

# Washington Metropolitan Area Transit Commission

## Fifty-Third Annual Report

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Fiscal Year 2013  
July 1, 2012 through June 30, 2013



**Washington Metropolitan Area  
Transit Commission  
8701 Georgia Avenue, Suite 808  
Silver Spring, MD 20910-3700**

December 31, 2013

To: The Honorable Robert F. McDonnell  
Governor of Virginia

The Honorable Martin O'Malley  
Governor of Maryland

The Honorable Vincent C. Gray  
Mayor of the District of Columbia

This report has been prepared in accordance with Title II, Article XIV, Section 5, of the Washington Metropolitan Area Transit Regulation Compact, Pub. L. No. 101-505, § 1, 104 Stat. 1300 (1990), *amended by* Pub. L. No. 111-160, 124 Stat. 1124 (2010) (amending tit. I, art. III), (codified at VA. CODE ANN. §§ 56-529, 530; MD. CODE ANN., TRANSP. ARTICLE § 10-203; D.C. CODE ANN. § 9-1103.01), which provides:

The Commission shall make an annual report for each fiscal year ending June 30, to the Governor of Virginia and the Governor of Maryland, and to the Mayor of the District of Columbia as soon as practicable after June 30, but no later than the first day of January of each year, which may contain, in addition to a report of the work performed under this Act, other information and recommendations concerning passenger transportation within the Metropolitan District as the Commission considers advisable.

***William S. Morrow, Jr.***  
Executive Director

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## Commission Staff:

- William S. Morrow, Jr., Executive Director/General Counsel
- Jeffrey M. Lehmann, Assistant General Counsel
- Constantine Kolouas, IT Specialist
- Renee A. Bodden, Office Manager
- Christopher H. Aquino, Motor Carrier Safety Specialist
- Crystal M. West, Receptionist

## ABOUT THE COMMISSION

The Transit Commission has been licensing and regulating private-sector passenger carriers on a regional basis in the Washington Metropolitan Area since 1960 pursuant to the Washington Metropolitan Area Transit Regulation Compact, Pub. L.



**Capital Transit Company Trolley - 1961**

No. 86-794, § 1, 74 Stat. 1031 (1960), *as amended by* Pub. L. No. 87-767, 76 Stat. 764 (1962), Pub. L. No. 101-505, § 1, 104 Stat. 1300 (1990), *and* Pub. L. No. 111-160, 124 Stat. 1124 (2010)—an interstate agreement among the Commonwealth of Virginia, the State of Maryland, and the District of Columbia. Early in its history, the Commission primarily regulated mass transit bus and trolley operators.

That changed in 1973 when the Washington Metropolitan Area Transit Authority (WMATA) acquired the four mass transit bus companies operating in the area at that time. Today, carriers licensed by the Transit Commission include sightseeing, tour and charter bus operators; airport shuttle companies; wheelchair van operators (including those operating under the District of Columbia’s Medicaid program and WMATA’s MetroAccess program); and some sedan and limousine operators. The Commission also prescribes interstate taxicab rates for the Metropolitan Area.

In 1990, the signatories embraced economic deregulation in the Washington Metropolitan Area by amending the Compact to lower market entry barriers for carriers licensed by the Commission “while maintaining a regional approach to transportation and keeping those controls necessary for the security of the public.” This was accomplished chiefly by eliminating the need for hearings on applications for operating authority while preserving the Commission’s power to prescribe insurance and safety requirements.



**MetroAccess Vehicles - 2005**

The 1990 amendments have succeeded in opening the Metropolitan District to competition as intended. Over one thousand four hundred applicants have been conditionally granted WMATC operating authority since 1990. By comparison, only one hundred seventy six carriers were granted WMATC operating authority in the Commission's first thirty years.

While the Commission's mandate has evolved over the years, the Commission has remained a steadfast guardian of the public interest and is poised to carry out its mission well into the twenty-first century.



**Taxi Queue at Ronald Reagan Washington National Airport**

## **THE COMMISSIONERS**

The Compact provides for the appointment of three Commissioners, one from each signatory. Originally, one member was appointed by the Governor of Virginia from the Virginia State Corporation Commission, one member was appointed by the Governor of Maryland from the Maryland Public Service Commission, and one member was appointed by the Mayor of the District of Columbia from the District of Columbia Public Service Commission. Those agencies were chosen because they were the signatory agencies licensing and regulating passenger carriers when the Transit Commission was first created in 1960. Today, because of subsequent governmental reorganizations, only the Maryland Public Service Commission still retains such jurisdiction.

In 2007, the Compact signatories began enacting and ratifying amendments to the Compact in order to realign Virginia's and the District's representation on the Transit Commission with the agencies in those jurisdictions currently charged with overseeing passenger carrier operations. The amendment process was completed in April 2010 with Congress's consent in Pub. L. No. 111-160, 124 Stat. 1124 (Apr. 26, 2010). The Virginia member is now appointed by Virginia's governor from the Virginia Department of Motor Vehicles, and the District of Columbia member is now appointed by the District's mayor from a District of Columbia agency with oversight of matters relating to the Commission.

