

GWBOT SB0281 - Metro Funding Modification Act of 2

Uploaded by: Ashley Desing

Position: FAV



BILL: SB0281- Metro Funding Modification Act of 2026/ HB0386 - Metro Funding Modification Act of 2026

POSITION: Favorable

DATE: February 3, 2026

COMMITTEE: Senate Budget and Taxation Committee

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

WRITTEN TESTIMONY IN SUPPORT

Thank you, Chair Guzzone, Chair Korman, and members of the respective committees, for the opportunity to provide testimony on this important legislation.

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).

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.

GWBOT SB0281_HB0386 - Metro Funding Modification A

Uploaded by: Ashley Desing

Position: FAV

BILL: [SB0281](#) - Metro Funding Modification Act of 2026/ [HB0386](#) - Metro Funding Modification Act of 2026
POSITION: Favorable
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SUBMITTED BY: Jack McDougle, President and CEO, Greater Washington Board of Trade

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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.

2026 GBCC Metro Funding Support.pdf

Uploaded by: Ashlie Bagwell

Position: FAV



THE GREATER BETHESDA
CHAMBER of COMMERCE

Better business. Stronger community.

Testimony on behalf of the Greater Bethesda Chamber of Commerce

In Support of
Senate Bill 281—Metro Funding Modification Act of 2026
February 3, 2026
Senate Budget and Taxation Committee

The Greater Bethesda Chamber of Commerce (GBCC) was founded in 1926. Since then, the organization has grown to more than 650 businesses located throughout the Greater Bethesda area and beyond. On behalf of these members, we appreciate the opportunity to provide written comments on Senate Bill 281—Metro Funding Modification Act of 2026.

The Greater Bethesda Chamber of Commerce supports measures that strengthen all facets of transportation infrastructure, including transit. The Metro system, in particular, is crucial to our region's economy. Development around existing transit, like Metro, attracts new businesses and residents, reduces reliance on single-occupancy vehicles and improves quality of life. This is why we have strongly supported previously introduced legislation to address funding for WMATA and why we continue to support legislation to update this funding formula.

For these reasons, we would respectfully request a favorable vote on Senate Bill 281. And we thank Senator Augustine for his continued leadership on this important issue.

SB0281 -- Metro Funding Modification Act of 2026.p

Uploaded by: Brian Levine

Position: FAV



Senate Bill 281 -- Metro Funding Modification Act of 2026
Senate Budget and Taxation Committee
February 3, 2026
Support

The Montgomery County Chamber of Commerce (MCCC), the voice of business in Metro Maryland, supports Senate Bill 281 -- *Metro Funding Modification Act of 2025*, 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 Senate Bill 281 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 Senate Bill 281 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
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Rockville, Maryland 20850
301-738-0015 | www.mcccmd.com*

SB 281 - Metro Funding Modification Act of 2026.pd

Uploaded by: Brian Wivell

Position: FAV



Statement of the Amalgamated Transit Union (ATU) Local 689

SB 281 - Metro Funding Modification Act of 2026 - Favorable Report

Senate Budget and Taxation Committee

February 3rd, 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.

CSG MD SB 281 Metro Funding Modification Act testi

Uploaded by: Carrie Kisicki

Position: FAV

**Testimony on SB 281
Metro Funding Modification Act of 2026
Senate Budget & Taxation Committee**

Date: January 30, 2026

Position: SUPPORT

The Coalition for Smarter Growth supports **SB 281 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 funding 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 **SB 281**.

We ask for a **favorable report for SB 281** by the committee. Thank you.

SB281_CharlieScott_fav.pdf

Uploaded by: Charlie Scott

Position: FAV



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Public Testimony in Support of SB 281

