

**Department of Fiscal Services**  
Maryland General Assembly

**FISCAL NOTE**  
**Revised**

House Bill 357 (Delegate Howard, *et al.*)  
Ways and Means

Referred to Finance

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**Urban Highways - Sidewalks and Bicycle Pathways**

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This amended bill expands the definition of urban highways to include certain highways within municipal corporations, and adds provisions for bicycle pathway construction as part of State urban highway projects. The bill stipulates that if a bicycle pathway is constructed as part of a State Highway Administration (SHA) urban highway project, the cost of the bicycle path will be funded by the State as part of the cost of the roadway project. However, if the bicycle pathway is requested by the local government and is not part of an ongoing SHA urban highway project, the cost is shared equally by the State and the local government. This provision applies unless the requested bicycle pathway is located in a State Neighborhood Business Development project. The cost of the pathway may then be funded entirely by the State.

The State will be responsible for the maintenance of all nighttime lighting that exists adjacent to urban highways and are constructed by SHA for the safe conduct of vehicular traffic. Maintenance of sidewalks and bicycle paths is the responsibility of the political subdivision. However, the State may reimburse a political subdivision for reconstructing a segment of a sidewalk or bicycle path that has deteriorated to the extent that repair would not be practical. This reimbursement is subject to availability of funds and approval by SHA.

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**Fiscal Summary**

**State Effect:** Indeterminate increase in special fund expenditures as discussed below. Revenues would not be affected.

**Local Effect:** Potential minimal decrease in expenditures as discussed below. No effect on revenues.

**Small Business Effect:** None. The bill would not directly affect small businesses.

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## Fiscal Analysis

**State Expenditures:** The bill requires that SHA maintain and repair all facilities for nighttime illumination that exist adjacent to urban highways and are constructed by SHA for the safe conduct of vehicular traffic. The costs per year to maintain nighttime illumination is \$268 per standard lamp. The number of the lamps that the State would be required to maintain cannot be reliably estimated at this time.

Transportation Trust Fund expenditures may also increase to the extent that the State chooses to reimburse the political subdivisions for reconstruction of segments of sidewalks and bicycle paths. However, the bill places a \$2 million annual cap on sidewalk construction and reconstruction projects through fiscal 2001. Accordingly, any reimbursement by the State would be subject to the limitations of this cap.

**Local Expenditures:** The bill could result in minimal savings to the political subdivisions to the extent that the State chooses to make reimbursements for reconstruction of sidewalks and bicycle paths.

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**Information Source(s):** Department of Transportation (State Highway Administration), Baltimore City, Town of Thurmont, City of Bowie, Montgomery County, Frederick County, Prince George's County, Maryland Municipal League

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ncs Revised - House Third Reader - March 17, 1997

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