

GWBOT HB0386 - Metro Funding Modification Act of 2

Uploaded by: Ashley Desing

Position: FAV



BILL: HB0386 - Metro Funding Modification Act of 2026

POSITION: Favorable

DATE: February 10, 2026

COMMITTEE: House Appropriations Committee

SUBMITTED BY: Jack McDougle, President and CEO, Greater Washington Board of Trade

WRITTEN TESTIMONY IN SUPPORT

My name is Jack McDougle, and I am President and CEO of the Greater Washington Board of Trade. Founded in 1889, the Board of Trade is the region's leading business organization, bringing together employers, civic leaders, and other key stakeholders to advance inclusive economic growth and regional competitiveness.

We are in strong support of SB0281 / HB0386, the Metro Funding Modification Act of 2026, and we commend Maryland's continued leadership in sustaining a safe, reliable, and regionally coordinated Metro system. This legislation is an important step in ensuring that our region's core transit infrastructure remains a competitive asset that supports economic growth, workforce access, and long-term fiscal sustainability.

Greater Washington remains one of the most congested regions in the country, a challenge intensified by the transformation of the federal government and the rise of disruptive technologies. These forces are reshaping where and how people work, redefining talent markets, and increasing the urgency of investing in modern, high-performing transit. Mobility is no longer simply a transportation issue; it is a fundamental economic and quality-of-life imperative. The cost of inaction is steep: congestion drains billions in productivity, constrains business growth, and weakens our ability to compete for talent and investment.

The Board of Trade supports the approach taken in this legislation to strengthen predictability, accountability, and regional coordination in the funding of the Washington Metropolitan Area Transit Authority. The bill appropriately reinforces shared responsibility by conditioning Maryland's investment on comparable commitments from regional partners, while improving how capital grant amounts are calculated and incorporated into the State budget. These provisions reflect the reality that Metro is a regional system whose long-term success depends on coordinated action across Maryland, Virginia, and the District of Columbia.

Over the past 18 months, the Board of Trade actively participated in the DMV Moves regional process, working alongside business leaders, labor, and public-interest organizations to develop consensus recommendations on Metro's long-term capital funding and accountability framework. Those discussions reinforced a clear conclusion: sustained, dedicated capital funding paired with strong oversight is essential to maintaining safety, state of good repair, and system modernization, especially signaling and automated train operations (ATO).



GREATER WASHINGTON

Board of Trade

Metro's capital needs are substantial and ongoing. Funding certainty enables long-term planning, efficient project delivery, and continued progress on railcar procurement, bus garage reconstruction, escalator and station reinvestments, railyard upgrades, and other systemwide improvements. At the same time, employers and taxpayers rightly expect transparency and measurable performance which are goals this legislation advances.

From an economic standpoint, Metro is a critical engine for Maryland. Thousands of Metro employees live in the state, and the capital program supports jobs, small and disadvantaged businesses, and economic activity throughout Maryland. Reliable transit expands access to employment, reduces congestion on state roadways, and underpins the competitiveness of the Greater Washington economy.

As policymakers consider broader revenue and funding questions, we encourage evaluating options through a regional competitiveness lens. Funding mechanisms should be assessed for their impacts on job creation, business location decisions, and the long-term strength of the tax base that ultimately supports transit investment. Approaches that inadvertently discourage high-growth sectors or reduce the region's attractiveness for investment risk undermining the economic benefits that improved transit is intended to deliver.

The Metro Funding Modification Act of 2026 represents a balanced, forward-looking approach that reinforces accountability, strengthens regional partnership, and provides the stability Metro needs to continue improving safety, reliability, and performance.

For these reasons, the Greater Washington Board of Trade respectfully urges the Committee to issue a favorable report on SB0281 / HB0386.

Thank you for your consideration.

CSG MD HB386 Metro Funding Modification Act testim

Uploaded by: Bill Pugh

Position: FAV

**Testimony on HB 386
Metro Funding Modification Act of 2026
House Appropriations Committee**

Date: February 6, 2026

Position: SUPPORT

The Coalition for Smarter Growth supports **HB 386 Metro Funding Modification Act of 2026**. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We work extensively in suburban Maryland, focused on Montgomery and Prince George's counties.

The **Metro Funding Modification Act** will ensure that critical tri-state capital funding for WMATA is adjusted for inflation and scaled to meet state-of-good repair needs starting in FY29. The funding will also enable timely modernization of outdated rail system infrastructure.

The WMATA rail, bus and paratransit systems are foundations of the economy and affordable living in the Maryland suburbs of Washington, DC. Maryland Metro stations and bus stop areas generate \$2.6 billion in property tax revenue, house 1.1 million people, and include 481,000 jobs and 42,000 businesses. Thousands of Maryland commuters and their families save in the range of \$13,000 per year because they can take frequent and reliable Metro service to work and school instead of driving. Metro has also made our region more economically competitive by attracting and retaining cutting-edge companies and next generation employees. Vacancy rates for offices near Metro are significantly lower than in office parks, reflecting the desirability of Metro station locations.

The 2018 capital funding deal by Maryland, DC and Virginia has been hugely effective. WMATA service today is faster, more frequent, and more reliable because of the investment. Customer satisfaction is at an all time high and ridership has largely bounced back. However, the 2018 funding was not indexed to inflation, and Metro's debt financing capacity will be exhausted by FY2029, creating a permanent funding shortfall.

Without timely action by the State of Maryland, DC and Virginia, inadequate capital funding for Metro will result in declining service reliability, worsening customer experience, and increased safety risk. These risks threaten worker commutes, transit-oriented business centers in Montgomery and Prince George's, and household affordability that underpin the economy and make Maryland a desirable place.

Maryland can support its economic future and affordable living by passing **HB 386**.

We ask for a **favorable report for HB 386** by the committee. Thank you.

HB0386 -- Metro Funding Modification Act of 2026.p

Uploaded by: Brian Levine

Position: FAV



House Bill 386 -- Metro Funding Modification Act of 2026
House Appropriations Committee and House Environment and Transportation Committee
February 10, 2026
Support

The Montgomery County Chamber of Commerce (MCCC), the voice of business in Metro Maryland, supports House Bill 386 -- *Metro Funding Modification Act of 2026*, which would increase Maryland's contribution for Metro capital funding.

Metro is an essential component of Montgomery County's transportation network and the region's economic vitality. Sustained support for the system's continuous improvement and modernization is critical. However, unfunded capital needs continue to grow. With additional investment, Metro can maintain a manageable capital backlog while delivering safe, frequent, and reliable service throughout the day and week. These resources will also support modernization and reinvestment in infrastructure that improves safety, reliability, and capacity, while ultimately reducing costs and enabling expanded service.

MCCC supports House Bill 386 because it will help ensure the long-term sustainability of the region's dedicated Metro funding. Without action, Metro's progress and its overall state of good repair are at risk. The Chamber has long supported dedicated capital funding to strengthen the Metro system and continues to advocate for viable, competitive regional transit as a cornerstone of a thriving regional economy.

For these reasons, the Montgomery County Chamber of Commerce supports House Bill 386 and respectfully requests a favorable report.

