

## **Park Hills Civic Association Special Community Meeting – Summary**

The Park Hills Civic Association held a Special Community Meeting on **Monday, November 23, 2009** devoted exclusively to the proposed MTA Purple Line station on Wayne Avenue & Dale Drive at the Sligo Creek Elementary School Library/Media Center beginning at 7:30 pm.

### **Guests:**

Sen. Jamie Raskin; Patrick Metz & Jeremy Crandall (Del. Heather Mizeur); Councilmember Valerie Ervin; Debbie Spielberg (Councilmember Elrich); Tom Autrey, Jonathan Casey, Kathy Reilly & Katherine Holt (Montgomery County Planning Board); Gary Erenrich (Montgomery County Dept. of Transportation); Mike Madden, Jeff Kuttesch, Monica Meade & Kacie Levy (MTA Purple Line Planning Team); Vicky Lake-Parcan (SSIMS Principal); Katherine Ryan (SSIMS PTSA Co-President).

### **Attendees:**

James Anderson; Deanna Anderson; Melissa Bannett; Alan Bowser; Ted Clabault; Mary Clive; Michelle Clive; Ken DeHart; Mildred Dickerson; Leslie Downey; Phil Downey; David Ehrenstein; Sandra Fair; Lisa Goldberg; Paul Guinnessy; Lori Kaplan; Gary Klauber; Christine Lourie; Kristin McGrath; Quinn O'Connell, Jr.; Chris Richardson; Karen Roper; Carolyn Schick; Catalina Schrader; Don Slater; Jessie Slater; Tina Slater; Mary-Margaret Stacy; Russell Stacy; Prem Subramanian; Jean Walker.

### **Greetings & Introductions**

#### **Locally-Preferred Alternative (LPA) on Wayne Avenue**

Chris Richardson, Chair of the Civic Association's Purple Line Task Force, provided an overview of the Purple Line's route between the Silver Spring Transit Center and Piney Branch/Arliss Street stations:

- Here in Silver Spring the Locally-Preferred Alternative, when approaching from Bethesda, would stay on the south side of the CSX tracks until just past Spring Street, where it will cross over the tracks to enter the Silver Spring Transit Center on an aerial structure one level above the existing Metro tracks and provide connections to Metro Red Line, MARC Brunswick line, and various bus routes.
- From there it would exit the Silver Spring Transit Center across Georgia Avenue at street level to follow Bonifant Street, where it will go into a station that has been incorporated into the new Silver Spring Public Library, thus adding a new stream of traffic into the intersection at Fenton and Wayne.
- From there the light rail continues on Wayne Avenue at street level in shared lanes down the middle of the street with added left-turn lanes.
- Just past Manchester Road the Purple Line would enter a quarter-mile long tunnel under Plymouth Avenue and - due to the steep grades - return to the surface on Arliss Street just before turning left on Piney Branch Road.

### **Wayne Avenue Community Impacts**

Richardson then used the remainder of his time to focus on two particular community impacts to the Park Hills community as a result of light rail traveling at street level along Wayne Avenue:

#### **- Silver Spring Green Trail**

The original Green Trail, as planned and budgeted for by the County, called for an 8-foot bicycle path and a 5-foot pedestrian path separated by a 5-foot buffer. However, as a result of the current Purple Line configuration, the Green Trail would be reduced to a combined 8-foot pedestrian/bicycle path. Richardson pointed out that there is some concern in the community about the public safety impacts of a non-separated path, particularly on such a steep grade, and the strong potential for bicyclists to collide with pedestrians, especially the schoolchildren who attend the Sligo Creek Elementary and Silver Spring International Middle Schools. The impression was given at the meeting that the County's decisions about the design of the Silver Spring Green Trail would appear to have been overridden at the state level.

#### **- Local Decision Making & the Dale Drive Station**

In January 2009 the County Planning Board decided to defer the station at Dale Drive and, as it states in the Draft Purple Line Functional Master Plan, "not put in the initial construction phase - the timing of implementation is to be determined." However, there is a push at the state level by the Maryland Transit Administration to have the proposed Dale Drive station built during the initial construction. MTA's concerted attempt to reverse the County's original decision about the Dale Drive station undermines the trust and credibility of the local decision-making process, suggested Richardson in a personal capacity. With respect to the Question over the proposed Dale Drive station, Richardson then asked those assembled - particularly the elected officials - (1) when will that determination be made; (2) by whom; (3) and by what process? Richardson concluded his summary by expressing his hope that the controversial decision to place a station in the middle of a residential neighborhood ultimately be made in a democratic - not autocratic - fashion.

