

Department of Legislative Services
Maryland General Assembly
2015 Session

FISCAL AND POLICY NOTE
Revised

Senate Bill 371

(Senator Rosapepe)

Finance

Environment and Transportation

State Highway Administration - Bicycle and Pedestrian Priority Areas

This bill requires the State Highway Administration (SHA) to make a determination on whether it should designate an existing local bicycle and pedestrian priority area (BPPA) as a State BPPA if there is a State highway within the limits of the locally designated area. This decision must be made by September 30, 2016, if the local government notified SHA of its designation prior to September 30, 2015, or within one year if the local government notified SHA of its designation after that date.

Fiscal Summary

State Effect: Assuming the bill does not require SHA to maintain the infrastructure of local BPPAs, the bill's requirements can be handled with existing budgeted resources, as discussed below. Revenues are not affected.

Local Effect: Assuming the bill does not require SHA to maintain the infrastructure of local BPPAs, local governmental operations and finances are not affected, as discussed below. Revenues are not affected.

Small Business Effect: Minimal.

Analysis

Current Law/Background: 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 Twenty Year Bicycle-Pedestrian Master Plan. The Maryland

Department of Transportation published the *Maryland Twenty Year Bicycle-Pedestrian Master Plan* in 2002 as required, and the plan was updated in January 2014. The master plan is updated every five years and must:

- 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 BPPAs, 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.

State Expenditures: SHA advises that although the bill does not directly state that SHA is responsible for maintaining the infrastructure of the BPPA if it designates a local BPPA as a State BPPA, the bill could be interpreted to require SHA to undertake these additional responsibilities. To the extent that the bill requires SHA to maintain this infrastructure, Transportation Trust Fund expenditures increase as staff and resources are reprioritized to maintain any established BPPAs. Otherwise, designation of local BPPAs as State BPPAs can be handled using existing budgeted resources.

Local Expenditures: Although the bill is not expected to materially affect local governmental finances or operations, if the bill requires SHA to maintain the infrastructure of local BPPAs, local expenditures for these activities decrease.

Additional Information

Prior Introductions: None.

Cross File: HB 450 (Delegate Carr, *et al.*) - Environment and Transportation.

Information Source(s): Maryland Department of Transportation; Kent, Montgomery, and Washington counties; towns of Bel Air and Leonardtown; City of Salisbury; Department of Legislative Services

Fiscal Note History: First Reader - February 22, 2015
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