The Montgomery County Chamber of Commerce (MCCC), on behalf of its members, champions the growth of business opportunities, strategic infrastructure investments, and a strong workforce to position Metro Maryland as a premier regional, national, and global business location. Established in 1959, MCCC is an independent, non-profit membership organization.

Brian Levine | Vice President of Government Affairs
Montgomery County Chamber of Commerce
51 Monroe Street | Suite 1800
Rockville, Maryland 20850
301-738-0015 | www.mcccmd.com

HB 386 - Metro Funding Modification Act of 2026.pd

Uploaded by: Brian Wivell

Position: FAV



Statement of the Amalgamated Transit Union (ATU) Local 689 HB 386 - Metro Funding Modification Act of 2026 - Favorable Report House Appropriations Committee & House Environment and Transportation Committee February 10th, 2026

Nearly 50 years ago, Metro opened the doors of its rail system to the region. Since then, I can confidently say that no single organization or piece of infrastructure has done more to culturally and economically tie together and connect the nation's capital area. Metro's bus, rail, and paratransit services stick deep into Maryland and help drive incalculable amounts of economic growth and productivity, but the service was built with structural weaknesses. Its lack of dedicated funding meant that every year, it was at the mercy of its funding jurisdictions. It seemed like every month WMATA was in the news with safety incidents, broken down equipment, delays and rider complaints. Luckily, negotiations by dedicated legislators 8 years ago led to the first dedicated capital funding agreement in its history. The District of Columbia, Maryland, and Virginia collectively pledged \$500 million of consistent and bondable revenue which was written into statute in each jurisdiction. That money allowed WMATA to tackle a massive state of good repair backlogs. Unfortunately, that money was not set to increase or adjust for inflation. It did not account for global supply chain shocks. It was also not expected to permanently end capital funding discussions or questions of future dedicated revenues.

I had the pleasure of serving on the DMV Moves Community Partner Advisory Group for a year and half. The room was filled with serious transit advocates, experts, community members, and representatives of the business community. Many of us were very disappointed with the trajectory the discussions went. DMV Moves was launched as a once in a generation rethinking of capital area transit cooperation, collaboration, and planning for the future. It was the first of its kind since the 1997 Regional Mobility Panel. We had proposals for joint procurement, shared workforce training, expanded bus service, new funding mechanisms, and more. Over time the financial realities and narrowed ambitions forced the once impressive agenda to winnow down until all that was on the table was capping the state of good repair backlog to industry standard levels with expanded capital funding, cost efficiencies through automating rail operator jobs, and politely asking regional partners to develop their own bus rapid transit programs.

The DMV Moves plan was an agreement made out of compromise between funding partners, not one to boldly expand transit to meet the needs of the region in 2050. The money that was allocated to Metro in 2018 has all been bonded to pay for essential projects. WMATA now faces another capital funding cliff if legislators do not act again, but this time explicitly aiming to future proof the capital funding so that it does grow at a predictable 3% rate. In short, SB 281 will help ensure the long term financial stability of WMATA's capital budget. Legislators must pass it to safeguard the region's existing investments in transit.

I want to draw attention to the specific language that withholds additional capital funding from WMATA if it fails to enter into a workforce transition agreement with its unions representing impacted workers whose positions may be eliminated due to rail automation. We took particular issue with DMV Move's focus away from operations funding issues, because it argued the efficiencies of GoA4 rail automation would lead to cost savings. Let's be clear what that means. Thousands of Maryland workers have their jobs at stake. Thousands of workers may lose their jobs at Metro to balance the budget. Local 689 believes that this language is necessary to safeguard workers during one of the first major high profile automation transitions the state of Maryland will see. It guarantees that WMATA will bargain in good faith over a fair transition agreement that respects the dignity of these workers who have served the system and region for so long.

HB386_CharlieScott_fav.pdf

Uploaded by: Charlie Scott

Position: FAV



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Public Testimony in Support of HB386

Metro Funding Modification Act of 2026

Before the House Appropriations Committee

February 10, 2026

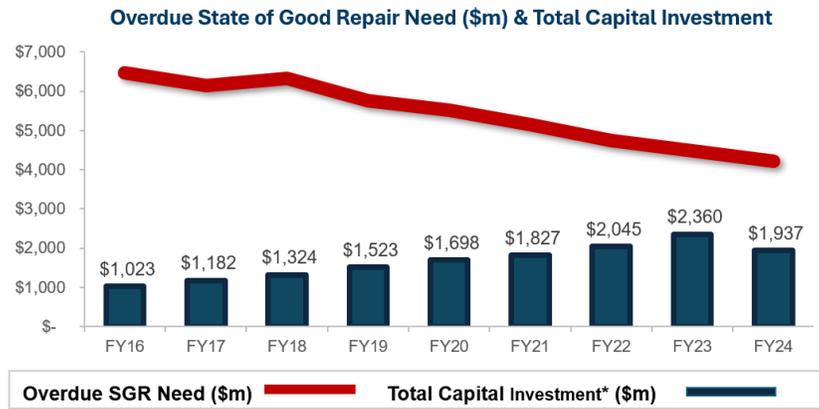
Mr. Chairman, members of the committee, thank you for allowing me to testify today. For the record, my name is Charlie Scott, and I am the Acting Senior Vice President for Government Relations for the Washington Metropolitan Area Transit Authority (WMATA). I am here to urge your strong support for House Bill 386.

On behalf of the 13,000 employees and our Board of Directors I want to thank Senator Augustine for his steadfast support of public transit across our state, and particularly in the National Capital Region.

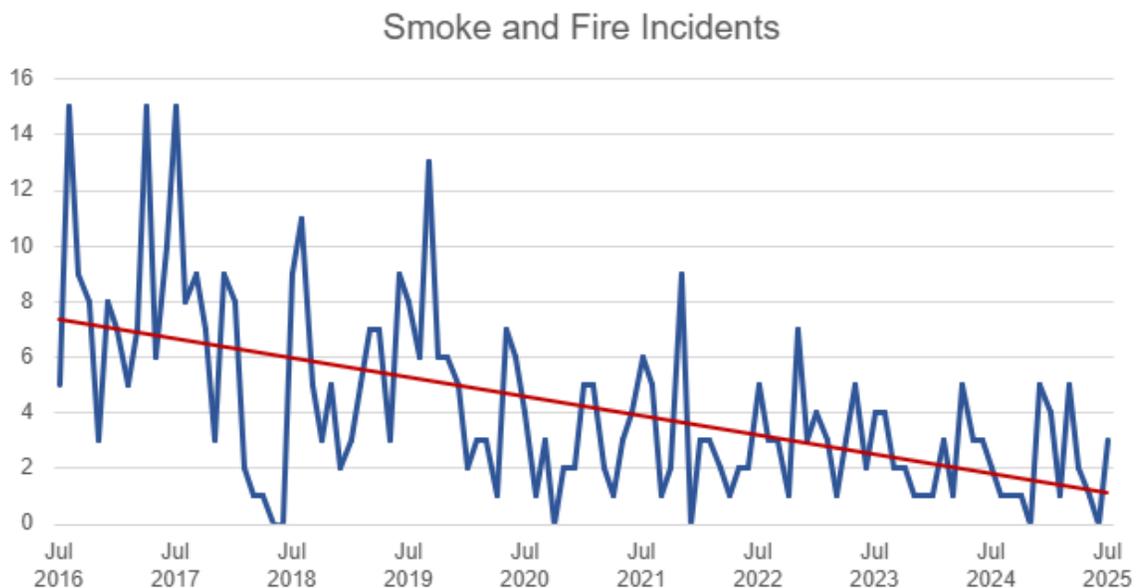
The Maryland Metro/Transit Funding Act passed by the General Assembly in 2018 has been critical to returning our Metro system to a state of good repair; the difference is night and day. With our annual capital program now exceeding \$2 billion, in the past seven years we have made significant progress to address a backlog of capital needs that had built up over decades, due to a lack of dedicated capital funding. The result for our customers and the region is a safer, more reliable system, with improved on-time performance and the customer satisfaction that comes with it. Specifically, that funding, coupled with a dedicated team at Metro, has supported:

