

MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 3, 2009
NVTC CONFERENCE ROOM, ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Zimmerman at 8:07 P.M.

Members Present

David Albo
Charles Badger
Sharon Bulova
Kelly Burk
Adam Ebbin
William D. Euille
Jay Fisette
John Foust
Jeffrey Greenfield
Mark R. Herring
Pat Herrity
Catherine Hudgins
Dan Maller
Jeffrey McKay
Thomas Rust
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

Mary Hynes
Joe May
Paul Smedberg

Staff Present

Lynn Everett
Rhonda Gilchrest
Scott Kalkwarf
Steve Maclsaac (VRE)
Greg McFarland
Adam McGavock
Kala Quintana
Jennifer Straub (VRE)
Rick Taube
Dale Zehner (VRE)

Minutes of the July 2, 2009 NVTC Meeting

Mr. Maller requested that the minutes reflect further clarification concerning a potential conflict of interest with a proposed VRE station. He suggested the following wording in the second paragraph on page 5: "Mr. Maller disclosed that he will recuse himself from any action concerning this project because he has a potential conflict of interest since one of his clients owns a piece of property in the service area, which may be the location of a proposed station, and Mr. Maller has a personal financial interest in the affected property."

Mr. Euille moved, with a second by Mrs. Bulova, to approve the amended minutes. The vote in favor was cast by commissioners Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Hudgins, Maller, Rust, Whipple and Zimmerman.

WMATA General Manager's Presentation

Chairman Zimmerman welcomed Mr. John Catoe, WMATA's General Manager. Mr. Catoe began his presentation by announcing that WMATA will undertake a complete track overhaul on the Blue and Yellow lines over the Labor Day Weekend, which will close the Pentagon, Crystal City and National Airport Metrorail stations. The stations will close at 9:30 P.M. Friday, September 4th and will reopen again on Tuesday, September 8th at 5:00 A.M. The work involves replacing track switches, rails and ties, as well as performing concrete and deck joint repairs, conducting fire line maintenance and installing cable to upgrade cell phone service in the Metrorail system. The track switch replacement is work recommended by the National Transportation Safety Board (NTSB) and the cell phone service upgrade is a congressional mandate. He explained that these improvements are important and necessary for system safety and reliability and cannot be accomplished in a four-hour overnight period. By doing it over a weekend holiday, WMATA will save \$1 million in late-night maintenance costs that would have resulted in 150 days of single-tracking. This specific weekend was chosen because Labor Day weekend is the least busy time for air travel and, therefore, will have the least impact for the National Airport station.

Mr. McKay arrived at 8:10 P.M.

Mr. Catoe stated that in the future WMATA will do a better job of communicating to passengers about upcoming closures, especially since much of the system is over 30 years old and the region will see more closings for improvements over the next several years. WMATA plans to have over 60 employees located at these stations to help

customers navigate around the track work and Metro will also run free shuttle buses to get people past the affected work area.

Mr. Catoe described the status of the ongoing investigation of the recent Metrorail accident. Although federal regulations prohibit WMATA from releasing information about an investigation headed by the NTSB, he is able to report that the investigation is currently focusing on modules in the control system. Whatever the result of the investigation, it will probably impact rail systems throughout the United States and parts of Europe. Mr. Catoe reported that WMATA will continue to operate trains manually until a cause of the accident is determined. Other steps being taken include inspections of 3,000 track circuits and daily testing; independent/external review of the Automatic Train Control System; putting older railcars between newer cars; and ongoing public relations (additional personnel on Red Line, flyer distribution and website updates).

Mr. Catoe reviewed the new practices already put into place as a result of the accident, including senior management meeting with each WMATA employee to talk about safety, as well as improved hiring criteria for drivers/operators. The criteria are much more stringent so that under the new criteria, four out of six current operators would not have been hired. Also, there is a zero tolerance policy for cell phone usage by operators.

Mr. Catoe announced that the Metropolitan Police were awarded \$9.5 million of stimulus funding from a Homeland Security grant, which will fund 20 additional transit officers for three years, as well as provide equipment for anti-terrorism training. In addition, WMATA has also received funds from a Department of Homeland Security urban area security initiative that will allow WMATA to put additional cameras on Metrobuses.

