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February 26, 2026

The Honorable Marc Korman  
Chair, Environmental and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

***RE: Letter of Concern – HB 1130 – State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan - Expansion***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1130 and offers the following information for the committee’s consideration.

HB 1130 requires the State Highway Administration (SHA) to expand the scope of the Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan (PSAP) 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 SHA understands the bill sponsor’s concerns with the significant safety challenges along the MD 410 corridor. MD 410 from MD 500 to MD 212 was identified in SHA’s PSAP and in the Vulnerable Road User (VRU) Safety Assessment as a high-risk priority corridor that needs critical improvements to enhance safety for vulnerable road users (i.e., non-motorists). This specific segment of MD 410, and all PSAP projects, were methodically selected using a data-driven approach that considers historical crash data.

From 2019 to 2025, the segment of MD 410 from MD 500 to MD 212 experienced 44 non-motorist crashes. An analysis of the segment identified in the bill – MD 410, between MD 500 to US 1 – found that 2 non-motorist crashes occurred during that timeframe. Similarly, Prince George’s County identifies MD 410 between Ager Road and Belcrest (within SHA’s PSAP limits) as part of the county’s high injury network; however, the segment identified in HB 1130 is not. This reflects and supports the methodology which found that MD 410 from MD 500 to MD 212 should be included in the PSAP.

The MD 410 from MD 500 to MD 212 PSAP is part of the first round of prioritized corridors to advance into project development. The design of this project is well underway with an anticipated construction start date of Spring 2027. The project scope is focused on near-term pedestrian and bicycle infrastructure improvements that enhance vulnerable road user safety, accessibility, and mobility.

The project is currently fully funded and is anticipated to cost \$18.2 million. Addition of the section of MD 410 identified in HB 1130 would delay delivery of the currently planned

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improvements by at least 12 months and significantly increase costs by over \$5 million. The estimated increase does not include the costs of right-of-way acquisition and utility relocation, which would be significant given the number of residential properties between MD 500 and US 1. Furthermore, SHA would need to take the newly proposed improvements through the public engagement process to ensure community input is considered, adding to the delay to implement all the improvements of the project

The SHA has fully programmed all available capital funding, both State and federal funds, in the 6-year Consolidated Transportation Program (CTP) to advance critical safety projects across Maryland. The SHA is not currently funded to increase the scope of the project as required by HB 1130. SHA would be required to reallocate funding from other projects in the CTP, likely other PSAP and Complete Streets-focused projects across the State, to expand the scope of the MD 410 PSAP project.

Additionally, SHA believes that mandating the extension of the current PSAP project to include the project limits east of MD 500 to US 1 is inconsistent with the CTP process established in State law, mandates addition of an unfunded element to an existing project, sidesteps the data-driven approach used to select PSAP, VRU, and high-risk corridors, and does not consider the extensive public engagement done for each PSAP project.

The State Highway Administration is happy to continue coordination with the sponsor and review available options to improve the safety of MD 410, between MD 500 to US 1. A corridor need not be classified under the PSAP to be eligible for safety enhancements, including spot improvements to enhance overall safety. The Maryland Department of Transportation respectfully requests the Committee consider this information while deliberating House Bill 1130.

Respectfully submitted,

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