Metro Funding Modification Act of 2025

Before the Senate Budget and Taxation Committee

February 2, 2026

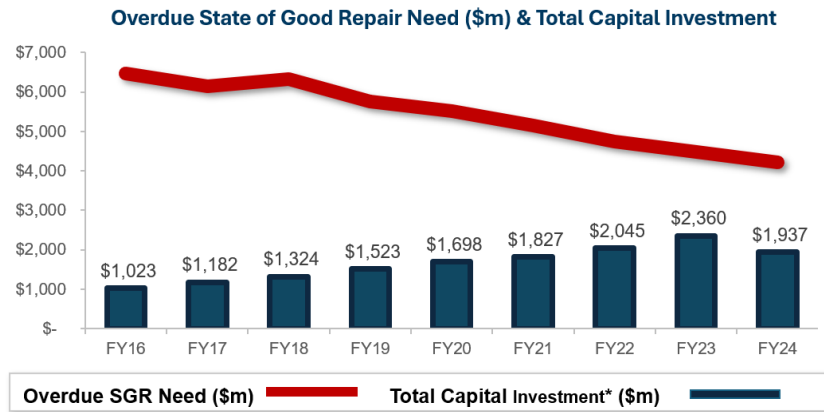
Mr. Chairman, members of the committee, thank you for allowing me to testify today. For the record, my name is Charlie Scott, and I am the Acting Senior Vice President for Government Relations for the Washington Metropolitan Area Transit Authority (WMATA). I am here to urge your strong support for Senate Bill 281.

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.

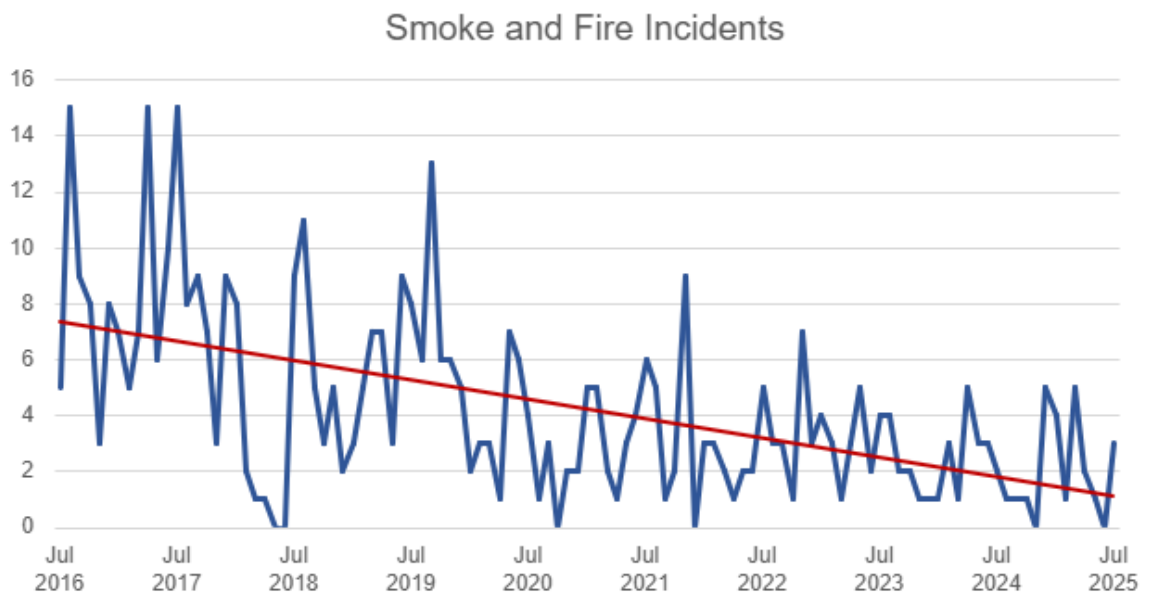
The Maryland Metro/Transit Funding Act passed by the General Assembly in 2018 has been critical to returning our Metro system to a state of good repair; the difference is night and day. With our annual capital program now exceeding \$2 billion, in the past seven years we have made significant progress 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.

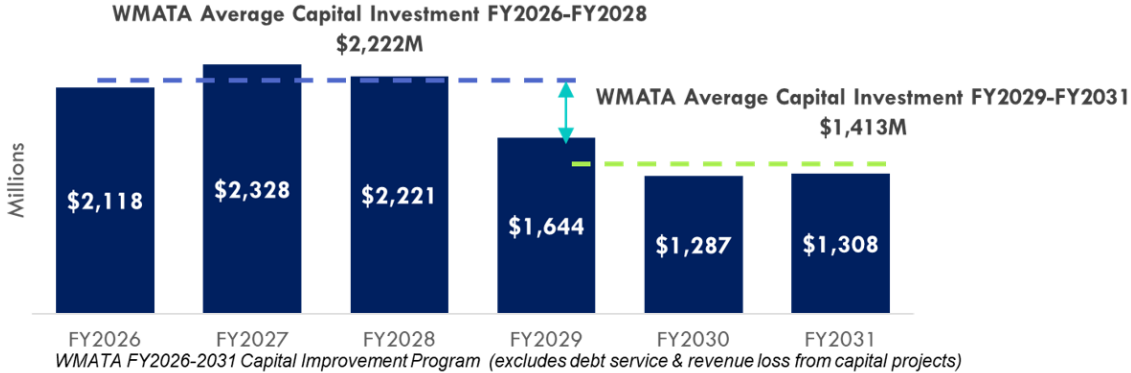


At the time of the legislation’s passing in 2018, Metro Rail service was severely impacted by service disruptions directly related to the deteriorating physical conditions of the system. Smoke and fire incidents, while just one indicator of the investment backlog, were highly visible to the public. The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

