

Government of the District of Columbia
Office of the Chief Financial Officer



Natwar M. Gandhi
Chief Financial Officer

MEMORANDUM

TO: The Honorable Vincent C. Gray
Chair, Council of the District of Columbia

FROM: Natwar M. Gandhi
Chief Financial Officer 

DATE: JUN 22 2007

SUBJECT: Fiscal Impact Statement: "Bicycle Commuter and Parking Expansion Act of 2007"

REFERENCE: Bill Number 17-90 As Introduced

Conclusion

Funds are not sufficient in the FY 2007 budget and the proposed FY 2008 through 2011 budget and financial plan to implement the proposed legislation. The District Department of Transportation (DDoT) would require between \$60,000 and \$100,000 in additional appropriated funds in either FY 2007 or FY 2008 to implement the proposed legislation.

Background

The proposed legislation would provide for the installation of increased secure and convenient bicycle parking racks located at the John A. Wilson Building to encourage alternate means of transportation and commuting for District employees and visitors. The total number of public bicycle parking spaces provided at the John A. Wilson Building would be no less than sixteen, or five percent of the available automobile parking spaces provided for employees of the John A. Wilson Building, whichever is greater.¹

In addition, the proposed legislation would require the Mayor to publish a study on bicycle parking availability at all buildings occupied by the District of Columbia government. These buildings include, but are not limited to, office buildings occupied by the District of Columbia government agencies, public school buildings, public libraries and branches, recreation centers,

¹ The design of the bicycle parking racks would be required to be consistent with the architectural style and beauty of the John A. Wilson Building.

and parks. The study would include a strategic plan to provide no less than a number of bicycle parking places that is equivalent to five percent of the available automobile parking spaces, an evaluation of bicycle travel lanes that lead riders to the facility or park, and a detailed report of the bicycle parking plans for the new ballpark. The Mayor's report would be due within 90 days of the passage of the proposed legislation.

The Mayor would also be required to issue rules to amend existing D.C. Municipal Regulations to include a requirement for bicycle parking spaces for residential buildings with eight or more units. The number of bicycle parking spaces provided would be required to be at least equal to five percent of the number of automobile parking spaces required. The Mayor would be required to issue the rules within 90 days of the passage of the proposed legislation.

Financial Plan Impact

Funds are not sufficient in the FY 2007 budget and the proposed FY 2008 through 2011 budget and financial plan to implement the proposed legislation. The District Department of Transportation (DDoT) would require between \$60,000 and \$100,000 in additional appropriated funds in either FY 2007 or FY 2008, depending on the enactment date, to implement the Mayor's study provision of the proposed legislation. The other two provisions—installing bicycle racks at the John A Wilson Building and amending D.C. Municipal Regulations—could be absorbed with existing DDoT resources.²

Furthermore, DDoT reports that they cannot complete the Mayor's study provision of the proposed legislation in 90 days, as it would not provide DDoT sufficient time to hire additional staff needed to complete the study. The above estimate assumes that this requirement would be extended to 180 days.

² Amending D.C. Municipal Regulations to include a requirement for bicycle parking spaces for residential buildings with eight or more units would be a cost for residential building owners, not the District government.