



**Finance, Administration and Oversight Committee**

**Information Item IV-D**

**March 13, 2008**

**Review FY09 Subsidy Allocation**

**Washington Metropolitan Area Transportation Authority  
Board Action/Information Summary**

<input type="checkbox"/> Action <input checked="" type="checkbox"/> Information	MEAD Number:	Resolution: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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**PURPOSE**

To present the Board of Directors with an overview of the FY09 subsidy allocations.

**DESCRIPTION**

The subsidy allocation approved with the FY08 budget was based on the allocations included with the originally proposed budget, from December 2007. A number of significant management issues arose at Metro during the FY08 budget review period which precluded any opportunity to update the allocations in time for local government budget adoptions. The FY09 subsidy allocations have been presented in accordance with the Board approved formulas.

**NEXT STEPS**

Adjust subsidy allocations based on Board review and adoption of changes from the proposed budget. These changes will include subsidy increases approved by the Board in February 2008 for bus service increases.



# Review FY09 Subsidy Allocation

*Presented to the Board of Directors:*

**Finance, Administration and Oversight  
Committee**

March 13, 2008





## Subsidy Allocation

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- Metro does not make a profit
- Revenue from passenger fares, advertising, fiber optic leases, joint development, etc. covers 60% of expenses
- The remaining 40% is subsidized by the local governments
- No federal funding exists for operating subsidy
- The subsidy is “allocated” to each jurisdiction using Board approved formulas

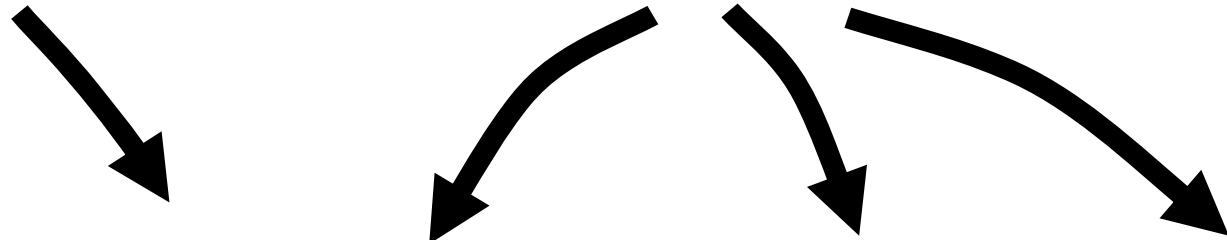
<b><i>FY09</i></b>					
<b><i>Proposed</i></b>	<b>Revenue</b>	<b>-</b>	<b>Expense</b>	<b>=</b>	<b>Subsidy</b>
<b><i>Budget</i></b>	<b>\$789</b>	<b>-</b>	<b>\$1,326</b>	<b>=</b>	<b>\$537</b>

\$ Millions



# Subsidy Allocation

The **“Operating Budget”** is a collection of 4 mini-budgets called **“Modes”**



	<b>FY09 Operating Budget</b>	<b>Metrorail</b>	<b>Metrobus Total</b>	<i>Regional Metrobus</i>	<i>Non-Regional Metrobus</i>	<b>MetroAccess</b>
FY09 Budgeted Revenue	\$753	\$599	\$151	\$132	\$18	\$4
+ FY08 Portion of Fare Increase	\$36	\$36	\$0	\$0	\$0	\$0
<b>Total Revenue</b>	<b>\$789</b>	<b>\$634</b>	<b>\$151</b>	<b>\$133</b>	<b>\$18</b>	<b>\$4</b>
FY09 Budgeted Expense	\$1,326	\$759	\$498	\$404	\$94	\$68
<b>FY09 Subsidy</b>	<b>\$537</b>	<b>\$124</b>	<b>\$349</b>	<b>\$271</b>	<b>\$78</b>	<b>\$64</b>

