

heretofore issued". Given that statutes are said to be speaking constantly in the present tense, it is possible to construe this phrase, as referring to bonds outstanding "at any given point in time and from time to time"; however, such a reading merely states the constitutionally obvious point that a state or political subdivision cannot impair the obligation of any contract. Consequently, it is believed that the phrase simply refers to bonds outstanding on June 1, 1947, the effective date of Ch. 560, Acts of 1947, which first enacted present §34(d); accordingly, that date is substituted for the quoted phrase in subsection (b) (1) and a counterpart reference is inserted in subsection (b) (2) (iii) of this section.

The only other changes are in style.

As to the use of highway user revenues for matching federal funds, see §8-504 of this title.

**8-409. ESTABLISHMENT AND MAINTENANCE OF FOOTPATHS, BRIDLE PATHS OR HORSE TRAILS, AND BICYCLE TRAILS.**

**(A) LEGISLATIVE POLICY.**

IT IS THE POLICY OF THIS STATE THAT BICYCLE TRAILS ARE IMPORTANT AND THEIR CONSTRUCTION IS ENCOURAGED WHEREVER FEASIBLE.

**(B) USE OF HIGHWAY USER REVENUES.**

TO ESTABLISH AND MAINTAIN FOOT PATHS, BRIDLE PATHS OR HORSE TRAILS, AND BICYCLE TRAILS:

(1) BALTIMORE CITY, ANY COUNTY, OR ANY MUNICIPALITY THAT RECEIVES HIGHWAY USER REVENUES MAY SPEND A REASONABLE PART OF ITS NET SHARE FOR THESE PURPOSES; AND

(2) THE ADMINISTRATION, BALTIMORE CITY, ANY COUNTY, OR ANY MUNICIPALITY THAT RECEIVES HIGHWAY USER REVENUES MAY CREDIT A PART OF THEM TO A FINANCIAL RESERVE OR A SPECIAL FUND TO BE USED WITHIN 10 YEARS FOR THESE PURPOSES.

**(C) CONDITIONS ON ESTABLISHMENT.**

HIGHWAY USER REVENUES MAY NOT BE USED FOR FOOTPATHS, BRIDLE PATHS OR HORSE TRAILS, OR BICYCLE TRAILS IF:

(1) THEIR ESTABLISHMENT WOULD BE CONTRARY TO PUBLIC SAFETY;