|  | $\begin{aligned} & \text { Senate } \\ & \text { FY24 } \end{aligned}$ | FY25 | Biennium | FY26 | FY27 | Biennium | House <br> FY24 | FY25 | Biennium | FY26 | FY27 | Biennium |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MnDOT |  |  |  |  |  |  |  |  |  |  |  |  |
| GM Transit GF Base | \$18,201,000 | \$18,201,000 | \$36,402,000 | \$18,201,000 | \$18,201,000 | \$36,402,000 | \$18,201,000 | \$18,201,000 | \$36,402,000 | \$18,201,000 | \$18,201,000 | \$36,402,000 |
| Maintain Current Service Levels | \$57,000 | \$91,000 | \$148,000 | \$91,000 | \$91,000 | \$182,000 | \$57,000 | \$91,000 | \$148,000 | \$91,000 | \$91,000 | \$182,000 |
| Multimodal Transportation IIJA | \$68,000,000 |  | \$68,000,000 |  |  |  |  |  |  |  |  |  |
| Active Transportation Grants | \$25,000,000 | \$25,000,000 | \$50,000,000 | \$2,800,000 | \$2,800,800 | \$5,600,000 | \$10,000,000 |  | \$10,000,000 |  |  |  |
| City of Rochester Demand Response |  |  |  |  |  |  | \$200,000 | \$50,000 | \$250,000 | \$50,000 | \$50,000 | \$100,000 |
| Total Transit GF | \$86,278,000 | \$18,324,000 | \$104,602,000 | \$18,324,000 | \$18,324,000 | \$36,648,000 | \$28,278,000 | \$18,324,000 | \$46,602,000 | \$18,324,000 | \$18,324,000 | \$36,648,000 |
| MVST Increase 6.5\% to 6.875\% | \$17,670,000 | \$17,889,000 | \$35,559,000 | \$18,536,000 | \$19,244,000 | \$37,780,000 | \$20,700,000 | \$20,900,000 | \$41,600,000 | \$21,700,000 | \$22,600,000 | \$44,300,000 |
| TOTAL | \$103,948,000 | \$36,213,000 | \$140,161,000 | \$36,860,000 | \$37,568,000 | \$74,428,000 | \$48,978,000 | \$39,224,000 | \$88,202,000 | \$40,024,000 | \$40,924,000 | \$80,948,000 |
| Metropolitan Council |  |  |  |  |  |  |  |  |  |  |  |  |
| Transit Operations Base | \$32,654,000 | \$32,654,000 | \$65,308,000 | \$32,654,000 | \$32,654,000 | \$65,308,000 | \$32,654,000 | \$32,654,000 | \$65,308,000 | \$32,654,000 | \$32,654,000 | \$65,308,000 |
| Blue Line Extension LRT | \$50,000,000 |  | \$50,000,000 |  |  |  |  |  |  |  |  |  |
| Land Use Study | \$1,000,000 |  | \$1,000,000 |  |  |  |  | \$1,000,000 | \$1,000,000 |  |  |  |
| Metro Mobility Base | \$55,976,000 | \$55,976,000 | \$111,952,000 | \$55,976,000 | \$55,976,000 | \$111,952,000 | \$55,976,000 | \$55,976,000 | \$111,952,000 | \$55,976,000 | \$55,976,000 | \$111,952,000 |
| Total GF | \$139,630,000 | \$88,630,000 | \$228,260,000 | \$88,630,000 | \$88,630,000 | \$177,260,000 | \$89,630,000 | \$88,630,000 | \$178,260,000 | \$88,630,000 | \$88,630,000 | \$177,260,000 |
| Metro Area Sales Tax 1/2 cent/3/4 Cent | \$199,986,000 | \$309,893,000 | \$509,879,000 | \$319,502,000 | \$328,726,000 | \$648,228,000 | \$362,300,000 | \$561,500,000 | \$923,800,000 | \$578,900,000 | \$595,600,000 | \$1,174,500,000 |
| MVST Increase 6.5\% to 6.875\% | \$3,011,000 | \$3,031,000 | \$6,042,000 | \$3,184,000 | \$3,356,000 | \$6,540,000 | \$930,000 | \$924,000 | \$1,854,000 | \$1,001,000 | \$1,092,000 | \$2,094,000 |
| TOTAL | \$342,627,000 | \$401,554,000 | \$744,181,000 | \$411,316,000 | \$420,712,000 | \$832,028,000 | \$452,860,000 | \$651,054,000 | \$1,103,914,000 | \$668,531,000 | \$685,322,000 | \$1,353,854,000 |