**Each mode has its own unique subsidy allocation rules**

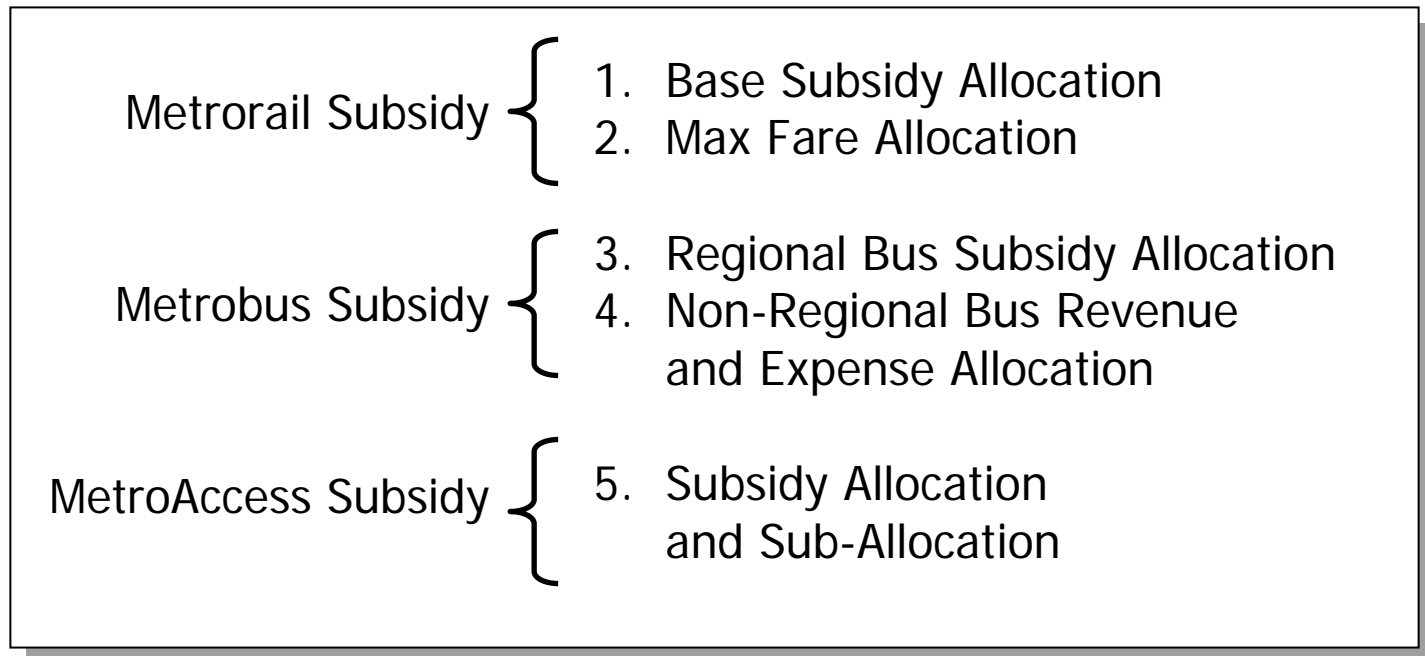
Definition: Mode, meaning mode of transportation

\$ Millions



## Subsidy Allocation

- Each Operating Mode Has Unique Subsidy Allocation Formulas:



- The capital budget has different allocation formulas, which are frozen during the term of Metro Matters – Through FY10
- Additionally, Jurisdictions arrange individual billing formulas for special projects (e.g., SE Bus Garage, Rosslyn Station, Glenmont Garage)



# Subsidy Allocation

## Summary: Metrorail, Metrobus, MetroAccess FY2009 Operating Subsidy

	<b>Total</b>	<b>Metrorail</b>	<b>Metrobus</b>	<b>Regional</b>	<b>Non-Regional</b>	<b>MetroAccess</b>
<b>District of Columbia</b>	<b>\$203,717,783</b>	<b>\$41,318,185</b>	<b>\$148,802,431</b>	<b>\$116,210,860</b>	<b>\$32,591,571</b>	<b>\$13,597,167</b>
Montgomery County	\$90,864,223	\$25,353,798	\$49,465,005	\$41,345,059	\$8,119,946	\$16,045,420
Prince George's County	\$116,248,426	\$22,227,530	\$68,483,122	\$44,720,513	\$23,762,609	\$25,537,773
<b>Maryland Total</b>	<b>\$207,112,649</b>	<b>\$47,581,328</b>	<b>\$117,948,127</b>	<b>\$86,065,572</b>	<b>\$31,882,555</b>	<b>\$41,583,194</b>
City of Alexandria	\$20,027,492	\$5,517,962	\$13,901,909	\$13,029,975	\$871,934	\$607,621
Arlington County	\$34,056,399	\$11,433,443	\$21,913,730	\$20,618,334	\$1,295,396	\$709,226
City of Fairfax	\$1,056,847	\$398,887	\$523,744	\$523,744	\$0	\$134,216
Fairfax County	\$69,962,541	\$17,809,278	\$44,501,124	\$33,484,211	\$11,016,913	\$7,652,139
City of Falls Church	\$1,508,789	\$306,217	\$1,135,735	\$1,135,735	\$0	\$66,838
<b>Virginia Total</b>	<b>\$127,167,825</b>	<b>\$35,465,787</b>	<b>\$81,976,242</b>	<b>\$68,791,999</b>	<b>\$13,184,243</b>	<b>\$9,725,796</b>
<b>Total Subsidy</b>	<b>\$537,442,500</b>	<b>\$124,365,300</b>	<b>\$348,726,800</b>	<b>\$271,068,430</b>	<b>\$77,658,370</b>	<b>\$64,350,400</b>

Note:

Replaces page 34 (Table 3.6) Proposed FY2009 Annual Budget

Does not include debt service

Does include impact of FY08 budget amendments



## Subsidy Allocation

Why are jurisdictional subsidy amounts changing?