The following WMATC Commissioners held office in FY2013 and/or at the time of this report.

**Honorable Lawrence Brenner (Maryland) (Chairman)**  
**(Term Began November 25, 2008)**



Chairman Brenner joined WMATC in November 2008 as the member from the Public Service Commission of Maryland, to which he was appointed in April 2007. He was elected Chairman of WMATC in December 2009. Prior to his appointment to the Maryland PSC, he was Deputy Chief Administrative Law Judge for the Federal Energy Regulatory Commission (FERC) and a mediator in large complex cases.

Before his tenure at FERC, Chairman Brenner was a judge for the U.S. Department of Labor and the U.S. Nuclear Regulatory Commission (NRC). He was in private practice earlier and also had served in supervisory and attorney positions with the NRC. He is admitted to practice in Maryland, the District of Columbia and New York.

He is a past president of: the Mid-Atlantic Conference of Regulatory Utility Commissioners, a ten-state regional organization of state utility commissions (2010-2011); the Forum of U.S. Administrative Law Judges (2003-05); and the Federal Administrative Law Judges Conference (2002-03).

Chairman Brenner received his JD from the State University of New York at Buffalo in 1973 and his B.A. in Economics from Brooklyn College in 1967. He won the best brief award in the annual law school moot court competition. He was in the Army from 1968-1970, and saw duty in Vietnam.

**Honorable Richard D. Holcomb (Virginia)**  
**(Term Began July 21, 2010)**



Richard D. Holcomb is the current WMATC member from the Commonwealth of Virginia. Commissioner Holcomb was appointed to WMATC on July 21, 2010, by Governor Robert F. McDonnell.

As Commissioner of the Virginia Department of Motor Vehicles, he manages a state agency with a budget of approximately \$210 million and a statewide workforce of more than 2,000 employees. In addition, he oversees the collection of approximately \$2.2

billion dollars in revenue annually, which funds a significant portion of the state's new roads and highway construction and maintenance.

This is Commissioner Holcomb's second stint as head of DMV. Prior to his 2010 appointment by Governor Robert F. McDonnell, he was appointed DMV Commissioner in 1994 by Governor George F. Allen and reappointed by Governor James S. Gilmore in 1998. During his seven-year tenure at DMV, he revolutionized the agency to provide the ultimate in customer service, surpassing public and private sector service organizations. Under his leadership, Virginia became the first jurisdiction in the world to offer secure online driver's license renewals. Also, he led the consolidation of the state's disparate truck weigh and compliance operations under one agency to provide business-friendly, one-stop shopping for motor carriers.

Commissioner Holcomb also served as General Counsel and Senior Vice President for Law and Regulatory Affairs for the American Trucking Associations, the national trade association for the trucking industry. In this capacity, he managed the in-house staff of attorneys and outside counsel on an array of complex legal matters such as corporate compliance, tax, employment law, election law, patents, copyrights, trademarks and anti-trust. He advanced the association's interest through the court system, protected the association from legal action, and managed legal defense through the interpretation of legal documents, and advice to ATA leadership on legal and regulatory matters.

On Capitol Hill, Commissioner Holcomb served as Chief of Staff to Congressmen Craig T. James, D. French Slaughter, Jr., and John Linder. In addition, he served as Deputy General Counsel to the 1992 Bush-Quayle Committee, Legal Counsel to the National Republican Congressional Committee, and General Counsel to the Senate Judiciary Subcommittee on Security and Terrorism.

Commissioner Holcomb holds an undergraduate degree in political science from Hampden-Sydney College and a Juris Doctorate degree from the University of Richmond School of Law and is a graduate of the Virginia Commonwealth University's Virginia Executive Institute.

### **Honorable Terry L. Bellamy (District of Columbia) (Term Began May 1, 2012)**



Terry L. Bellamy is the current WMATC member from the District of Columbia.

Appointed to WMATC on May 1, 2012, by Mayor Vincent C. Gray, Commissioner Bellamy has been Director of the

District Department of Transportation (DDOT) since July 2011. As DDOT Director, he is responsible for overseeing the daily operations of a department with an annual operating and capital budget of \$1 billion and over 900 employees. Mr. Bellamy previously held the position of Deputy Director of Operations and Associate Director of the Transportation Operations Administration within DDOT and has worked with the agency since March 2008. Before joining DDOT, Mr. Bellamy served as the Bureau Chief of Transportation, Engineering and Operations in Arlington County, Virginia, a position he held for eight years. Previously, Mr. Bellamy held leadership positions in both Fayetteville and Greensboro, North Carolina.

Mr. Bellamy has been recognized by ITE, APWA, APTA, NFPBA and other professional organizations for his work in transportation over the last thirty years.

Mr. Bellamy holds a Bachelor of Arts in Political Science from North Carolina A&T State University, a Masters of Urban Studies and Community and Regional Planning Design from Iowa State University, and an Executive Certificate from Penn State's Executive Management Program for Transportation and Highway Engineers. He also completed the Certified Public Managers Program through George Washington University and the Washington Council of Governments.

