

An aerial photograph of Baltimore, Maryland, at sunset. The sky is a mix of orange, pink, and purple. In the foreground, the dark blue water of the harbor is visible. On the right side, a long, modern building with a blue roof and glass facade runs along the waterfront. The building has "CITY PIER BROADWAY" written on its side. In the background, a dense urban landscape with various buildings and a church steeple is visible under the sunset sky.

Baltimore Transit Funding and Governance

Presentation to BRTC

November 8, 2024

DRAFT for discussion only

Agenda

- 1 Problem Statement
- 2 Peer Review
- 3 Governance Models
- 4 Funding Needs
- 4 Funding Strategies
- 4 Findings and Opportunities



Study Assignment



Objective:

- Develop and refine at least **two governance/funding options** for Baltimore Region transit
 - Increase region's autonomy and authority over transit service development
 - Recognize that autonomy likely requires new regional funding
 - Estimate need for additional funding and identify potential sources to raise those resources



Approach:

- Start with two governance models: BRTC (commission) and BRTA (authority)
- **Identify key issues and questions** that need more attention/review
- Use peer review to refine draft models



Outcome:

- Refined **governance models with recommendations** on funding approach
- Summarize details and analysis in technical memo/report

Problem Statement

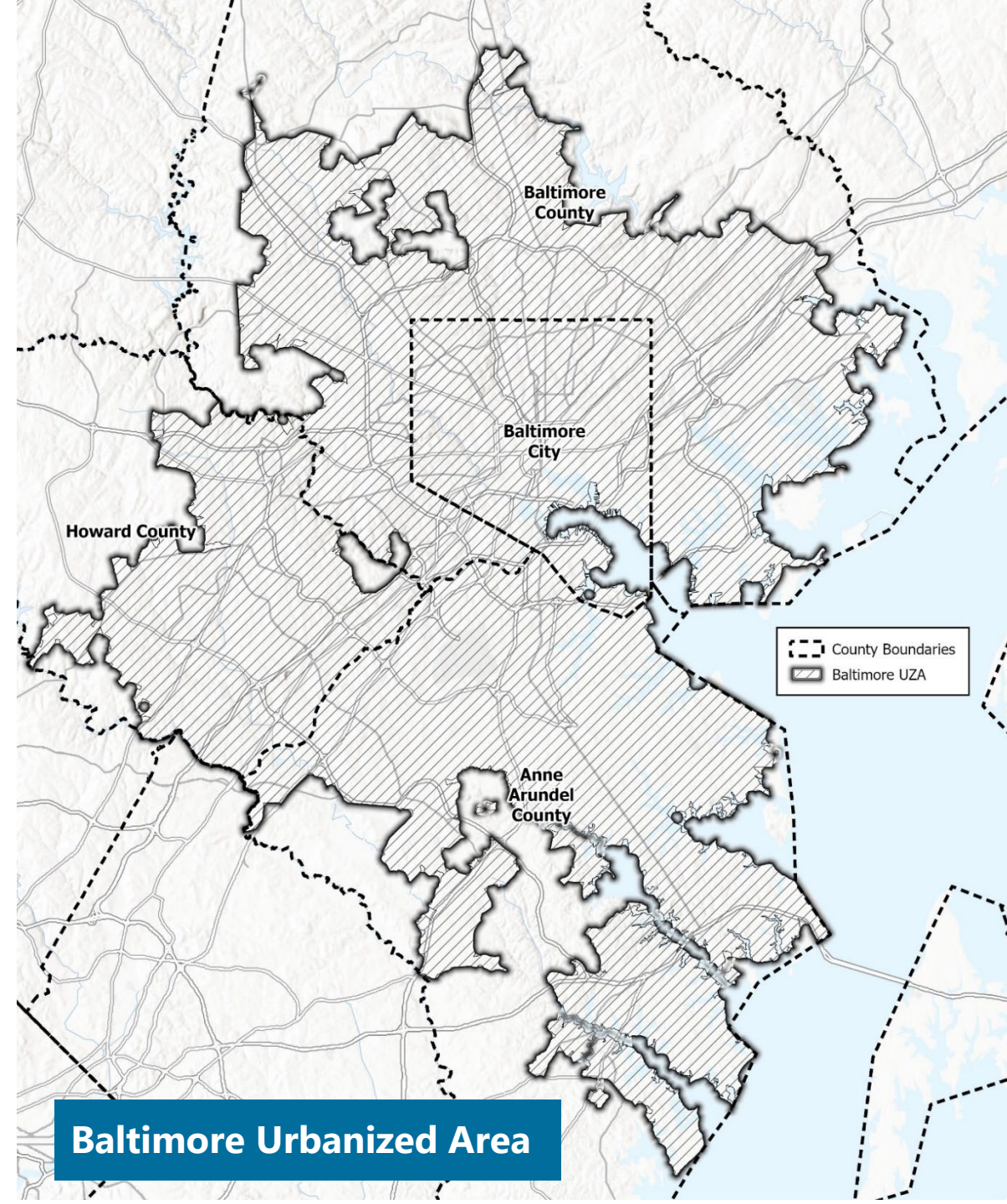


1

What's the problem we're trying to solve?

1. Involve the Baltimore Region in decisions about regional transit service development
2. Modernize Baltimore's transit system and address historic inequities
3. Expand funding for transit in Central Maryland

For this study, the Baltimore Region includes Anne Arundel County, Baltimore City, Baltimore County and Howard County. It is an urbanized area with **2.2 million people**.