- Industry-leading ridership growth. We delivered over 264 million trips in FY25, a 9 percent increase over FY24.
- Approximately 90 percent on-time Metrorail performance every day, making Metro a service that our customers can rely on.
- A return to automated train control and design speeds, reducing run times and generating savings that we reinvested right back into service.
- 75% of rail customer trips have 6-minute service or better, compared to 52% of customer trips six years ago. On bus, we have significantly expanded our frequent service network; half of our customer trips have 12-minute bus service or better.
- And a safer Metro system - crime on our system is at an all-time low; new fare gates have reduced fare evasion 82% on rail, while Transit Police officers on rail and bus are deterring crime and making riders feel more secure.

The success Metro is achieving today would not have been possible without the financial stability afforded by the 2018 legislation.

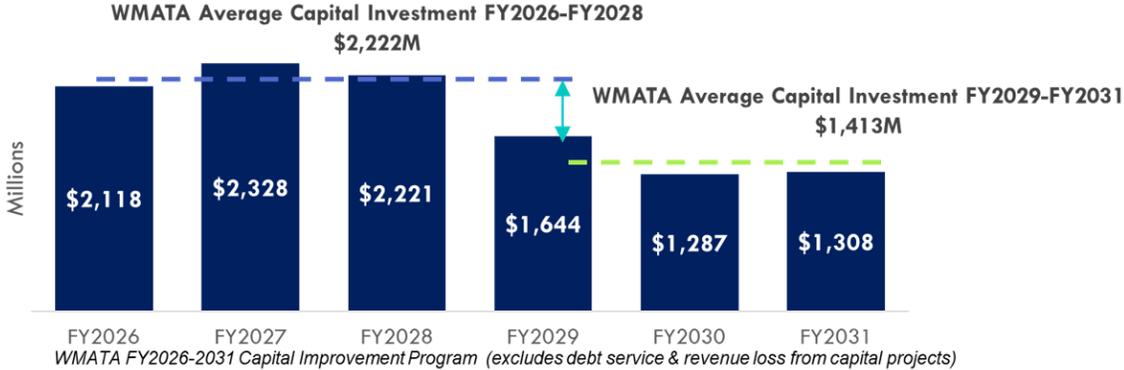


At the time of the legislation’s passing in 2018, Metro Rail service was severely impacted by service disruptions directly related to the deteriorating physical conditions of the system. Smoke and fire incidents, while just one indicator of the investment backlog, were highly visible to the public. The 75% reduction in these incidents is just one example of how this funding has improved the safety and reliability of the Metro system.

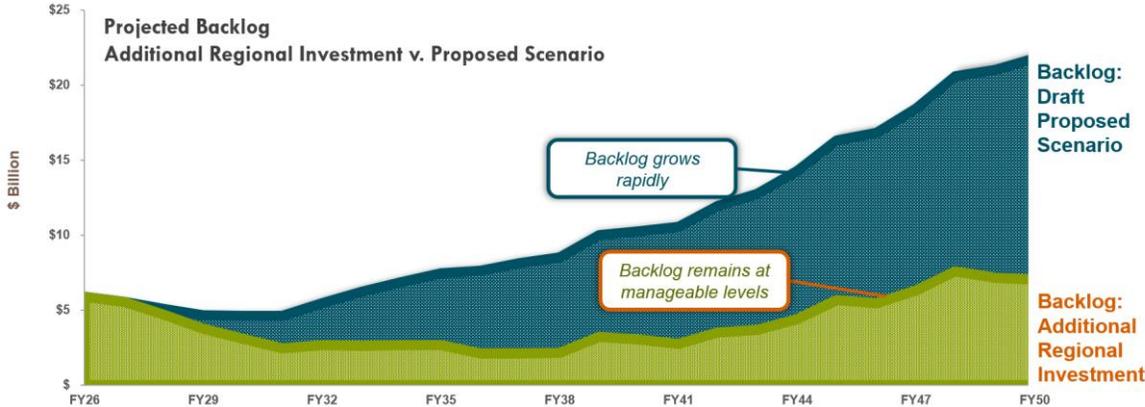


With a static funding level of \$500 million, and a growing portion of the funding now allocated to debt service, the 2018 plan also envisioned that the resulting bond capacity would hit its ceiling within approximately 14 years – by 2032. But much has changed in our world since 2018. Impacts of soaring inflation and the transfer

of some capital funds to the operating budget to address post-COVID operating shortfalls have put pressure on our long-term capital program. Original projections of an FY32 funding cliff have now been accelerated with our debt capacity being reached in FY29. The result is a reduction in our average capital spending from \$2.2B to \$1.4B starting in FY29.



Without a new, regional funding solution, this reduction in our capital program will reverse the significant progress made over the past seven years, with the state of good repair backlog growing, and our capital program reverting from a proactive to a reactive maintenance posture.



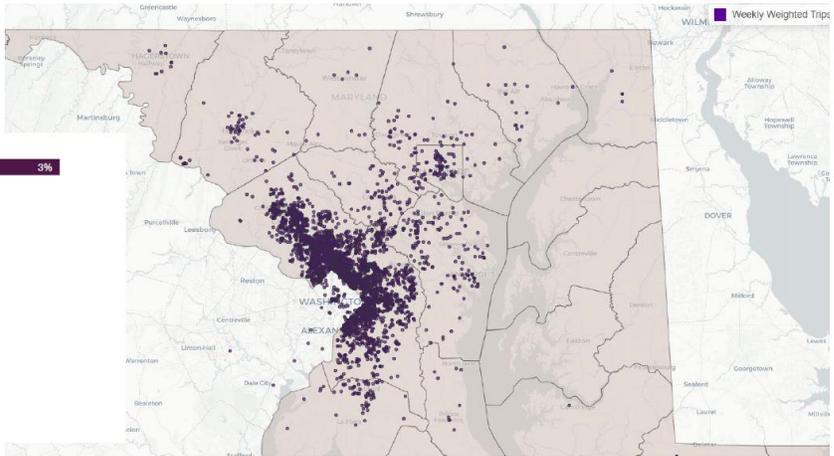
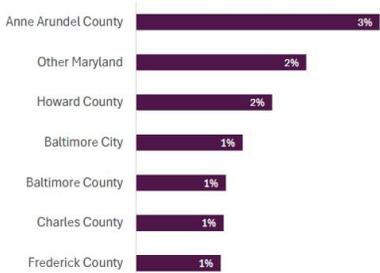
The most acute impacts of reduced reliability would be felt by residents of the National Capital region – not only by Metro customers, but also by daily car commuters who could see increased traffic congestion. However, the benefits of WMATA investments extend throughout all of Maryland, well beyond Prince George’s and Montgomery Counties. Marylanders across the state connect to Metro on a daily basis, as demonstrated by the map below.