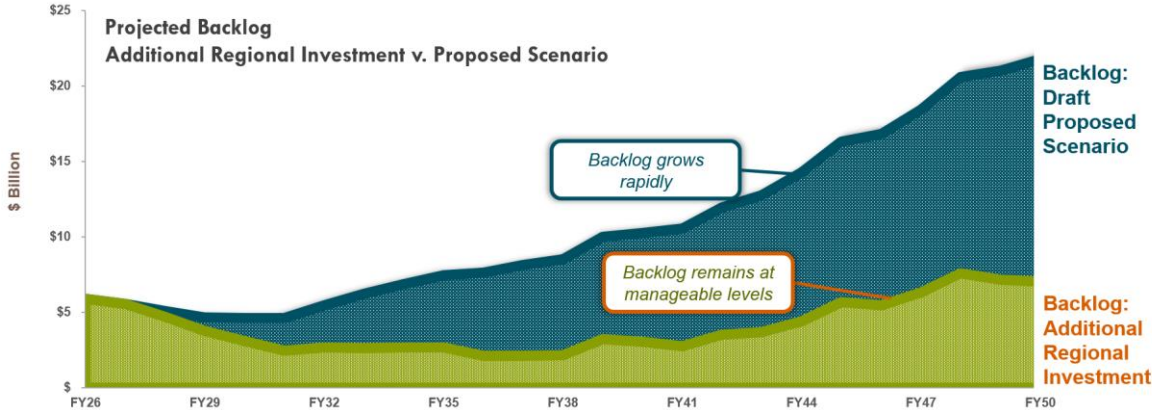


With a static funding level of \$500 million, and a growing portion of the funding now allocated to debt service, the 2018 plan also envisioned that the resulting bond capacity would hit its ceiling within approximately 14 years – by 2032. But much has changed in our world since 2018. Impacts of soaring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

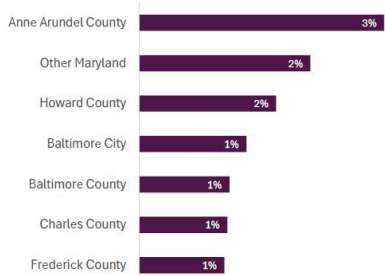


The most acute impacts of reduced reliability would be felt by residents of the National Capital region – not only by Metro customers, but also by daily car commuters who could see increased traffic congestion. However, the benefits of WMATA investments extend throughout all of Maryland, well beyond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

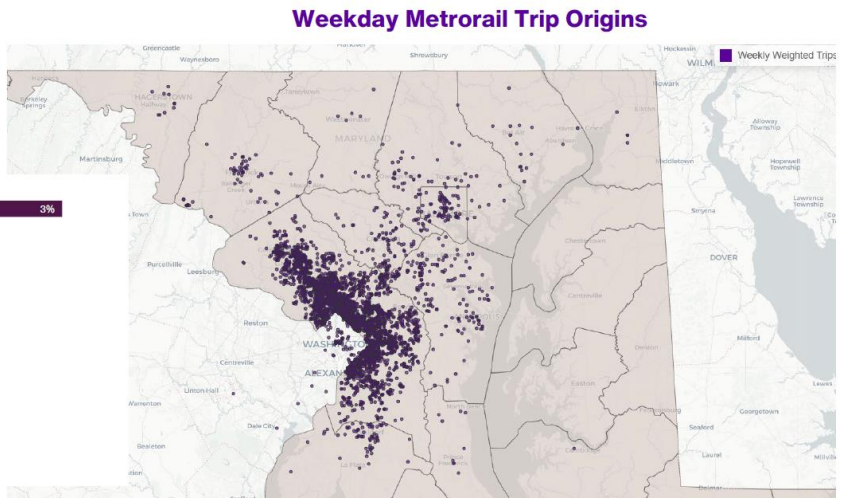
Metro serves Maryland residents beyond the Compact area

