

CSG MD HB386 Metro Funding Modification Act testim

Uploaded by: Bill Pugh

Position: FAV

**Testimony on HB 386
Metro Funding Modification Act of 2026
Senate Budget & Taxation Committee**

Date: March 27, 2026

Position: FAVORABLE

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 The funding will also enable timely modernization of outdated rail system infrastructure.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 - Senate_FAV_City of Rockville_Metro Fundin

Uploaded by: Christine Krone

Position: FAV



Testimony of the Mayor and Council of Rockville HB 386 – Metro Funding Modification Act of 2026 SUPPORT

The City of Rockville is thankful to Chair Guzzone and the members of the Senate Budget and Taxation Committee for the opportunity to provide written comments in support of HB 386. We thank Delegate Korman for sponsoring this important legislation, which aligns with our Economic Development, Affordable Housing, Transportation, and Climate Action Plan goals.

The Rockville Mayor and Council unanimously support HB 386, which would withhold 35% of the appropriations in the annual budget for the sole purpose of providing grants to the Washington Suburban Transit District to pay the capital costs of the Washington Metropolitan Area Transit Authority (WMATA). The appropriation would be contingent upon the Commonwealth of Virginia and the District of Columbia also providing funding, WMATA providing performance assessments of its entire operations, and approving a rail signaling and automation workforce transition plan.

This legislation is vital to the region. WMATA rail and bus systems are key drivers of economic competitiveness and community livability. Increasing WMATA's resources would support further progress as they work to upgrade their infrastructure and equipment and advance efforts to improve the safety of their services. In November 2025, DMVMoves, a WMATA and Metropolitan Washington Council of Governments (MWCOG) joint task force, prepared a plan to strengthen and better integrate the region's transit systems and to improve transit service in the region. This plan, "DMVMoves: Seamless, Integrated, World-Class Transit for the National Capital Region," outlines the need for an additional \$460 million in new annual capital funding for WMATA beginning in FY 2028.

WMATA is critical to the Rockville community and its transportation network. Numerous WMATA bus routes run through our city neighborhoods. Further, the Twinbrook and Rockville Metro stations are located within the city, and the Shady Grove Metro station is near our borders. Metro transport provides safe and environmentally sustainable transportation for those who walk, bike, and roll. Additionally, Metro stations support transit-oriented development, encourage a diversity of housing options, and attract economic investment in Rockville and in other jurisdictions in Maryland.

In the City, there are opportunities and activities near Rockville Metro stations. In January 2025, the Mayor and Council approved the Rockville Town Center Master Plan, which includes a plan to augment the pedestrian bridge to Rockville Station to improve convenience and accessibility, and to build a new train hall at the station, creating an iconic gateway and multi-modal hub that connects the greater area, enhances the experience of downtown Rockville as a destination, and maximizes safety for commuters and residents. The city has partnered with the Maryland Transit Administration to seek federal funding for the initial design phase of this project. Furthermore, the Mayor and Council requested that WMATA move forward with the necessary processes to proceed with the joint development of its properties at the station. This project will enhance wayfinding in our Town Center and facilitate the construction of hundreds of

new housing units. We are very excited about the opportunities and amenities this project would bring to our community.

Phase 1 of the Twinbrook Quarter Development, near the Twinbrook Metro, opened in October of 2024 and includes a 452-unit multi-family development and 80,000 square feet for a Wegmans supermarket, which opened in June 2025. Additionally, the site includes 25,000 square feet of small shop retail space, and it is anticipated that new retail will soon open.

HB 386 is an important step forward to continue the regional collaboration and support of WMATA, benefitting local economies, providing critical transportation services to our community, and supporting transit-oriented development. It is increasingly important to make smart investments that support economic development, livability, environmental sustainability, and increased housing stock. For these reasons, we urge the Committee to provide HB 386 with a favorable report.

HB386_FAV_CO.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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HB 386 - Metro Funding Modification Act of 2026

Senate Budget and Taxation Committee

March 31, 2026

SUPPORT

Donna S. Edwards

Maryland State and DC AFL-CIO

Chairman and members of the Committee, thank you for the opportunity to submit testimony in strong support of HB 386. 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.

HB 386 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. HB 386 is essential to safeguarding the transit infrastructure that thousands of residents rely on each and every day.

Additionally, HB 386 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 technological advancements strengthen the people who keep Metro running, not undermine them.

For these reasons, we urge a favorable vote on HB 386.