Metro serves Maryland residents beyond the Compact area

Weekday Metrorail Trip Origins

Dots represent trip origins comprising more than 20 weekly trips

Non-compact jurisdictions are 11% of weekday Maryland trips

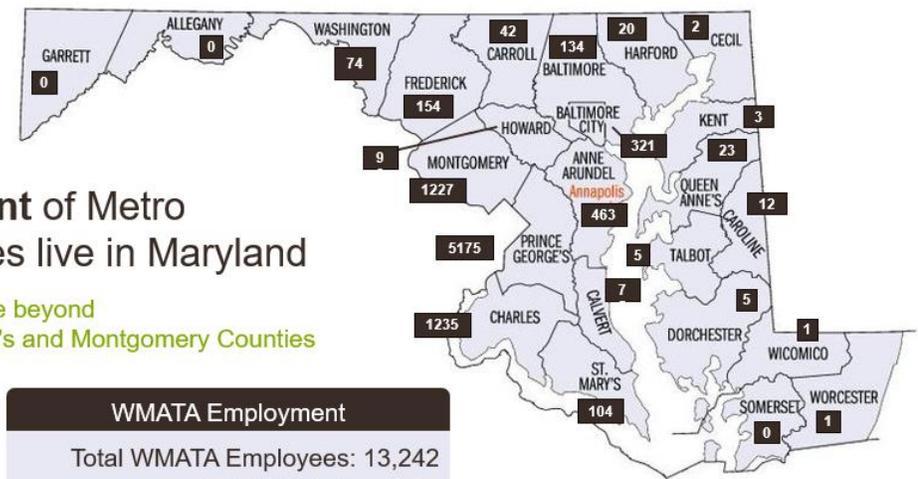


Data sources: 2022 Metrorail passenger survey

Additionally, WMATA is a major employer in Maryland, with over 9,000 of our 13,000 employees living in the state. Here again, our reach extends well beyond Montgomery and Prince George’s Counties, with almost 3,000 employees residing in other parts of our state.

71 percent of Metro employees live in Maryland

22 percent live beyond Prince George's and Montgomery Counties



WMATA Employment
 Total WMATA Employees: 13,242
 MD Residents: 9,372

WMATA Employee Residents Per County

Metro’s capital program has also spurred manufacturing jobs here in Maryland. Our 7000-series railcar order led Knorr Brake to build a new manufacturing facility, adding 200 jobs to its presence in Westminster. Knorr is also a supplier for our 8000-series railcar order, which resulted in Hitachi Rail constructing a new manufacturing and assembly facility in Hagerstown, supporting 1,300 regional jobs including 460 at the new facility. This economic activity, enabled by sustained

funding for Metro's capital program, is an essential part of what makes Maryland a desirable place to live, visit, and do business.

To sustain the progress we have made rebuilding Metro, to continue our role fostering Maryland's economy, and to continue moving Marylanders, I urge this committee to provide a favorable report.

GGWash Comments on HB 386, Metro Funding Modificat

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman
and Members, Environment and Transportation Committee
House Office Building
6 Bladen Street
Annapolis, Maryland 21401

February 10, 2026

House Bill 386 – Metro Funding Modification Act of 2026 – Favorable

Dear Chair Korman and Members of the Environment and Transportation Committee:

My name is Dan Reed and I serve as the Maryland Policy Director for Greater Greater Washington, a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports House Bill 386**, the Metro Funding Modification Act.

Everyone in Maryland benefits from Metro, even if they don't personally use the system. In addition to reducing traffic congestion, our transit system connects hundreds of thousands of people each day to jobs, education, health care, and leisure. It supports our economy by catalyzing billions of dollars of investment at stations like Bethesda and New Carrollton. Today, Maryland is one of the nation's wealthiest states in large part due to Metro.

Yet this success is threatened by the lack of a reliable funding source, resulting in reduced service, delayed maintenance, and missed opportunities for expansion. House Bill 386 is the product of the DMVMoves Task Force, an 18-month process that brought together jurisdictions across DC, Maryland, and Virginia to find a sustainable funding source for Metro and issue recommendations, which were released last fall. As written, it would create a dedicated funding stream for Metro, providing \$150 million each year beginning in Fiscal Year 2029 and increasing that funding 3% each year to maintain that support over time.

The Washington, DC region is great  and it can be greater.



By 2029, WMATA will no longer be able to issue debt, meaning it is imperative that Maryland works with its neighbors in DC and Virginia to keep the system funded. This bill is Maryland's contribution to a solution that will keep our entire state moving, and we urge the Environment and Transportation Committee for a favorable report.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Reed". The signature is fluid and cursive, with the first name "Dan" and last name "Reed" clearly distinguishable.

Dan Reed
Maryland Policy Director

Testimony on WMATA funding HB0386 DAC.pdf

Uploaded by: Debbie Cohn

Position: FAV

Committees: Environment and Transportation; Appropriations
Testimony on: HB0386- Metro Funding Modification Act
Submitting: Deborah A. Cohn
Position: Favorable
Hearing Date: February 12, 2026

Dear Chairs Korman and Barnes and Committee Members:

Thank you for considering my testimony in support of HB0386, the Metro Funding Modification Act of 2026. I have lived in Montgomery County for 40 years, depending for many of them on Metrorail for commuting. After switching to driving during Metrorail's decline, I am grateful for recently improved safety and service. Now retired, I value that I no longer need to drive to D.C. for safety reasons and want to ensure, through thoughtful and pragmatic legislation such as HB0386, that ever improving rail and bus service will be available for all Metropolitan Washington residents.

The Washington Metropolitan Area Transit Authority (WMATA) provides Metrorail and Metro bus service throughout the Washington DC metropolitan area. HB0386 provides WMATA capital funds to enable it to complete its transition of a rail signaling system and fully automated train operations system, which are safer, less expensive and more efficient. The bill appropriately protects workers. Appropriations may be withheld if collective bargaining agreements have not been reached and worker protections not implemented. The bill is supported by Amalgamated Transit Union.

In addition, HB0386 for the first time enables Maryland to provide its annual share of Metrorail's operating subsidy automatically, but ONLY if Virginia and the District of Columbia also provide their shares. This is a huge step which will avoid WMATA's yearly funding crisis and allow for efficient long range planning.

