

Department of Legislative Services  
 Maryland General Assembly  
 2000 Session

FISCAL NOTE  
 Revised

House Bill 1147 (Delegate Pitkin. *et al.*)

Ways and Means

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**Bicycle and Pedestrian Access 2001**

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This bill establishes the position of Director of Bicycle and Pedestrian Access within the Office of the Secretary of the Maryland Department of Transportation (MDOT) to develop and coordinate policies and plans for pedestrians and bicycle riders in a statewide 20-year “Bicycle and Pedestrian Master Plan.”

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**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. TTF expenditures for personnel would increase by \$70,300 in FY 2001. Future years reflect annualization, inflation, and ongoing expenses. Revenues would not be affected.

(in dollars)	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
SF Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditures	70,300	89,100	93,200	97,500	102,100
Net Effect	(\$70,300)	(\$89,100)	(\$93,200)	(\$97,500)	(\$102,100)

*Note: ( ) = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect*

**Local Effect:** None.

**Small Business Effect:** None.

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## Analysis

**Bill Summary:** The bill requires MDOT, in consultation with the director, 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. The director is further required to: (1) participate in the planning of new transportation facilities and improvements to existing transportation facilities; (2) advise the Secretary on matters concerning bicycle and pedestrian access and any other matter as requested by the Secretary; (3) 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; (4) monitor State transportation plans, proposals, facilities and services to ensure maximum benefits for pedestrians and bicycle riders in the State; and (5) consult regularly with the Bicycle and Pedestrian Advisory Committee.

MDOT and the director have the authority to: (1) adopt regulations; (2) apply for and receive grants, gifts, payments, loans, advances, appropriations, property, and services from the federal government, the State, any of their agencies or political subdivisions, or any other public or private person; (3) appoint and remove all employees of the office, subject to the procedures adopted by the Secretary; and (4) enter into agreements and contracts.

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 from the TTF during the preceding fiscal year and the progress made toward attainment of the bicycle and pedestrian transportation goals.

The bill is effective July 1, 2000.

**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. It is not clear to what extent current projects will meet the goals and criteria established by the master plan. MDOT advises that initially, current funds will be used in an attempt to meet the new goals. If, however, the goals in the master plan are not being met, existing funding may not be sufficient. Accordingly, special fund expenditures on sidewalk and bicycle path projects may increase in the future based on MDOT's ability to meet goals established by the master plan.

TTF expenditures could increase by an estimated \$70,300 in fiscal 2001, which accounts for a 90-day start-up delay. This estimate reflects the cost of hiring one Director (ES 5) of Bicycle and Pedestrian Access. It includes a salary, fringe benefits, one-time start-up costs, and ongoing operating expenses.

Salaries and Fringe Benefits	\$65,400
Operating Expenses	<u>4,900</u>
<b>Total FY 2001 Personnel Expenditures</b>	<b>\$70,300</b>

Future year expenditures reflect (1) full salaries with 4.5% annual increases and 3% employee turnover; and (2) 1% annual increases in ongoing operating expenses.

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** None.

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

**Fiscal Note History:** First Reader - February 25, 2000  
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