

MINUTES
NVTC COMMISSION MEETING – JUNE 7, 2018
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 7:37 P.M.

Members Present

Sharon Bulova
Jim Corcoran
Katie Cristol
Christian Dorsey
Phil Duncan (Alternate, City of Falls Church)
Adam Ebbin
John Foust
Libby Garvey
Jeff Greenfield
Catherine Hudgins
David LaRock
Matt Letourneau
Tim Lovain
Jeff McKay
Ron A. Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Paul Smedberg
Jennifer Wexton

Members Absent

John Cook
David Snyder

Staff Present

Karen Finucan Clarkson
Matt Cheng
Andrew D'huyvetter
Nobuhiko Daito
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Kate Mattice
Cheyenne Minor
Aimee Perron Seibert
Steve MacIsaac (counsel)
Doug Allen (VRE)
Oscar Gonzales (VRE)
Tom Hickey (VRE)
Joe Swartz (VRE)

Opening Remarks

Chairman Smedberg welcomed everyone to the June NVTC meeting. He requested Commissioners join him out in the foyer to take an official Commission photograph. They returned at 7:40 P.M.

Approval of the Agenda

Mr. McKay moved, with a second by Ms. Bulova, to approve the agenda. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Duncan, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg and Wexton.

Recognition of Departing Commissioner Jeff Greenfield

Chairman Smedberg announced that this is Jeff Greenfield's last Commission meeting. Mr. Greenfield has served as a member of the Fairfax City Council since 1994 and as a NVTC Commissioner since July 2008. During his tenure at NVTC, Mr. Greenfield served as co-chair of the Legislative and Policy Committee at a critical time for transit funding and policy in the Commonwealth. He helped lead NVTC's efforts to ensure passage of legislation that dedicates an additional \$154 million annually for WMATA and \$15 million annually for the Virginia Railway Express. He also was successful in working to expand NVTC's oversight role and responsibilities as they pertain to WMATA.

Chairman Smedberg read aloud the resolution commending Mr. Greenfield for his service to NVTC and the region. (A copy of the resolution is attached.)

On a motion by Ms. Cristol and a second by Mr. Letourneau, the Commission unanimously approved the resolution. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Duncan, Ebbin, Foust, Garvey, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg and Wexton. The Commission thanked Mr. Greenfield for his service with a round of applause.

Chairman Smedberg presented Mr. Greenfield with a copy of the resolution and an award trophy in recognition of his service.

Mr. Greenfield thanked the Commission for this recognition. He noted things have changed over the course of his 24 years of service as a member of the Fairfax City Council – in some ways better and some not. One thing that has remained constant is the region's need for efficient transportation. He has been pleased to serve on NVTC, as well as NVTA.

Minutes of the May 3, 2018 NVTC Commission Meeting

Mr. Letourneau moved, with a second by Mr. Dorsey, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, Letourneau, Lovain, Smedberg and Wexton. Commissioners Duncan, McKay and Meyer abstained.

Consent Agenda

Mr. Dorsey moved, with a second by Mr. Corcoran, the following Consent Agenda items:

- A. Authorize the Executive Director to Execute a Contract with Stantec Consulting for NTD Data Collection Services
- B. Authorize the Executive Director to Execute a Contract with Kimley-Horn for Technical Support Services for the FY2019 I-66 Commuter Choice Program
- C. Authorize the Executive Director to Execute a Contract with Kittleson & Associates Inc. for the Route 7 Conceptual Engineering Phase III Study

The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Duncan, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg and Wexton.

I-66 Inside the Beltway Operations (Written Report)

Chairman Smedberg reminded Commissioners that at NVTC's January 2018 meeting, the Commission requested an update on the performance of the I-66 inside the Beltway tolling operation, including the performance of transit in the corridor. Deputy Secretary of Transportation Nick Donohue was unable to attend this meeting but will participate in a discussion of I-66 inside the Beltway tolling operations at the July 5th meeting.

Ms. Mattice stated the written materials include VDOT's reported performance of the tolling operation and a complimentary report done by NVTC staff describing performance of public transit systems serving the I-66 corridor. Briefings on these reports will be provided to the Commission at next month's meeting.

National Trends in Pubic Transportation

Chairman Smedberg welcomed Robert Puentes, President and CEO of the Eno Center for Transportation. He thanked Mr. Puentes for joining NVTC at this meeting and announced Mr. Puentes has also agreed to moderate NVTC's Strategic Retreat on June 22, 2018.

