

Department of Legislative Services
Maryland General Assembly
2001 Session

FISCAL NOTE

House Bill 1413
Appropriations

(Delegate Bohanan, *et al.*)

**State Highway Administration - Access to Schools - Funding for Sidewalks or
Bicycle Pathways**

This bill authorizes the State Highway Administration (SHA) to provide funding to a local government to construct sidewalks or bike paths that are within one mile of a school and provide access to the school, if the school is being constructed or reconstructed under the Interagency Committee on Public School Construction program and located in a priority funding area.

Fiscal Summary

State Effect: The bill expands the use for which existing funds may be used.

Local Effect: Potentially significant reduction in local government expenditures to the extent that SHA funds sidewalks or bike paths for local schools.

Small Business Effect: None.

Analysis

Current Law: The State provides half of the funding for bike paths and sidewalks adjacent to State roads at the request of a local government. If sidewalks or bike paths are constructed or reconstructed as part of a roadway construction or reconstruction project, the State is responsible for all of the costs.

Chapter 759 of 1997 (SB 389) established priority funding areas (PFAs) -- also known as Smart Growth areas -- throughout the State. With certain exceptions, that Act prohibits

State funding for growth-related projects outside PFAs designated by each county. PFAs include: designated revitalization neighborhoods, enterprise zones, certified heritage areas, areas located between Interstate Highway 495 and the District of Columbia (inner Beltway), and areas between Interstate 695 and Baltimore City.

State Expenditures: According to the Interagency Committee on Public School Construction, 84 schools in PFAs were approved for planning, construction, additions, or renovations in fiscal 2001. However, the Maryland Department of Transportation advises that only 20% to 30% of these schools would be eligible for State-funded sidewalks under the bill due to factors such as engineering obstacles or lack of local demand. Additionally, some eligible schools already have sidewalks.

The State Highway Administration (SHA) expects to spend \$3.3 million in fiscal 2002 for sidewalk projects; the six-year Consolidated Transportation Program (fiscal 2001-2006) contains \$19.4 million for sidewalks. The Department of Legislative Services notes that while the bill does not require additional funding, it could speed up the use of existing resources dedicated in the Consolidated Transportation Program.

Local Expenditures: To the extent that more State funding is available for sidewalks and bike paths near local schools, local government expenditures could decline significantly.

Additional Information

Prior Introductions: None.

Cross File: None.

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

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Analysis by: Ann Marie Maloney

Direct Inquiries to:
John Rixey, Coordinating Analyst
(410) 946-5510
(301) 970-5510