

**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  
Chairman, Council of the District of Columbia

**FROM:** Natwar M. Gandhi  
Chief Financial Officer 

**DATE:** December 16, 2008

**SUBJECT:** Fiscal Impact Statement: "Bicycle Safety Enhancement Act of 2008"

**REFERENCE:** Bill 17-981, Committee Print dated November 21, 2008

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**Conclusion**

Funds are not sufficient in the FY 2009 through FY 2012 budget and financial plan to implement all of the provisions of the proposed legislation. Specifically, funds are not sufficient to implement the requirement to equip all District-owned heavy duty vehicles with "side-underrun" guards.<sup>1</sup>

**Background**

The proposed legislation is intended to provide for bicycle safety enhancements for District-owned heavy duty vehicles and bicycle safety training for operators of these vehicles.

Specifically, the proposed legislation would:

- Require the Mayor to equip all District-owned heavy duty vehicles with blind spot mirrors, reflective blind spot warning stickers, and side-underrun guards;

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<sup>1</sup> As described in the proposed bill, "side-underrun" guards are intended to "...prevent bicycles, other vehicles, or pedestrians from sliding under (the) rear wheels..." of motor vehicles.

- Require that operators of District-owned heavy duty vehicles receive bicycle and pedestrian safety training from a curriculum and instructors that are approved by the District Department of Transportation (DDOT);
- Require that a motor vehicle operator leave a minimum of three (3) feet of space between the motor vehicle and a bicycle when overtaking and passing a bicycle;<sup>2</sup>
- Establish a fine of \$100 for the use of restricted lanes by unauthorized vehicles;
- Require the Mayor to issue rules to implement the equipment and training provisions of the proposed bill within 180 days of the effective date of the bill; and
- Provide that the requirement to equip all District-owned heavy duty vehicles with side-underrun guards "shall be subject to inclusion of adequate funds in the budget."

### **Financial Plan Impact**

Funds are not sufficient in the FY 2009 through FY 2012 budget and financial plan to implement all of the provisions of the proposed legislation. Specifically, funds are not sufficient to implement the requirement to equip all District-owned heavy duty vehicles with "side-underrun" guards.

According to the Department of Public Works (DPW), the cost to equip all District-owned heavy duty vehicles with side-underrun guards would be approximately \$2.9 million in one-time funds.<sup>3</sup> Sufficient funds to implement this provision have not been included in the DPW budget.

The provisions requiring the installation of blind spot mirrors and reflective blind spot warning stickers on all District-owned heavy duty vehicles would cost approximately \$53,770 in one-time funds.<sup>4</sup> DPW could absorb this cost in its existing FY 2009 budget.

Implementing the training provision of the proposed legislation would not have a cost, since, according to DPW, training required to obtain a Commercial Driver's License currently includes a bicycle and pedestrian safety component.

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<sup>2</sup> The Office of Revenue Analysis has recommended to the Committee on Public Works and the Environment that Council make a technical amendment to change "bicycle" to "a person riding a bicycle."

<sup>3</sup> DPW has indicated that this cost reflects equipping 79% of these vehicles, as the remaining 21% have "...step bands, tool boxes, or other elements which make them low profile vehicles not needing the under run."

<sup>4</sup> This cost represents \$1,770 for the blind spot mirrors and \$52,000 for the reflective stickers. The cost for the blind spot mirrors would be the cost to equip the 2% (approximately 20) of the heavy duty trucks that do not already have these mirrors.