Two reasons:

- (\$0.2) million data error allocated too much cost to rail mode and dropped a minor revenue account
- \$2.1 million for service changes approved in Feb 2008 increases the FY09 subsidy: Bus Routes NH-1, N22, 79

	<b>Total Subsidy</b>	<b>Metrorail</b>	<b>Metrobus</b>	<b>MetroAccess</b>
<b>Published Subsidy</b>	<b>\$535,518,366</b>	<b>\$129,998,247</b>	<b>\$341,822,169</b>	<b>\$63,697,951</b>
<b><u>Adjustments:</u></b>				
Allocation Correction	(\$176,866)	(\$5,632,947)	\$4,803,631	\$652,450
National Harbor NH-1	\$1,159,000		\$1,159,000	
79 Metro Extra add-on	\$770,000		\$770,000	
N22 for Baseball Season	\$172,000		\$172,000	
	<b>\$1,924,134</b>	<b>(\$5,632,947)</b>	<b>\$6,904,631</b>	<b>\$652,450</b>
<b>Revised Subsidy</b>	<b>\$537,442,500</b>	<b>\$124,365,300</b>	<b>\$348,726,800</b>	<b>\$64,350,401</b>

JCC has been briefed on these subsidy changes and provided with all calculations and data





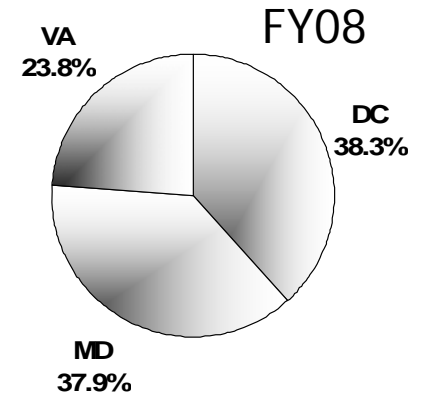
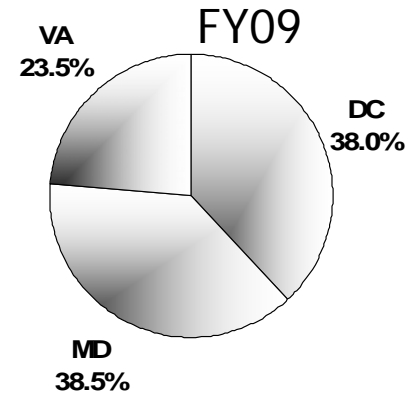
# Subsidy Allocation

## Change in Subsidy

Total Operating Subsidy	FY08	FY09	Change	
<b>District of Columbia</b>	<b>\$191</b>	<b>\$204</b>	<b>\$12</b>	<b>6%</b>
Montgomery County	\$85	\$91	\$5	
Prince George's County	\$104	\$116	\$12	
<b>Maryland Total</b>	<b>\$190</b>	<b>\$207</b>	<b>\$18</b>	<b>9%</b>
City of Alexandria	\$20	\$20	\$0	
Arlington County	\$34	\$34	\$0	
City of Fairfax	\$1	\$1	\$0	
Fairfax County	\$62	\$70	\$8	
City of Falls Church	\$2	\$2	\$0	
<b>Virginia Total</b>	<b>\$119</b>	<b>\$127</b>	<b>\$8</b>	<b>7%</b>
<b>Total Subsidy</b>	<b>\$500</b>	<b>\$537</b>	<b>\$38</b>	<b>8%</b>

\$ Millions

## Share of Subsidy





Technical Appendix



### 1. Metrorail Base Subsidy Allocation

- This subsidy is allocated to the jurisdictions based on 1/3 equal shares of each jurisdiction's:
  - o Density weighted population, by jurisdiction of residence
  - o Average weekday ridership, by jurisdiction of residence
  - o Number of rail stations, by jurisdiction