Dots represent trip origins comprising more than 20 weekly trips

Non-compact jurisdictions are 11% of weekday Maryland trips



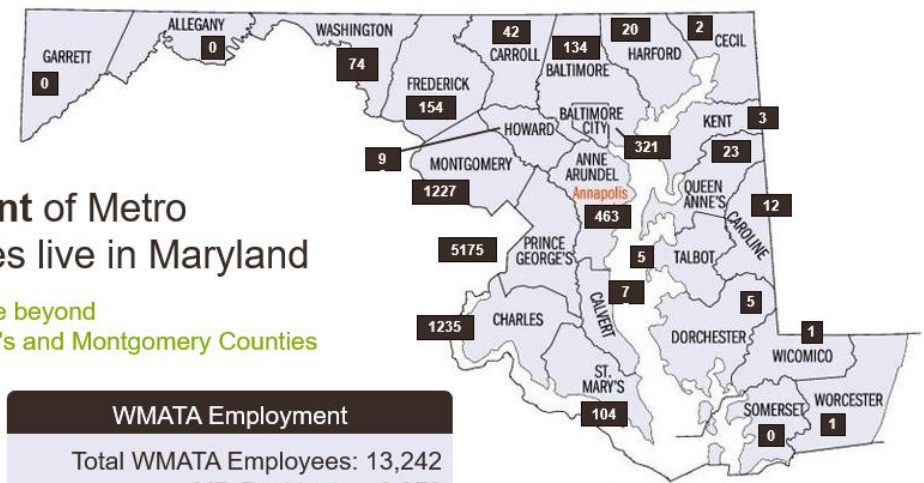
Data sources: 2022 Metrorail passenger survey



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.

Testimony on WMATA funding SB0281 DAC.pdf

Uploaded by: Debbie Cohn

Position: FAV

Committee: Budget and Taxation
Testimony on: SB0281- Metro Funding Modification Act
Submitting: Deborah A. Cohn
Position: Favorable
Hearing Date: February 3, 2026

Dear Chair Guzzone and Committee Members:

Thank you for considering my testimony in support of SB0281, 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 SB0281, 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. 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 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:

- 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 this committee to issue a FAVORABLE report on SB0281.

SB281_FAV.pdf

Uploaded by: Donna Edwards

Position: FAV



MARYLAND STATE & D.C. AFL-CIO

Affiliated with the National AFL-CIO

Donna S. Edwards
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SB 281 - Metro Funding Modification Act of 2026

Senate Budget and Taxation Committee

February 3, 2026

SUPPORT

Donna S. Edwards

President

Maryland State and DC AFL-CIO

Chairman and members of the Committee, thank you for the opportunity to submit testimony in strong support of SB 281. On behalf of our 700 affiliated unions, I offer the following comments.

Metro's bus, rail, and paratransit services are paramount to our region's mobility. They connect workers to jobs, students to schools, individuals to appointments, and businesses to customers. A strong Metro system is good for Maryland.

These services drive economic growth and productivity, yet WMATA operated without dedicated funding for decades to support its system, putting our mass transit system at risk of deferred maintenance, safety incidents, underinvestment, and other failures. The \$500 million in dedicated capital funding pledged eight years ago by the District of Columbia, Maryland, and Virginia was a crucial step in the right direction. However, that funding was not designed to increase or adjust for inflation.

SB 281 addresses this shortfall head-on by ensuring the long-term financial stability of WMATA's capital budget. At the same time, it protects Maryland's existing investments, strengthens the system's ability to address its needs, and positions the region to avoid failures as have occurred in the past. SB 281 is essential to safeguarding the transit infrastructure that thousands of residents rely on each and every day.

Additionally, SB 281 recognizes that Metro's workforce is essential to its success. The requirement that WMATA enter into workforce transition agreements is a necessary step as the agency approaches one of the first major high-profile automation transitions in Maryland. Thousands of workers have their livelihoods tied to a functioning, well-funded Metro system. Ensuring that these workers are protected is vital to ensure that



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MARYLAND STATE & D.C. AFL-CIO

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technological advancements strengthen the people who keep Metro running, not undermine them.

For these reasons, we urge a favorable vote on SB 281.