HB0386 brings many benefits. It is designed to fund DMV Moves which affects all of the Washington, DC, Maryland and Virginia (DMV) transit corridors and regional districts. Most importantly, it will move the DMV toward world class seamless transit. This investment plan allows WMATA to:

- Address ongoing repair, maintenance, and modernization of assets, systems and technologies,
- Deploy rail modernization, compatible fleet upgrades, and selective platform screen doors, all of which improve frequency, safety and capacity, and
- Provide faster, more frequent and reliable bus service that includes bus priority lanes and signals, and all day, all-week service that is better aligned with regional travel needs.

The Metro Funding Modification Act of 2026 is designed to make transit more affordable, more convenient and more integrated system-wide for all users. Accordingly, I urge both committees to issue a FAVORABLE report on HB0386.

HB0386 Metro Funding .pdf

Uploaded by: Frances Stewart

Position: FAV



HB0386 - SUPPORT
Frances Stewart, MD
Elders Climate Action Maryland
frances.stewart6@gmail.com
301-718-0446

HB0386 – Metro Funding Modification Act

Meeting of the Environment and Transportation Committee

February 10, 2026

Dear Chair Korman, Vice Chair Guyton, and Members of the Budget and Taxation Committee, on behalf of Elders Climate Action Maryland, I urge a favorable report on HB0386.

Elders Climate Action is a nationwide organization devoted to ensuring that our children, grandchildren, and future generations have a world in which they can thrive. The Maryland Chapter has members across the state.

Each day, we see the climate crisis more clearly. We know that Maryland is at risk for sea level rise, flooding from intense rainfall, heat waves, and other extreme weather events.

We are particularly concerned about the effects of the transportation sector. It is the largest source of greenhouse gas emissions in Maryland, and recent changes in Federal policy are making it much more difficult to cut emissions in that sector.

We are also acutely aware of the affordability challenges many Maryland households face. For those of us on fixed incomes, including many of our members, this is a growing concern. Transportation is the second-largest expense for Maryland households, so it plays a key role in affordability. Reliable, high-quality transit services are essential for many Marylanders, especially young people, elders, people with disabilities, and those with low or moderate incomes.

The Washington Metropolitan Area Transit Authority (WMATA) provides Metrorail and Metrobus service throughout the Washington DC metropolitan area. HB0386 provides WMATA capital funds to enable it to complete its transition to a rail signaling system and a fully automated train operations system, which are safer, less expensive, and more efficient.

The bill appropriately protects workers. Appropriations may be withheld if collective bargaining agreements have not been reached and worker protections not implemented. The Amalgamated Transit Union supports the bill.

In addition, HB0386 for the first time enables Maryland to provide its annual share of Metrorail's operating subsidy automatically, but only if Virginia and the District of Columbia also provide their shares. This is a huge step forward that will avoid WMATA's annual funding crisis and enable efficient long-range planning.

HB0386 is designed to fund DMV Moves, which affects all of the DC, Maryland, and Virginia (DMV) transit corridors and regional districts. Most importantly, it will move the DMV toward world-class, seamless transit. This investment plan allows WMATA to:

- Address ongoing repair, maintenance, and modernization of assets, systems, and technologies
- Deploy rail modernization, compatible fleet upgrades, and selective platform screen doors, all of which improve frequency, safety, and capacity
- Provide faster, more frequent, and more reliable bus service, including bus priority lanes and signals
- Provide all-day, all-week service that is better aligned with regional travel needs.

HB0386 will make transit more affordable, reliable, convenient, and safer. For all of these reasons, we strongly urge a favorable report on this important bill.

Thank you.

HB386 Metro Funding Modification Act testimony (1)

Uploaded by: Kate Stewart

Position: FAV



**MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND**

KATE STEWART
COUNCILMEMBER
MONTGOMERY COUNTY COUNCIL

February 10, 2026

TO: The Honorable Ben Barnes
Chair, Appropriations Committee

FROM: Kate Stewart
Montgomery County Councilmember, District 4

RE: House Bill 386, *Metro Funding Modification Act of 2026* - Support

My name is Kate Stewart and I serve as the Montgomery County Councilmember for District 4. I am writing on behalf of myself in support of House Bill 386 - *Metro Funding Modification Act of 2026*.

It is vital that members of the General Assembly support this legislation to assist in creating sustainable funding for the WMATA system to ensure it continues to serve our residents and power our regional economy.

WMATA is fundamental to our regional economy. Our residents who live and work here, customers who visit our small local businesses, and commuters to Washington D.C. all rely on our Metro system. Much of our local economy and land use are centered around Metrorail and Metrobus stops served with frequent, safe, reliable public transit service. The Metrobus system moves even more riders than the Metrorail system, primarily on major routes along our State Highways that disproportionately serve and benefit residents who lack their own vehicle, and residents with lower incomes. The entire system has had the strongest ridership growth since COVID of any major transit system in the country.

This bill also conditions the funding on safeguards for the personnel who operate the system, including Marylanders, as the system prepares for its future. For all these reasons, we must keep strong momentum going, advancing our reliable, world-class transit system with a clear message sent by the funding commitment described in this bill.

As a former board chair of the Metropolitan Washington Council of Governments (COG) and a member of the DMVMoves task force, I have had the privilege to work with regional leaders in Virginia and Washington, D.C. and WMATA to map a way forward for a sustainable future for WMATA. The Montgomery County Council also passed a resolution in support of the DMVMoves task force recommendations. A commitment from Maryland is needed at this time.

Without this bill, we risk losing ground to our regional competitors and increasing congestion on our roadways. New state leadership in Virginia is watching closely to see what signal Maryland sends with its commitment to this system.

Thank you for your consideration as we continue working together to support all our communities in the national capital region.

HB386_MDSierraClub_fav_10Feb2026 .docx (1).pdf

Uploaded by: Lindsey Mendelson

Position: FAV



Committee: Appropriations and Environment and Transportation

Testimony on: HB 386, Metro Modification Act of 2026

Position: Support

Hearing Date: February 10, 2026

The Maryland Chapter of the Sierra Club urges a favorable report on HB 386, the Metro Funding Modification Act of 2026. This bill would alter the calculation of the amount the Governor is required to include in the annual annual budget each year for the Washington Metropolitan Area Transit Authority (WMATA), contingent on similar legislation from Virginia and Washington, D.C. It would also require that a rail signal and automation workforce transition is developed in consultation with collective bargaining units, which is critical to ensure that those impacted by the transition have a voice.

WMATA is the #1 rail system in the United States to recover ridership loss from the COVID-19 pandemic and was recently recognized for its success as 2025 Transit Agency of the Year by the American Public Transportation Association. In fiscal year 2025, overall Metro ridership increased more than 9%, with more than 264 million passenger trips. Metrorail customer satisfaction reached its highest recorded level at 89%.

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 2024, [WMATA estimated](#) that transit avoids an additional 1.2 million metric tons of greenhouse gases each year, which is the same emissions savings as if all the homes in Arlington County, Virginia didn't use energy for one year.

Regional leaders convened by the Metropolitan Washington Council of Governments for the DMV*Moves* task force reaffirmed commitment to WMATA's strategic importance by proposing \$460 million in new annual capital funding for Metro, beginning in fiscal year 2028. Sierra Club participated as a member of the DMV Community Partners Advisory Group.