### **MTA Remarks About the Green Trail & Dale Drive Station**

- Mike Madden, Project Manager of the Purple Line Planning Team, stated that as a result of plans drawn up by a consultant to the Planning Team and presented to the County Council and Planning Board, some areas of Wayne Avenue to be widened for the Purple Line could potentially interfere with the space needed for an 18-foot wide separated pedestrian/bicycle path that would include a safety buffer. That is, in some places the original plans for the Green Trail would end up encroaching on those parts of the County right-of-way needed for widening Wayne Avenue to accommodate a light rail plus additional left-turn lanes. In response to MTA concerns, the County trail planner insisted on keeping the 5-foot safety buffer but agreed to merging the Green Trail into a single pedestrian/bicyclist path. The decision, therefore, to consolidate the Green Trail in this manner was made by the County - not MTA, Madden asserted. The County has revised its original plan to build the Green Trail first, given the possibility of MTA needing to rip up those sections in the right-of-way that overlap with the space needed for the light rail, and is now proposing to construct the Green Trail and Purple Line simultaneously, although the County has not yet made a final determination on this issue.

Madden added that the original Green Trail design with separate bike/pedestrian paths could remain intact for those sections of Wayne that do not include the additional left-turn lanes.

- With respect to the proposed Dale Drive station, Madden stated the Planning Board, County Council, and County Executive were all in agreement that the Dale station not be built during the initial construction, although they did not specify exactly when it should be built.
- However, Madden continued, the Council and Planning Board did request that MTA design the Purple Line in such a way so that a station could be built at a later date if desired by the community.
- This means that MTA would go ahead during the initial construction and perform street widening at Dale Drive to accommodate train platforms that - potentially - would be installed at a later date.
- Madden added that the Planning Board initially rejected MTA's proposal to build a station at Dale Drive, as the Board disagreed with the high ridership figures that MTA is projecting for that stop.
- However, MTA produced additional research – the Dale Drive station "white paper" published in August 2009 – that suggested additional boardings at the Dale station would come largely from apartment dwellers on Thayer Avenue. MTA presented this paper to the Planning Board and asked them to reconsider their decision. Madden expressed concern about the one-mile gap between the Silver Spring Library and Manchester Street stations and the number of residents between those two stations that would not be well served by the Purple Line.

## **Questions & Comments from the Community**

### **RIDERSHIP**

#### **Question:**

How does MTA account for the projected ridership figures of 1,400 daily boardings at the proposed Dale station, particularly given the single-family residential population within a ¼ mile radius (i.e., a planning principle referenced in the MTA white paper)?

#### **Answer:**

Madden responded that MTA is assuming residents would be willing to walk up to a half-mile to ride the Purple Line. Given the projected population figures for the year 2030 within a half-mile radius of the proposed Dale station [2,183 for the area north of Dale and 4,628 for the area south of Dale] and given that 1,400 daily boardings equates to 700 persons, MTA is confident these ridership figures are, indeed, sound. Madden also added that only 25% of the estimated 4600+ persons in the area south of Dale (i.e., those living in the Thayer Avenue apartment buildings) are within a half-mile of the proposed station - which he reasserted to be a reasonable walking distance.

### **LAND USE/REZONING**

#### **Question:**

The convenience of having a station at Dale would admittedly be very attractive for those who live nearby, but what's also attractive about our community is the charm and

character of its predominately single-family residences. Given the County's embrace of Smart Growth policy, which emphasizes concentrating population density and land-use development around transit stations, how can MTA build a Purple Line stop at Dale Drive without significantly altering its current residential character? In fact, wouldn't it be irresponsible to build a station at Dale Drive and not rezone the area for greater density in order to allow a greater return of investment using public funds? When I raised this Question at a previous meeting, MTA pointed to Forest Glen as an example of a residential area that essentially remained unchanged even with a transit station directly in its midst. So, how do we create a "Forest Glen" at Dale Drive?