Peer Review

2

Transit Funding & Governance Models

Existing Government Agency (City, County, State)	Independent Regional Transit Authority	Regional Transit Authority with strong ties to State Assembly	Regional Transit Planning and Funding Entity
<ul style="list-style-type: none"> ▪ Control funding with general and/or dedicated resources ▪ Governed by elected body and government agency 	<ul style="list-style-type: none"> ▪ Control funds with dedicated taxes and fees ▪ Independent Board 	<ul style="list-style-type: none"> ▪ Shared control of funding using combination of dedicated and state funds ▪ Independent Board with shared governance reflecting funding 	<ul style="list-style-type: none"> ▪ Funding and planning functions only ▪ Collect/administer dedicated funding ▪ Independent Board with shared governance reflecting funding
<ul style="list-style-type: none"> ▪ NJ Transit (New Jersey) ▪ Charlotte Area Transit Authority (CATS) ▪ King County Metro (Seattle) 	<ul style="list-style-type: none"> ▪ Regional Transit District (Denver, CO) ▪ Valley Metro (Phoenix) ▪ CapMetro (Austin, TX) ▪ Tri-Met (Portland, OR) ▪ Metro (Portland, ME) 	<ul style="list-style-type: none"> ▪ Chicago Transit Authority ▪ New York City MTA ▪ Southeast Pennsylvania Public Transit Authority (SEPTA) ▪ Rhode Island Public Transit Authority (RIPTA) 	<ul style="list-style-type: none"> ▪ Northern Virginia Transportation Commission ▪ Wake Transit Plan (Raleigh, North Carolina)

Peer Systems: Funding and Governance

	WMATA	SEPTA	MBTA	Chicago RTA	NJ Transit	Maryland MTA
Funding	<p>State = 22% Local = 35%</p>	<p>State = 50% Local = 7%</p>	<p>State = 29% Local = 9%</p>	<p>State = 25% Local = 39%</p>	<p>State = 24% Local = 0%</p>	<p>State = 45% Local = 0%</p>
Governance	<p>8-member Board</p> <ul style="list-style-type: none"> ▪ Maryland - 2 seats ▪ WDC - 2 seats ▪ Federal Gov't - 2 seats ▪ Virginia – 2 seats 	<p>15-member Board</p> <ul style="list-style-type: none"> ▪ Region has 10 seats ▪ State has 5 seats <p>City of Philadelphia has 2 seats and veto power.</p>	<p>9-member Board</p> <ul style="list-style-type: none"> ▪ State has 6 seats ▪ City of Boston has 1 seat ▪ Advisory Board has 1 seat ▪ Mass. State Labor Council has 1 seat 	<p>7-member Chicago Transit Board</p> <ul style="list-style-type: none"> ▪ Mayor - 4 seats ▪ Governor - 3 seats 	<p>13-member Board (11 voting members)</p> <ul style="list-style-type: none"> ▪ State controls all seats ▪ 8 of 13 members must be public members 	<p>No Board or governance structure</p>

Relevant Findings and Strategies

- Regional transit authorities – with independent board power to collect funds – can be stronger and more powerful.
- **States that provide a lot of funding for transit, play large role in decision-making.**
- Designation of transit authority — even when controlled by the state — is a significant step.
 - Dedicated funding creates control
 - But need authority to increase / adjust funding
- **Relatively small funding amounts — 8% or 9% of the total need — creates access to decisions.**
- **In practice, “soft” power and authority can be significant.**
 - Supporting board members with technical research and advice so they can represent regional interests.
 - Helping board members advocate for region.

Governance Models

3

All options require MDOT to reorganize and both commit and dedicate funding for transit.

1

Clarify, document, and confirm funding strategy for transit in Baltimore Region.

2

Separate entity for MTA Baltimore Region (Link services)

- Allocation from Transportation Trust Fund (TTF)/General Fund
- Governing board/structure

3

Separate entity for MARC trains, Commuter Bus and LOTS

- Allocation from Transportation Trust Fund (TTF)/General Fund

Draft Governance Structures

Regional Transit Authority

Independent RTA

MTA assets/contracts transferred to stand-alone RTA with independent board and shared state/regional governance

State Controlled RTA

MTA remains within MDOT, governed by its own state-controlled board with regional representation

Transit Commission

Regional Commission with authority to raise and distribute funds. Appoints Board member to MTA. Potential to lead planning projects.

Independent RTA

▶ MTA becomes an independent RTA for Baltimore Region.

Management	Governance	Funding	Authority / Responsibility
<p>Dedicated General Manager</p> <p>Appointed by the Board of Directors</p>	<p>Board of Directors</p> <ul style="list-style-type: none"> No more than 50% appointed by MDOT Secretary and Governor At least 50% may be appointed by Baltimore Region jurisdictions 	<p>Federal, State, Farebox, and Local /Regional</p> <ul style="list-style-type: none"> MDOT commits to and publishes funding stream for transit Baltimore Region will need to raise funds to support RT 	<p>Operates and manages regional transit service</p> <ul style="list-style-type: none"> MTA and LOTS Manage capital assets, plan and operate service, service coordination and financial management

Governance Model Details

- ✓ RTA is responsible for management and operations of transit system
- ✓ All assets get transferred to Baltimore RTA
- ✓ Union contracts/labor transfer to the RTA
- ✓ RTA is a designated FTA recipient, direct control over federal funds and can apply for discretionary funds and initiate projects.
- ✓ Tied to state for funding support

State Controlled RTA

▶ MTA remains as part of MDOT but is restructured as a separate organizational entity focused on Baltimore region only.

Management	Governance	Funding	Authority / Responsibility
<p>Dedicated General Manager Appointed by the Board of Directors</p>	<p>Board of Directors</p> <ul style="list-style-type: none"> Assume at least half are appointed by MDOT Secretary and Governor Up to 40% of seats from regional jurisdictions 	<p>Federal, State, Farebox, and Regional</p> <ul style="list-style-type: none"> MDOT commits to and publishes funding stream for transit. Baltimore Region may contribute dependent on decision-making and funding structure. 	<p>Operate and manage regional transit service</p> <ul style="list-style-type: none"> MTA only Manage capital assets, plan and operate service, service coordination and financial management

Governance Model Details

- ✓ MTA continues to manage and operate transit service
- ✓ No change in asset ownership, or union contracts/labor agreements
- ✓ Regional funds are transferred directly to MTA
- ✓ Shared decision making between State and Region/locals
- ✓ MTA is a designated FTA recipient, direct control over federal funds.
- ✓ MTA can apply for discretionary funds and initiate projects.

