator - Cameron Deocampo

terps4bikelanes@gmail.com



# 2024-HB28-VehicleFees-FAV.pdf

Uploaded by: Seth Grimes

Position: FAV



HB 28: Passenger, Truck, and Multipurpose Vehicles - Annual Registration Fees  
(Pedestrian Fatality Prevention Act of 2024)  
House Environment and Transportation Committee  
Washington Area Bicyclist Association – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

**The Washington Area Bicyclist Association (WABA) supports HB 28, which would establish higher registration fees for heavy passenger vehicles, Class E trucks, and Class M multipurpose vehicles.**

Heavy vehicles are particularly dangerous for vulnerable road users – pedestrians and bicyclists – both because of their weight and visibility limitations associated with vehicle size, compared with lighter passenger and other vehicles addressed by HB 28.

These vehicles require more resources to build and operate, both materials and fuel/electricity. They create excessive emissions including toxic tire particulates that pollute our air and water, and they impose greater wear-and-tear on roads. They are environmentally costly.

It is therefore entirely appropriate to take steps to discourage the adoption of heavy passenger and other vehicles addressed by HB 28, and to collect higher registration fees, which may be applied to mitigate the outsized safety cost and environmental damage created by these vehicles or for other beneficial purposes.

The Washington Area Bicyclist Association urges a Favorable HB 28 committee report and House floor vote.

Thank you for the opportunity to testify on this legislation.

Seth Grimes, WABA Maryland organizer  
seth.grimes@waba.org



# **Opposition HB28 Passenger, Truck, and Multipurpose**

Uploaded by: Tyler Hough

Position: UNF



## Maryland Farm Bureau

3358 Davidsonville Road | Davidsonville, MD 21035  
410-922-3426 | [www.mdfarmbureau.com](http://www.mdfarmbureau.com)

**To:** House Environment and Transportation Committee

**From:** Maryland Farm Bureau, Inc.

**RE: Opposition to HB0028 Passenger, Truck, and Multipurpose Vehicles - Annual Registration Fees**

On behalf of our nearly 9,500 Farm Bureau families in Maryland, I submit this written testimony in opposition to HB0028. This bill would increase the annual registration fees for passenger, certain truck, and multipurpose vehicles based on certain vehicle weight classifications.

The farm families in Maryland face tight margins every year due to high input costs and an ever-changing market. Farmers are faced with making difficult decisions and hope for a strong market to make sure that they are financially sustainable. Every increase in cost, no matter what cost, makes the financial environment that our farm families deal with even more challenging. The proposed language of this bill would increase the registration fees on all vehicles that a farm family may need to run their operation. Increases in input costs to Maryland's farm families will only further tighten the margins that these operations are currently facing.

**Maryland Farm Bureau Policy:** We oppose the imposition of new or increased user fees, licenses and permits as general fund enhancements.

**Maryland Farm Bureau Respectfully Opposes HB0028**

A handwritten signature in black ink, appearing to read 'Tyler Hough', with a horizontal line above it.

Tyler Hough  
Director of Government Relations

*Please contact Tyler Hough at 443-878-4045 with any questions*