

Department of Legislative Services  
Maryland General Assembly  
2026 Session

FISCAL AND POLICY NOTE  
First Reader

Senate Bill 743 (Senator James)  
Judicial Proceedings

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**Workgroup to Study State Laws on Electric Bicycles - Establishment**

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This bill establishes the Workgroup to Study State Laws on Electric Bicycles, staffed by the Maryland Department of Transportation (MDOT). The workgroup must (1) review current State rules of the road for electric bicycles and make recommendations for revisions to improve public safety and address identified safety concerns; (2) review academic studies and government data on injury rates and general safety concerns of electric bicycle riders, other vehicle operators, and pedestrians, as specified; and (3) consider the significance and role of other micro-mobility devices with respect to public safety. The workgroup must report its findings and recommendations to the Governor and the General Assembly by January 1, 2028. A member of the workgroup may not receive compensation as a workgroup member but is entitled to reimbursement for expenses under standard State travel regulations. **The bill takes effect July 1, 2026, and terminates January 1, 2028.**

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**Fiscal Summary**

**State Effect:** MDOT can staff the workgroup with existing budgeted resources. Any expense reimbursements for workgroup members are assumed to be minimal and absorbable within existing budgeted resources. Revenues are not affected.

**Local Effect:** The bill is not anticipated to materially affect local government operations or finances.

**Small Business Effect:** None.

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## Analysis

**Current Law:** An “electric bicycle” means a vehicle that:

- is designed to be operated by human power with the assistance of an electric motor;
- is equipped with fully operable pedals;
- has two or three wheels;
- has a motor with a rating of 750 watts or less; and
- meets certain requirements related to the electric motor providing assistance when the bicycle reaches specified speed levels.

Electric bicycles are excluded from various definitions, including “motor vehicle” and “off-highway recreational vehicle,” and are exempt from State vehicle titling and registration requirements.

There are currently three classes of electric bicycles:

- a Class 1 electric bicycle is equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour (MPH);
- a Class 2 electric bicycle is equipped with a motor that provides assistance whether or not the rider is pedaling the bicycle and ceases to provide assistance when the bicycle reaches a speed of 20 MPH; and
- a Class 3 electric bicycle is equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 28 MPH.

Generally, electric bicycles may be operated where bicycles are allowed to travel, including bike lanes. However, a local authority or State agency with jurisdiction over a bicycle path may prohibit the operation of Class 1 or Class 2 electric bicycles on the bicycle path. A Class 3 electric bicycle may not be operated on a bicycle path unless (1) the bicycle path is within or adjacent to a highway right-of-way or (2) allowed by a local authority or State agency with jurisdiction over the bicycle path.

A local authority or State agency with jurisdiction over a trail may regulate the use of electric bicycles of any class on a trail designated as nonmotorized if the trail has a natural surface tread made by clearing and grading native soil with no added surfacing materials.

A person younger than age 16 may not operate a Class 3 electric bicycle on a public highway. A person younger than age 16 may, however, ride as a passenger on a Class 3 electric bicycle that is designed to accommodate passengers.

## **Additional Information**

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

**Designated Cross File:** None.

**Information Source(s):** Maryland Municipal League; Department of State Police; Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - March 8, 2026  
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