Regional Transit Commission

▶ Create new (or update existing) “Regional Transit Commission” responsible for transit planning and financial oversight

Commission Management	Governance	Funding	Authority / Responsibility
<p>Executive Director Appointed by the Board of Directors</p>	<p>Board of Directors</p> <ul style="list-style-type: none"> Appointed regionally (100% of seats) 	<p>Raises regional funds for transit investment</p>	<p>Regional transit planning Manage and distribute regional transit funds to MTA and LOTS</p>

Governance Model Details

- ✓ Only works if MTA/Baltimore transit service has its own Board and funding strategy
- ✓ RTC is managed by regional board that manages and distributes regional funding.
- ✓ RTC also has seat on MTA Board
- ✓ LOTS program stays as is and can receive funding from Regional Commission

Funding Needs

4

Transit Spending in Central Maryland

▶ Inventory spending by source (who) and by type (on what)

- How much is the State of Maryland spending on transit?
- How much is the region spending on transit?
- What's the breakdown between operating and capital?
- Where can regional funding have the biggest impact?

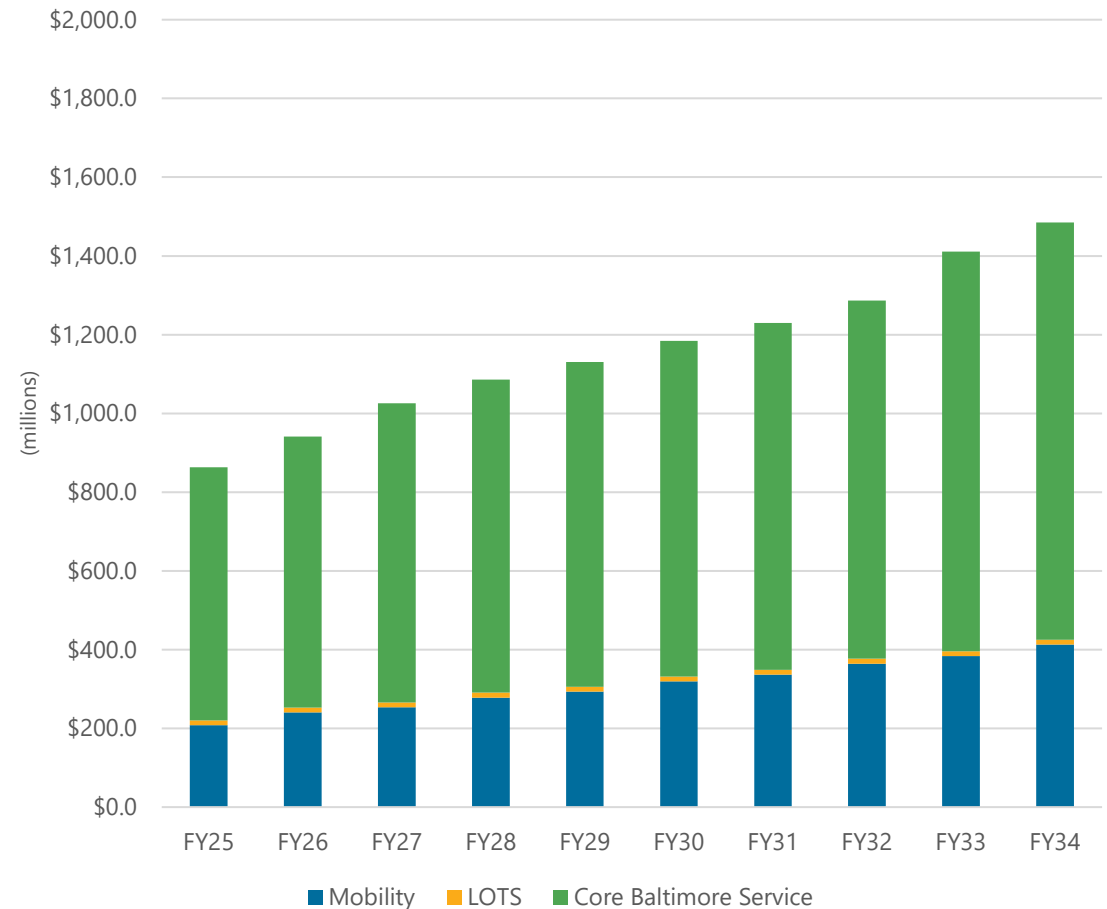
MTA FY25 Operating Budget

MTA Baltimore Operating:

Not including MARC or Commuter Bus

- **FY25 annual operating costs of \$863.5m**
- **Baltimore Region Only**
 - (Excludes funding to Washington DC suburbs, statewide LOTS, Purple Line, etc.)
- **Does NOT include any MARC or Commuter Bus: (data provided by MTA)**
- **Out years assume expansion in Baltimore Core services**
 - Average annual increase in spending 8%

MTA Summarized 10-Year Operating Costs
(Baltimore Region **excluding** MARC & CB)