**Answer:**

Ultimately, the County will have to weigh in on this land-use Question. The current County plans call for a continuation of the single-family residences for this area. The only way for development to happen is if someone comes in and buys up single-family homes - not a likely prospect, according to Madden, due to the expense. Councilmember, Valerie Ervin, then asserted there are "no plans moving forward to disassemble a single-family neighborhood and make it some sort of big transit-oriented hub," although she did point out that transit-oriented development is certainly being planned a mile or so away in the Langley Park corridor. Councilmember Ervin then pledged to write a letter asking her colleagues to support her request to refrain from any kind of development at this particular point on the Purple Line route. Ervin staffer, Richard Romer, then read aloud the following passage from Ervin's February 26, 2008 letter to Silver Spring Advocates that was also signed by the entire County Council:

"The County will work with MTA to ensure this proposed route retains the residential character of Wayne Avenue and its adjacent neighborhoods; improves the overall mobility of County residents, and delivers the economic and environmental benefits associated with other light rail projects throughout the Country."

**DECISION TO DEFER DALE DRIVE**

**Question:**

Councilmember Ervin, what was the overall logic of the Council in recommending that the Dale Drive station be deferred?

**Answer:**

The Council initially decided that no station would be built at Dale in response to concerns expressed by the community. MTA's August 2009 white paper on the Dale Drive station, however, then recommended that a station be built during the initial construction. Council will now have to renew deliberations to see where the Council stands with respect to a Dale station in light of MTA's recent analysis. Ervin stated, "At the end of the day, MTA and the State are making the decisions, overriding the decisions made by the Council earlier in the year." Madden then immediately interjected, "Again, our position was that, based on the additional information, whether the station is built or not, [the Council's original decision] deserves at least reconsideration." With respect to who makes the decision - county vs. state - Ervin added, "Very much like the ICC, the Council weighed in, and the State made the decision. So, we'll be in that situation again. We can recommend and move the ball forward as far as we can go, and the State will make the final decision." Madden then concluded that, on the proposed Dale Drive station, the State has not made its final decision.

## **PEDESTRIAN SAFETY/LOCAL SCHOOLS**

### **Question:**

What changes will be made to the Sligo Creek Elementary and Silver Spring International Middle School facilities to accommodate the proposed Dale Drive station? What measures will MTA institute to help address public safety concerns about schoolchildren in close proximity to light rail?

### **Answer:**

MTA has already initiated dialogue with the Principals and PTA bodies of both schools, as well as the head of Facilities for Montgomery County Public Schools. The main concerns expressed thus far: (1) provide safe passage for pedestrians at school crossings along Wayne Avenue; (2) separate parent drop offs from bus movements; (3) maintain and improve parking for staff and faculty; (4) keep staff and faculty parking separated from bus movements; (5) maintain full access to the schools on Wayne Avenue; (6) and prevent additional traffic from entering the Sligo Creek Elementary School area. MTA reiterated the need to relocate the parking lot entrance on Wayne Avenue and added that the schools do recognize the safety concerns associated with the entrance being so close to the intersection at Dale. Solving each of these problems will require ongoing study, and MTA has pledged to continue their dialogue with the two schools to find satisfactory resolution. Madden added that there has been some interest expressed by teachers, as well as some middle school students, for utilizing a Purple Line station at Dale.

### **Question:**

The convenience of a station at Dale, unfortunately, carries with it serious risks. Given the public safety concerns of having a light rail station adjacent to two public schools, as well as the potential for decreased neighborhood access and degradation of our existing residential character, why are we not considering walking or using Ride-On bus to get to a nearby station?

### **Answer:**

Sure, we can consider these alternatives, but there is "a real disincentive for people who have to transfer like that - they'd rather get on the system and ride it than taking a bus." A Purple Line without a station at Dale "is not as convenient - not as good of a service." MTA added that a Dale Drive station does not necessarily preclude the safety of schoolchildren or robbing the neighborhood of its current character but that the Purple Line can be designed to "preserve all those things." With respect to pedestrian safety, MTA also pointed out that a platform in the middle of Wayne could also serve as a "pedestrian refuge."

### **Question:**

Given that people will be walking, biking or taking a bus to the proposed Dale station, are there accompanying plans to increase pedestrian safety by adding more sidewalks in the neighborhood?