Mr. Puentes gave a presentation on "Dealing with a Fast-Changing Mobility Landscape." He stated that the United States is experiencing a major period of transition for transit, as well as other domestic policy issues. Transit ridership is declining in almost every major U.S. urban area. Public/private roles are also changing. Bus and heavy rail service and frequency is declining and most transit agencies are facing difficult budgetary challenges.

There are also financial implications as current levels of investment fail to reach state-of-good-repair.

Mr. Puentes stated that with these changes, it is important to think differently about transportation and look at other approaches. He listed some wrong ways to think about transportation issues, including waiting for major infrastructure packages to materialize; paying disproportionate attention to expensive rail projects; expecting young people to drive up transit ridership; focusing on labor as the main culprit of higher costs; and taking an insular view toward transit.

Mr. Puentes stated some innovative ideas to deal with these transitions are to engage in new partnerships (private firms, civic institutions, and other agencies); innovate on funding and finance (cut spending to invest, land value capture, and ask voters to approve new capacity expansion); and focus on the core mission—people (move to an accessibility model, redesign bus networks, and implementing inclusive public procurement).

Mr. Letourneau asked if the shift in the changing workforce, including teleworking, impacts commuting patterns since there is less need to commute. Mr. Puentes agreed there is a significant increase in teleworking, but commuting to work is not the only reason people use transit. Ms. Cristol asked about the relationship with transit and land use and density. She asked about the difference in transit performance in areas with greater or lesser density. Mr. Puentes stated it is more than just thinking about traffic congestion but moving to an accessibility model. In response to a question from Ms. Garvey, Mr. Puentes stated bike use has increased, especially for the first and last mile connections, with a big impact in urban and dense areas.

Regional Fare Collection Program

Ms. Happ, program manager, gave an update on the Regional Fare Collection program. She explained that NVTC leads the coordination, planning, and technical assistance to the Northern Virginia transit systems on fare collection, as well as organization between NVTC and WMATA for transit fare payment technologies led by WMATA.

Ms. Happ stated that fare payment often defines a transit customer experience, so its ease of use and reliability are extremely important. The region will benefit from a system that is reliable, customer-friendly, and economical to operate. In August of 2017, NVTC jurisdictions and transit agencies entered into a Memorandum of Agreement for NVTC to allocate grant funding and provide resources to coordinate upgrades to existing regional fare collection systems and explore options and enhancements for the Regional Fare Collection program. To ensure these upgrades and enhancements are based on the transit system needs and that consensus is achieved on the activities and options to be pursued, NVTC implemented a strategic planning process, resulting in the Northern Virginia Regional Fare Collection Strategic Plan.

Ms. Happ stated that Resolution #2360 would accept the Northern Virginia Regional Fare Collection Strategic Plan to allow the transit systems to collectively organize around a shared vision for future regional fare collection. The Strategic Plan provides a guide for

advancing fare collection in the region and to provide input into WMATA fare collection modernization initiatives. The Strategic Plan establishes a vision, identifies strategic priorities and initiatives, and translates these into actions to be taken by NVTC and the transit systems in the coming years.

Ms. Happ reviewed the members of the Working Group, who helped develop the Strategic Plan. A vision statement was developed by NVTC and validated by the transit systems to describe what Northern Virginia would like to achieve with its next-generation regional fare collection activities.

Ms. Happ reviewed the strategic priorities, which include increasing the role of Northern Virginia transit systems in WMATA fare collection planning; upgrading the existing system by replacing obsolete components and improve system maintainability; providing seamless travel and payment with neighboring or intersecting transit systems; and retaining and improving interoperability with SmartBenefits. Next steps include continuing farebox obsolescence managements/bus fare collection upgrades (i.e., system hardware and software upgrades, first article testing, upgrade ready for implementation January 2019) and advancing local platforms for mobile ticketing (solidify approach with transit systems; and develop requirements).

In response to a question from Mr. Meyer, Ms. Happ stated the Working Group is looking at mobile ticketing as an option. Ms. Cristol observed the challenge of regional collaboration yet with local flexibility. She thanked NVTC staff for playing this coordinating role.

Mr. Dorsey moved, with a second by Ms. Garvey, to approve Resolution #2360 (copy attached). The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Duncan, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg and Wexton.

Washington Metropolitan Area Transit Authority

Ms. Hudgins reported the WMATA Board reaffirmed the current hours of service and supplemental bus service, and received a progress report on the Preventive Maintenance program, which is showing benefits for customers. The WMATA Board also approved the Cash Free Bus Pilot program on the MetroExtra Route 79. If successful, it could be expanded region-wide to include additional MetroExtra and Metroway routes in Virginia.