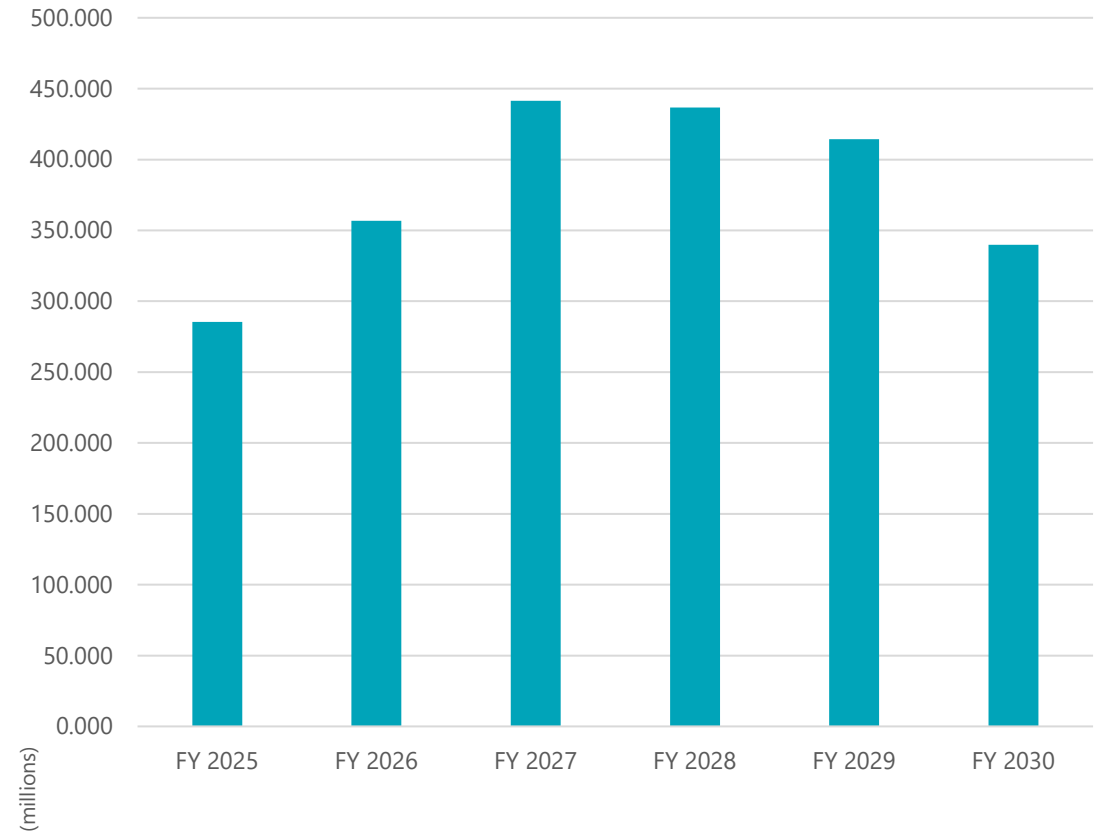


MTA FY25 Capital Budget

DRAFT FY 2025–2030 MTA Capital from the CTP

- **FY25 Capital Investment of \$285.3m**
 - Lower than usual due to fiscal constraints
 - **Six-year average of CTP planned investment is \$380 million per year**
- **Estimate is for Baltimore Region only**
 - Excludes MARC, LOTS outside of Region, Commuter Bus, Freight Rail, Purple Line
- **But does include some investment for Baltimore Region LOTS**
 - Minor System Preservation (LOTS capital)