A strong capital budget is also needed to ensure future success. Maryland's dedicated funding for Metro has not grown since 2018. HB 386 will help WMATA's capital fiscal health by ensuring that the state's additional contribution of \$150 million, starting after fiscal year 2029, grows by at least 3% per year.

Separate efforts are needed to ensure stable, dedicated sources of funding for WMATA and 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 on HB 386.

Jane Lyons-Raeder
Chair, Transportation Committee
janeplyons@gmail.com

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

HB 386 Del Korman FAV.pdf

Uploaded by: Marc Korman

Position: FAV

MARC KORMAN
Legislative District 16
Montgomery County

Chair
Environment and Transportation
Committee

Rules and Executive
Nominations Committee



The Maryland House of Delegates
6 Bladen Street, Room 251
Annapolis, Maryland 21401
410-841-3649
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Marc.Korman@house.maryland.gov

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB 386: Metro Funding Modification Act of 2026

Testimony of Delegate Marc Korman – Favorable

Thank you, Mr. Chair, Madame Vice Chair, and the members of the Appropriations and Environment and Transportation Committees. I come before you today to present HB 386, the Metro Funding Modification Act of 2026.

As you are aware, the state is responsible for allocating funding annually to support the Metro system in Maryland's DC suburbs as a part of the Washington Metropolitan Area Transit Authority (WMATA) Compact with the Commonwealth of Virginia (VA) and the District of Columbia (D.C.). Metro service is crucial for Marylanders who rely on the service to commute through the D.C. Metropolitan area. But it is also crucial for drivers because it keeps cars off the road and in front of them. It also has environmental benefits by reducing pollution. Metro is also critical to our economy. 9,000 of Metro's 13,000 employees live in Maryland, Metro's new railcars are being assembled at the Hitachi plant in Washington County, and—just looking at Montgomery County—just 2% of the land is within a half mile of a Metrorail station, but 30% of the jobs and over 20% of the business establishments are concentrated there.

Maryland's state support for Metro comes in three main tranches: operating, capital as part of a multi-year capital funding agreement, and dedicated capital funding agreed to in 2018 as part of a bipartisan, regional agreement. That was necessary because the system had fallen into a dangerous and inefficient state of disrepair. Maryland's share of that 2018 funding, proportionate with our partners in DC and Virginia, was \$167 million. Metro did with that money what we asked them to. They issued bonds and did massive capital repair work. That has led to less track fires, longer times between repairs for equipment, and much more. And riders have noticed the improvement. Metro leads the country in post-COVID ridership recovery. Indeed, bus and weekend ridership is often higher than before COVID.

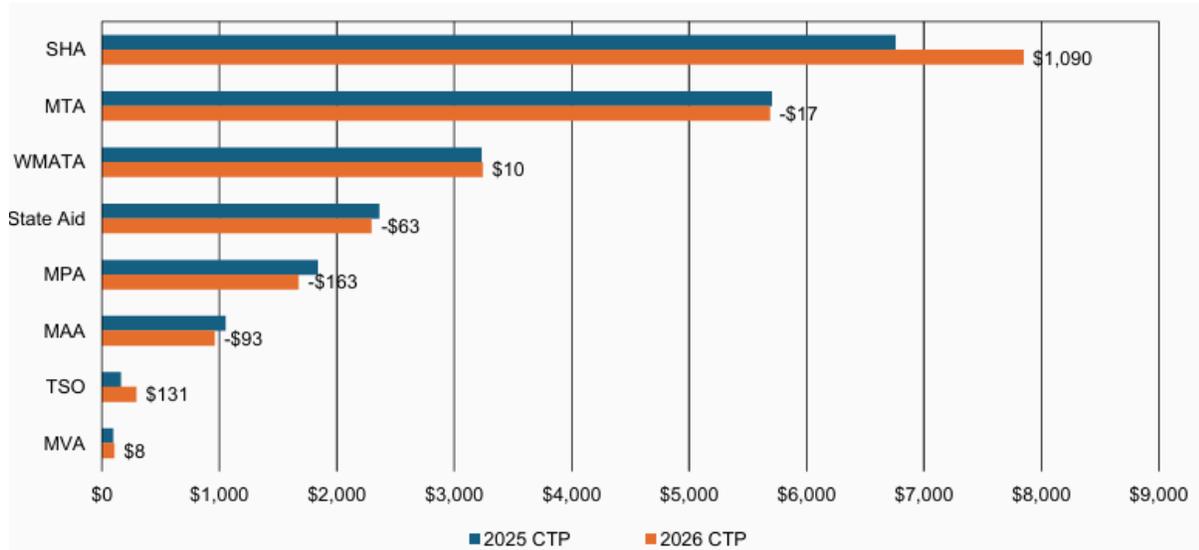
When we passed the \$167 million contribution in 2018, we knew it was a flat number. So at that time, we pegged our prior capital contribution to a growth factor. That was not in accordance with the rest of the region so it has presented a challenge. In addition, because the \$167 million is a flat figure, it has lost over 30% of its value and by FY29 will only be funding debt service, not actual capital work.

Recognizing this forthcoming challenge, the region convened the DMV Moves Task Force about 18 months ago. I participated alongside the Maryland Department of Transportation and Senator Augustine, as well as Montgomery and Prince George's County officials. The bill before you is the result of that task force. The task force identified a need for a regional commitment of \$460 million to address the inflation erosion and fund Metro's most significant capital need: a new signaling system. The signaling system will be a major investment, but a modern system will also be much more cost-efficient than capital construction to address capacity constraints. For example, with a signaling system Metro will be able to run more trains under the Potomac River without building a new tunnel. And so we are not back here again in a few years, it is pegged to grow at 3% a year. Maryland's share of this is approximately \$150 million, based on a formula. And it is dependent on DC and Virginia meeting their own obligation under the law.

If this feels familiar, it is because I have been trying to address the problem of the fixed capital contribution for several years. The House has previously passed a version of this, and the Senate has not.

Now, to state the obvious, I recognize that Maryland has many transportation and infrastructure needs. My own region has other needs besides Metro and I know yours do too. Last week, my committee had its fiscal briefing and we heard a lot about the progress the Maryland Department of Transportation is making, thanks to the revenue this committee led on, and our residents are paying for. And I was fascinated by the chart that basically shows where the new funds are going. Almost entirely to the State Highway Administration. SHA has massive needs and, like you, I want my roads resurfaced, my bridges maintained, and my car travel smoother. I will recognize that SHA has needs and these investments are critical. And I ask each of you to share that same view when it comes to WMATA's needs, as well as the Maryland Transit Administration's and our other modes.

CTP Funding Comparison Cont.
Fiscal 2026-2031
(\$ in Millions)



CTP: Consolidated Transportation Program
 MAA: Maryland Aviation Administration
 MPA: Maryland Port Administration
 MTA: Maryland Transit Administration
 MVA: Motor Vehicle Administration
 SHA: State Highway Administration
 TSO: The Secretary's Office
 WMATA: Washington Metropolitan Area Transit Authority

This year's legislation contains no funding mechanism. There is precedent for that: it was the deal Governor Hogan negotiated with us in the 2018 legislation. This bill would anticipate a similar approach where it is passed and then the Administration and the Department of Transportation will have a few years to implement it. And I am open to working with our regional partners on phasing in the funding or other innovative solutions.