Ms. Hudgins stated WMATA has identified a three-year station platform reconstruction project to address structural deficiencies and improve safety. The project will rebuild 20 station platforms. The first phase includes a shutdown of all rail service south of National Airport in the summer of 2019. Later this month, the WMATA Board is anticipated to consider Metrobus and Metrorail service changes and an associated operating budget amendment.

Mr. Corcoran stated that as shown in the Back2Good information sheet, WMATA is seeing improvements compared to last year. The new railcars are having a significant impact on reliability and service. WMATA is already looking at Series 8000 railcars for the

future. Ms. Garvey asked what happens to the old railcars. Mr. Corcoran stated WMATA seeks to use the railcars to maximize their value. Mr. Greg Potts, of WMATA, stated that the majority of old railcars are scrapped, but some are used for other reasons.

Chairman Smedberg reported the Business Oversight Committee is working on proposed Board Bylaw changes, as it relates to legislative changes.

Virginia Railway Express

VRE CEO Report. Mr. Allen gave an update on the implementation of Positive Train Control (PTC). VRE is conducting PTC training for operators, installing and testing Wi-Fi at yards, working on initialization software, and participating in PTC meetings, including an APTA workshop. VRE and the host railroads are still on track to meet the December 2018 deadline.

Mr. Allen reported average daily ridership for the month of April was 19,000 with on-time performance (OTP) of 93 percent. Mr. Allen announced VRE concluded its final Meet the Management event at Franconia-Springfield station on June 6th. VRE participated in the annual Manassas Rail Festival on June 2nd by running excursion trains to Clifton.

Mr. Allen discussed several WMATA-related issues. WMATA has informed VRE it will no longer be able to open swing gates for VRE riders during service disruptions. Without the ability to open the swing gates, the “Metro Option” will need to be discontinued. VRE is in the process of communicating with riders about this change, which is effective July 1, 2018, and encouraging them to purchase a SmarTrip card for future incidents. VRE is also looking at ways to increase capacity to respond to the announced Metrorail shutdown on the Yellow and Blue Lines next summer.

Mr. Allen announced the refinance of VRE’s Railroad Rehabilitation and Improvement Financing (RRIF) loan has been completed with the Virginia Resource Authority, which will save \$8.5 million over the term of the loan.

Mr. McKay stated that it is his understanding that WMATA is committed to a technical fix for the parking situation at Franconia-Springfield for VRE riders. Mr. Allen stated he believes WMATA is working to address this issue.

Ms. Garvey asked if the Crystal City Station Improvement project will be coordinated with the pedestrian bridge to National Airport. Mr. Allen stated that it will be coordinated with VRE’s bridge construction.

Chairman Smedberg asked about the automatic passenger count system. Mr. Allen explained that VRE has executed a contract for an automatic passenger count system. This system will collect data as VRE passengers board and detrain at each station. The real-time, accurate passenger load data will be used for National Transit Database (NTD) reporting. The data can also be used for:

- Safety and Security – real-time information about passenger loads, by car, which is critical data for use by first responders in the event of an incident.

- Operations – real-time passenger load information can be utilized by onboard crew to help determine platforming strategy to evenly distribute passenger load. This will help to ensure all available seats can be accessed.
- Customer Service – real-time alerts can be provided through VRE Mobile of seat availability by car so passengers waiting on the platform will know where to board or better guarantee a seat.
- Planning – real-time, accurate boarding information by train can assist with long-term planning for both consists makeup and parking strategies by station.

Authorization to Execute a One-Year Extension of the Existing Amended and Restated Operating/Access Agreement with CSX Transportation. Ms. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2361, which would authorize the VRE CEO to execute a one-year extension of the CSXT Operating Access Agreement.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Duncan, Ebbin, Foust, Garvey, Greenfield, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Wexton. Delegate LaRock was not in the room for the vote. (A copy of the resolution is attached.)

Authorization to Submit VRE Projects to USDOT for FY2018 BUILD Grant Funding Consideration. Ms. Bulova moved, with a second by Mr. Meyer, to approve Resolution #2362, which would authorize the VRE CEO to submit, on behalf of the Commissions, application(s) for VRE station improvements under the USDOT Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program (formerly known as the TIGER Grant program), to make any necessary corrections to project amounts or descriptions in the application, and execute all project funding agreements that may result from consideration of the projects.

Mr. Allen noted that the non-federal match for the BUILD Grants is expected to be up to \$5,270,000 and, in the event the VRE grants are approved, authorization for grant matching funds will be presented to the Operations Board and the Commissions for approval.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Duncan, Ebbin, Foust, Garvey, Greenfield, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Wexton. Delegate LaRock was not in the room for the vote. (A copy of the resolution is attached.)