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ECA testimony SB0281 Metro Funding.pdf

Uploaded by: Frances Stewart

Position: FAV



SB0281 - SUPPORT
Frances Stewart, MD
Elders Climate Action Maryland
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SB0281 – Metro Funding Modification Act

Meeting of the Budget and Taxation Committee

February 3, 2026

Dear Chair Guzzone, Vice Chair Rosapepe, and Members of the Budget and Taxation Committee, on behalf of Elders Climate Action Maryland, I urge a favorable report on SB0821.

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. SB0281 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, 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 forward that will avoid WMATA's annual funding crisis and enable efficient long-range planning.

SB0281 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.

SB0281 will make transit more affordable, reliable, convenient, and safer. For all of these reasons, we strongly urge a favorable report on SB0821.

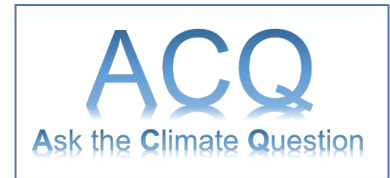
Thank you.

Testimony on WMATA funding.pdf

Uploaded by: Karen Metchis

Position: FAV

Committee: Budget and Taxation
Testimony on: SB0281- Metro Funding Modification Act
Organization: ACQ (Ask the Climate Question)
Submitting: Karen Metchis
Position: Favorable
Hearing Date: February 3, 2026



Dear Chair Guzzone and Committee Members:

We in the local advocacy group – ACQ (Ask the Climate Question) - strongly support SB0281, the Metro Funding Modification Act of 2026. ACQ is a local coalition of residents in Montgomery County that works to educate the public on policy recommendations for addressing the climate crisis.

The Washington Metropolitan Area Transit Authority (WMATA) provides Metrorail and Metro bus 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 Amalgamated Transit Union.

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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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ACQ strongly supports this thoughtful and pragmatic Metro Funding Modification Act of 2026 designed to make transit more affordable, more convenient and more integrated system wide for all users. Accordingly, we urge this committee to issue a FAVORABLE report.

TCM MoCo Testimony on WMATA funding_SB281_Favorabl

Uploaded by: Karl Held

Position: FAV

Committee: Budget and Taxation
Testimony on: SB0281- Metro Funding Modification Act
Organization: The Climate Mobilization, Montgomery County
Submitting: Karl Held
Position: Favorable
Hearing Date: February 3, 2026

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SB0281_MDSierraClub_fav_3Feb2026 (1).docx (1).pdf

Uploaded by: Lindsey Mendelson

Position: FAV



SIERRA CLUB

MARYLAND CHAPTER

P.O. Box 278
Riverdale, MD 20738

Committee: Budget and Taxation

Testimony on: SB 281, Metro Funding Modification Act of 2026

Position: Support

Hearing Date: February 3, 2026

The Maryland Chapter of the Sierra Club urges a favorable report on SB 281, 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. SB 281 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 SB 281.

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

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

SB 281 - 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

SB 281

DATE: February 3, 2026

SPONSOR: Senator Augustine and Feldman

ASSIGNED TO: Budget and Taxation Committee

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 Senate Bill 281 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.

We respectfully request that the Budget and Taxation Committee issue a favorable report on Senate Bill 281.

MD SB281 - COG Testimony 1.30.26.pdf

Uploaded by: Monica Nunez

Position: FAV



Statement of the Metropolitan Washington Council of Governments (COG)

SB281 – Metro Funding Modification Act of 2026

January 30, 2026

TO: The Honorable Chair Guy Guzzone and Members of the Budget and Taxation 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 (SB281) sponsored by Senator Malcolm Augustine and urge the Committee to issue a favorable report. We thank Senator Augustine 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.

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: Karl Held

Position: Favorable

House Committee: Budget and Taxation

Testimony on: SB0281- Metro Funding Modification Act

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Hearing Date: February 3, 2026

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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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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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Hearing Date: February 3, 2026

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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: Karl Held

Position: Favorable

House Committee: Budget and Taxation

Testimony on: SB0281- Metro Funding Modification Act

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Hitachi - METRO Funding - Senate.pdf

Uploaded by: Richard Tabuteau

Position: FAV

WRITTEN TESTIMONY OF HITACHI RAIL

*“IN SUPPORT OF INCREASED FUNDING FOR THE WASHINGTON METROPOLITAN
TRANSIT AUTHORITY (METRO)”*

[SB0281](#) - Metro Funding Modification Act of 2026 - Budget & Taxation Committee – 2/3/26

Chair Guzzone, Vice Chair Rosapepe, and Members of the Committee:

Hitachi Rail has been a proud partner to METRO for many years, supporting the agency’s modernization goals through the development of cutting-edge railcar technology, advanced train control systems, and capital investments in U.S.-based manufacturing.

