

**Department of Legislative Services**  
Maryland General Assembly  
2026 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

Senate Bill 868

(Senator A. Washington)

Budget and Taxation

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**State Highway Administration - Maryland Route 410 (East-West Highway)  
Pedestrian Safety Action Plan - Expansion**

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This bill requires the State Highway Administration (SHA) to expand the scope of the existing Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan project to include the public rights-of-way along East-West Highway from the intersection of Maryland Route 500 (Queens Chapel Road) east to U.S. Route 1 (Baltimore Avenue). **The bill takes effect July 1, 2026.**

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**Fiscal Summary**

**State Effect:** Because the Maryland Department of Transportation’s (MDOT’s) capital program is fully subscribed, MDOT must redirect millions of dollars (likely at least \$5.0 million) from other projects from FY 2027 through 2029 to expand the scope of the Maryland Route 410 project, as discussed below. Revenues are not affected.

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

**Small Business Effect:** Minimal.

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**Analysis**

**Current Law:** 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.

SHA initiated the [MD 410 \(East-West Highway\) project](#) as part of its Pedestrian Safety Action Plan to improve pedestrian safety along the corridor. SHA advises that the project is fully funded, and the [Consolidated Transportation Program \(CTP\) for fiscal 2026 through 2031](#) includes \$16.8 million for the project from fiscal 2026 through 2031. Construction for the project is scheduled to begin in the spring of 2027.

**State Expenditures:** Because MDOT’s capital program is fully subscribed, MDOT must redirect funding from other projects beginning in fiscal 2027 to meet the bill’s requirements. While a precise estimate of the cost to expand the scope of the project is difficult to make prior to the initial planning and design work, a preliminary analysis conducted by SHA estimates that the cost of expanding the project as required by the bill is likely to exceed \$5.0 million from fiscal 2027 through 2029.

This estimate reflects only planning, design, and construction costs and does not include any costs for rights-of-way acquisition or utility relocation. SHA advises that these unaccounted-for factors could significantly increase the cost of expanding the project due to the number of residential properties in the project area contemplated by the bill. The estimate also does not include ongoing maintenance costs post-construction.

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### Additional Information

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

**Designated Cross File:** HB 1130 (Delegate Martinez, *et al.*) - Environment and Transportation.

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

**Fiscal Note History:** First Reader - February 23, 2026  
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