



February 6, 2026

Hon. Ben Barnes  
Chair, Appropriations Committee  
Maryland House of Delegates

**Re: Support for House Bill 386 (Metro Funding Modification Act of 2026)**

Dear Chair Guzzone and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for the Metro Funding Modification Act of 2026 (HB 386). This bill would authorize the State to provide an annual grant of at least \$167 million, growing 3 percent annually, to the Washington Metropolitan Area Transit Authority's (WMATA's) capital program. SB 281 aligns with our vision for a state-of-the-art, high-performing public transportation system, one that is reliable, modern, and capable of supporting continued growth by efficiently linking residents to jobs, communities, and key economic centers across the region. The Partnership urges the committee to consider advancing this funding to FY 2028 rather than FY 2029, as earlier allocation would provide greater budget certainty and verifiable financial capacity, enabling WMATA to responsibly issue contracts, retain critical staff, and continue delivering reliable capital investments.

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth and vitality. Our member organizations provide 647,000 direct and supported jobs through their economic activity across the region, and together we leverage our collective resources to identify shared challenges and offer solutions to the region's critical workforce, transportation, and economic development challenges. Recognizing the importance of mobility to our economic competitiveness, the Partnership developed the [Blueprint for Regional Mobility](#), an employer-informed strategy to improve the region's transportation networks. Guided by the Blueprint, we work closely with transportation leaders and operators such as WMATA to strengthen a robust, multimodal transportation network that underpins our region's economic competitiveness and strengthens access to opportunity.

In recent years, WMATA has made significant gains in ridership, fare retention, on-time performance, and service reliability, earning recognition as the American Public Transportation Association's #1 Transit Agency of 2025.<sup>1</sup> With this level of performance and expanded service comes additional capital and operating costs. WMATA is a major economic driver for Maryland, employing more than 9,000 residents, over 68 percent of its total workforce, and generating approximately \$142 million in wages through its capital program alone.<sup>2</sup> Metro stations and bus

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<sup>1</sup> Mass Transit: [APTA recognizes winners of 2025 APTA Awards](#) (June 2025)

<sup>2</sup> WMATA: [Annual Transformation Report](#) (February 2025)

stops across Maryland generate an estimated \$2.68 billion in property tax revenue, house more than 1.1 million residents and serve roughly 42,000 businesses.<sup>3</sup>

Through the inclusive, regionally coordinated DMVMoves process that informed this funding request, WMATA has demonstrated a strong commitment to transparent reporting and financial stewardship. This commitment is reflected in Metro's pledge to publish a twenty-year capital plan every five years, including analysis of potential investments that reduce operating costs, and to deliver an annual report to the Metropolitan Washington Council of Governments' Transportation Planning Board detailing system performance and the use of these supplemental funds.

If passed, this investment would strengthen the performance and reliability of the region's transportation network, benefiting Marylanders who account for approximately 135,000 daily Metrorail trips.<sup>4</sup> A long-term, predictable investment is essential to modernizing and maintaining core transit infrastructure and ensuring WMATA continues to serve as the backbone of a competitive, connected regional economy.

For these reasons, we urge a favorable report on HB 386, and we request that the committee considers advancing this funding in FY 2028. Thank you for your consideration and shared commitment to reducing barriers to economic mobility and opportunity, as well as making this region the best place to live, work, and build a business.

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<sup>3</sup> WMATA: [10-Year Strategic Plan for Joint Development, 2025 Progress Report](#) (June 2025)

<sup>4</sup> WMATA: [Maryland's Use of Metro Utilization Study](#) (November 2025)