Most recently, in 2021, METRO awarded Hitachi Rail a landmark contract valued at up to \$2.2 billion to design and manufacture the next-generation of METRO 8000-series railcars – representing one of the largest rolling stock investments in the agency’s history. As a result of this contract, Hitachi will work in partnership with METRO to replace aging rail cars – with new and improved vehicles that include enhanced Communication-Based Train Control (CBTC) technology; energy-efficient regenerative braking; open gangways; upgraded air conditioning systems; rigorous cybersecurity protections; enhanced digital passenger information screens; improved seating layouts; and ADA-compliant interiors.

Through this partnership, both Hitachi and METRO will serve millions of Marylanders, enhancing both passenger journey and onboard experience over a 40-year lifespan. In doing so, this will support METRO and the state of Maryland in achieving their goals to increase safety, reliability, and system efficacy with enhanced transit connectivity across the region. And perhaps most importantly, this work will be executed and completed locally in Maryland - within Hitachi Rail’s new \$100 million state-of-the art digital train manufacturing facility located in Hagerstown, Maryland.

Officially opened in September 2025, the Hagerstown factory represents a significant investment by the Hitachi Group in North America – in addition to being a transformative investment funnel by Hitachi into Maryland’s economy. With the ability to produce up to 20 rail cars per month, Hitachi’s Hagerstown facility is deploying innovative technologies to ensure factory operations are both people-centric and digitally optimized. Long-term the factory will sustain 1,300 jobs within the region, with up to 460 working directly for Hitachi Rail on site in roles that will harness AI and smart manufacturing principles, thusly offering a pathway to next-generation manufacturing careers. The total added value of the new digital site is set to be over \$550M (including labor income generation and significant involvement of SBE/DBE suppliers), bringing major economic benefits to DC, Maryland and Virginia regions.

Maryland’s investment in METRO is more than a transportation imperative—it is a job creation strategy. With METRO facing rising operating costs, post-pandemic ridership recovery challenges, and the expiration of federal relief funds, consistent state support is essential to sustain capital improvements and avoid service cuts. Further, long-term transit funding stability is central to the state's broader mobility vision, aligning with Maryland’s FY2026–2031 Consolidated Transportation Plan and regional initiatives such as the

DMVMoves Task Force, which is actively developing recommendations for sustainable transit funding mechanisms.

In addition to our partnership with METRO, in the short term our Hagerstown factory also has assembled and launched brand-new railcars for the Maryland Transit Administration's (MTA) Baltimore SubwayLink in January 2026. In doing so, these new rail vehicles equipped with Hitachi's enhanced CBTC technology – will connect Baltimore County with the metropolitan city center of Baltimore. Further demonstrating Hitachi Rail's commitment to delivering transit innovation across the state of Maryland. Our investment in Hagerstown and our partnership with METRO reflect shared goals for: safer travel, modern infrastructure, reliable service, job creation, and a sustainable, innovative transportation future.

Increasing Maryland's funding commitment for METRO will:*

- Support continuous improvement and modernization with a manageable capital backlog, while delivering safe, frequent, and reliable service all day and all week.
- Modernize and reinvest in infrastructure that improves safety, reliability, and capacity while also reducing costs to provide additional service.
- Invest in modern signaling system and a track intrusion prevention system as a foundation to automation of Metrorail operations systemwide.
- Sustain repair and replacement of assets such as elevators, escalators, track, bus garages, and vehicles.
- Plan and develop regional bus priority network in partnership with jurisdictions.
- Leverage federal funding opportunities that enable transformative investments.
- Continue its ongoing focus on cost efficiency and growing ridership and revenue; for example, Metro has achieved \$500M in savings between FY2023 – FY2025.
- Provide transparency and regular reporting to Transportation Planning Board and the region on system performance, capital planning, and the use of new DMVMoves funding.

**Source: Washington Metropolitan Transit Authority (WMATA)*

Hitachi Rail is deeply committed to Maryland. We respectfully urge the Maryland General Assembly to support enhanced and stable long-term funding for METRO. Ensuring Maryland residents, workers, and communities continue to benefit from a world-class transit system. We appreciate the opportunity to provide this testimony before the committee. Our team welcomes and follow-up and looks forward to serving a continued partnership with the state to deliver a safe, reliable, and efficient transit network Marylanders deserve.