Population and Population density are updated every 10 years – US Census

Rail station counts change as new stations open for business

Ridership by jurisdiction of residence is updated periodically using surveys



1. Metrorail Base Subsidy Allocation

	Pop/Pop Density	Ridership by Jurisd.	Stations by Jurisd.	Jurisd. Shares	Allocated Subsidy
<b>Allocation by Signatory:</b>					
District of Columbia	9%	10%	16%	35%	\$41,054,542
Maryland	13%	13%	10%	37%	\$43,702,026
Virginia	<u>11%</u>	<u>10%</u>	<u>7%</u>	<u>29%</u>	<u>\$34,219,372</u>
	33%	33%	33%	100%	<u><u>\$118,975,940</u></u>
<b>Sub-allocation by Jurisdiction:</b>					
Montgomery County	7%	7%	5%	19%	\$22,243,537
Prince George's County	<u>6%</u>	<u>6%</u>	<u>6%</u>	<u>18%</u>	<u>\$21,458,489</u>
Maryland	13%	13%	10%	37%	<u>\$43,702,026</u>
City of Alexandria	2%	2%	1%	5%	\$5,420,514
Arlington County	2%	3%	4%	10%	\$11,382,002
City of Fairfax	0%	0%	0%	0%	\$354,861
Fairfax County	7%	5%	2%	14%	\$16,764,221
City of Falls Church	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>\$297,773</u>
Virginia	11%	10%	7%	29%	<u>\$34,219,372</u>



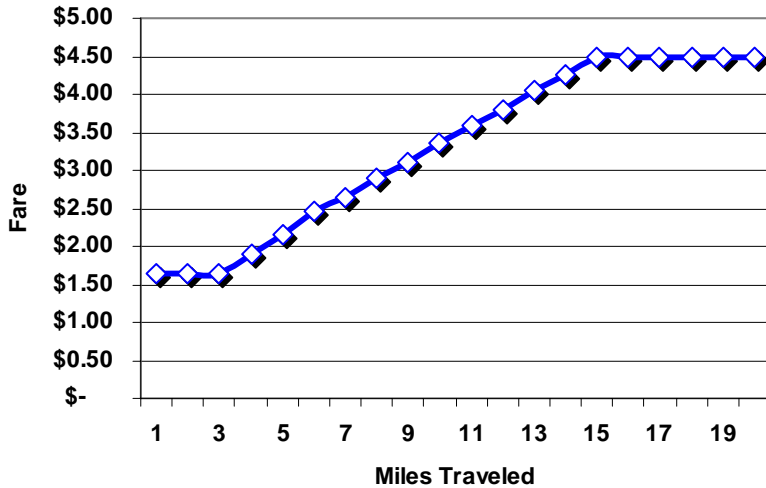
## 2. Metrorail Max Fare Allocation

- Long-distance rail fares are capped at \$4.50.... “Max Fare”
- Mileage tiers for longer-distance travel stop adding to the fare
- This results in passenger revenue loss compared to what the revenue would have been without this cap
- ½ this revenue loss is allocated specifically to jurisdictions
- Allocated based on ridership by jurisdiction of residence
- Ridership data is collected every other year as part of rail passenger survey



# Subsidy Allocation

## 2. Metrorail Max Fare Allocation



← Max Fare = \$4.50

### Metrorail Distance Based Fares

<b>District of Columbia</b>	<b>\$263,643</b>	<b>5%</b>
Montgomery County	\$3,110,261	58%
Prince George's County	\$769,041	14%
<b>Maryland</b>	<b>\$3,879,302</b>	<b>72%</b>
Arlington County	\$51,441	1%
City of Alexandria	\$97,448	2%
Fairfax County	\$1,045,057	19%
City of Falls Church	\$8,444	0%
Fairfax City	\$44,026	1%
<b>Virginia</b>	<b>\$1,246,415</b>	<b>23%</b>
<b>Max Fare Subsidy</b>	<b>\$5,389,360</b>	<b>100%</b>



### 3. Metrobus Regional Subsidy Allocation

- The subsidy is allocated to the jurisdictions based on equal shares of each jurisdiction's:
  - o Density weighted population, by jurisdiction of residence = 25%
  - o Ridership, by jurisdiction of residence = 15%
  - o Revenue miles per jurisdiction = 35%
  - o Revenue hours per jurisdiction = 25%



# Subsidy Allocation

## 3. Metrobus Regional Subsidy Allocation

	Pop/Pop Density	Ridership by Jurisd.	Revenue Miles	Revenue Hours	Sum	Allocated Subsidy
<b>Allocation by Signatory:</b>						
District of Columbia	6%	8%	15%	13%	43%	\$116,210,860
Maryland	10%	5%	11%	6%	32%	\$86,065,572
Virginia	8%	2%	9%	5%	25%	\$68,791,999
	<u>25%</u>	<u>15%</u>	<u>35%</u>	<u>25%</u>	<u>100%</u>	<u>\$271,068,430</u>
<b>Sub-allocation by Jurisdiction:</b>						
Montgomery County	5%	2%	5%	3%	15%	\$41,345,059
Prince George's County	5%	3%	6%	3%	16%	\$44,720,513
Maryland	10%	5%	11%	6%	32%	\$86,065,572
City of Alexandria	1%	1%	2%	1%	5%	\$13,029,975
Arlington County	2%	1%	3%	2%	8%	\$20,618,334
City of Fairfax	0%	0%	0%	0%	0%	\$523,744
Fairfax County	5%	1%	4%	2%	12%	\$33,484,211
City of Falls Church	0%	0%	0%	0%	0%	\$1,135,735
Virginia	8%	2%	9%	5%	23%	\$68,791,999





