

Department of Legislative Services
Maryland General Assembly
2026 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 381 (Delegate Lehman, *et al.*)
Environment and Transportation

**State Highway Administration - Urban Core and Urban Center Traffic Control
Devices - No Turn on Red**

This bill requires the State Highway Administration (SHA), by July 1, 2029, to install a traffic control device prohibiting a vehicle from making a right turn while facing a steady red signal at each intersection on a State highway in an urban core or urban center, as described in the Context Driven guide, at which a traffic control signal is in use. However, SHA may choose not to install a traffic control device at a specific intersection if it determines that the installation would significantly impair public safety.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by at least \$532,600 in FY 2027 and by \$1.2 million in both FY 2028 and 2029 (totaling \$2.9 million from FY 2027 through 2029) to install the required traffic control devices, as discussed below. Future years reflect termination of a contractual employee after FY 2029 and potential ongoing maintenance costs. Revenues are not affected.

| (in dollars) | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 |
|----------------|-------------|---------------|---------------|---------|---------|
| Revenues | \$0 | \$0 | \$0 | \$0 | \$0 |
| SF Expenditure | 532,600 | 1,204,200 | 1,207,700 | - | - |
| Net Effect | (\$532,600) | (\$1,204,200) | (\$1,207,700) | (-) | (-) |

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

Local Effect: The bill does not directly affect local government finances, although implementation likely necessitates significant coordination with local authorities.

Small Business Effect: Minimal.

Analysis

Current Law:

State Highway Administration

SHA is responsible for more than 5,200 miles or approximately 16,800 lane miles of road, 2,500 bridges, 3,500 small stream crossing structures, and 80 miles of sound/noise barriers in the State. It also has responsibility for planning, designing, constructing, and maintaining these roads and bridges to safety and performance standards while considering sociological, ecological, and economic concerns. SHA must construct, reconstruct, and repair State highways as necessary and maintain them in good condition.

As part of its duties and responsibilities to manage the State's highways, SHA publishes the [Context Driven guide](#) for free on its website. The guide includes information on common transportation issues, establishes goals for improving those issues, and provides detailed information on different road design elements and alternatives that can be used to meet those goals. For example, the guide advises that, in urban core areas, having raised crosswalks can reduce pedestrian crashes by 46% and restricting vehicles from turning right-on-red can reduce injury crashes by 38%.

Right Turns on Red

The driver of any vehicle must obey the instruction of any traffic control device applicable to the vehicle and placed in accordance with the Maryland Vehicle Law. When a vehicle faces a steady circular red signal from a traffic control signal, the vehicle must stop at the near side of the intersection, as specified. However, after making the required stop (and unless a sign prohibiting a turn is in place), the vehicle may cautiously enter the intersection to make a right turn or a left turn from a one-way street onto a one-way street. Nevertheless, such a vehicle must yield the right-of-way to any pedestrian or bicycle lawfully within an adjacent crosswalk and to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard.

State Expenditures: TTF expenditures increase by at least \$532,602 in fiscal 2027, which accounts for the bill's October 1, 2026, effective date, and by \$1.2 million in both fiscal 2028 and 2029 to install traffic control devices at 133 intersections throughout the State. This estimate also reflects the cost of hiring one temporary full-time technician to oversee the installation process from fiscal 2027 through 2029; it includes a salary, fringe benefits, one-time start-up costs, and ongoing operating expenses. The information and assumptions used in calculating the estimate are stated below:

- SHA incurs \$87,500 in fiscal 2027 only to conduct traffic engineering studies at all 133 intersections to determine the impact of the new traffic control devices on traffic in the area and the best location for each device;

- the average cost for each installation is \$19,729, which includes material and labor; and
- 19 installations take place in fiscal 2027 and 57 installations take place in both fiscal 2028 and 2029.

| | <u>FY 27</u> | <u>FY 28</u> | <u>FY 29</u> |
|---------------------------------|---------------------|---------------------|---------------------|
| Contractual Position | 1.0 | | |
| Salary and Fringe Benefits | \$61,110 | \$76,890 | \$80,273 |
| Traffic Engineering Studies | 87,500 | 0 | 0 |
| Installation Costs | 374,851 | 1,124,553 | 1,124,553 |
| Other operating Expenses | <u>9,141</u> | <u>2,805</u> | <u>2,832</u> |
| Total State Expenditures | 532,602 | 1,204,248 | 1,207,658 |

The estimate does not specifically account for any costs SHA may incur beginning in fiscal 2030, once all 133 installations have been completed, to maintain and/or repair the new traffic control devices. Additionally, costs for installation could be higher to the extent additional roadway modifications are necessary in particular locations (*e.g.*, adding new crosswalks, widening roadways to accommodate a changing traffic flow, right-of-way acquisition, etc.).

This estimate does not include any health insurance costs that could be incurred for specified contractual employees under the State's implementation of the federal Patient Protection and Affordable Care Act.

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; Judiciary (Administrative Office of the Courts); Department of State Police; Anne Arundel, Montgomery, and Prince George's counties; Maryland Municipal League; Department of Legislative Services

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jg/jkb

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