



SIERRA CLUB

MARYLAND CHAPTER

P.O. Box 278
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Committee: Budget and Taxation

Testimony on: HB 467, Metro Funding Modification Act of 2025

Position: Support

Hearing Date: February 11, 2025

The Maryland Chapter of the Sierra Club supports the Metro Funding Modification Act of 2025. HB 467 would alter the calculation of the amount that the Governor is required to include in the annual state budget each year to provide capital funding for the Washington Metropolitan Area Transit Authority (WMATA). The bill is contingent on Washington, D.C. and Virginia doing the same.

WMATA has been one of the leading transit agencies in the country in its rebound from the COVID-19 pandemic. In 2024, overall Metro ridership increased more than 12%, with more than 250 million passenger trips. Metrorail customer satisfaction reached its highest recorded level at 88%. A high level of service, supported by reasonable investments from the compact jurisdictions, is critical to support transit-oriented economic development in Montgomery and Prince George's Counties and to meet the state's climate goals.

In 2018, Maryland's annual capital subsidy to WMATA was set at \$167 million, which was Maryland's proportionate share of the total \$500 million capital funding. The 2018 legislation also required the dedicated capital funding to grow at a rate of 3% per year. HB 467 would repeal those two current requirements and "re-base" the original \$500 million to account for inflation.

The Metro funding deal in 2018 was a major milestone in ensuring dedicated capital funding to WMATA. These alterations in HB 467 will help to maintain WMATA's capital fiscal health and parity among D.C. and Virginia. Separate efforts are needed to ensure stable, dedicated sources of operating funding – for WMATA, as well as for other public transit systems across the state, including the Maryland Transit Administration and Locally Operated Transit Systems (LOTS).

For these reasons, we urge you to give a favorable report to HB 467.

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