Mr. Catoe then reviewed the proposed FY 2011 WMATA Budget which will be presented to the WMATA Board on September 10th. The budget includes the assumption that the amount of jurisdictional subsidies will not increase. However, there still remains a budget gap. He also announced that President Obama has signed the WMATA compact amendments, which will allow WMATA to receive federal funding when appropriated (\$150 million). These new funds will first be applied to whatever recommendations are made by the NTSB after they issue their findings concerning the Metrorail accident and then it will be recommended that the 1000 series railcars be replaced. The capital needs inventory for the next 10 years is \$11.4 billion, of which \$8 billion is necessary to keep the system in good repair and does not include major expansion of the system. Mr. Catoe concluded by stating that this is a challenging year

for the Metro budget and that the budget must be balanced by June, 2010. Above all, it is important to focus on safe operations.

Mr. Herrity arrived at 8:32 P.M.

In response to a question from Delegate Rust, Mr. Catoe explained that the Rail to Dulles project is being funded separately by Metropolitan Washington Airports Authority (MWAA) capital improvements funds, and is not a Metro project, although Metro serves as a paid project consultant. Chairman Zimmerman explained that although the capital costs to build the project are not part of WMATA's budget, the operating and maintenance costs will be part of the budget once the extension is operational. Mr. Herrity asked if there have been any estimates for operating and maintenance costs. WMATA staff member, Shiva Pant, stated that it is estimated that it will result in a three percent overall budget increase. Chairman Zimmerman further stated that the resulting subsidy increases will vary by jurisdiction.

Mrs. Burk asked for on-time statistics since she has heard complaints from riders that on-time performance is not reliable. Mr. Catoe explained that on-time performance has been affected by the trains being run in manual mode so that schedules are not as precise, which causes the entire system to back up. Also, fewer trains can run if trains are run manually.

Mrs. Bulova expressed her appreciation to Mr. Catoe as he has been doing radio and other media interviews to answer riders' questions and discuss issues.

VRE Items

Report from the VRE Operations Board. Mr. Zehner reported that on-time performance remains strong, with six out of the last eight months at 90 percent or higher systemwide. This can be attributed to good relationships with the railroads, completed capital improvement projects, and improved mechanical performance. Systemwide ridership has also increased 6.3 percent compared to last year. He also announced that commissioners will be invited to attend the inauguration event on September 30th for the new state sponsored train service from Lynchburg to Washington, D.C. Regular service will begin October 1, 2009.

Sale of Three F-40 Locomotives. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2125, which would authorize VRE's CEO to modify the contract with Motive Power, Inc., to increase the base order to 12 from

nine locomotives. This increases the contract value to \$48.5 million, an increase of \$12 million including contingency. The unit price of the new locomotives remains the same as just under \$3.7 million. Grant funds are available for this purchase.

Mr. Maller asked what the book value is for the locomotives. Mr. Zehner stated that he can find out this information and provide it to the commission.

On a motion by Mrs. Bulova and a second by Mr. McKay, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

Spotsylvania County Joining VRE/PRTC. Mrs. Bulova announced that Spotsylvania County voted to join PRTC and VRE. She stated that there is a new updated version of Resolution #2129, which would forward VRE master agreement amendments to the jurisdictions for them to take action first. Mr. MacIsaac explained the changes to the resolution. Initially, the resolution called for the amendments and membership agreement to be approved by the commissions first. Now the jurisdictions would act first and then NVTC (and PRTC) would act on November 5th. He reported that PRTC adopted the same version of the resolution that NVTC is being asked to approve.

Mrs. Bulova moved, with a second by Mr. McKay, to approve Resolution #2129.

Mrs. Bulova reviewed the steps that need to be accomplished: Jurisdictions and commissions need to approve the membership agreement and an amendment to the VRE Master Agreement by November 30, 2009; PRTC is requested to act by November 30, 2009 to approve and execute an amendment to its founding ordinance and to obtain certification from the Secretary of the Commonwealth that Spotsylvania County's membership in PRTC is effective February 15, 2010 and contingent on all three agreements being in full force and effective on that date; and PRTC must also forward the certification to the Spotsylvania County Board of Supervisors for entry into the minutes of a Board meeting by November 30, 2009.

Delegate Albo arrived at 8:45 P.M. and joined the discussion.

In response to a question from Delegate Rust, Chairman Zimmerman stated that the parking lot issue is no longer an issue at this time. Mr. MacIsaac stated that the agreement is silent on this point; however, it could be resurrected at some point.

