

Department of Legislative Services
Maryland General Assembly
2000 Session

FISCAL NOTE

Senate Bill 436 (Senator Frosh. *et al.*)

Budget and Taxation

Transportation Trust Fund - Bicycle Ways and Sidewalks

This bill requires the Maryland Department of Transportation to use at least 3% of the funds in the Transportation Trust Fund (TTF) to construct and maintain bicycle ways and sidewalks each fiscal year, after it meets its annual debt service requirements.

The bill is effective July 1, 2000.

Fiscal Summary

State Effect: TTF expenditures for sidewalks and bicycle path construction and maintenance could increase by up to \$47.5 million annually. Revenues would not be affected.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: Bicycle way is defined as: (1) any trail, path, part of a highway, surfaced or smooth shoulder, or sidewalk; or (2) any other travelway specifically signed, marked, or otherwise designated for bicycle travel. Sidewalks are defined as that part of a highway: (1) that is intended for use by pedestrians; and (2) that is between the lateral curb lines or in the absence of curbs, the lateral boundary lines of a roadway and the adjacent property lines. Funding for sidewalk or bicycle construction or reconstruction comes from the TTF. No funds are earmarked for that purpose.

Background: Chapter 495 of 1995 established The Bicycle and Pedestrian Access 2000

Program in the State Highway Administration (SHA). The program requires: (1) planning and studies regarding bicycle and pedestrian access; (2) sidewalk construction along urban highways; and (3) bicycle access at public institutions of higher education and State employment facilities.

Sidewalks and bicycle path projects are funded in a number of ways. SHA's Sidewalk Program provides matching funds for the construction of sidewalks adjacent to State highways. The costs of the projects are shared with the local jurisdictions. In urban revitalization areas, however, projects are eligible for 100% State funding. Funding is also provided through SHA's Transportation Enhancement Program, which includes projects that will add community and environmental value to the transportation system. Similarly, sidewalks and bicycle path projects are funded through the Neighborhood Conservation Program. This program targets resources toward urban areas designated for revitalization. Project improvements include lighting and drainage, streetscaping, and sidewalk access.

State Fiscal Effect: Annual funds deposited in the TTF, projected using the next six-year program period, amount to \$2.4 billion. The total adjusted for debt service requirements is approximately \$2.25 billion. The bill would earmark 3% of this total for the construction and maintenance of bicycle ways and sidewalks, or \$67.5 million. It is estimated that the annual cost for sidewalk and bicycle path construction, reconstruction, and maintenance is currently between \$20 and \$30 million. With approximately \$67.5 million available for that purpose under the bill, sidewalk and bicycle path expenditures would increase between \$37.5 and \$47.5 million. SHA advises that it is unclear whether projects currently exist that would allow it to fully utilize the funds available.

Additional Information

Prior Introductions: None.

Cross File: HB 763 (Delegate Bronrott, *et al.*) - Ways and Means.

Information Source(s): Maryland Department of Transportation (State Highway Administration), Department of Legislative Services

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