

(\$ Millions)	PRINCE GEORGE'S COUNTY										TOTAL
	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	GEORGE'S COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	FAIRFAX COUNTY	FAIRFAX COUNTY	
<b>FY2011 Projected Subsidy</b>	\$272.1	\$129.7	\$159.7	\$27.5	\$48.7	\$1.6	\$94.4	\$2.1	\$735.9		
<b>FY2010 Approved Subsidy</b>	\$201.6	\$95.0	\$120.6	\$19.9	\$34.9	\$1.1	\$72.0	\$1.5	\$546.7		
<b>Budget Gap</b>	\$70.5	\$34.7	\$39.1	\$7.6	\$13.8	\$0.5	\$22.4	\$0.6	\$189.2		
<b>Bus and Rail Service Reductions</b>											
Rail Service Reductions	(\$1.3)	(\$0.7)	(\$0.7)	(\$0.2)	(\$0.4)	(\$0.0)	(\$0.5)	(\$0.0)	(\$3.7)		
Metrobus Service Reductions	(\$2.0)	(\$0.7)	(\$0.8)	(\$0.1)	(\$0.2)	(\$0.0)	(\$0.4)	(\$0.0)	(\$4.3)		
Retain late night service	\$0.7	\$0.4	\$0.4	\$0.1	\$0.2	\$0.0	\$0.3	\$0.0	\$2.1		
<b>Total</b>	<b>(\$2.6)</b>	<b>(\$1.0)</b>	<b>(\$1.1)</b>	<b>(\$0.2)</b>	<b>(\$0.4)</b>	<b>(\$0.0)</b>	<b>(\$0.6)</b>	<b>(\$0.0)</b>	<b>(\$5.9)</b>		
<b>Departmental Reductions</b>	<b>(\$5.5)</b>	<b>(\$3.3)</b>	<b>(\$2.5)</b>	<b>(\$0.9)</b>	<b>(\$1.7)</b>	<b>(\$0.1)</b>	<b>(\$2.3)</b>	<b>(\$0.1)</b>	<b>(\$16.3)</b>		
<b>Metro Access</b>											
MetroAccess (Expense)	(\$1.3)	(\$1.5)	(\$2.4)	(\$0.1)	(\$0.1)	(\$0.0)	(\$0.7)	(\$0.0)	(\$6.0)		
MetroAccess (Revenue)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.1)	(\$0.0)	(\$1.2)		
<b>Total</b>	<b>(\$1.5)</b>	<b>(\$1.8)</b>	<b>(\$2.9)</b>	<b>(\$0.1)</b>	<b>(\$0.1)</b>	<b>(\$0.0)</b>	<b>(\$0.8)</b>	<b>(\$0.0)</b>	<b>(\$7.2)</b>		
<b>Fare Increase Proposal</b>											
MetroRail Fare Changes, inc \$0.20 POP	(\$23.1)	(\$12.5)	(\$12.1)	(\$3.0)	(\$6.4)	(\$0.2)	(\$9.4)	(\$0.2)	(\$66.9)		
Metrobus Fare Changes	(\$10.1)	(\$3.6)	(\$3.9)	(\$1.1)	(\$1.8)	(\$0.0)	(\$3.0)	(\$0.1)	(\$23.7)		
Increase Bicycle locker fee	(\$0.1)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.2)		
Increase reserved parking fee	(\$0.1)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.3)		
Increase the express fee for S/D	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)		
Non-SmartTrip \$0.25 Surcharge	(\$1.6)	(\$0.8)	(\$0.8)	(\$0.2)	(\$0.4)	(\$0.0)	(\$0.6)	(\$0.0)	(\$4.5)		
Charge peak fares after midnight	(\$0.3)	(\$0.1)	(\$0.1)	(\$0.0)	(\$0.1)	(\$0.0)	(\$0.1)	(\$0.0)	(\$0.8)		
<b>Total</b>	<b>(\$35.2)</b>	<b>(\$17.2)</b>	<b>(\$17.0)</b>	<b>(\$4.5)</b>	<b>(\$8.8)</b>	<b>(\$0.3)</b>	<b>(\$13.2)</b>	<b>(\$0.3)</b>	<b>(\$96.4)</b>		
<b>Borrowing Preventive Maintenance *</b>	<b>(\$11.2)</b>	<b>(\$5.3)</b>	<b>(\$5.3)</b>	<b>(\$1.4)</b>	<b>(\$2.7)</b>	<b>(\$0.1)</b>	<b>(\$4.1)</b>	<b>(\$0.1)</b>	<b>(\$30.1)</b>		
<b>Request for Add'l Jurisdictional Subsidy</b>	<b>\$14.5</b>	<b>\$6.2</b>	<b>\$10.5</b>	<b>\$0.5</b>	<b>\$0.2</b>	<b>\$0.1</b>	<b>\$1.4</b>	<b>\$0.1</b>	<b>\$33.3</b>		
<b>Total Jurisdictional Subsidy</b>	<b>\$216.1</b>	<b>\$101.2</b>	<b>\$131.1</b>	<b>\$20.4</b>	<b>\$35.1</b>	<b>\$1.2</b>	<b>\$73.4</b>	<b>\$1.6</b>	<b>\$580.1</b>		
* Assumes PM Split of 66 percent rail and 34 percent bus											
<b>Jur. Sub - Add'l Prev Main at \$25.0M</b>	\$16.2	\$7.1	\$11.4	\$0.7	\$0.7	\$0.1	\$2.1	\$0.1	\$38.3		
Total Jurisdictional Subsidy	\$217.8	\$102.1	\$132.0	\$20.7	\$35.6	\$1.2	\$74.1	\$1.6	\$585.1		
<b>Jur. Sub - Add'l Prev Main at \$20.0M</b>	\$17.9	\$8.0	\$12.3	\$1.0	\$1.2	\$0.1	\$2.8	\$0.1	\$43.3		
Total Jurisdictional Subsidy	\$219.5	\$103.0	\$132.9	\$20.9	\$36.0	\$1.2	\$74.8	\$1.6	\$590.1		
<b>Jur. Sub - Add'l Prev Main at \$15.0M</b>	\$19.7	\$9.0	\$13.2	\$1.2	\$1.6	\$0.1	\$3.5	\$0.1	\$48.3		
Total Jurisdictional Subsidy	\$221.3	\$104.0	\$133.8	\$21.1	\$36.5	\$1.2	\$75.5	\$1.7	\$595.1		
<b>Jur. Sub - Add'l Prev Main at \$10.0M</b>	\$21.4	\$9.9	\$14.1	\$1.4	\$2.1	\$0.1	\$4.2	\$0.1	\$53.3		
Total Jurisdictional Subsidy	\$223.0	\$104.9	\$134.7	\$21.3	\$37.0	\$1.3	\$76.2	\$1.7	\$600.1		