### 4. Metrobus Non-Regional Subsidy Allocation

- Non-regional Metrobus service is operated at the specific request of each individual jurisdiction
- The subsidy is allocated directly back to each requesting jurisdictions based on:
  - o Scheduled platform hours x cost per platform hour  
The cost per hour is a marginal cost rate
  - o Less passenger revenue collected



## Subsidy Allocation

### 4. Metrobus Non-Regional Subsidy Allocation

	Platform Hours	Cost Per Platform Hours	Operating Expense	Passenger Revenue	Subsidy
District of Columbia	396,496	\$102.41	\$40,605,200	\$8,955,629	\$31,649,571
Montgomery County	101,367	\$102.41	\$10,380,969	\$2,261,023	\$8,119,946
Prince George's County	272,445	\$102.41	\$27,901,104	\$5,297,495	\$22,603,609
Maryland	373,812		\$38,282,073	\$7,558,518	\$30,723,555
City of Alexandria	9,877	\$102.41	\$1,011,504	\$139,569	\$871,934
Arlington County	16,120	\$102.41	\$1,650,875	\$355,479	\$1,295,396
City of Fairfax					
Fairfax County	120,815	\$102.41	\$12,372,639	\$1,355,726	\$11,016,913
City of Falls Church					
Virginia	146,812	\$102.41	\$15,035,017	\$1,850,774	\$13,184,243
	<u>917,120</u>	\$102.41	<u>\$93,922,290</u>	<u>\$18,364,920</u>	<u>\$75,557,370</u>



### 4. MetroAccess Subsidy Allocation

- The subsidy is allocated to the jurisdictions based on:
  - o Cost of the service, less revenue collected
  - o By the rider's jurisdiction of residence
  - o Allocations are applied to DC / MD / VA based on trips per jurisdiction of residence
  - o The VA jurisdictions then have a sub-allocation process based on trip distance



## Subsidy Allocation

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### 4. MetroAccess Subsidy Allocation

<b>Jurisdiction:</b>	<b>Expense</b>	<b>Revenue</b>	<b>Subsidy</b>
<b>District of Columbia</b>	\$14,421,233	\$824,066	<b>\$13,597,167</b>
<b>Montgomery County</b>	\$17,017,864	\$972,444	<b>\$16,045,420</b>
<b>Prince George's County</b>	\$27,085,508	\$1,547,734	<b>\$25,537,773</b>
<b>Virginia Total</b>	\$9,725,796	\$555,757	<b>\$9,170,039</b>
	<b>\$68,250,400</b>	<b>\$3,900,000</b>	<b>\$64,350,400</b>

#### Virginia Sub-Allocations:

<b>City of Alexandria</b>	\$646,303	\$38,682	<b>\$607,621</b>
<b>Arlington County</b>	\$765,814	\$56,588	<b>\$709,226</b>
<b>City of Fairfax</b>	\$141,067	\$6,852	<b>\$134,216</b>
<b>Fairfax County</b>	\$8,099,622	\$447,483	<b>\$7,652,139</b>
<b>City of Falls Church</b>	\$72,990	\$6,153	<b>\$66,838</b>
	<b>\$9,725,796</b>	<b>\$555,757</b>	<b>\$9,170,039</b>



## Subsidy Allocation

### Regional Metrobus Revenue Hours by Jurisdiction

Sept 2007 Schedule

Formula	A	B=(A <sub>jur</sub> /A <sub>tot</sub> )	C=(B*1/4)
	Revenue Hours	Percent of Total	Formula Weight
District of Columbia	1,195,869	53%	13%
Montgomery County	277,604	12%	3%
Prince George's County	303,402	13%	3%
Maryland	581,006	26%	6%
City of Alexandria	101,217	4%	1%
Arlington County	171,746	8%	2%
City of Fairfax	-	0%	0.0%
Fairfax County	197,123	9%	2%
City of Falls Church	7,665	0%	0.1%
Virginia	477,751	21%	5%
<b>Total</b>	<b>2,254,626</b>	<b>100%</b>	<b>25%</b>