Metro Funding Modification Act (HB0386_SB0281) GWP

Uploaded by: Lauren Magnotto

Position: FWA



January 30, 2026

Hon. Guy Guzzone

Chair, Budget and Taxation Committee

Maryland Senate

Re: Support for Senate Bill 281 (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 (SB 281). 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 SB 28, 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)

SB 281_MTBMA_FWA.pdf

Uploaded by: Michael Sakata

Position: FWA



Senator Guy Guzzone
Budget and Taxation Committee
3 West Miller Building
Annapolis, MD 21401

February 3, 2026

RE: SB 281 – FAVORABLE WITH AMENDMENTS – Metro Funding Modification Act of 2026

Dear Chair Guzzone and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

MTBMA supports SB 281 as a meaningful step toward enhancing the stability of Maryland’s investment in the Washington Metropolitan Area Transit Authority (WMATA). **However, we urge the Committee to amend the bill to establish a dedicated, sustainable funding source for WMATA’s capital and operating needs.**

While SB 281 increases the predictability of appropriations by mandating funding levels and linking them to performance criteria, the current bill still relies on annual appropriations from the Transportation Trust Fund and the budgeting process.

MTBMA respectfully requests the Committee consider an amendment that would identify and establish a dedicated funding mechanism for WMATA that is statutorily guaranteed and independent of annual budget negotiations. Possible options include a transportation-related dedicated tax or fee specified in law, with revenues credited directly to a WMATA capital and operating fund; or language that ties WMATA funding to growth in transportation revenues.

Thank you,

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President and CEO
Maryland Transportation Builders and Materials Association

SB 281_MTBMA_FWA.pdf

Uploaded by: Michael Sakata

Position: FWA



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SB 281_MAA_UNF.pdf

Uploaded by: Tim Smith

Position: UNF



Senator Guy Guzzone, Chair
Senate Budget and Taxation Committee
3 West Miller Building
Annapolis, MD 21401

February 3, 2026

RE: SB 281 – UNFAVORABLE – Metro Funding Modification Act of 2026

Dear Chair Guzzone and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

While MAA supports accountability and transparency in transportation spending, this bill risks undermining Maryland's ability to maintain and improve its roadway infrastructure by prioritizing transit funding in a way that creates significant budgetary trade-offs, by directing a substantial share of transportation trust fund dollars towards WMATA funding. Maryland's transportation funding is finite. SB 281 would further entrench mandatory and escalating funding commitments to WMATA, potentially drawing from the same Transportation Trust Fund resources that support highway construction, resurfacing, and maintenance statewide. Roads and bridges remain the backbone of Maryland's transportation system, supporting commerce, emergency services, and daily travel for millions of residents. Diverting limited funds away from pavement preservation and highway improvements will accelerate deterioration, increase long-term repair costs, and strain already constrained capital programs.

The bill also introduces funding conditions and withholding mechanisms that could add uncertainty to the Maryland Department of Transportation's capital planning process. Predictability is critical for multi-year infrastructure projects. New fiscal triggers tied to WMATA performance or other criteria may complicate budgeting decisions and delay or reduce investment in road projects across the state, including in regions that do not directly benefit from Metro service.

Our members—who include asphalt producers, paving contractors, and suppliers—see firsthand the growing backlog of roadway maintenance needs. Maryland continues to face rising construction costs, aging infrastructure, and increasing demands on its highway system. Any policy that risks shifting funding away from these core needs moves the state in the wrong direction. For these reasons, we respectfully ask for an **unfavorable** report on Senate Bill 281.

Sincerely,

Tim E. Smith, P.E.
President
Maryland Asphalt Association

SB0281 - LOI - WATO - Metro Funding Modification A

Uploaded by: Nora Corasaniti

Position: INFO

February 3, 2026

The Honorable Guy Guzzone
Chair, Budget and Taxation Committee
3 West Miller Senate Office Building
11 Bladen Street
Annapolis MD 21401

RE: Letter of Information – Senate Bill 281 – Metro Funding Modification Act of 2026

Dear Chair Guzzone and Committee members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 281 and offers the following information for the Committee’s consideration.

SB 281 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

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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 Senate Bill 281.

Respectfully submitted,

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