I do want to highlight some specifics about the bill. Because Metro would invest these funds in an important signaling system, we want to ensure our workforce is not adversely affected. Therefore, we worked with the Amalgamated Transit Union to ensure our workers have a seat at the table in implementing the legislation, and no current workers are adversely affected. In addition, if the bill is to move, it requires two amendments: First, the reference to the Metrorail Operating Subsidy Allocation Formula is incorrect and should be updated to Metro's 2026 capital formula. That does not affect the amount of funds Maryland would invest. Second, we should clarify that any additional funds Maryland puts forth can serve as a match for additional federal dollars. I will make sure counsel has technical language.

Thank you for your consideration. I urge a favorable report.

HB 386 - MoCo- MCDOT_Wenger_FAV (GA 26).pdf

Uploaded by: Melanie Wenger

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8274

HB 386

DATE: February 10, 2026

SPONSOR: Delegate Korman, *et al.*

ASSIGNED TO: Environment and Transportation and Appropriations

CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)

POSITION: Support (Montgomery County Department of Transportation)

Metro Funding Modification Act of 2026

This bill requires the Governor to include an additional \$150 million in the Fiscal Year 2029 annual budget to provide grants to the Washington Suburban Transit Commission to pay the capital costs of the Washington Metropolitan Area Transit Authority (WMATA). The bill requires that this amount increase by 3% each subsequent year and gives the Governor the authority to withhold up to 35% of the funds if WMATA does not mitigate staff reductions associated with rail automation. The bill cannot go into effect until both the Commonwealth of Virginia and the District of Columbia pass similar legislation to address their portion of funding for WMATA.

The Metro Funding Modification Act of 2026 provides the budgetary certainty for WMATA to invest in necessary state of good repair upgrades. The region has worked for the past two years to prioritize the most urgent and important needs, and this bill represents Maryland's role in funding to advance these needs. Additionally, leaders agreed that the funds must grow annually to allow the funds to continue to keep pace with inflation. The region agreed that these improvements will allow WMATA to keep the system operating and upgrade aging equipment to provide a modern, world-class transit system for the District of Columbia, Maryland, and Virginia. As active participants in the regional work group DMVMoves, we want to emphasize that the total capital funding levels requested in House Bill 386 are significantly reduced from WMATA's original request. Through a combination of budgetary efficiencies and prioritizing only the most critical investments, the regional partners (including the County) endorse this funding level as necessary to keep the system modernized.

The County relies on Metrorail to support a large volume of the traveling public. Ensuring that the transit systems operating in the County are running smoothly supports the County and State's goals for multimodal transportation choices that keeps Marylanders moving, mitigation of climate impacts, and supporting land use changes focused on densifying around transit nodes. Without investment in capital improvements and state of good repair, the public loses confidence in transit as a viable mode of travel. Rider satisfaction is at some of the

highest levels observed in WMATA's history and this can be tied to the investments made that are resulting in a system that is reliable and safe. If the system is not adequately funded, this stands to hurt all of Maryland, as WMATA's Metrorail stations are a key piece of economic development for the region and the State.

The Montgomery County Department of Transportation respectfully requests that the Environment and Transportation and Appropriations Committees issue a favorable report on House Bill 386.

Action Committee for Transit SUPPORT for HB 386 Me

Uploaded by: Michael Larkin

Position: FAV



Montgomery County's Advocates for Better Transportation

P.O. Box 7074, Silver Spring MD 20907 • admin@actfortransit.org

Chair Ben Barnes
And Members, House of Delegates Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

February 6, 2025

Re: SUPPORT for HB 386 - Metro Funding Modification Act of 2026

Dear Chair Barnes and Members of the Appropriations Committee:

The Action Committee for Transit (ACT), a volunteer-led organization based in Montgomery County, supports HB 386 Metro Funding Modification Act of 2026. The ACT board and volunteers are united by a vision of socially and economically vibrant communities made possible by transit. WMATA Metro rail and bus are an irreplaceable part of that vision in reality, and it can be better. This legislation ensures WMATA has the money it needs adjusted for inflation starting in FY2029 to maintain a state-of-good repair and modernize outdated system infrastructure.

Riders remember the times before the 2018 capital funding deal. Delays were the rule instead of the exception, and station infrastructure was long overdue for repairs. The money provided to WMATA has been put to good use. On-time performance increased 26% since 2016, new and more reliable buses were purchased, power stations were upgraded, and tracks were replaced to prevent fires. This means more riders experience a frequent and safe Metro experience. I am one of those riders. It is not an exaggeration to say my life is made possible by Metro rail and bus. Trains and buses bring me to work, the grocery store, and to the people I love.

Our state's collective experience with WMATA has brought tangible benefits. Maryland Metro stations and bus stop areas generate \$2.6 billion in property taxes, and office vacancy rates near Metro are lower than office parks. Metro makes our state more economically competitive and helps Marylanders save thousands of dollars on transportation costs. Metro puts money into the state and keeps more money in the pockets of residents. That is what addressing the affordability concerns of Marylanders

in practice means.

Nevertheless, the achievements and future of Metro are at risk starting in FY2029 because the current funding formula is not indexed to inflation. WMATA debt financing will be exhausted by 2029. Important investments in new railcars and signal modernization will be stalled and even halted. We should not risk returning to a time when WMATA's infrastructure started to fail because the present seemed acceptable and the future was off in the distance. Success requires persistent work. WMATA's success is Maryland's success. ACT strongly recommends a positive report for HB 386.

Sincerely,

Michael Larkin
Vice President, Action Committee for Transit

MD HB386 - COG Testimony 2.6.26 .pdf

Uploaded by: Monica Nunez

Position: FAV



Statement of the Metropolitan Washington Council of Governments (COG)

HB386 – Metro Funding Modification Act of 2026

February 6, 2026

TO: The Honorable Chair Ben Barnes and Members of the House Appropriations Committee
FROM: Clark Mercer, Executive Director
Monica Beyrouti Nunez, Government Relations Manager

On behalf of the Metropolitan Washington Council of Governments (COG), we are writing to offer our support for the Metro Funding Modification Act of 2026 (HB386) sponsored by Delegate Marc Korman and urge the Committee to issue a favorable report. We thank Delegate Korman for introducing this necessary legislation and commend Maryland for being a leader to support Metro and region's transportation system.

As the association of local governments in metropolitan Washington, COG strongly supports efforts to ensure sufficient funding is provided to the Washington Metropolitan Area Transit Authority (WMATA) to operate a safe and reliable Metro system. COG represents 24 local governments in suburban Maryland, Northern Virginia and the District of Columbia including Charles County, Frederick County, Montgomery County, and Prince George's County. Our region is home to nearly 6 million people, including 2.5 million from Maryland, and one of the nation's largest economies. The metropolitan Washington region is forecast to add 1.5 million people and 1 million jobs between 2020 and 2050. Managing this growth—and enhancing the region's quality of life—requires partnership. In the metropolitan Washington region, transit drives economic activity, improves mobility and accessibility, and connects us to the world. This connectivity and economic growth impacts not just those living in our footprint, but all Maryland residents.