Baltimore Region: Transit Capital Investment

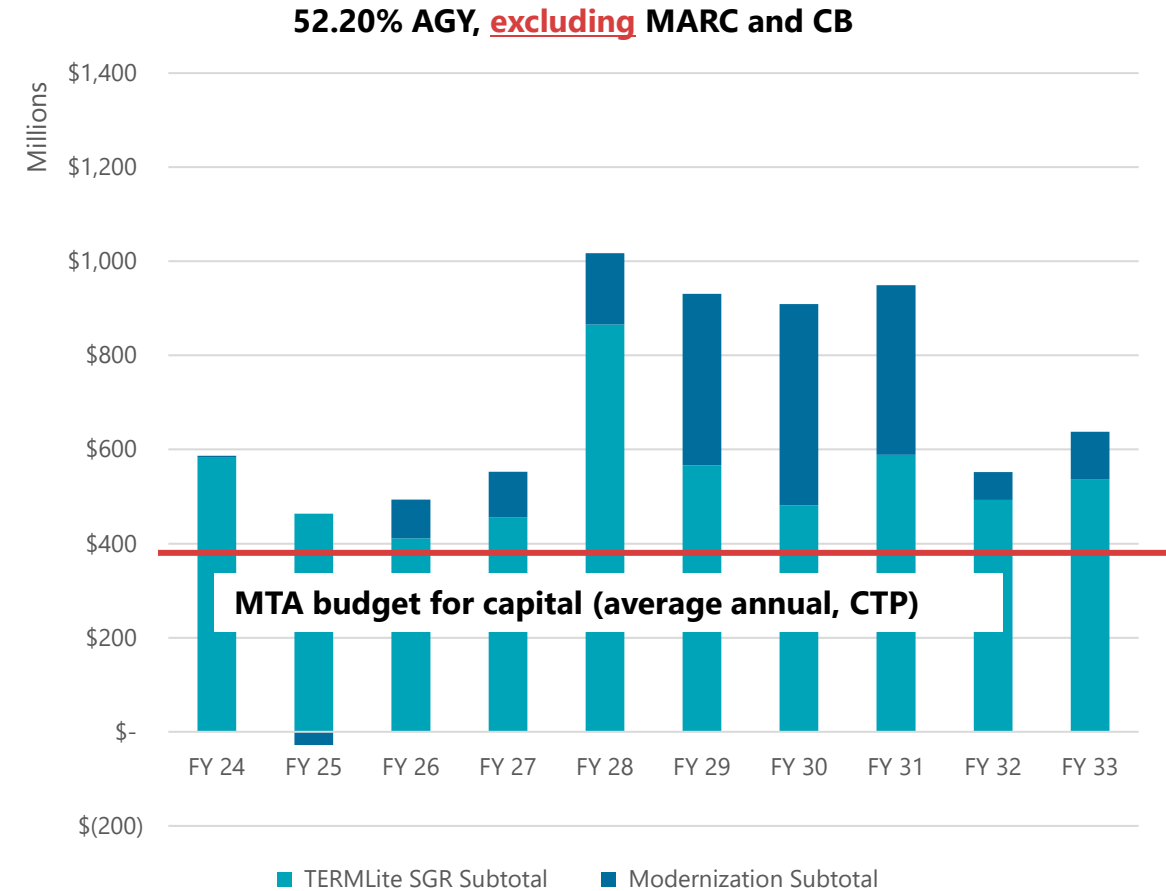


MTA Estimate of Capital Needs

MTA Capital Costs-10-Year State of Good Repair, Expansion and Enhancement

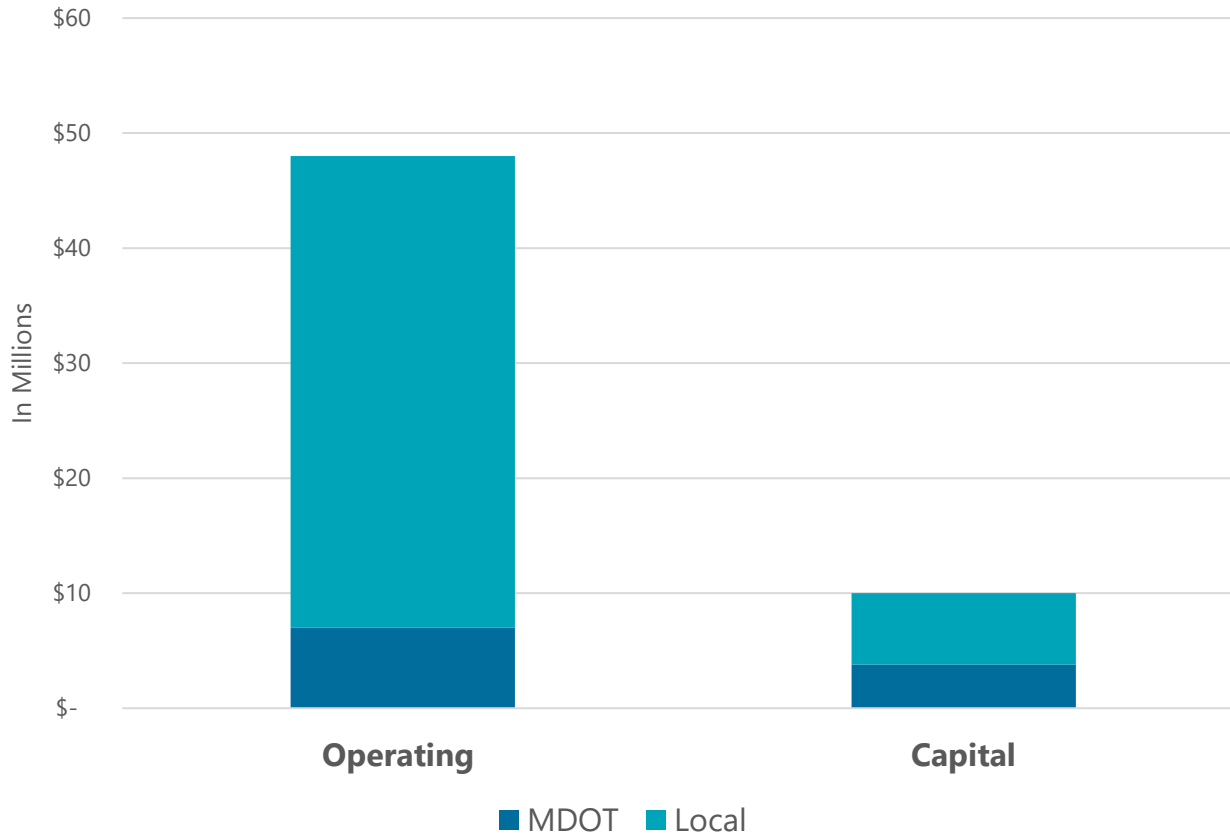
- **MTA estimates of needed State of Good Repair (SGR) and Modernization are significantly higher than CTP capital funding planned investments**
 - Six-year average of CTP planned investment is \$380 million per year
 - Ten-year average of estimated SGR plus modernization is \$706.4 million per year

- **Average annual capital spending gap to achieve SGR and modernization is \$326 million per year**



LOTS FY25 Transit Spending

Baltimore LOTS Annual Spending (FY25)



Operating Costs:

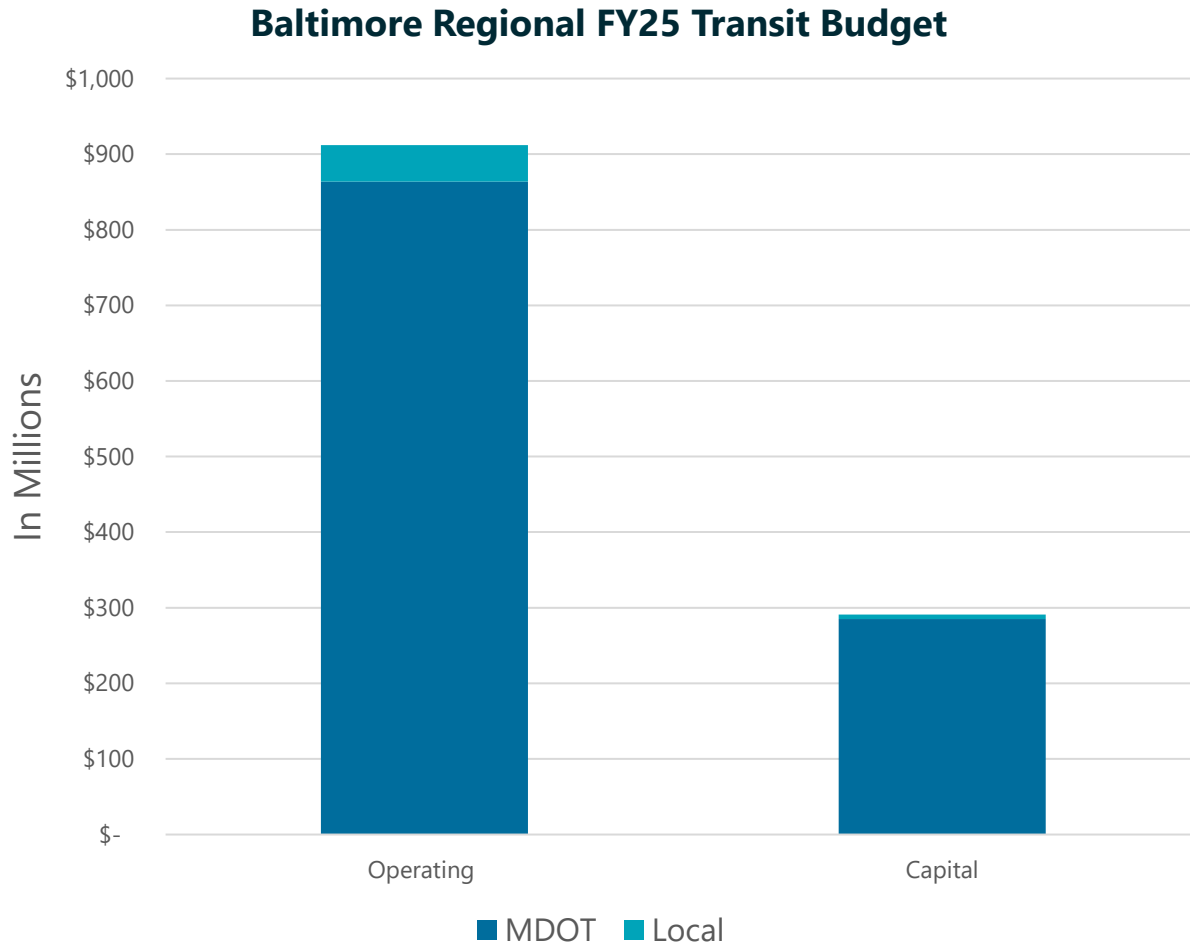
- Total Annual Operating Costs = \$48.3 million

