

**Department of Fiscal Services**  
Maryland General Assembly

**FISCAL NOTE**

House Bill 799 (Chairman, Appropriations Committee)  
(Departmental - Transportation)

Ways and Means

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**State Highways - Sidewalks - Funding to Local Governments**

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This departmental bill authorizes the Department of Transportation to fund 100% of the cost of constructing or reconstructing sidewalks in a designated neighborhood (as determined by the Secretary of the Department of Housing and Community Development) regardless of whether the adjacent roadway is being concurrently constructed or reconstructed. Under current law the limit is 50% of project cost. The bill also requires local governments to provide public notice and opportunities for community involvement prior to the construction of a sidewalk and to secure any necessary right-of-ways necessary. This bill is effective July 1, 1996.

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**Fiscal Summary**

**State Effect:** Special fund expenditures could be affected as discussed below. No effect on revenues.

**Local Effect:** Local expenditures could decrease by up to \$2 million as discussed below.

**Small Business Effect:** A small business impact statement was not provided by the Department of Transportation in time for inclusion in this fiscal note. A revised fiscal note will be issued when the department's assessment becomes available.

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**Fiscal Analysis**

**State Expenditures:** Current law limits the State share of the cost of sidewalk construction to \$2 million in fiscal years 1996, 1997, and 1998. Thus, while this bill could impact the distribution of State sidewalk construction funding among the political subdivisions, it would not directly affect the aggregate level of spending through fiscal 1998. In future fiscal years,

this bill could increase the level of State spending for local sidewalk construction projects by an amount that cannot be reliably estimated at this time.

**Local Expenditures:** This bill would not affect the aggregate financial assistance for sidewalk construction provided by the Department of Transportation through fiscal 1998. However, because the bill increases the level of funding (from 50% to 100%) that the State may provide for certain sidewalk construction projects, local expenditures could decrease by up to \$2 million. Further, local spending for sidewalk construction projects could decrease in the future by an amount that cannot be reliably estimated at this time.

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

**Fiscal Note History:** First Reader - March 12, 1996

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