The commission then voted on the new Resolution #2129 and it passed (copy attached). The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

Endorsing Virginia's High Speed Rail ARRA Application. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2130, which would endorse Virginia's application for funds from the \$8 billion high speed rail portion of the American Recovery and Reinvestment Act (ARRA). The Governor's office is requesting endorsements. The portion of the application pertaining to \$72 million for rail improvements between Arkendale and Powell's Creek, including construction of 11-miles of third track, is of immediate benefit to VRE.

Mrs. Bulova moved, with a second by Mr. Greenfield, to approve Resolution #2130.

Mr. Fisette asked about the locations of Arkendale and Powell's Creek. Mr. Zehner explained that Powell's Creek is in Prince William County and Arkendale is 11 miles further south in Stafford County. Mr. Fisette asked for a synopsis of the longer range plans for the rest of the rail segments. Mr. Badger replied that this segment is an important element to a series of improvements. These projects are being done to increase capacity and not necessarily to create a new third track the entire length of the corridor. In response to another question from Mr. Fisette, Mr. Badger stated that the improvements needed to the Richmond Terminal area will be addressed in other funding requests.

In response to a question from Senator Whipple, Mr. Zehner stated that this is the only project in Virginia (as well as the rest of the United States) at the 30 percent completed stage. Since the environmental work is complete, it is considered a "ready to go" project. If selected, VRE would need to do a design build, which would expedite the timeline. CSX and the Commonwealth have no objection to this.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman. (A copy of Resolution #2130 is attached.)

FY 2011 Preliminary VRE Budget. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2131. This resolution receives the preliminary FY 2011 VRE Budget and refers it to the VRE jurisdictions for review and

comment. Currently there is a \$2.4 million shortfall that must be closed by December, 2009. At the last Operations Board meeting, some VRE Board members urged that each local subsidy amount be held constant or reduced, while VRE staff pledged to hold the line on total local subsidies.

Mrs. Bulova explained that changes to the current FY 2010 budget include higher state aid and lower fuel costs, together with a \$4.1 million favorable variance at the end of FY 2009. VRE staff will propose how these surplus funds can be used in December, 2009. In the meantime, VRE staff proposed several possibilities, and some VRE Board members also suggested returning some or all of the surplus to the jurisdictions.

Mrs. Bulova moved, with a second by Mr. Greenfield, to approve the resolution (copy attached).

Chairman Zimmerman clarified that the budget is not balanced yet; however, the commission is not being asked to approve it, just to send it to the jurisdictions. Mrs. Bulova stated that the budget process is a challenge as the Operations Board attempts to have no subsidy increase, no reduction in service and, hopefully, no fare increase.

The commission then voted on the motion and it unanimously passed. The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

2009 VRE Passenger Survey Results. Mrs. Bulova stated that the results of VRE's onboard passenger survey are completed. Overall, the results are slightly better than the 2008 survey. The VRE train crews received the highest marks.

Mr. Herrity stated that it would be interesting to know the reasons why people have stopped using VRE. Mr. Zehner stated that the turnover rate is 30 percent a year, but this region tends to be transient. However, he offered to look at how staff could obtain this information.

Vanpool Incentive Program

Mr. Taube explained that the commission is being asked to endorse obtaining consultants for the design of a vanpool incentive program and to authorize staff to actively pursue funding for that purpose including, but not limited to, an application for FY 2011 CMAQ or RSTP funding through NVTA. The funds would provide seed money

to cover half of the cost of consultants to design a new regional vanpool incentive program in which capital and/or operating subsidies would be provided. The FAMPO region would provide the other half. Further, funds would be requested from NVTA to cover up to half of the estimated cost of the first year of implementing the program, if it is successfully designed. These funds (\$500,000) could allow the program to begin in FY 2011 and result in Section 5307 earnings being available much sooner (there is a two-year gap between reporting NTD data and receiving federal formula funds). Mr. Taube suggested that this request to NVTA for implementation funds should be contingent on a successful design; NVTA could select a backup project that could be funded if the region determines that the vanpool incentives program should not be implemented in FY 2011.

It is important to note that this program, if properly designed, will save energy, reduce pollution, combat traffic congestion, and lower green house gas emissions as new vanpools are formed through incentive payments. Further, because such vanpools can be included in annual submissions to the National Transit Database, the initial cost will be recovered in the third year of operation and thereafter substantial net Section 5307 earnings will be realized. These will be shared among WMATA, PRTC and FAMPO districts.

