

Department of Legislative Services  
Maryland General Assembly  
2020 Session

FISCAL AND POLICY NOTE  
Third Reader - Revised

House Bill 748

(Delegate Barve, *et al.*)

Environment and Transportation

Finance

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Transportation - Kim Lamphier Bikeways Network Program

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This bill codifies the Bikeways Network Program in the Maryland Department of Transportation (MDOT) and renames the program as the Kim Lamphier Bikeways Network Program. The stated purpose of the program is to provide grant support for bicycle network development activities. MDOT must establish application and eligibility criteria for the program. **The bill takes effect July 1, 2020.**

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Fiscal Summary

**State Effect:** While the bill merely codifies an existing program, the *Consolidated Transportation Program* (CTP) only includes funding for the program through FY 2023. To the extent that codifying the program results in the program receiving funding in the out-years, MDOT must redirect funding from other projects, as discussed below. Revenues are not directly affected.

**Local Effect:** Local government grant revenues and expenditures likely increase to the extent additional funding is provided for the program as a result of the bill. Local government expenditures may also increase to provide matching funds, as discussed below.

**Small Business Effect:** Potential meaningful.

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## Analysis

### Current Law/Background:

#### *Bikeways Network Program*

MDOT currently administers a Bikeways Network Program that provides grant support for a wide range of bicycle network development activities. According to MDOT, the program is designed to support projects that maximize bicycle access and fill missing links in the State's bicycle system, focusing on connecting bicycle-friendly trails and roads and enhancing last-mile connections to work, school, shopping, and transit. [For fiscal 2020](#), nine grants were awarded through the program to Baltimore City, five counties (one county received a grant for two separate projects), and two municipalities.

The program makes grant awards based on three project categories. First, design grants are awarded to (1) assist with completion of design plans and feasibility assessments for proposed or potential bikeways and (2) assess potential issues with projects (such as environmental impacts). Second, minor retrofit grants are awarded for installation of low-cost treatments to enhance bicycle routes, such as bicycle route signing or pavement markings. Third, construction grants are awarded for the construction or installation of bikeways infrastructure, including cycle tracks, bicycle and pedestrian shared-use bridges, and other major projects.

Eligibility to apply for funding through the program extends to local governments, State agencies, metropolitan planning organizations, transit entities operating in the State, and federal public lands agencies. To be eligible for funding, a project must meet at least one of several criteria specified by MDOT. In addition, grantees must provide at least 20% of the total project cost as a matching contribution.

#### *Kim Lamphier*

According to the *Baltimore Sun*, Kim Lamphier was a resident of Catonsville, Maryland and a policy advocate for bicycle safety, environmentally conscious practices, wildlife protection, small business, and criminal justice reform. As Bike Maryland's advocacy director, she worked to increase funding for the Bikeways Network Program being codified by the bill. Ms. Lamphier passed away on August 30, 2019.

**State Fiscal Effect:** The CTP for fiscal 2020 through 2025 includes \$3.8 million in funding for the Bikeways Network Program in both fiscal 2021 and 2022 and \$500,000 in funding for the program in fiscal 2023. Because MDOT's capital program is fully subscribed, overall Transportation Trust Fund expenditures are not affected; instead, any

additional funding that is provided for the program as a result of the bill requires MDOT to redirect funding from other projects.

**Local Fiscal Effect:** Local governments are eligible to apply for grants under the current program and likely remain eligible for grants under the bill. Thus, local government grant revenues likely increase to the extent that additional funding is provided for the program as a result of the bill. Local government expenditures increase correspondingly as they spend the grant funding on bicycle network development activities. In addition, under the current program, grantees must provide matching funds totaling at least 20% of the total project cost and are likely required to do so under the criteria established by MDOT pursuant to the bill.

**Small Business Effect:** Any additional funding for the program may create additional opportunities for small business contractors to work on bikeway-related projects.

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### Additional Information

**Prior Introductions:** None.

**Designated Cross File:** None.

**Information Source(s):** Maryland Department of Transportation; Department of Budget and Management; Maryland Association of Counties; Baltimore City; Howard and Prince George's counties; Maryland Municipal League; cities of Annapolis and Bowie; *Baltimore Sun*; Department of Legislative Services

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