### **Answer:**

MTA will be working with the County Council and Planning Board on sidewalks and other safety-related issues, since pedestrian access is key to the success of the Purple Line. Councilmember Ervin added that County Council has written a letter to MTA asking that special attention be given to a list of ten related items including pedestrian

safety and sidewalks while preserving the integrity of our neighborhood. MTA also added that Preliminary Engineering, a two-year phase that will be taking place in Spring 2010, is when MTA will begin to address these kinds of planning details, such as access, safety, streetscaping, and design.

## **NOISE/ROUTING DECISIONS/WIRE-FREE CATENARY SYSTEMS**

### **Question:**

Given concerns about noise associated with the light rail - speaker announcements and warning bells, et al. - is there an example of an existing light rail system that MTA can identify as having comparable noise levels? Also, if the goal of the Purple Line is to travel along areas where population density is high, then why doesn't the Locally Preferred Alternative follow the area south of Wayne where - as MTA's own white paper shows - population density is considerably higher than the residential neighborhood along Wayne Avenue? Finally, a demonstration video on the Internet shows a light rail system developed by a Montreal-based company named Bombardier that (1) eliminates the need for unsightly overhead catenary wires and (2) utilizes an underground powering mechanism that is only activated when the train passes overhead, thus greatly reducing the possibility of human electrocution - is MTA considering such a system? At what point in time will MTA be purchasing vehicles for the Purple Line system?

### **Answer:**

Although the Locally Preferred Alternative would run north of the large apartment complexes area along Thayer Avenue, MTA's model shows the Purple Line would still attract a lot of people from this area. With respect to overhead catenary wires, it is important to note there is no chance of any one being electrocuted. Additionally, per the County Council's request to study the issue of overhead wires, what MTA found is that "there is no system today that is operating without overhead wires that we feel comfortable is ready off the shelf." MTA has talked with some vehicle manufacturers - including Bombardier "that has a test track in Germany" - but MTA is "not at all convinced that there is such a technology that we can use." However, MTA has pledged to the County Council to keep up-to-date on the latest technology, and "if by the time the vehicles are purchased and that [i.e., a catenary-free system] is a possibility, we certainly would consider it." The decision to purchase the light rail vehicles will not be made "for a few years." With respect to noise, keep in mind this is light rail, not Metro where successive station stops are announced loudly outside the vehicle - "typically, your only announcements are made on board the vehicle, you don't really hear outside the vehicle." Gary Erenrich, Director of Montgomery County's Department of Transportation, however, pointed out there would have to be audible announcements as required by ADA [Americans with Disabilities Act], so the Question becomes "how do you defract that noise so that it is localized" - especially at times of the night "where it could be very disruptive?" MTA then modified its response by indicating that possible solutions include directional speakers and targeting announcements toward the platform, but keep in mind "these are final engineering details." With respect to identifying an existing light rail system - such as Baltimore - with comparable noise levels, MTA cautioned that Baltimore's light rail is an older system. The vehicles currently being studied by MTA are much newer and quieter - even smaller - than Baltimore's "uglier" light rail cars

which are among the largest vehicles manufactured. Houston's and Charlotte's light rail vehicles, for example, are much more in line with what MTA believes the Purple Line will be.

## **VIBRATION & WHEEL SQUEAL**

### **Question:**

Would you please tell us about vibrations and noise impacts, particularly wheel squeal and their potential locations along Wayne Avenue?

### **Answer:**

Modern light rail vehicles, with respect to vibration, should be comparable to buses, if not a little better. With regard to wheel squeal, MTA has identified two possible locations on Wayne Avenue: (1) the bend in the road near Sligo Cabin Park as you approach Sligo Creek Park; and (2) east of Sligo Creek Parkway near the tunnel entrance adjacent to Manchester Place. Wheel squeal occurs with road curvature of a particular severity, although MTA states that in some cases, anticipated wheel squeal does not always occur - a mystery that sometimes vexes. Also, wheel squeal can be addressed proactively through vehicle design ("more bends in the vehicle" so that there is a reduced "angle of attack" - i.e., "less friction between the wheels and the sharper curves"), as well as "vehicle skirts" that reduce noise.

## **LIGHT RAIL STATIONS**

### **Question:**

What are the dimensions or specifications of the light rail stations themselves?