Over the last 18 months, COG worked closely with Metro, local governments, and state partners on the DMVMoves initiative to develop a unified vision and sustainable funding model for public transit in our region. This process brought together a diverse group of government, business, and community leaders to take a holistic look at our transit network and decide what our region needs, how much it will cost, how we'll pay for it. That's why it was so critical that the DMVMoves Plan earned the endorsement of area leaders on the COG and Metro boards this past November, supporting an additional \$460 million annually in new, capital funding for Metro to reinvest in and modernize the system. The goal is to establish a sustainable, long-term funding commitment for Maryland, Virginia, and the District of Columbia to provide both the funders and the Metro system the predictability needed to provide safe and reliable service into the future. These recommendations have also been endorsed by the Montgomery County Council, the Cities of College Park and Rockville, and currently being considered by the Prince George's County Council.

This legislation looks to do just that. It provides Maryland's share of the additional dedicated funding for Metro with \$150M, increasing 3 percent annually, starting in FY2029. This regional investment, that grows annually, is essential to modernize and reinvest in infrastructure that improves safety, reliability and capacity. This bill will contribute to maintaining existing service levels and keep Metro efficient, reliable and consistent with repairs and maintenance throughout Maryland and the rest of the region. Complementary legislation is also being considered by the Virginia General Assembly and being discussed with the District of Columbia in advance of their upcoming budget process. We look forward to continued partnership with Metro and Maryland leadership to ensure the success of our regional transportation system. We urge you to support the Metro Funding Modification Act of 2026.

Metro Funding Modification Act of 2026.pdf

Uploaded by: nanci Wilkinson

Position: FAV

Metro Funding Modification Act of 2026

Committee: Budget and Taxation

Testimony on: SB0281- Metro Funding Modification Act of 2026

Organization: The Climate Mobilization, Montgomery County (TCM)

Submitting: Nanci Wilkinson

Position: Favorable

House Committee: Budget and Taxation

Testimony on: SB0281- Metro Funding Modification Act

Organization: The Climate Mobilization, Montgomery County (TCM)

Hearing Date: February 3, 2026

Dear Chair Guzzone and Committee Members:

The Climate Mobilization of Montgomery County (TCM) strongly supports SB0281, the Metro Funding Modification Act of 2026. The Washington Metropolitan Area Transit Authority (WMATA) provides Metrorail and Metrobus service throughout the Washington DC metropolitan area. SB0281 provides WMATA capital funds to enable it to complete its transition of a rail signaling system and fully automated train operations system, which are safer, less expensive and more efficient. The bill appropriately protects workers. Appropriations may be withheld if collective bargaining agreements have not been reached and worker protections not implemented. The bill is supported by the Amalgamated Transit Union.

In addition, SB0281 for the first time enables Maryland to provide its annual share of Metrorail's operating subsidy automatically, but ONLY if Virginia and the District of Columbia also provide their shares. This is a huge step which will avoid WMATA's yearly funding crisis and allow for efficient long range planning.

SB0281 brings many benefits. It is designed to fund DMV Moves which affects all of the Washington, DC, Maryland and Virginia (DMV) transit corridors and regional districts. Most importantly, it will move the DMV toward world class seamless transit. This investment plan allows WMATA to:

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Submitting: Karl Held

Position: Favorable

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Committee: Budget and Taxation

Testimony on: SB0281- Metro Funding Modification Act of 2026

Organization: The Climate Mobilization, Montgomery County (TCM)

Submitting: Karl Held

Position: Favorable

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Testimony on: SB0281- Metro Funding Modification Act of 2026

Organization: The Climate Mobilization, Montgomery County (TCM)

Submitting: Karl Held

Position: Favorable

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Committee: Budget and Taxation

Testimony on: SB0281- Metro Funding Modification Act of 2026

Organization: The Climate Mobilization, Montgomery County (TCM)

Submitting: Karl Held

Position: Favorable

House Committee: Budget and Taxation

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Metro Funding Modification Act (HB0386) GWP Write

Uploaded by: Lauren Magnotto

Position: FWA



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 2025.¹ 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.² Metro stations and bus

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

² 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.³

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.⁴ 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.

Contact:
Emily West
Sr. Vice President, Policy & Initiatives
ewest@greaterwashingtonpartnership.com

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

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

HB0386 - LOI - WATO - Metro Funding Modification A

Uploaded by: Patricia Westervelt

Position: INFO

February 10, 2026

The Honorable Ben Barnes
Chair, Appropriations Committee
120 Taylor House Office Building
Annapolis, Maryland 21401

RE: Letter of Information – House Bill 386 – Metro Funding Modification Act of 2026

Dear Chair Barnes and Committee members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 386 and offers the following information for the Committee’s consideration.

HB 386 would provide additional funding of \$150 million annually to the Washington Metropolitan Area Transit Authority (WMATA) to operate and maintain its system and requires the withholding of funding if any rail or bus operators are terminated after a certain date due to a reduction in force caused by automation of the rail system. This Act is contingent on enactment of comparable legislation by the Commonwealth of Virginia and the District of Columbia.

WMATA is funded by fare revenues, the State of Maryland, the Commonwealth of Virginia, the District of Columbia, and the federal government. In FY 2027, Maryland’s share of WMATA funding totals \$1.1 billion, including \$897 million from the Transportation Trust Fund and \$167 million from State general obligation bonds. This includes the additional funding of \$167 million established through Chapter 352 of 2018. The State pays Maryland’s full share of WMATA funding. Prior to 1998, costs were shared between the State (75%) and Montgomery and Prince George’s counties (25%).

While capital investment in WMATA is a critical priority for Maryland, the additional funding above existing baseline investment levels must be considered and balanced with all other transportation capital needs in Maryland. MDOT’s FY 2026 to 2031 Consolidated Transportation Program (CTP) fully invests all available funding over the next six years in providing MDOT’s transportation services and facilities to all Marylanders.

The current CTP makes significant investments in projects like Baltimore’s Light Rail Modernization Program, US 15, I-81, Dundalk Berths 11 through 13, MD 97 in Montgomery Hills, MD 5 in St. Mary’s County, and I-97 in Anne Arundel County. Redirecting \$150 million of funds annually from MDOT to WMATA will require the delay or deferral of already funded projects and will impact MDOT’s ability to identify funding to advance future transportation initiatives and infrastructure improvements. This problem is exacerbated when considering Maryland must use

The Honorable Ben Barnes
Page Two

State funds – rather than federal funds – to meet the WMATA funding requirement, which could cause the State to have insufficient State funds to fully match all available federal funding.

This bill seeks to implement the funding recommendation from DMVMoves, a joint initiative of the Washington Council of Governments (MWCOG)/Transportation Planning Board (TPB) and WMATA. As background, DMVMoves engaged stakeholders from the region from 2024 through 2025 to address WMATA’s long-term funding needs. A primary recommendation from the task force provides \$460 million in new annual capital funding for WMATA beginning in FY 2028. Maryland’s share of this amount is approximately \$152 million.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 386.

Respectfully submitted,

Matt Mickler
Director, Office of Government Affairs
Maryland Department of Transportation
410-865-1090