# Subsidy Allocation

## Regional Metrobus Revenue Miles by Jurisdiction

Sept 2007 Schedule

Formula	A	B=(A <sub>jur</sub> /A <sub>tot</sub> )	C=(B*7/20)
	Revenue Miles	Percent of Total	Formula Weight
District of Columbia	12,148,350	43%	15%
Montgomery County	4,057,338	14%	5%
Prince George's County	4,567,888	16%	6%
Maryland	8,625,226	31%	11%
City of Alexandria	1,452,103	5%	2%
Arlington County	2,439,686	9%	3%
City of Fairfax	0	0%	0.0%
Fairfax County	3,333,386	12%	4%
City of Falls Church	103,149	0%	0.1%
Virginia	7,328,324	26%	9%
<b>Total</b>	<b>28,101,900</b>	<b>100%</b>	<b>35%</b>



## Subsidy Allocation

### Regional Metrobus Ridership by Jurisdiction of Residence

Regional Bus Study Survey

May 2007 Average Weekday Ridership

Formula	A	$B=(A_{jur}/A_{tot})$	$C=(B*3/20)$
	Ridership by Jurisdiction of Residence	Percent of Total	Formula Weight
District of Columbia	193,403	53.3%	8%
Montgomery County	42,640	12%	2%
Prince George's County	66,957	18%	3%
Maryland	109,597	30%	5%
City of Alexandria	14,855	4%	1%
Arlington County	23,406	6%	1%
City of Fairfax	1,567	0%	0%
Fairfax County	16,586	5%	1%
City of Falls Church	3,137	1%	0%
Virginia	59,551	16%	2%
<b>Total</b>	<b>362,551</b>	<b>100%</b>	<b>15%</b>



## Subsidy Allocation

### Metrorail Ridership by Jurisdiction of Residence

Average Weekday Ridership  
May 2007 Passenger Survey Data

Formula	A	B=(A <sub>jur</sub> /A <sub>tot</sub> )	C=(B*1/3)
	Ridership by Jurisdiction of Residence	Percent of Total	Formula Weight
District of Columbia	193,446	30%	10%
Montgomery County	135,228	21%	7%
Prince George's County	119,483	19%	6%
Maryland	254,711	40%	13%
City of Alexandria	28,829	5%	2%
Arlington County	64,991	10%	3%
City of Fairfax	2,439	0%	0.1%
Fairfax County	92,698	14%	5%
City of Falls Church	2,867	0%	0.1%
Virginia	191,823	30%	10%
<b>Total</b>	<b>639,980</b>	<b>100%</b>	<b>33%</b>





# Subsidy Allocation

## Metrorail Station Assignments by Jurisdiction

Formula	A	B=(A <sub>jur</sub> /A <sub>tot</sub> )	C=(B*1/3)
	Metrorail Stations by Jurisdiction	Percent of Total	Formula Weight
District of Columbia	40.3	47%	16%
Montgomery County	11.5	14%	5%
Prince George's County	14.2	17%	6%
Maryland	25.7	30%	10%
City of Alexandria	3.5	4%	1%
Arlington County	10.0	12%	4%
City of Fairfax	0.0	0%	0%
Fairfax County	5.5	6%	2%
City of Falls Church	0.0	0%	0%
Virginia	19.0	22%	7%
<b>Total</b>	<b>85.0</b>	<b>100%</b>	<b>33%</b>



# Subsidy Allocation

## Inventory of Metrorail stations by jurisdiction

By Jurisdiction	Assignment of Metrorail Stations									
	City of Fairfax	City of Falls Church	Fairfax County	City of Alexandria	Arlington County	Prince George's County	Montgomery County	District of Columbia	Total Stations	
	0%	0%	6%	4%	12%	17%	14%	47%	100%	
	0.0	0.0	5.5	3.5	10.0	14.2	11.5	40.3	85.0	
Addison Road-Seat Pleasant						1			1	
Anacostia								1	1	
Archives-Navy Memorial-Penn Quarter								1	1	
Arlington Cemetery					1				0	
Baileston-MU								1	1	
Benning Road							1		1	
Bethesda									1	
Braddock Road									1	
Branch Ave			1						1	
Brookland-CUA								1	1	
Capitol Heights								1	1	
Capitol South								1	1	
Cherrylyn								1	1	
Clarendon					1				1	
Cleveland Park						1			1	
College Park-U of MD						1			1	
Columbia Heights								1	1	
Congress Heights								1	1	
Court House					1				1	
Crystal City								1	1	
Deamwood								1	1	
Dunn Loring-Merrifield			1						1	
Dupont Circle								1	1	
East Falls Church					1				1	
Eastern Market								1	1	
Eisenhower Avenue								1	1	
Farragut North								1	1	
Farragut West								1	1	
Federal Center SW								1	1	
Federal Triangle								1	1	
Foggy Bottom-GWU								1	1	
Forest Glen								1	1	
Fort Totten								1	1	
Franconia-Springfield								1	1	
Friendship Heights						0.5	0.5		1	
Gallery Pl-Chinatown								1	1	
Georgia Ave-Petworth								1	1	
Glenmont								1	1	
Greenbelt								1	1	
Grosvenor-Strathmore								1	1	
Huntington			1						1	
Judiciary Square								1	1	
King Street								1	1	
LEtfrant Plaza								1	1	
Landover								1	1	
Largo Town Center						1			1	
McPherson Square								1	1	
Medical Center							1		1	
Metro Center								1	1	
Minnesota Ave								1	1	
Morgan Boulevard						1			1	
Mt Vernon Sq 7th St-Convention Center						1			1	
Navy Yard						1			1	
Naylor Road						1			1	
New Carrollton						1			1	
New York Ave-Florida Ave-Gallaudet U						1			1	
Pentagon					1				1	
Pentagon City					1				1	
Potomac Ave								1	1	
Prince George's Plaza								1	1	
Rhode Island Ave-Brentwood						1			1	
Rockville							1		1	
Ronald Reagan Washington National Airport					1				1	
Rosslyn								1	1	
Shady Grove								1	1	
Shaw-Howard U								1	1	
Silver Spring							1		1	
Smithsonian							0.57		0.57	
Southern Avenue						0.73			0.73	
Stadium-Armory						1			1	
Suitland								1	1	
Takoma								1	1	
Tenleytown-AU								1	1	
Twinbrook							1		1	
U Street/African-Amer Civil War Memorial/Cardozo								1	1	
Union Station								1	1	
Van Dorn Street								1	1	
Van Ness-UDC								1	1	
Vienna/Fairfax-GMU								1	1	
Virginia Square-GMU								1	1	
Waterfront-SEU								1	1	
West Falls Church-VTUVVA								1	1	
West Hyattsville								1	1	
Wheaton								1	1	
White Flint								1	1	
Woodley Park-Zoo/Adams Morgan								1	1	



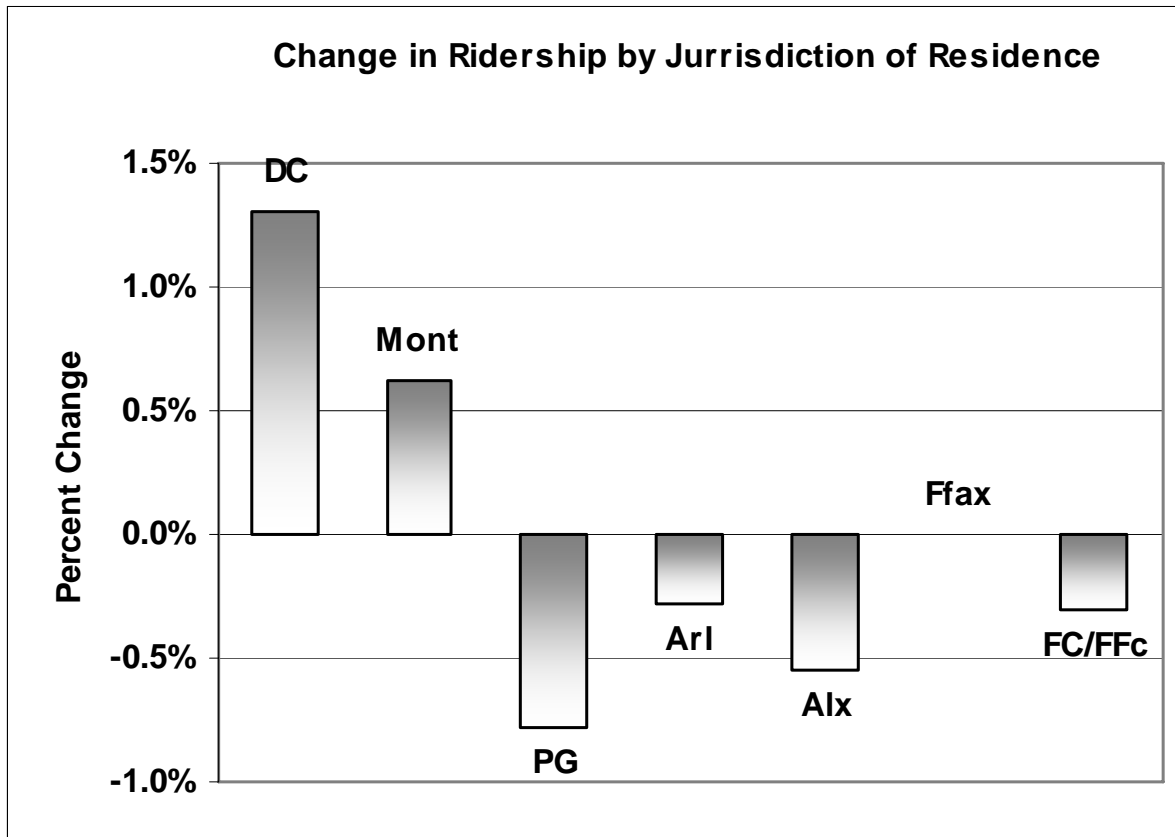
# Subsidy Allocation

## Population & Population Density from 2000 US Census

Formula	A	B	C=(B/A)	D=(B*C)/1M	E=(B <sub>jur</sub> /B <sub>tot</sub> )	F=(D <sub>jur</sub> /D <sub>tot</sub> )	G=(E+F)/2	H=(G*1/3)	I=(G*1/4)
Jurisdiction	UZA Land Area sq/mil. 2000 Cen.	2000 Pop of UZA 2001 Cen.	Pop. Density UZA	Density Wght. Pop Millions	UZA Pop. Dist	Density Wght. Pop Dist	Pop/Pop Density Dist	Rail Formula Weight	Bus Formula Weight
District of Columbia	61	572,059	9,326	5,335	16.3%	35.5%	25.9%	8.6%	6.5%
Maryland	518	1,624,290	3,134	5,090	46.4%	33.9%	40.1%	13.4%	10.0%
Virginia	370	1,305,693	3,526	4,604	37.3%	30.6%	34.0%	11.3%	8.5%
								33.3%	25.0%
Montgomery County	254	843,747	3,321	2,802	51.9%	54.9%	53.4%	7.1%	5.4%
Prince George's County	264	780,543	2,954	2,306	48.1%	45.1%	46.6%	6.2%	4.7%
City of Alexandria	15	128,283	8,440	1,083	9.8%	19.9%	14.9%	1.7%	1.3%
Arlington County	26	189,453	7,304	1,384	14.5%	25.4%	20.0%	2.3%	1.7%
City of Fairfax	6	21,498	3,490	75	1.6%	1.4%	1.5%	0.2%	0.1%
Fairfax County	321	956,082	2,978	2,848	73.2%	52.3%	62.8%	7.1%	5.3%
City of Falls Church	2	10,377	5,189	54	0.8%	1.0%	0.9%	0.1%	0.1%



# 2007 Rail Passenger Survey Changes in Ridership by Jurisdiction of Residence





## Subsidy Allocation

### 2009 Allocations Corrections

	<b>Total</b>	<b>Metrorail</b>	<b>Metrobus</b>	<b>Regional</b>	<b>Non-Regional</b>	<b>MetroAccess</b>
<b>District of Columbia</b>	<b>(\$1,558,760)</b>	<b>(\$1,943,738)</b>	<b>\$1,905,874</b>	<b>\$4,540,721</b>	<b>(\$2,634,847)</b>	<b>(\$1,520,896)</b>
Montgomery County	(\$464,826)	(\$1,053,126)	(\$623,931)	\$1,615,481	(\$2,239,412)	\$1,212,231
Prince George's County	\$1,610,361	(\$1,015,958)	\$1,526,622	\$1,747,370	(\$220,748)	\$1,099,696
<b>Maryland Total</b>	<b>\$1,145,535</b>	<b>(\$2,069,084)</b>	<b>\$902,691</b>	<b>\$3,362,851</b>	<b>(\$2,460,160)</b>	<b>\$2,311,928</b>
City of Alexandria	\$137,322	(\$256,636)	\$468,544	\$509,122	(\$40,578)	(\$74,586)
Arlington County	\$175,095	(\$538,884)	\$737,966	\$805,623	(\$67,657)	(\$23,987)
City of Fairfax	(\$2,388)	(\$16,801)	\$20,464	\$20,464	\$0	(\$6,051)
Fairfax County	(\$17,768)	(\$793,706)	\$723,715	\$1,308,332	(\$584,617)	\$52,223
City of Falls Church	(\$55,902)	(\$14,098)	\$44,377	\$44,377	\$0	(\$86,180)
<b>Virginia Total</b>	<b>\$236,359</b>	<b>(\$1,620,125)</b>	<b>\$1,995,066</b>	<b>\$2,687,918</b>	<b>(\$692,852)</b>	<b>(\$138,582)</b>
<b>Total Subsidy</b>	<b>(\$176,866)</b>	<b>(\$5,632,947)</b>	<b>\$4,803,631</b>	<b>\$10,591,489</b>	<b>(\$5,787,858)</b>	<b>\$652,450</b>