Capital Investment

- Estimated annual capital spending ~ \$10 million
- Capital spending varies by year

Source: Transit Development Plans, MTA Grant data

Baltimore Region FY25 Transit Investment



- **In FY25, spending on transit in the Baltimore Region transit will be approximately \$1.2 billion**
 - Estimated \$1.1b in state/federal funds
 - Estimated \$55m in LOTS funds

- Spending does not include all capital projects included in the state’s Six-year Capital Improvement Program (CIP)

Cost Assessment: Relevance for Baltimore Region

- 1 State of Maryland must stay involved in Baltimore Region Transit service.**
- 2 State/federal investment is not sufficient to meet system needs, especially on capital side.**
- 3 An independent agency would be challenged to manage existing system and/or add new service.**
 - New agency would assume responsibility for significant liabilities and extensive capital needs.
 - Underfunded capital infrastructure creates a ongoing burden on operating budget.
 - Makes it difficult to expand/do new things, including investing in the Red Line.
 - Would need to continually lobby General Assembly for additional funding.
- 4 Transit Commission could struggle to be relevant and have impact.**
 - Funding needs outstrip region's likely ability to raise "sizeable portion" of costs.

Funding Strategies



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Potential Transit Funding Measures/Sources

Traditional Taxes	Transportation-Related Revenue Sources	Transportation User Fees	Excise Taxes and Lottery	Financing Mechanisms
<ul style="list-style-type: none"> ▪ Property Tax ▪ Income Tax (Corporate*, Personal) ▪ Sales Tax ▪ Payroll Tax 	<ul style="list-style-type: none"> ▪ Local Assessments ▪ Transportation Climate Initiative (Carbon Taxes) ▪ Transportation Utility Fee ▪ Developer Impact Fee 	<ul style="list-style-type: none"> ▪ Tolls** ▪ Fuel Taxes* ▪ Rideshare Tax** ▪ Vehicle Registration Fee* ▪ Vehicle Miles Travel Fee ▪ Mobility / Congestion Pricing ▪ Parking Taxes ▪ Micro-mobility tax (scooters, etc.) ▪ Fares** 	<ul style="list-style-type: none"> ▪ Alcohol Tax ▪ Cigarette Tax ▪ Cannabis Tax ▪ Lottery Revenue ▪ Lodging Tax ▪ Real Estate Transfer Tax ▪ Rental Car Tax** 	<ul style="list-style-type: none"> ▪ General Revenue Funds ▪ Land Value Capture

*Denotes funding source already part of Maryland Transit Trust Fund

** Funding source already collected in Central Maryland

(Likely) *Most* Viable Transit Funding Strategies

**Passenger
Fares**

Tolls

Sales Tax

Payroll Tax

Potential Funding Source: Passenger Fares

Pre-COVID, MTA earned about 20% of its operating revenue from fares

- In 2023, farebox recovery is closer to 16%
- 2023 ridership – 69,408,804 (NTD)

Baltimore MTA fares

- Adult one-way cash fare = \$2.00 (bus, light rail and subway)
- Average fare ~ \$1.51 (accounts for discounts and bulk purchases)

**Regional Transit Services
One-Way Cash Fares**

WMATA Metro rail = \$2.25 - \$6.75 (distance based)

WMATA Metro bus = \$2.25

SEPTA bus/rail = \$2.50

Montgomery County Ride On = \$1.00

Prince George's County The Bus = \$1.00

- **Increasing fare by +\$0.25 (to \$2.25) = ~ \$17.1m/yr**
- **Increasing fare by \$0.50 (to \$2.50) = ~ \$34m/yr**

Planning level estimates only. Does not consider elasticities or potential behavior changes

Potential Funding Strategies: Tolls

Location	Annual Transactions (2023, millions)	Average Toll Charge	Annual Minimum \$0.25 increase NEW Revenue (2023, millions)
JFK/I-95	15.2	\$12.62	\$3.8
I-95 express Toll Lanes	9.0	\$1.55	\$3.4
Hatem Bridge	4.6	\$4.46	\$1.1
Nice/Middletown Bridge	3.2	\$6.99	\$.798
Bay Bridge	13.9	\$4.07	\$3.5
Harbor Tunnel	28.0	\$3.66	\$7.0
Key Bridge	12.5	\$4.56	\$3.1
Fort McHenry Tunnel	42.4	\$5.08	\$10.6
Intercounty Connector	31.2	\$2.06	\$8.5
Total	162.6	\$4.58	\$26.0

Planning Level Estimates*

+ \$0.25 on Central Maryland locations (bolded) raises \$26.0 m annually

+ \$0.25 all locations raises \$37.5m annually

+ \$1.00 on Central Maryland locations raises \$103.9 m annually

+ \$1.00 all locations raises \$150.2m

* These estimates do not consider elasticities from increased rates.

Potential Funding Strategies: Sales Tax

In FY24, Maryland raised \$6.7 billion from the sales tax

- Sales tax increase of +1% generates: \$1.1 billion statewide
- Sales tax increase of +0.05% generates: \$558.9 million statewide

Baltimore Region accounts for roughly 40% of sales tax revenue

- **Sales tax increase of +1% generates: \$447.0 million statewide**
- **Sales tax increase of +0.5% generates: \$223.5 million statewide**

*Planning level estimates only. Does not consider elasticities or potential behavior changes
Source: Current Maryland Revenue: Itemized Revenue Details*

Potential Funding Strategies: Payroll Tax

Payroll Tax =
Deductions from wages to
fund public programs.