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www.mddclabor.org



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ECA testimony HB0386s Metro Funding .pdf

Uploaded by: Frances Stewart

Position: FAV



HB0386 - SUPPORT
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HB0386 – Metro Funding Modification Act

Meeting of the Budget and Taxation Committee

March 31, 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 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_MDSierraClub_fav_10Feb2026 .docx (2).pdf

Uploaded by: Lindsey Mendelson

Position: FAV



Committee: Budget and Taxation

Testimony on: HB 386, Metro Modification Act of 2026

Position: Support

Hearing Date: March 31, 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 DMVMoves 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
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Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

HB 386 Del Korman FAV (1).pdf

Uploaded by: Marc Korman

Position: FAV

MARC KORMAN
Legislative District 16
Montgomery County

Chair
Environment and Transportation
Committee

Rules and Executive
Nominations Committee



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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, Mr. Vice Chair, Senator Augustine, and members of the Senate Budget and Taxation Committee. 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.

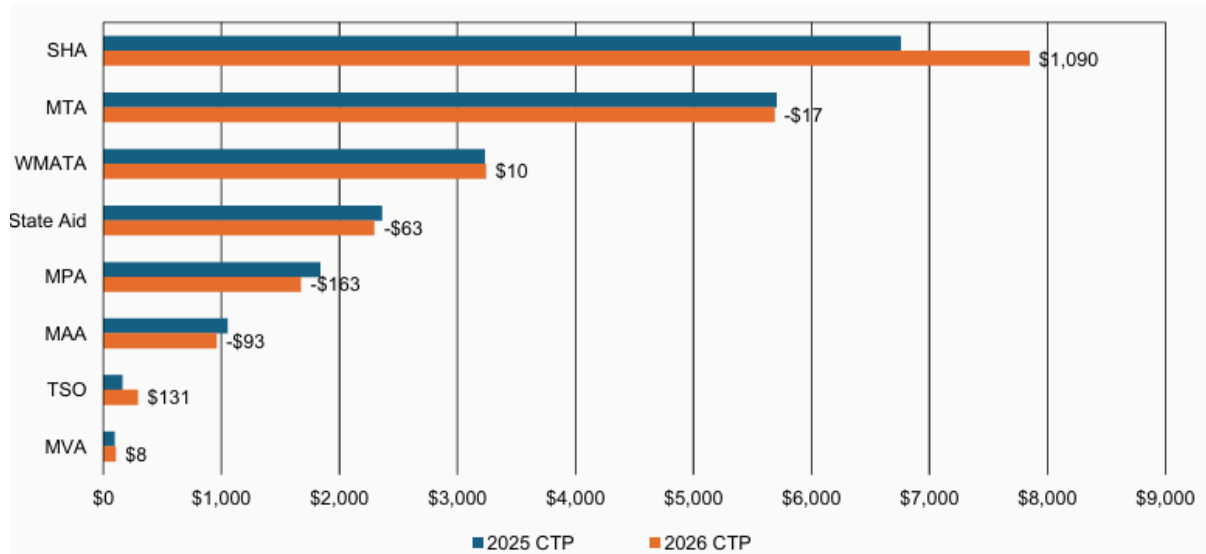
When we passed the \$167 million contribution in 2018, we knew it was a flat number. So at that time, we pegged our prior capital contribution to a growth factor. That was not in accordance with the rest of the region so it has presented a challenge. In addition, because the \$167 million is a flat figure, 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_Wenger_FAV (GA 26) Senate.pdf

Uploaded by: Melanie Wenger

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8274

HB 386

DATE: March 31, 2026

SPONSOR: Delegate Korman, et al.

ASSIGNED TO: Budget and Taxation

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

COUNTYY POSITION: Support

Metro Funding Modification Act of 2026

Montgomery County strongly supports House Bill 386, which requires the Governor to include an additional \$150 million beginning with the Fiscal Year 2029 budget to help support the capital costs of the Washington Metropolitan Area Transit Authority (WMATA), adjusted by 3% per year thereafter. The bill also includes a provision that allows for 35% of the funds to be withheld in any year that WMATA fails to appropriately manage staff reductions that may occur through rail automation. Because WMATA was created by an interstate compact, House Bill 386 cannot go into effect until both the Commonwealth of Virginia and the District of Columbia pass similar legislation to commit their share of funds to support WMATA capital investment.

If enacted by all three compact members, WMATA will be provided with the budgetary certainty necessary to invest in critical state of good repair upgrades. Regional leaders have worked for the past two years to prioritize the most urgent and important needs. Additionally, leaders agreed that the funds must grow annually to keep pace with inflation in order for WMATA to operate the system and upgrade aging equipment based on the goal of being able to offer a modern, world-class transit system for those living, doing business, and visiting in the Washington region. As active participants in the regional work group called *DMV Moves*, the County wants 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 leaders endorsed this funding level as necessary to keep the system modernized.

The Maryland D.C. suburbs rely on Metrorail to support a large volume of its traveling public. Ensuring that the transit systems operating in the suburbs are running efficiently supports the suburbs' and State's goals for providing multimodal transportation choices that can effectively move people, mitigate climate impacts, and support land use changes that direct development around transit nodes. If the public loses confidence in the system because a lack of investment renders it unreliable or unsafe, it will be viewed as a last option, and a dysfunctional system will be a self-fulfilling prophecy. Because of the investments that have been made, that outcome has been avoided so far, with rider satisfaction at some of the highest levels observed in WMATA's history. In order to maintain this momentum, continued investment is required since a high functioning system is necessary for so many reasons, including as an economic driver for the region and the State.