### **Answer:**

Each station will be a 200 foot long platform in order to accommodate two 90-foot vehicles or three 60-foot vehicles. The platform can be incorporated into the sidewalk and are generally about 10 feet or so wide. These platforms would be "low floors" so that people can get on and off very easily, although one part of the platform will need to be raised up to about curb level - about 14 inches "to match the height of the vehicle so that a wheelchair can roll in." Again, keep in mind that these platforms will be much lower than the ones currently being used in Baltimore. In terms of design and aesthetics, MTA's concept is that these stations will look like "elaborate or glorified bus stops," although "a lot of that will also depend on the community" and the kind of amenities, as well as the type of bicycle and pedestrian access, desired by residents. Bear in mind that, unlike Metro, the Purple Line will not include parking provisions for automobiles. However, compared to Metro, the Purple Line will "definitely be a more pedestrian-friendly system."

## **TRAFFIC CONCERNS**

### **Question:**

Traffic on Wayne during peak travel times can be pretty busy as it is - some residents are concerned that the Purple Line will make traffic worse. The station here is the issue: are you aware of any traffic studies showing the expected traffic volumes of having a station at Dale versus no station?

### **Answer:**

MTA has looked closely at the issue of traffic and has identified left turns as the main cause of traffic. MTA believes that widening the road to install additional left-turn lanes at Cedar, Dale and Sligo Creek should greatly alleviate the traffic problems on Wayne when projected to the year 2030. It is important to note that with an additional left-turn lane and a center platform station at Dale, eastbound traffic would enjoy two lanes of through traffic, however, for westbound traffic the leftmost lane would be a combined through/left-turn lane (like the present situation) but one that would require an extra signal to halt traffic when a train is in the station. MTA predicts that 30% of the Purple Line ridership will be new users to mass transit, thus reducing the number of cars on the road.

### **BICYCLES ON THE TRAIN**

**Question:**

Are bicycles allowed on the train?

**Answer:**

Yes – although one future decision for the community though will be whether to install bicycle racks within the light rail vehicles themselves.

### **COUNTY RIDE-ON BUS SERVICE**

**Question:**

How would a station at Dale Drive affect County Ride-On bus service? Also, with a center light rail platform and a Ride-On bus traveling in the right-hand lane and passengers - including middle school students - transferring between the two lines, how will all that pedestrian movement be handled?

**Answer:**

It's a bit early in the planning process to resolve that level of detail, but certainly MTA will need to coordinate with the County Department of Transportation. One obvious needed change though would be to move the Ride-On stop closer to the intersection to improve proximity to the proposed Purple Line station.

### **LIGHT RAIL SAFETY STANDARDS**

**Question:**

With regard to these issues around safety - and, in particular, the tragic June 22, 2009 Metro Red Line accident - I am concerned that there are no state and federal standards for light rail, or so says the FTA Director, who is evaluating the Metro accident and has been quoted recently on news. So, what are the standards of distance being employed by MTA for determining what can be considered safe, e.g., bike trail being x number of feet from a light rail?

**Answer:**

It is true that there are no federal standards for light rail - all standards are determined on a state-by-state basis. Here in Maryland, the standards for light rail are determined by the Maryland Transit Administration. Maryland's standards have been developed to meet the specifications of most - but not all - light rail vehicles on the market. Once a vehicle is chosen, each light rail system is then tailored more specifically to meet local needs. County Transportation Director Erenrich then added that in addition to the vehicle issues mentioned, there are highway and road design issues, some of which have been

discussed, in terms of setback, but there are procedures and direction and guidance for light rail vehicles in roadways. The kind of signage, the kind of regulation - that's what County traffic engineers will look at. Some of these decisions involve highway design which come into play, thus requiring dialogue and coordination with the State Highway Administration. Signals issues, for example, with respect to the light rail's "signal head" or signal display, signage on Wayne Avenue - these are things that will need to be worked out, although there are guidelines for how that is done. Standards for how a light rail vehicle is to operate on a highway ultimately will require coordinated effort between MTA and SHA. Also, with respect to the tragic Metro accident, it is important to point out that the Purple Line will be a "line of sight" operation, meaning that the vehicle will be operating largely in the same manner as a bus, stopping at signals, having a similar braking distance as buses, and staffed by humans located upfront in the vehicle - nothing automated.

### **PLACEMENT OF RAIL**

#### **Question:**

With respect to the rail being laid on Wayne, I am curious to know where the tracks will intercept with the lanes, particularly at Wayne and Dale?

#### **Answer:**

Consultation with map by MTA Planning Team and residents interested in the Question.