Mr. Taube stated that NVTC staff has performed extensive research on the subject. A regional meeting on August 11th and several subsequent meetings of jurisdiction staff revealed significant support for design of the project, although many important details will need to be worked out after the consultant is hired. He explained that it is believed that there are at least 650-750 vanpools operating from Virginia with destinations in the core of Metropolitan Washington. If just 200 vanpools participate (new or existing), about \$2 million annually in new Section 5307 earnings would be realized, net of subsidy costs, two years after the initial NTD filing. Virtually every other major metropolitan area in the country already operates such vanpool incentive programs (including Richmond and Hampton Roads). NVTC is already involved in helping submit local bus data to the NTD, which results in \$5 million of additional funding for Metro each year (\$180,000 is used by NVTC for a consultant). The payoff could be even greater with vanpools because of the distances traveled. However, there still is hard work that needs to be accomplished, including reaching an agreement about how the proceeds would be divided by jurisdictions.

Mr. Euille moved, with a second by Mrs. Hudgins, to endorse obtaining consultants for the design of a vanpool incentive program and to authorize staff to actively pursue funding for that purpose including, but not limited to, an application for FY 2011 CMAQ or RSTP funding through NVTA. The application would include a

request for up to \$100,000 for design. Further, it would request up to \$500,000 for implementing the project but only if the design was successful and only if NVTA determined that such funding is desirable after considering other competing projects.

In response to a question from Delegate Albo, Mr. Taube explained that the funding would come from CMAQ or RSTP funding, which is provided by the federal government though the Commonwealth for allocation by NVTA and requires no match. Delegate Albo asked about what other projects would be competing for the same funds. Mr. Taube explained that CMAQ and RSTP funds can be spent on road and transit projects, signalization, etc. Projects are prioritized by NVTA which decides which projects are funded. In this case, the funds provided would be returned through the Section 5307 earnings, so it would be more like a loan. Senator Whipple stated that an important benefit is the air quality improvements since it would reduce emissions. In response to a question from Mr. Herrity, Chairman Zimmerman stated that by law Section 5307 funds go to Metro, which in turn lowers jurisdictional Metro payments.

Mrs. Bulova stated that she is supportive of moving ahead with this action, but before funding is reserved for implementation she would like to know what other projects would be competing for funding. Mrs. Hudgins stated that it is important to keep the focus on capturing more transit dollars. Chairman Zimmerman also expressed his support and reminded commissioners if Virginia does not apply for these federal dollars they will go to other parts of the country.

The commission then voted on the motion and it passed. Commissioners who voted in favor were Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Whipple and Zimmerman. Delegate Albo voted no and Delegate Rust abstained.

NVTC's Preliminary Administrative Budget for FY 2011

Mr. Taube reported that the preliminary budget for FY 2011 adheres to the guidance provided by NVTC commissioners for FY 2010. That is, the preliminary budget contains no increase in total expenditures; no increase in total local contributions; and freezes staff salaries at the levels of June 30, 2009. Expenditures would remain at \$1.2 million and local contributions at \$310,000. Almost \$60,000 is available from FY 2009 budgeted funds that were saved through economies during the past year. This budget has been reviewed with local staff. Mr. Taube explained that the budget will come back to the commission in January for approval. Mr. Euille observed that the budget seems to be a "status quo" budget with no subsidy or salary increases.

Senator Whipple moved, with a second by Mrs. Bulova, to authorize NVTC staff to provide the preliminary FY 2011 budget to NVTC's jurisdictions for use in planning their respective budgets. The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fiset, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

Status of NVTC's Projects

Mr. Taube asked staff members to provide an update on several NVTC projects. Mr. Taube stated that Mr. McFarland is responsible for the vanpool project, but since it was already discussed, he will not be providing an update on this project.

Real-Time Bus Information. Mr. McGavock reported that NVTC is managing two projects to provide real-time bus information. The MARTHA project developed a very simple software system that utilizes GPS-enabled cell phones and a simple IVR system to deliver real-time bus departure information to transit riders. In-service demonstration and testing were successfully completed in November, 2008 and exceeded WMATA Real-Time Bus Information performance requirements during the demonstration period. The MARTHA software will be distributed free of charge as an open source initiative. Blacksburg Transit has agreed to host the distribution, in cooperation with Virginia Tech. Mr. McGavock also reported that the real-time bus information project in Alexandria will provide information via SMS Text messaging, web-based maps, and at selected DASH and Metrobus stops. This system will be the first transit system to integrate with RITIS, with the intention of having RITIS serve as the central transit information repository for the region. System-wide installation will begin soon with completion by November of 2009.