## **COMMISSION DEVELOPMENTS & ACCOMPLISHMENTS**

### **FORMAL PROCEEDINGS**

The Commission accepted 414 applications to obtain, transfer, amend, or terminate WMATC operating authority in FY2013, more than double the 190 accepted in FY2012. The Commission also initiated 140 formal investigations of carrier compliance with WMATC rules and regulations in FY2013, up from 128 in FY2012.

In total, the Commission issued 713 orders in more than 550 formal proceedings in FY2013, as compared to 435 orders in more than 300 formal proceedings in FY2012.

### **CARRIER CERTIFICATES**

The Commission issued 157 certificates of authority in FY2013, including two by reason of transfer and five by reason of amendment. This compares to 80 issued in FY2012.

The Commission revoked 41 certificates of authority in FY2013. Most were revoked for willful failure to comply with the Commission's insurance requirements.



The Commission terminated another 12 certificates of authority in FY2013 upon request by the carriers. The Commission reinstated 13 certificates of authority in FY2013.

The number of carriers holding a certificate of authority at the close of FY2013 stood at 504—up from 394 at the close of FY2012, and more than five times the 97 that held authority at the end of FY1990, before the barriers to entry were lowered beginning in 1991.

The number of vehicles reported to WMATC in FY2013 stood at 5,200 as of June 30, 2013. This compares to 5,065 vehicles operated under WMATC authority as of June 30, 2012.

### **OTHER**

Commission staff processed 11 informal complaints against WMATC carriers in FY2013. This compares to 3 such complaints in FY2012.

Commission staff processed 17 interstate taxicab complaints in FY2013. This compares to 24 such complaints in FY2012. Three resulted in a full refund. Twelve were referred to other agencies. One was closed for lack of follow-up by the complainant. One is still pending.

Commission staff also initiated 4 informal investigations in FY2013, which typically involve minor or technical violations committed by WMATC carriers. This compares to 14 informal investigations initiated in FY2012.

Senior staff participated in Regional Taxicab Regulators task force meetings in FY2013 to help promote cooperation among local taxicab officials and aid enforcement throughout the Metropolitan Area. The task force is affiliated with the Metropolitan Washington Council of Governments and meets regularly every three months. The Commission's assistant general counsel is the current chair.

**In addition, mutual Commission cooperation with the Virginia Department of Motor Vehicles, the Maryland Public Service Commission, the District of Columbia Department of Motor Vehicles, and the District of Columbia Taxicab Commission has enhanced Compact enforcement throughout the Washington Metropolitan Area.**

### **WEBSITE**

The Commission's website may be viewed at [www.wmatc.gov](http://www.wmatc.gov). The website provides information about the Commission, the Commissioners, and pending proceedings. The Compact and Commission rules, regulations, orders, forms, and

answers to frequently asked questions may be searched and downloaded directly from the website.

The website offers the public the means of estimating taxicab fares for interstate trips within the Washington Metropolitan Area. Basic information on carriers with WMATC operating authority—including carrier status, insurance information, and rate and vehicle summaries—is also available. In addition, the public may file informal complaints through the website, and most carrier insurance filings are made through the website.

Carriers may pay fees and make routine filings through the Commission’s website. The Commission is nearing completion of a project that would enable the public to apply for WMATC authority through the website, as well.

## **FINANCIAL INFORMATION**

### **BUDGET**

The Commission receives appropriations from the three Compact signatories: Virginia, Maryland, and the District of Columbia. The Commission allocates its expenses among the signatories in the proportion that the population of each signatory within the Metropolitan District bears to the total population of the Metropolitan District, based on the most recent census data available at the time the budget is proposed. Comparative budget numbers for FY2012 and FY2013 are as follows.

	<b>Total Budget</b>	
	<u>FY2012</u>	<u>FY2013</u>
Salaries	\$510,000	\$510,000
Benefits	150,000	150,000
Rent	76,250	80,000
Other	<u>59,000</u>	<u>50,000</u>
Total	<u><u>\$795,250</u></u>	<u><u>\$790,000</u></u>

	<b>Allocated Budget</b>	
	<u>FY2012</u>	<u>FY2013</u>
DC	\$123,980	\$123,398
MD	373,290	369,246
VA	<u>297,980</u>	<u>297,356</u>
Total	<u><u>\$795,250</u></u>	<u><u>\$790,000</u></u>

## REVENUE

The Commission does not retain any of the fees and forfeitures it collects. All such revenue is returned to the signatories according to the proportions used for allocating expenses. For FY2013, the Commission returned to the signatories \$186,550 in fee and forfeiture revenue. This compares to \$136,254 in non-appropriations revenue returned for FY2012. After adjusting for the return of non-appropriated revenue, the net FY2012 and FY2013 allocated budgets, before return of unexpended appropriations, are as follows:

	<b>Net Allocated Budget</b>	
	<u>FY2012</u>	<u>FY2013</u>
DC	\$102,738	\$94,259
MD	309,332	282,052
VA	246,926	227,139
Total	<u>\$658,996</u>	<u>\$603,450</u>

