

Department of Legislative Services
Maryland General Assembly
2010 Session

FISCAL AND POLICY NOTE
Revised

House Bill 282

(Delegates Pena-Melnyk and Bobo)

Ways and Means

Budget and Taxation

Transportation Projects - Bicycle and Pedestrian Access - Funding and Reporting

This bill requires the Maryland Department of Transportation (MDOT) to review and update the Statewide 20-Year Bicycle-Pedestrian Master Plan each year that the Maryland Transportation Plan (MTP) is revised. In developing the annual *Consolidated Transportation Program* (CTP), MDOT must (1) ensure that there is an appropriate balance between funding for new highway construction projects and projects that retrofit existing transportation projects with facilities for pedestrians and bicycle riders; and (2) place increased emphasis, in transit-oriented areas within priority funding areas (PFAs), on projects that retrofit existing transportation projects with additional facilities and accessibility for pedestrians and bicycle riders.

Fiscal Summary

State Effect: MDOT advises that the bill's requirements can be absorbed within existing budgeted resources, with some redirection of staff.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law/Background:

Bicycle-pedestrian Access

The Secretary of Transportation appoints a Director of Bicycle and Pedestrian Access. The director is responsible for developing and coordinating policies and plans for the provision, preservation, improvement, and expansion of access to transportation facilities

in the State for pedestrians and bicycle riders, including development of a Statewide 20-Year Bicycle-Pedestrian Master Plan.

MDOT published a Statewide 20-Year Bicycle-Pedestrian Master Plan in 2002 as required and recently confirmed that the plan is still relevant. There is no statutory requirement to update the plan. The master plan had to:

- identify short-term and long-range goals that include (1) reasonable cost estimates for achieving the goal; and (2) objective performance criteria against which to measure progress in achieving the goal;
- comply with applicable federal funding requirements;
- provide a model to guide political subdivisions of the State in enhancing bicycle and pedestrian access to transportation facilities;
- propose long-term strategies for improving the State's highways to ensure compliance with safety standards for pedestrians and bicycle riders; and
- identify bicycle-pedestrian priority areas, in consultation with local governments, to facilitate the targeting of available funds to areas with the most need.

The Governor appoints a Bicycle and Pedestrian Advisory Committee to provide guidance to State agencies concerning funding of bicycle- and pedestrian-related programs, public education and awareness of bicycle- and pedestrian-related activities and safety, and other issues.

MDOT Long-term Planning

The MTP is a 20-year forecast of State transportation needs based on MDOT's anticipated financial resources during that 20-year period, and it must be revised every five years through an inclusive public participation process. Furthermore, it must be expressed in terms of goals and objectives and include a summary of the types of projects and programs that are proposed to accomplish the goals and objectives, using a multimodal approach when feasible. The latest MTP was released in January 2009, and the next update is expected in 2014.

The CTP is MDOT's six-year budget for the construction, development, and evaluation of transportation capital projects. It is revised annually to reflect updated information and changing priorities. It contains a list of current and anticipated major and minor capital projects for the fiscal year it is issued and for the next five fiscal years, including an expanded description of major capital projects; a detailed breakdown of the costs of a project, project expenditures to date, expected expenditures for the current fiscal year, projected annual expenditures for the next five years, and total project costs; and MDOT's estimates of the source (*i.e.*, federal funds, special funds, etc.) and amount of

revenues required to fund projects in the CTP. The CTP also must contain updates on subjects such as bicycle and pedestrian transportation and technology spending.

Transit-oriented Development

Transit-oriented development is a development style that leverages transit stations as the foundation for vibrant communities with a dense mix of commercial, residential, and retail development. By clustering development around transit sites, transit-oriented development seeks to maximize the State's investment in transit by promoting increased ridership and enhanced opportunities for pedestrian and bicycle mobility. The benefits of this approach may include easing congestion on roadways, curbing of greenhouse gas emissions, reducing pollution, and providing a viable alternative to sprawl. MDOT is partnering with local agencies to identify and implement land use regulations that support transit and pedestrian-friendly development in proximity to major transit facilities.

Priority Funding Areas

The State sought to strengthen its efforts to control sprawl, enhance land use, and control pollution with the Smart Growth and Neighborhood Conservation Act of 1997 (Priority Funding Areas Act). This Act capitalized on the influence of State expenditures on economic growth and development by directing State spending to PFAs. The broad purpose of PFAs is to focus State spending to make the most efficient and effective use of existing infrastructure; preserve existing neighborhoods; and preserve Maryland's fields, farms, and open spaces. The Act established certain areas as PFAs and allowed counties to designate additional areas if they meet minimum criteria.

Additional Information

Prior Introductions: None.

Cross File: None.

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

Fiscal Note History: First Reader - February 25, 2010
mam/lgc Revised - House Third Reader - March 31, 2010

Analysis by: Amanda Mock

Direct Inquiries to:
(410) 946-5510
(301) 970-5510