- They are different from income taxes as they are paid by employers, while income taxes are paid by employees.
- Example is Social Security and Medicare

In 2024, Baltimore-Columbia-Towson Metropolitan Area, quarterly wages totaled \$25.9 b

- Annual wages earned in Baltimore MSA = \$100 b
- **Tax at 0.1% to generate \$100m annually**
- *Planning Level Estimate*
- *Source: Federal Reserve Bank of St. Louis, Federal Reserve Economic Data (FRED)*

Potential Advantages:

- Small percentage spread over a large source of income is more palatable.
- Flat tax across state—payrolls are higher in metro areas, which is where transit is needed/used.
- Collected from employers, state taxing system can collect - even for regional systems. Relatively easy to administer.
- Supplementary local taxes possible.
- Can be applied to other regions in Maryland

Summary of Tax Options

Revenue Source	Potential Revenue	Strengths	Weaknesses
Raise Fares	<ul style="list-style-type: none"> • \$0.25 ~ \$17m • \$0.50 ~ \$34m 	<ul style="list-style-type: none"> • User fee 	<ul style="list-style-type: none"> • Technically not “new” revenue • Not regional contribution but user
Sales Tax	<ul style="list-style-type: none"> • 0.5% ~ \$229m 	<ul style="list-style-type: none"> • High revenue potential • Easily collected at regional level • Replicable source for other regions 	<ul style="list-style-type: none"> • Requires approval from General Assembly • Regressive
Tolls	<ul style="list-style-type: none"> • +\$1 to Central Maryland crossings raises ~\$115m 	<ul style="list-style-type: none"> • Taxes cars to pay for transit • Small increases generate robust revenues 	<ul style="list-style-type: none"> • Doesn’t need voter approval, but requires General Assembly approval • Existing TTF revenue source (likely resistance)
Payroll Tax	<ul style="list-style-type: none"> • 0.01% generates ~\$100m+ 	<ul style="list-style-type: none"> • Small tax generates lots of revenue • Easily collected at regional level • Replicable source for other regions 	<ul style="list-style-type: none"> • Doesn’t need voter approval, but requires General Assembly approval

Findings and Opportunities



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Fundamentals

Proposed transit governance models require MDOT to change how to fund and govern the Baltimore Core Services (MTA)

MDOT MTA needs dedicated annual budget for capital and operating program

- Autonomy and control over spending and investment decisions
- Region needs assurances that new funds will not supplant state funds.

Break from Transportation Trust Fund (TTF) decision-making model

- Shared decision-making and funding model for all modes
- One mode that is currently excluded from decision making is WMATA (dedicated funding)

Governance Structures

Regional Transit Authority

Independent RTA

MTA assets/contracts transferred to stand-alone RTA with independent board and shared state/regional governance

State Controlled RTA

MTA remains within MDOT, governed by its own state-controlled board with regional representation

Transit Commission

Regional Commission with authority to raise and distribute funds. Appoints Board member to MTA. Potential to lead planning projects.

Regional Governance Structures

	Independent RTA	State Controlled RTA	Regional Transit Commission
Summary	<ul style="list-style-type: none"> • Stand-alone, independent entity 	<ul style="list-style-type: none"> • Stand-alone agency within MDOT 	<ul style="list-style-type: none"> • Transit commission with planning and funding authority
Decision-Making	<ul style="list-style-type: none"> • Independent Board with state representation 	<ul style="list-style-type: none"> • State controlled Board 	<ul style="list-style-type: none"> • State controlled Board
Power and Authority	<ul style="list-style-type: none"> • Plan, operate and manage regional transit service • Raise regional funds • Apply for federal grants • Invest transit operations and capital 	<ul style="list-style-type: none"> • Plan, operate and manage MTA transit service • Assess region for funding • Apply for federal grants • Invest transit operations and capital 	<ul style="list-style-type: none"> • Plan regional transit services • Raise regional funds • Apply for federal grants • Invest in regional transit operations and capital
Major Changes from Current System	<ul style="list-style-type: none"> • Regionally controlled, operated, and managed transit authority • Direct regional financial contribution to transit 	<ul style="list-style-type: none"> • Transparent decision-making and funding • Dedicated funding for Baltimore Region transit • Direct regional financial contribution to transit 	<ul style="list-style-type: none"> • Transparent decision-making and funding • Dedicated funding for Baltimore Region transit • Direct regional financial contribution to transit

Funding Strategy by Governance Structure

Funding Source	Independent RTA	State Controlled RTA	Regional Transit Commission
Federal	<ul style="list-style-type: none"> • Designated recipient of FTA funds 	<ul style="list-style-type: none"> • Depends on RTA structure 	<ul style="list-style-type: none"> • MTA is not the designated recipient, but is eligible to apply for grants
State of Maryland / MDOT	<ul style="list-style-type: none"> • Dedicated transit operating funding, that maintains existing service levels <ul style="list-style-type: none"> ◦ If budgeted amount, then include adjustment for inflation • Dedicated transit capital funding program that accounts for state of good repair 	<ul style="list-style-type: none"> • Dedicated transit operating funding, that maintains existing service levels • Dedicated transit capital funding program 	<ul style="list-style-type: none"> • Dedicated transit operating funding, that maintains existing service levels • Dedicated transit capital funding program
Region	<ul style="list-style-type: none"> • Payroll tax of 0.01% • Fund service and capital expansion (LOTS and MTA) 	<ul style="list-style-type: none"> • General assessment (request for funds from Central Maryland) • Individual jurisdictions (or BRTC) decides how to collect funds 	<ul style="list-style-type: none"> • Payroll tax of 0.01% • Fund service and capital expansion (LOTS and MTA)

Comparison of Governance Structures

	Independent RTA	State Controlled RTA	Regional Transit Commission
Advantages	<ul style="list-style-type: none"> • State and region share decision-making authority • Increased and centralized regional transit planning coordination 	<ul style="list-style-type: none"> • Increases transparency for MTA funding, governance and decision-making • Depending upon how implemented Baltimore Region gets voice/say in decision making • Regional financial responsibility is limited. 	<ul style="list-style-type: none"> • Increases transparency for MTA funding, governance and decision-making • Keeps state investment (and responsibility) for transit intact • Full decision-making authority over regional funds • Regional financial responsibility is limited.
Disadvantages	<ul style="list-style-type: none"> • More responsibility, more liability • MTA assets/contracts must be transferred to new RTA <ul style="list-style-type: none"> • Assets have been poorly maintained • Need to balance MTA and LOTS service expansion 	<ul style="list-style-type: none"> • State retains effective control over regional transit services • LOTS remain separate – reduced opportunity for regional coordination 	<ul style="list-style-type: none"> • Power is “softer” and must be earned. • Increases administration and bureaucracy

Thank you



Operating Subsidy

The FY2025 operating subsidy is \$1,752.6 million, an increase of \$500.3 million or 40.0 percent over the FY2024 Budget. Following collaboration with jurisdictional partners, the FY2025 Operating Subsidy includes \$463 million above the legislatively restricted three percent annual subsidy growth cap with specific jurisdictional contributions detailed in the following table. Debt service payments remain equivalent to FY2024 at \$72.2 million, resulting in total jurisdictional contributions in FY2025 of \$1.82 billion.