### **STREETSCAPING & BEAUTIFICATION/FUNDING**

#### **Question:**

With respect to funding and the streetscaping and beautification aspects related to the Purple Line, what is the likelihood - given the current fiscal crisis - that the County will have the means to carry out these plans as indicated in the renderings being circulated by MTA? Also, there are three major transit projects in Montgomery County alone seeking federal money (Intercounty Connector; Corridor Cities Transitway; Purple Line), what is the likelihood that the Purple Line will obtain needed funding, and what is the next step for the Purple Line?

#### **Answer:**

Actually, there are three transit projects in the state of Maryland currently seeking federal funds - CCT (Montgomery County); PL (Montgomery & Prince Georges Counties); and the Red Line (Baltimore City). The state is trying to move forward on all three projects, and all are almost at the same point in the planning process. The Purple Line and Red Line rail projects announced their Locally-Preferred Alternatives on the same day, however the CCT (as of November 2009) has still not determined its LPA. The state does, indeed, want to fund all three projects, but how to do so is not yet clear at this time. Each project will have to secure federal funding and cannot rely on state and county resources alone. Some cities, such as Houston, have been able to utilize local money in order to expedite construction and free themselves from various obligations imposed by receiving federal funds. Right now the assumption is all three projects will be funded 50% federal and 50% state. With respect to "betterments," a number of the items called for would be funded by state money: stations, streetscaping, and pedestrian access ways (but "to a certain point"). Other items, such as "burying the wires that you have there

today underground," would not be included in the state's funding allotment for the Purple Line.

### **TIME FRAME**

#### **Question:**

You already mentioned the Preliminary Engineering, a two-year phase, will begin in Spring 2010 - what is the time frame for the next planning phases of the Purple Line? When can we actually expect MTA to begin breaking ground in our neighborhood?

#### **Answer:**

After Preliminary Engineering and the release of the Final Environmental Impact Statement, the next phase would be Final Design, another two-year process (MTA is actually developing construction drawings at the moment). The earliest that construction could begin would be in the 2013-2014 time frame, although that's assuming MTA has all of its needed funding. In terms of building the Purple Line, a project of this scale, if MTA were to build the project at the same which would be its objective, would take approximately 4-5 years to complete.

### **Comments from Residents**

#### **Comment:**

MTA's recommendation to design the transit line in such a way that a station at Dale can be built in the future - compared to the Council and Planning Board's original decision to forego a Dale stop - is, in fact, a state-level decision that overrides decision-making at the county level. That is, widening Wayne Avenue to accommodate a future stop virtually guarantees a station will be built at Dale - we just don't know when - and betrays the fact that MTA has never seriously considered the possibility that a majority of residents might not consider a station at this location to be in the community's interests.

#### **Comment:**

As someone who commutes daily to Rockville, I am extremely frustrated with the quality of the County's current Ride On bus service and welcome the prospect of a Purple Line, which would significantly reduce the length of my commute, and especially a station at Dale. If the nearest station were more than a half-mile walk from home, I would likely not ride the Purple Line.

#### **Comment:**

Although the Planning Board and County Council both initially voted for no station at Wayne and Dale, that decision was made at a point in the planning process where the Purple Line route could have been tunneled under Wayne, in which case an underground station at Dale would have been considered cost-prohibitive. However, once the Governor voted for the Locally Preferred Alternative to travel at street-level along Wayne, many in the community expressed the viewpoint that if the light rail is coming through our neighborhood, then we should get some benefit from the system by having a stop at Dale Drive.

**Comment:**

One resident, while acknowledging the special attention needed to safety and access issues raised by the schools, as well as zoning concerns raised by the community, stated his preference for a station given that street widening will take place regardless. MTA responded that some of the opposition to the proposed Dale station is based on concerns about redevelopment, but first of all the County Council states there are no plans to do so and even if they did, there is a long public process they would have to follow, not to mention the needed funds or financing needed to buy the minimum number of lots needed to redevelop.

Park Hills Civic Association would like to thank all of our elected officials (and/or staff members) who attended tonight's meeting – Sen. Raskin; Del Mizeur; & Councilmembers Ervin, Elrich & Trachtenberg – as well officials from the County Planning Board, County Dept. of Transportation, and, of course, the MTA Planning Team.

**Adjournment**

The meeting was adjourned at 9:00 pm.

Respectively submitted.

Chris Richardson, PHCA Secretary