

**Department of Legislative Services**  
Maryland General Assembly  
2001 Session

**FISCAL NOTE**  
**Revised**

Senate Bill 420

(Senator Frosh, *et al.*)

Budget and Taxation

Commerce and Government Matters

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**Transportation - Maryland Pedestrian Safety Program**

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This bill establishes a Maryland Pedestrian Safety Program funded by the Highway Safety Operating Program of the State Highway Administration (SHA) and any other moneys accepted for the benefit of the fund from any governmental or private source. The Secretary of Transportation must award grants from the program to counties, municipalities, and nonprofit organizations to: (1) educate drivers and pedestrians about ways to increase pedestrian safety; (2) enhance efforts to enforce State and local motor vehicle laws that protect pedestrians; (3) design or redesign intersections to increase pedestrian safety and access; and (4) enhance safe pedestrian access to transit facilities.

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**Fiscal Summary**

**State Effect:** The program would be implemented within SHA's existing resources.

**Local Effect:** Potential increase in revenues from State grants for pedestrian safety programs.

**Small Business Effect:** None.

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**Analysis**

**Current Law:** The statewide 20-year Bicycle Pedestrian Master Plan requires the Director of Bicycle and Pedestrian Access to propose long-term strategies for improving the State's highways to ensure compliance with the most advanced safety standards for pedestrians and bicycle riders. No special fund is dedicated solely to pedestrian safety.

**Background:** Chapter 670 of 2000 directed the Maryland Department of Transportation (MDOT) to develop a comprehensive approach to bicycle transportation planning, including the creation of a master plan. MDOT plans to complete the next phase of the plan during 2001 and will try to complete the master plan in 2002. It is also working on several programs for bicycle and pedestrian improvements, including a safety awareness campaign for pedestrians and bicycle riders.

Major projects are funded through the Consolidated Transportation Program (CTP), while others are funded through programs such as neighborhood conservation. MDOT estimates that its capital program spent \$57.6 million in bicycle and pedestrian improvements during fiscal 2000. However, the Department of Legislative Services (DLS) notes in its budget analysis that neither the CTP nor the Maryland Operating Budget provides an estimate for these improvements. What portion of these expenditures directly relates to pedestrian safety is unclear.

**State Expenditures:** The bill expands the use of existing Transportation Trust Fund (TTF) funds; SHA advises that it would give greater priority to grant applications from areas that have demonstrated pedestrian fatality or injury problems and that its next round of spot safety improvements will focus on increasing pedestrian safety. Approximately \$10.1 million has been allocated in fiscal 2002 for SHA's Highway Safety Operating Program. DLS advises that if State expenditures and programs directly tied to pedestrian safety are determined prior to awarding grants, duplication could be avoided. For example, MDOT's current safety awareness campaign may duplicate one of the purposes of the grants to educate drivers and pedestrians about methods to increase pedestrian safety.

**Local Effect:** The bill calls for State grants to be awarded to local jurisdictions and may provide additional revenue to those jurisdictions that apply. However, the bill also directs the Secretary to establish procedures for grant applications, which may dictate the level of funds that counties and municipalities can receive (i.e., they may be required to provide matching funds or meet other criteria).

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** HB 717 (Delegate Bronrott, *et al.*) – Commerce and Government Matters.

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

**Fiscal Note History:** First Reader – February 26, 2001  
ncs/jr Revised – Senate Third Reader – March 27, 2001

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