E-Schedules. Ms. Quintana reported that the use of electronic schedules (E-schedules) continues to expand in Northern Virginia, under NVTC's partnership with Arlington County. Overall, the e-schedules page is consistently among the top requested pages of all the pages on CommuterPage.com and the majority of the requests for e-schedules come directly from Google.com and WMATA.com. There has been a 40 percent increase in usage compared to the same time last year and a 69 percent increase over the last two years. It is a very cost effective program (\$16,000 for e-schedules and \$14,000 for promotion).

I-66 Mode Share Report. Ms. Everett reported that the I-66 Outside the Beltway Cordon Count Study was performed by MWCOG with VDOT funding and NVTC

coordination of transit data. To summarize, approximately 95,250 people commute inbound during the peak A.M. period every day. Transit and HOV make up 44 percent of person trips. Ms. Everett stated that MWCOC is looking at doing cordon counts for the Dulles Access Road/Tollway in fall of 2009. Delegate Rust encouraged staff to contact MWAA because it is his understanding that they already do traffic counts and may have data that would be useful.

Senator Whipple observed the following impressive statement in the results: "The I-66 HOV lane moves more persons per lane per hour than any of the other roadways in this study at 2,626 persons per lane per hour compared to 1,003 persons per lane per hour on the general purpose lanes of I-66."

Legislative Items

State Legislative Items. Mr. Taube explained that he, as chairman of VTA's Legislative Committee, prepared a presentation of the VTA legislative agenda for the 2010 General Assembly session with essential information about public transit performance. VTA's intent is to use portions of the presentation, and an accompanying three-page summary, as briefing material for Virginia's gubernatorial candidates. Revisions will be made as comments are received from VTA members.

Federal Legislative Items. Mr. Taube stated that Congress recessed in August without completing several key pieces of legislation, including the FY 2010 transportation appropriations bill and the six-year surface transportation reauthorization. Representative Moran's office notified NVTC that a \$350,000 appropriation is contained in the transportation appropriations bill passed by the House for a study of multi-modal transportation in the Alexandria/Falls Church/Fairfax County Route 7 Corridor.

Status of I-95/395 HOT Lanes Project

Mr. Taube reported that at a July 28th briefing on the HOT lanes' BRT Operations Analysis, VDOT staff revealed that financial markets do not currently permit the entire project to proceed as originally planned. Accordingly, VDOT and its consultants are quickly examining the entire project for cost-cutting opportunities, especially phasing. This "scoping review" will examine whether to eliminate or delay construction of proposed in-line stations, such as at Lorton. DRPT staff assured the group that Secretary Homer will not jeopardize the promised \$195 million advance payment for transit. The 3,000 new parking spaces will also be preserved. The third lane on I-395

will not be recommended for deferral but whether the third lane further south on I-95 will be deferred is still under consideration.

It was also reported that Arlington County has filed a lawsuit in U.S. District Court in Washington D.C. challenging FHWA's decision to exempt the project from more detailed environmental analysis. Air quality and congestion on local streets were cited as serious concerns.

Regional Transportation Items

Monthly Transit Ridership Report. Mr. Taube reported that for FY 2009, Northern Virginia's transit ridership grew four percent compared to FY 2008, reaching 149.1 million passenger trips. Statewide ridership was 196.5 million. During the month of July, ridership declined slightly overall.

2007/2008 MWCOG Household Travel Survey. Mr. Taube reported that MWCOG has completed its first such survey since 1994. About 11,000 households were surveyed regarding their work and non-work trips. Mode shares for transit are up significantly in most jurisdictions compared to 1994, as are walking and biking. Single occupant driving shares are up in D.C. and Fairfax, Loudoun and Prince William counties, but down elsewhere. Auto passengers (ridesharing) shares are down significantly across the region.

City of Fairfax Operates Six New Hybrid Buses. Six new 35-foot, 30-passenger hybrid-electric buses began service in mid-August. They feature an aerodynamic look and bike racks. The buses will use up to 40 percent less diesel fuel per mile.

