
Washington Metropolitan Area Transit Commission

www.wmatc.gov

Telephone: 301-588-5260

Description	FY 2009 Actual	FY 2010 Approved	FY 2011 Proposed	% Change from FY 2010
Operating Budget	\$113,000	\$123,000	\$123,000	0.0

The mission of the Washington Metropolitan Area Transit Commission (WMATC) is to help assure that the public is provided passenger transportation services by licensing fit and responsible, privately-owned, for-hire carriers to service the metropolitan region. This budget reflects only the District of Columbia government appropriation to the agency.

The WMATC assumed its jurisdiction in March 1961. The commission administers the delegated powers of the Washington Metropolitan Area Transit Regulation Compact (Public Law 87-767; 76 Stat. 764; and amended in 1991 by Public Law 101-505, 104 Stat. 1300). The latest amended compact is codified at District of Columbia Official Code §9-1103.01. A three-member Board of Commissioners directs the WMATC. One commissioner is appointed from the District of Columbia Public Service Commission by the Mayor of the District of Columbia; one commissioner is appointed from the Maryland Public Service Commission by the Governor of Maryland; and one commissioner is appointed from the Virginia State Corporation Commission by the Governor of Virginia. Daily operations are directed by the Executive Director and carried out by WMATC staff. The Washington Metropolitan Area Transit District (Metropolitan District) consists of the following jurisdictions:

- Arlington County, Virginia;
- City of Alexandria, Virginia;
- City of Falls Church, Virginia;
- District of Columbia;
- Fairfax County, Virginia;
- Montgomery County, Maryland;
- Prince George's County, Maryland; and
- Washington-Dulles International Airport in Loudoun County, Virginia.

The agency's FY 2011 proposed budget is presented in the following tables:

FY 2011 Proposed Gross Funds Operating Budget, by Revenue Type

Table KC0-1 contains the proposed FY 2011 agency budget compared to the FY 2010 approved budget. It also provides FY 2008 and FY 2009 actual expenditures.

Table KC0-1
(dollars in thousands)

Appropriated Fund	Actual FY 2008	Actual FY 2009	Approved FY 2010	Proposed FY 2011	Change from FY 2010	Percent Change*
General Fund						
Local Funds	113	113	123	123	0	0.0
Total for General Fund	113	113	123	123	0	0.0
Gross Funds	113	113	123	123	0	0.0

*Percent Change is based on whole dollars.

Note: If applicable, for a breakdown of each Grant (Federal and Private), Special Purpose Revenue type and Intra-District agreement, please refer to **Schedule 80 Agency Summary by Revenue Source** in the **Operating Appendices** located on the Office of the Chief Financial Officer's website.

FY 2011 Proposed Operating Budget, by Comptroller Source Group

Table KC0-2 contains the proposed FY 2011 budget at the Comptroller Source Group (object class) level compared to the FY 2010 approved budget. It also provides FY 2008 and FY 2009 actual expenditures.

Table KC0-2
(dollars in thousands)

Comptroller Source Group	Actual FY 2008	Actual FY 2009	Approved FY 2010	Proposed FY 2011	Change from FY 2010	Percent Change*
50 Subsidies and Transfers	113	113	123	123	0	0.0
Subtotal Nonpersonal Services (NPS)	113	113	123	123	0	0.0
Gross Funds	113	113	123	123	0	0.0

*Percent Change is based on whole dollars.

Program Description

The Washington Metropolitan Area Transit Commission (WMATC) budget represents only the District's subsidy payment to the multi-jurisdictional agency. The subsidy budget is shown in this program format for comparison purposes only. The WMATC operates through the following program:

Regulatory - WMATC's Regulatory program governs the operating authority, rates, and insurance of privately-owned, for-hire passenger carriers in the metropolitan region. Specifically, the agency grants operating authority to private carriers such as airport shuttles, charter group buses, tour buses, handicapped transport vehicles, those businesses with private and government contract shuttles, carriers for conventions, and other privately-owned vehicles. As part of

its regulatory program, WMATC also establishes interstate taxicab rates. These rates are used when taxicabs cross from one signatory jurisdiction to another. The commission staff is a source for determination of fares for taxicab trips between the District of Columbia and area airports or other points in Maryland or Virginia that are in the metropolitan region. Staff is also available to mediate taxicab overcharge complaints that are interstate in nature.

Program Structure Change

The Washington Metropolitan Area Transit Commission had no program structure changes in the FY 2011 Proposed Budget.

FY 2011 Proposed Operating Budget and FTEs, by Program and Activity

Table KC0-3 contains the proposed FY 2011 budget by program and activity compared to the FY 2010 approved budget. It also provides FY 2009 actual data.

Table KC0-3

(dollars in thousands)

Program/Activity	Dollars in Thousands				Full-Time Equivalent			
	Actual FY 2009	Approved FY 2010	Proposed FY 2011	Change from FY 2010	Actual FY 2009	Approved FY 2010	Proposed FY 2011	Change from FY 2010
(1000) Washington Metro Transit Commission (CC)								
(1100) Washington Metro Transit Commission (CC)	113	123	123	0	0.0	0.0	0.0	0.0
Subtotal (1000) WMATC (CC)	113	123	123	0	0.0	0.0	0.0	0.0
Total Proposed Operating Budget	113	123	123	0	0.0	0.0	0.0	0.0

(Change is calculated by whole numbers and numbers may not add up due to rounding)

Note: For more detailed information regarding the proposed funding for the activities within this agency's programs, please see **Schedule 30-PBB Program Summary By Activity** in the **FY 2011 Operating Appendices** located on the Office of the Chief Financial Officer's website.

FY 2011 Proposed Budget Changes

The Washington Metropolitan Area Transit Commission had no changes from the FY 2010 Approved Budget to the FY 2011 Proposed Budget.

