

Department of Legislative Services
Maryland General Assembly
2000 Session

FISCAL NOTE
Revised

Senate Bill 884 (Senator Lawlah. *et al.*)

Budget and Taxation

Bicycle and Pedestrian Access 2001

This bill requires the Maryland Department of Transportation (MDOT) to develop and coordinate policies and plans for pedestrians and bicycle riders in a statewide 20-year "Bicycle-Pedestrian Master Plan."

The bill is effective July 1, 2000.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures for sidewalks and bicycle path construction and maintenance could increase in future years to meet goals established by the master plan. Revenues would not be affected.

Local Effect: None.

Small Business Effect: None.

Analysis

Bill Summary: The bill requires MDOT to develop and coordinate policies and plans for the provision, preservation, improvement, and expansion of access to transportation facilities in the State for pedestrians and bicycle riders, including the development of a statewide bicycle-pedestrian 20-year master plan before October 1, 2002. The master plan must include short-term and long-range plans and reasonable cost estimates for reaching the goals; and objective performance criteria against which progress in achieving the goals can be measured. MDOT is further required to: (1) initiate a program of systematic identification of and planning for projects related to bicycle and pedestrian transportation that qualify for

funds under Federal Highway Administration guidelines; (2) monitor State transportation plans, proposals, facilities and services to ensure maximum benefits for pedestrians and bicycle riders in the State; and (3) consult regularly with the Bicycle and Pedestrian Advisory Committee.

Each fiscal year, MDOT must budget an amount sufficient to fund projects and programs determined by the Secretary to be necessary to achieve the bicycle and pedestrian transportation goals detailed in the master plan. The goals may include the construction and maintenance of public bicycle areas, bicycle ways, and sidewalks.

MDOT must report to the General Assembly each year prior to consideration of the proposed Maryland Transportation Plan and the Consolidated Transportation Program on the expenditures made during the preceding fiscal year and the progress made toward attainment of the bicycle and pedestrian transportation goals.

Current Law: Bicycle way is defined as: (1) any trail, path, part of a highway, surfaced or smooth shoulder, or sidewalk; or (2) any other travelway specifically signed, marked, or otherwise designated for bicycle travel. Sidewalks are defined as that part of a highway: (1) that is intended for use by pedestrians; and (2) that is between the lateral curb lines or in the absence of curbs, the lateral boundary lines of a roadway and the adjacent property lines.

Funding for sidewalk or bicycle construction or reconstruction comes from the TTF. No funds are earmarked for that purpose.

Background: Chapter 495 of 1995 created the Bicycle and Pedestrian Access 2000 program. The program requires: (1) planning and studies regarding bicycle and pedestrian access; (2) sidewalk construction along urban highways; and (3) bicycle access at public institutions of higher education and State employment facilities.

Sidewalks and bicycle path projects are funded in a number of ways. SHA's Sidewalk Program provides matching funds for the construction of sidewalks adjacent to State highways. The costs of the projects are shared with the local jurisdictions. In urban revitalization areas, however, projects are eligible for 100% State funding. Funding is also provided through SHA's Transportation Enhancement Program. This program includes projects that will add community and environmental value to the transportation system. Similarly, sidewalks and bicycle path projects are funded through the Neighborhood Conservation Program. This program targets resources toward urban areas designated for revitalization. Project improvements include lighting and drainage, streetscaping, and sidewalk access.

State Expenditures: Funds will be allocated from the TTF for the construction and maintenance of public bicycle areas, bicycle ways, and sidewalks that meet established goals. Currently, it is estimated that the annual allotment to various programs for sidewalk and bicycle path projects is between \$20 and \$30 million. The master plan, as required by the bill, will include short-term and long-range goals for sidewalk and bicycle path projects and reasonable cost estimates for such projects. Current funding levels may not be sufficient to reach the goals as established in the master plan. Accordingly, special fund expenditures on sidewalk and bicycle path projects may increase in the future based on MDOT's ability to meet established goals.

Additional Information

Prior Introductions: None.

Cross File: None.

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

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