Metrorail riders on train

FY2025 BUDGET – SUMMARY OF STATE AND LOCAL OPERATING REQUIREMENTS

(Dollars in Millions)	FY2024 Subsidy	FY2025 Base Subsidy	% Change	Additional Contribution	FY2025 Total Subsidy	% Change	Debt Service	Jurisdictional Contributions
District of Columbia	\$448.2	\$461.6	3.0%	\$200.0	\$661.6	47.6%	\$33.3	\$694.9
Montgomery County	\$196.7	\$213.2	8.3%	\$62.6	\$275.8	40.2%	\$15.4	\$291.2
Prince George's County	277.0	274.8	(0.8%)	80.7	355.6	28.3%	15.8	371.4
Maryland	\$473.8	\$488.0	3.0%	\$143.3	\$631.3	33.2%	\$31.2	\$662.6
City of Alexandria	\$54.6	\$53.8	(1.4%)	\$18.9	\$72.7	33.2%	\$1.8	\$74.5
Arlington County	85.0	92.6	8.9%	32.5	125.1	47.1%	-	125.1
City of Fairfax	3.3	2.9	(11.8%)	1.0	3.9	19.1%	0.1	4.0
Fairfax County	167.9	165.1	(1.7%)	58.0	223.1	32.9%	5.6	228.7
City of Falls Church	3.8	4.1	8.6%	1.4	5.5	46.8%	0.2	5.7
Loudoun County	15.8	21.7	37.9%	7.6	29.4	86.3%	-	29.4
Virginia	\$330.3	\$340.2	3.0%	\$119.4	\$459.6	39.2%	\$7.7	\$467.3
Net Operating Subsidy	\$1,252.3	\$1,289.8	3.0%	\$462.8	\$1,752.6	40.0%	\$72.2	\$1,824.8

1. Within VA, the localities and the Commonwealth coordinate to fund WMATA operating and capital; Commonwealth share cannot exceed 50% of the operating and capital
 2. Proposed District of Columbia Subsidy excludes DC 24-Hour Overnight Bus
 3. Totals may not sum due to independent rounding

FINANCIAL PLAN - ALLOCATION OF STATE AND LOCAL CONTRIBUTIONS

(Dollars in Millions)	FY2025 Budget	FY2026 Plan	FY2027 Plan	FY2028 Plan	FY2029 Plan	FY2030 Plan	6-Year Total
FEDERAL							
Federal Formula Programs	\$470.0	\$481.2	\$490.8	\$500.6	\$510.6	\$520.8	\$2,974.0
Federal RSI/PRIIA	143.5	143.5	143.5	143.5	143.5	143.5	861.0
Other Federal Grants	6.6	24.3	45.4	47.0	2.2	2.3	127.9
Total - Federal Grants	\$620.1	\$649.0	\$679.7	\$691.1	\$656.4	\$666.6	\$3,962.8
Formula Match & System Performance	\$109.4	\$112.6	\$116.0	\$119.5	\$123.1	\$126.8	\$707.4
RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
Dedicated Funding	178.5	178.5	178.5	178.5	178.5	178.5	1,071.0
Subtotal - District of Columbia	\$337.4	\$340.6	\$344.0	\$347.5	\$351.1	\$354.8	\$2,075.4
Montgomery County	50.5	52.0	53.6	55.2	56.8	58.5	326.5
Prince George's County	52.1	53.6	55.2	56.9	58.6	60.3	336.7
Maryland RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
Maryland Dedicated Funding	167.0	167.0	167.0	167.0	167.0	167.0	1,002.0
Subtotal - Maryland	\$319.0	\$322.1	\$325.3	\$328.5	\$331.9	\$335.4	\$1,962.2
City of Alexandria	13.8	14.2	14.6	15.0	15.5	15.9	89.0
Arlington County	24.8	25.5	26.3	27.1	27.9	28.7	160.3
City of Fairfax	0.8	0.8	0.8	0.8	0.9	0.9	5.0
Fairfax County	44.1	45.5	46.8	48.2	49.7	51.2	285.6
City of Falls Church	0.9	0.9	0.9	0.9	1.0	1.0	5.5
Loudoun County	5.9	6.0	6.2	6.4	6.6	6.8	37.8
Virginia RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
Virginia Dedicated Funding - Unrestricted	122.9	122.9	122.9	122.9	122.9	122.9	737.3
Virginia Dedicated Funding - Restricted	31.6	31.6	31.6	31.6	31.6	31.6	189.7
Congestion Mitigation and Air Quality (CMAQ)	0.7	0.7	0.7	0.7	0.7	0.7	4.1
Subtotal - Virginia	\$294.8	\$297.6	\$300.3	\$303.2	\$306.2	\$309.2	\$1,811.3
Jurisdiction Planning Projects	3.0	3.0	3.0	3.0	3.0	3.0	18.0
Other Reimbursable Projects	29.3	18.2	37.7	2.6	-	-	87.7
Subtotal - Jurisdictional Reimbursable	\$32.3	\$21.2	\$40.7	\$5.6	\$3.0	\$3.0	\$105.7
Total - State and Local	\$983.5	\$981.5	\$1,010.3	\$984.8	\$992.2	\$1,002.4	\$5,954.7
Debt	\$963.0	\$1,047.8	\$863.9	\$503.8	-	-	\$3,378.5
Grand Total Funding^{1,2}	\$2,566.6	\$2,678.2	\$2,553.9	\$2,179.8	\$1,648.5	\$1,668.9	\$13,296.0

1. Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns
 2. Totals may not sum due to independent rounding