Department of Rail and Public Transportation

Ms. Mitchell encouraged Commissioners to read the written DRPT Report.

Ms. Mitchell and Mr. Allen gave an update on the Long Bridge project. Mr. Allen stated DRPT, VRE, CSXT and DDOT are partners collaborating on the Long Bridge project, which is a half-mile long, two-track railroad bridge across the Potomac River and is the greatest rail bottleneck on the eastern seaboard. It limits the number of Amtrak and VRE trains that can move from Virginia into the District of Columbia. Demand for passenger

service is increasing as the volume of freight traffic is also projected to increase. There is a need for an additional two track bridge to meet capacity issues.

Ms. Mitchell stated that Long Bridge is a bridge of national significance and connects the northeast and southeast rail corridors. It carries a tremendous amount of commuters over the bridge who would otherwise be on I-66, I-395 and I-95. DDOT is leading the environmental work (EIS), in collaboration with the Federal Railroad Administration (FRA). VRE and DRPT are partner agencies and providing some matching funds. The EIS began in 2014 and it is expected there will be more public meetings in the fall of 2018, with the draft EIS available in summer of 2019. This will allow DRPT to put together a funding package before the 2020 General Assembly Session.

Ms. Mitchell stated that there are two alternatives being considered. One alternative would be a new two-track span next to the existing bridge. The other alternative would be a new two-track span and replace the existing bridge. It is anticipated the new span would be designated for commuter rail and Amtrak. Having the separation between freight and commuter train traffic is extremely important and provides more capacity to increase service.

Ms. Mitchell stated there has been interest in improving bike and pedestrian access across the river. DDOT and the National Park Service are looking at several alternatives. There is a threat and vulnerability assessment currently underway. She also noted there is a whole network of improvements that are involved with this program of project (Atlantic Gateway, VRE station improvements, etc.).

Ms. Mitchell reviewed the schedule. The Draft EIS is expected to be completed by 2019. Both CSXT and the Commonwealth have each committed to \$15 million (\$30 million total) to advance final design.

Regarding bike and pedestrian access, Ms. Cristol suggested including planning for it now as part of this project, which is underscored by the sensitivity to the security issues raised. Tying the bike trail network together over the river would impact commuting by getting more people off the congested roadways. Biking is not just recreational. She asked about Mr. Allen's thoughts about the security issues. Mr. Allen stated that one option is to include bike/pedestrian access on the new span and other options are with new separate bridges. His concern is with threatened vulnerability. Safety is not as much of concern with fencing, etc., but there are security issues with having non-railroad people having access to the railroad structure. Chairman Smedberg, stated from Alexandria's perspective, they have a lot of people commute by bicycle, so access over the river is important.

Executive Director Report

Ms. Mattice directed Commissioners to her written Executive Director Newsletter. She reported the Commonwealth Transportation Board is expected to take action on June 20th regarding the I-66 Commuter Choice FY2018 Program of Projects. NVTC will be hosting a booth at Celebrate Fairfax this weekend to share information about the I-66 Commuter Choice project. NVTC will hold its Strategic Retreat on June 22nd in Lorton, Virginia.

Ms. Mattice noted that the Financial Report for April 2018 was provided to Commissioners. There were no questions.

Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 9:03 P.M.

Approved this 5^h day of July 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



RESOLUTION #2360

- SUBJECT:** Accept the Northern Virginia Regional Fare Collection Strategic Plan
- WHEREAS:** The region's transit fare collection system needs to be upgraded and replaced as components near end of life, and to keep pace with customer expectations and changing technology;
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) continues to take a leading role in planning and coordinating improvements among the Northern Virginia transit systems;
- WHEREAS:** These transit systems include Arlington Transit (ART), City of Fairfax CUE, Alexandria DASH, Fairfax Connector, Loudoun County Transit, Potomac and Rappahannock Transportation Commission (PRTC), and the Virginia Railway Express (VRE);
- WHEREAS:** NVTC is working to ensure current and future needs for regional fare collection are met and assist in coordination with the Washington Metropolitan Area Transit Authority (WMATA), a major partner in regional fare collection, to allow interconnectivity between all the transit systems;
- WHEREAS:** In August 2017, the transit systems entered into a Memorandum of Agreement (MOA) for NVTC to allocate grant funding and provide resources to coordinate upgrades to existing regional fare collection systems and explore options and enhancements for the regional fare collection program;
- WHEREAS:** In the fall of 2017, NVTC, in collaboration with its regional partners, initiated a strategic planning process to allow the transit systems to collectively organize around a shared vision for future regional fare collection methods;
- WHEREAS:** The purpose of the plan is to provide a roadmap for advancing fare collection in the region and to provide input into WMATA fare collection modernization initiatives; and
- WHEREAS:** The process culminated in a Northern Virginia Regional Fare Collection Strategic Plan, which lays out a vision, identifies strategic priorities and initiatives, and translates these into actions to be taken by NVTC and the transit systems in the coming years.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby accepts the Northern Virginia Regional Fare Collection Strategic Plan for NVTC and the transit systems to move forward with the recommendations of the plan.

