

HEY MARYLAND!



Whether we are Black, white, or brown, most of us want our communities to be inclusive and vibrant. Public transit, like trains and buses, and accessible walking and bike routes, give us a healthy, climate-friendly, and affordable way for everyone to get around.

There is more money currently available for transportation projects than at any time in history, thanks to 2021's \$1.2 trillion Federal Infrastructure Investment and Jobs Act (IIJA). Roughly 80% of all federal transportation money comes to state governments through what is called Federal Highway Administration (FHWA) formula funding. The good news is that, despite the misleading name, this funding doesn't actually have to be spent on just highways. Maryland has tremendous flexibility with spending both state and federal dollars.

For too long, Maryland Department of Transportation (MDOT)—influenced by the road-building industry—has sold us the idea that they can't fund the transportation options we need. In 2021¹, MDOT received over \$600 million from the FHWA.

Typically, MDOT transfers just 9% of eligible highway funds to the Federal Transit Administration, which is another way of spending highway dollars on transit. MDOT can dramatically increase the overall percentage of federal money our state government spends on transit, biking, and walking projects.

In 2024, Maryland will receive a record-level \$828 million from the FHWA. It's time for Maryland lawmakers and transportation officials to re-prioritize how we spend these funds, giving all of us more affordable and varied ways to get from place to place, while making our air cleaner and our streets safer. These changes will allow our communities to fully thrive!

¹Last available year

THERE IS PRECEDENT TO SPEND FEDERAL "HIGHWAY" MONEY ON TRANSIT, BIKING AND WALKING

The road building industry would have us all believe this isn't possible. But that's not true—Maryland already utilizes some of this flexibility. For example, MDOT uses Congestion Mitigation and Air Quality (CMAQ) funds, which are traditionally "highway" dollars, to purchase new buses and trains for the Maryland Transit Administration (MTA), ensuring reliable equipment for operators and riders.



IMAGINE...

what this could mean for people across Maryland!

What kind of improvements could we see if Maryland took greater advantage of its ability to spend highway funding on public transit, walking, or biking projects? Here are some examples:

PRIORITIZE TRANSIT



"A bus lane down Silver Hill Road would not only expand access to opportunities in our County's growing transit and commercial centers to many non-drivers that rely on the bus, it would create an opportunity to design a safer roadway that discourages reckless high-speed driving in the middle of our community."—Kyle, Prince George's County

BUS SHELTER SAFETY



"Our teenager is on the autism spectrum, and loves how using Frederick County Transit allows them to be independent. However, as a parent, I'd feel more secure if the county was able to invest in additional shelters and lighting at the stops."—Matt, Frederick County

NEW BIKE PATHS



Greater investment in bike and pedestrian paths could complete the Baltimore Greenway Trail Network in Baltimore City, improve access to parks via the Northwest Branch Trail in the Maryland suburbs of Washington DC, improve local business and park access via bikeways on US 29 between the Four Corners area and New Hampshire Ave (US 650), and complete the WB&A Trail in Prince George's County.

SIDEWALKS



Communities across Maryland could improve sidewalks, crossings, and curb ramps to make walking safer and bus stops accessible and compliant with the Americans with Disabilities Act. This would enable more people to use fixed-route buses to get around, and save money by reducing trips that can now only be taken by taxi or paratransit.

NEXT STEPS TO TAKE ACTION

The decision to redirect spending to transit, biking and walking is made by Governor Moore and other leaders in our state government. By raising our voices together, we can demand that our leaders change the “norm,” and set new transportation goals that will not only connect and improve our neighborhoods, but protect the air we breathe, the water we drink, and the land we call home, for generations to come.

Make sure our state leaders know there’s a groundswell of support for using federal transportation money to fund transit, biking, and walking—not just expanding highways.



Join the people making change happen.

Get Maryland Moving
📍 GetMarylandMoving.org

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GET US WHERE WE NEED TO GO!

Maryland



How Maryland Lawmakers and Governor Moore Can Unlock Billions of State and Federal Transportation Dollars