For these reasons, Montgomery County respectfully requests that the Budget and Taxation Committee advance House Bill 386.

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:

- 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 Climate Mobilization of Montgomery County 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.

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

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Submitting: Karl Held

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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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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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WMATA Funding Letter_SineDie - Signed by J. Pozza.

Uploaded by: Richard Tabuteau

Position: FAV

Hitachi Rail

The Honorable Bill Ferguson
President, Maryland State Senate
H-107 State House
100 State Circle
Annapolis, MD 21401

HITACHI

March 26, 2026

Dear Senate President Ferguson,

Hitachi Rail is a multi-national company serving rail transit and freight rail customers across the globe. In 2024, Hitachi Rail completed the construction of, and later in 2025 opened, a state-of-the-art manufacturing facility in Hagerstown, Maryland, where we will employ 460 direct staff and support 1,300 jobs in the Western Maryland economy.

Our business in Maryland is bolstered by our strong partnership with the Washington Metropolitan Area Transit Authority (WMATA). We are currently under contract with WMATA to design and manufacture its 8000-series railcars, with a base order of 256 railcars. The Metro Funding Modification Act of 2026 (HB386/SB281) is critical to facilitating WMATA's long-term capital program and its near-term capacity to enter into multi-year contracts.

Providing financial stability and predictability for WMATA means rail system upgrades, facility improvements, and construction projects that create further demand for businesses like ours. It also means jobs for our workers, and robust local economies across Maryland where these employees live, spend their paychecks, and pay taxes.

[Research from the American Public Transit Association](#) finds that the average dollar spent on transit capital investments results in a \$2.30 return in the form of revenue & business sales, an additional \$1.40 in GDP, \$1.00 in labor income, and \$0.25 in tax revenue. One billion dollars spent on transit capital investments can support 13,400 jobs in sectors like construction, operations, administration, and manufacturing.

The Metro Funding Modification Act of 2026 represents an investment that will generate significant returns for the state for years to come. For Hitachi Rail and WMATA, it is critical to enact this legislation this year. Our contract with WMATA includes multiple options beyond the base order of 256, with the first option for 104 railcars having an exercise date in December 2026.

Through the successful passage of the Metro Funding Modification Act of 2026, WMATA will be best poised to exercise future options through this legislative action and the corresponding financial commitment for its long-term capital program.

Thank you for your consideration.

Sincerely,



Joseph R. Pozza
President & Country Representative

Hitachi Rail STS USA, Inc.

cc: Senator Mike McKay
Senator Paul Corderman

CPSR Testimony HB 386 in Senate.pdf

Uploaded by: Terrence Fitzgerald

Position: FAV



**Testimony on HB 386
Metro Funding Act of 2026
Senate Budget and Taxation Committee**

Date: March 31, 2026

Position: FAVORABLE

Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of over 800 physicians and other health professionals and supporters that addresses these existential public health threats: nuclear weapons, the climate crisis, and toxic chemicals, as seen through the intersectional lens of environmental, racial and social justice.

CPSR strongly supports HB 386, which ensures that critical tri-state capital funding for WMATA is adjusted for inflation and scaled to meet state-of-good repair needs. The additional annual funding will also enable timely modernization of outdated rail infrastructure.

There are many reasons to support Metrobus and Metrorail, and I am sure that others will address them. On behalf of CPSR I would like to emphasize the important effect of reliable, efficient, and affordable public transit when it comes to the environment.

A robust transit system allows citizens to leave the car behind, which results in decreased local pollution and decreased greenhouse gas emissions. That is not insignificant. We face very terrible climate developments, and our society is just not taking it seriously. To allow our transit system to degrade because of a failure to maintain appropriate funding would be sad and foolish because of local impacts, but it would also contribute to destabilization around the world. That may sound exaggerated, but it is real. What we do in our own state does indeed have worldwide effects. In addition, it sets a standard that influences decisions made by other cities and states. This is all part of changing from a car-centric culture to a human-centric culture.

Our motto at CPSR, and a principle of public health, is **WE MUST PREVENT WHAT WE CANNOT CURE**. That is why we support the Transit and Climate Alignment Act and urge you to give a **favorable report on HB 386**.

Terrence T. Fitzgerald, MD

HB0386 - LOI - WATO - Metro Funding Modification A

Uploaded by: Matt Mickler

Position: INFO

March 31, 2026

The Honorable Guy Guzzone
Chair, Budget and Taxation Committee
3 West Miller Office Building
Annapolis, Maryland 21401

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

Dear Chair Guzzone 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

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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 House Bill 386.

Respectfully submitted,

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