Approved this 7th day of June 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman



RESOLUTION #2361

SUBJECT: Authorize the VRE CEO to Execute a One-Year Extension of the Existing Amended and Restated Operating/Access Agreement with CSX Transportation

WHEREAS: The Commissions currently have an Amended and Restated Operating/Access Agreement with CSX Transportation (CSXT) relating to VRE operations in the Fredericksburg to Washington corridor, with the agreement ending on June 30, 2018;

WHEREAS: VRE staff is currently engaged in ongoing discussions with CSXT concerning a new agreement and does not anticipate conclusion of these discussions prior to the expiration of the Amended and Restated Operating/Access Agreement on June 30, 2018;

WHEREAS: The purpose of this extension is to allow time to identify and negotiate additional capacity improvement projects in the corridor;

WHEREAS: Necessary funding has been incorporated into the FY2019 VRE budget to allow VRE to continue its operations over CSXT tracks via this extension; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a one-year extension of the existing Amended and Restated Operating/Access Agreement with CSX Transportation through June 30, 2019.

Approved this 7th day of June 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman



RESOLUTION #2362

SUBJECT: Authorize the VRE CEO to Submit VRE Projects to USDOT for FY2018 BUILD Grant Funding Consideration

WHEREAS: The VRE Crystal City Station Improvements and L'Enfant Station and Virginia Avenue to L'Enfant Fourth Track projects are high-priority projects that are partially funded through the completion of Preliminary Engineering and Environmental Review;

WHEREAS: Additional funding is needed to complete the Final Design for the Crystal City and L'Enfant projects;

WHEREAS: The U.S. Department of Transportation issued a Notice of Funding Opportunity for Better Utilizing Investments to Leverage Development Transportation Discretionary (BUILD) Grants program on April 25, 2018, to solicit applications for grants to be awarded on a competitive basis for projects that will have a significant local or regional impact; and

WHEREAS: The non-federal match for the BUILD Grants is expected to be up to \$5,270,000 and, in the event the grants are approved, authorization for grant match funds will be presented to the Operations Board and the Commissions for approval; and

WHEREAS: The VRE Operations Board recommends the Commissions authorize the requested action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, application(s) for VRE station improvements under the U.S. Department of Transportation Better Utilizing Investments to Leverage Development Transportation Discretionary (BUILD) Grants program, to make any necessary corrections to project amounts or descriptions in the application(s), and to execute all project funding agreements that may be required upon approval of grants for the projects.

Approved this 7th day of June 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman



RESOLUTION

SUBJECT: Commending the Honorable Jeffrey C. Greenfield on the Occasion of His Departure from NVTC

WHEREAS: The Honorable Jeffrey C. Greenfield has served as a member of the Fairfax City Council since 1994;

WHEREAS: The City of Fairfax appointed Mr. Greenfield to the Northern Virginia Transportation Commission and he has served as a Commissioner since July 2008;

WHEREAS: NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: During his tenure at NVTC, Mr. Greenfield served as co-chair of the Legislative and Policy Committee at a critical time for transit funding and policy in the Commonwealth. He helped lead NVTC's efforts to ensure passage of legislation that dedicates an additional \$154 million annually for the Washington Metropolitan Area Transit Authority (WMATA) and \$15 million annually for the Virginia Railway Express. He also was successful in working to expand NVTC's oversight role and responsibilities as they pertain to WMATA; and

WHEREAS: Mr. Greenfield has represented the City of Fairfax on several regional bodies addressing transportation issues – including the Northern Virginia Transportation Authority, the Metropolitan Washington Council of Governments Board of Directors, and the Fairfax 2020 Commission – where he drew on his engineering and transit experience to promote economically vibrant and liveable communities.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable Jeffrey C. Greenfield for his service to NVTC and the citizens of Northern Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Greenfield as an expression of its gratitude and in appreciation of his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 7th day of June 2018.

Paul C. Smedberg
Chairman