Status of Regional BRT TIGER Grant Application. The application deadline for the regional effort is mid-September. The regional package of projects includes a K Street transitway; a collection of priority bus corridors and services; a bike-sharing system; improvements to two Metrorail stations and the creation of one new transit center; existing and planned management (HOV/HOT) lanes; and additional bus priority treatments across two Potomac River crossings and along three arterials.

Texas Transportation Institute 2009 Urban Mobility Report. The annual report provides an easily understood analysis of congestion and mobility issues nationwide. The 2009 report, based on 2007 data collected from state and federal traffic agencies covering 439 urban areas, seeks to quantify congestion and mobility issues, and show

the costs of congestion in terms of time and fuel. The report also provides comparisons of congestion in very large, large, medium and small urban areas. For the Washington Metropolitan area, the average commuter spent 62 hours in congestion, at an annual cost of \$2.76 billion for the region. This is the second worst in the U.S.

Statewide Transit Plan/Surface Transportation Plan/Corridors of Statewide Significance. DRPT staff conducted a briefing on July 28th. Consultants have compiled lists of specific transit projects and services that are in existence or planned. In the case of the transit plan, these are split according to whether they are needed to maintain a state of good repair, are part of capacity expansion plans, or are part of major corridor investment needs. Population/employment growth and completed Transit Development Plans were used to identify these needed projects. Areas that are not served by transit but should be were included. For Northern Virginia, several current capacity issues were listed (e.g. Metrobus REX routes at King Street Terminal; Metrorail Orange Line in Rosslyn Tunnel).

VTrans 2035 Research. Dr. John Miller of the Virginia Transportation Research Council has provided a research report titled, "Socioeconomic and Travel Demand Forecasts for Virginia and Potential Policy Responses." The report is available at www.vtrc.net.

APTA 2009 Public Transportation Fact Book. Each year APTA publishes a fact book. The 60th edition (data are nationwide from calendar 2007) contains interesting information, including the fact that WMATA ranked fourth in combined bus and rail passenger trips and sixth in passenger miles while its service territory ranked eighth in population. VRE ranks 12th among commuter rail agencies in unlinked passenger trips (3.4 million) and passenger miles (103 million).

2008 Transportation Statistics Annual Report (U.S. Bureau of Statistics). The U.S. Bureau of Transportation Statistics has released its annual report. Some highlights include that transportation emits 34 percent of CO₂ (2 billion metric tons in 2007) and passenger cars emit a third of that (and trucks almost half); the average costs of owning and operating an automobile were 54-cents per mile in 2007; and Amtrak's Union Station was the second busiest station with 4.1 million riders boarding or alighting in FY 2007.

Transportation Energy Data Book. The U.S. Department of Energy released the 28th Edition of this comprehensive review of transportation energy information, with many historical data current through 2008.

Try Transit Week. Mr. Taube reported that this year the week of September 21-25 is designated Try Transit Week by APTA. DRPT again is taking the lead in encouraging an active statewide response.

David R. Goode National Transportation Policy Conference. This conference for invited experts will occur September 9-11, 2009 at the Miller Center for Public Affairs at the University of Virginia in Charlottesville. NVTC's Executive Director will participate. The purpose is to develop a comprehensive set of proposals for the authorization of America's transportation programs. A full report on the conference will be provided at NVTC's next meeting.

Stranded at the Station (Transportation for America). This August 2009 report examines the impact of the financial crisis on public transportation.

NVTC Financial Items for June and July, 2009

Commissioners were provided with a copy of NVTC's financial reports. Mr. Taube observed that gas tax revenues continue to trend downward.

Closed Session for a Personnel Item

Chairman Zimmerman moved, with a second by Senator Whipple, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel item, pertaining to the annual performance review of NVTC's executive director.

The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

The commission entered into Closed Session at 9:40 P.M. and returned to Open Session at 9:47 P.M.

Mr. Euille moved, with a second by Mr. McKay, the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

Mr. Euille moved, with a second by Mr. McKay, to approve the recommendation presented to the commission during the closed session concerning the executive director's annual performance review. The vote in favor was cast by commissioners Albo, Badger, Bulova, Burk, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Herrity, Hudgins, Maller, McKay, Rust, Whipple and Zimmerman.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 9:50 P.M.

Approved this 5th day of November, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer