

**ONE PAGE OVERVIEW**  
**Central Jersey Transportation Forum**  
**November 12<sup>th</sup>, 2014 Meeting**

Welcome and Introductions

There were over 66 participants, including two legislators from the NJ Assembly and representatives from thirteen municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Bill Neary, Forum Chair and Executive Director of Keep Middlesex Moving TMA, welcomed everyone.

How the Forum Can Help with Adequate, Stable Transportation Funding

Assemblyman John Wisniewski, Chair of the Transportation and Independent Utilities Committee, spoke about his efforts to pass a transportation funding bill. He reviewed a series of slides that illustrated how the state has arrived at the current funding crisis and answered several questions from the Forum. Zoe Neaderland, Manager of the Office of Transportation Safety and Congestion Management at DVRPC, reviewed the results of the recent survey, which has been conducted every other year since the Forum restructured to be more effective in 2011. One clear priority identified by the survey was to advocate for increased transportation funding. A draft letter of support for stable, dedicated, adequate transportation funding was discussed, and the Forum voted unanimously in favor of sending an edited version of the letter; Montgomery Township abstained from the vote.

Together North Jersey Update

Zenobia Fields, Director of the Department of Planning at NJTPA, provided an update on the status of the Together North Jersey effort, now in its Action Planning phase. This step will involve using priority goals, objectives, organizing themes, focus areas, and strategies to determine actions and responsibilities, as well as a timeline for implementation. Ms. Fields gave examples and asked for feedback about actions to highlight. Comments or suggestions can be sent to Ms. Fields at [zfields@njtpa.org](mailto:zfields@njtpa.org).

Transit Updates

Tom Marchwinski, Director of Systems Planning at NJ Transit, noted that efforts to promote the Route 655 Bus resulted in a slight increase in ridership. The 655 Partners group will meet in January to discuss what's next in terms of funding. There will be a meeting in early spring to discuss the results of the study of the potential Route 656 Bus on CR 571. NJ Transit was awarded about \$1.27 billion for resiliency projects through a FEMA Superstorm Sandy relief grant program. Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, provided an update about the Amazon.com shuttle project. Service began on July 16<sup>th</sup>, and almost 13,000 trips had been provided as of November 12<sup>th</sup>. The shuttle was funded as a public-private partnership.

Action Items

The May 20<sup>th</sup>, 2014 meeting summary was approved. Mr. Neary provided an update about the Rt1RGS Action Team's activities. The Smart Growth Road Show presentation was given to Montgomery and East Windsor Townships. The Road Show was also presented to the Middlesex County Transportation Coordinating Committee. Princeton and East Windsor Township adopted Smart Growth resolutions.

Brief Updates & Dialogue

Pat Ward, Director of Community Development for West Windsor Township, read a brief statement from West Windsor Mayor Shing-Fu Hsueh, reiterating continued consensus for essential Penns Neck-area Route 1 improvements among the five coordinating mayors. Tony Gambilonghi, Supervising Planner for Transportation at the Middlesex County Office of Planning, provided a brief introduction to the recent update of the Middlesex County Transportation Plan. Matt Lawson, Transportation Planner for the Mercer County Planning Division, provided an update about activity at the Mercer Airport. Mr. Neary read an update regarding noncontiguous parcel clustering, a voluntary planning tool that allows municipalities to direct growth to appropriate areas while preserving open space or farmland. DVRPC's Smart Growth Office offers help to municipalities interested in adopting a noncontiguous parcel clustering ordinance.

**Meeting Summary  
Central Jersey Transportation Forum  
November 12<sup>th</sup>, 2014**

**ATTENDEES:** over 66 participants – Please advise if you attended but are not on the list.

Legislators			
Jack	Ciattarelli	Assemblyman	NJ Assembly, District 16
John	Wisniewski	Assemblyman	NJ Assembly, District 19

Mayors			
Liz	Lempert	Mayor	Princeton

Other Municipal Staff			
Jeffrey	Wilkerson	Principal Planner	City of Trenton, Division of Planning
Andrew	Feranda	Traffic Consultant (Shropshire Associates)	Cranbury Township
Allan	Kehrt	Planning Board Chairman	Cranbury Township
Theodore	Chase	Councilman	Franklin Township Council & Planning Board
Gene	Strupinsky	Business Advocate	Hillsborough Township
Bruce	Rydel	Planning Director	Hillsborough Township Planning & Zoning Department
James	Parvesse	Township Engineer	Lawrence Township
Ed	Cohen	Transportation Specialist	Monroe Township
Amy	Rutherford	Transportation Coordinator	Monroe Township
Gail	Smith	Engineer	Montgomery Township
Tom	Vigna	Township Planner; Chair, RT1RGS Action Team	North Brunswick Township Community Development - Division of Planning
Les	Varga	Director	Plainsboro Township Office of Planning & Zoning
Arthur	Lehrhaupt	Chair	Plainsboro Township Planning Board
Bob	Kiser	Municipal Engineer	Princeton
Anton	Lahnston	Former Chair	Princeton Traffic and Transportation Committee
Ralph	Widner	Board Member	Princeton Traffic and Transportation Committee
Marvin	Reed	Chairman - Master Plan Committee	Regional Planning Board of Princeton
Lee	Solow	Planning Director	Regional Planning Board of Princeton
Ann	Bell	Administrative Officer	Robbinsville Township
Bryan	Bidlack	Director of Planning	South Brunswick Township
Pat	Ward	Director of Community Development	West Windsor Township, Community Development Dept.

Counties			
Matt	Lawson	Transportation Planner	Mercer County Planning Division
Marty	DeNero	Director	Mercer County TRADE
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Office of Planning
Walt	Lane	Director of Planning	Somerset County Planning Division

Freeholder Peter Palmer represented Somerset County and the NJTPA Board.

Metropolitan Planning Organizations			
Jesse	Buerk	Senior Transportation Planner	Delaware Valley Regional Planning Commission
Sean	Maxwell	Intern	Delaware Valley Regional Planning Commission
Zoe	Neaderland	Manager, Transp. Safety & Congestion Mgmt.	Delaware Valley Regional Planning Commission

David	Behrend	Director, Department of Communications and Government Affairs	North Jersey Transportation Planning Authority
Zenobia	Fields	Director, Department of Planning	North Jersey Transportation Planning Authority
Lois	Goldman	Director of Regional Planning	North Jersey Transportation Planning Authority
Mary K.	Murphy	Executive Director	North Jersey Transportation Planning Authority
Peter	Palmer	Freeholder, Board Member	Somerset County, NJTPA Board

Other Regional Bodies			
Joe	Donnelly	Deputy Director of Communications	Delaware River Joint Toll Bridge Commission
Chad	Dixson	Mobility Manager	Greater Mercer TMA
Cheryl	Kastrenakes	Executive Director	Greater Mercer TMA
Morteza	Ansari	Senior Transportation Coordinator	Keep Middlesex Moving TMA
Bill	Neary	Executive Director; Forum Chair	Keep Middlesex Moving TMA
Joan	McGee	Watershed Policy Specialist	Stony Brook - Millstone Watershed Association

State Departments			
Robert	Tessier	Project Specialist	NJ Department of Community Affairs, Local Planning Services
Barry	Ableman	Principal Planner	NJ Department of State, Office for Planning Advocacy
Danielle	Graves	Project Engineer	NJ Department of Transportation, Bureau of Statewide Strategies
Tom	Houck	Transportation Planner	NJ Department of Transportation, Bureau of Statewide Strategies
Jim	Lewis	Manager	NJ Department of Transportation, Bureau of Statewide Strategies
Ira	Levinton	Project Engineer, Planning	NJ Department of Transportation, Bureau of Systems Development & Analysis
Susan	Winter	Principal Planner, Emergency Management	NJ Office of Homeland Security and Preparedness, Planning & Project Management Bureau
Tom	Clark	Regional Manager, Gov. & Community Relations	NJ Transit
Steve	Fittante	Director of Local Programs and Minibus Support	NJ Transit
Tom	Marchwinski	Director of Systems Planning	NJ Transit
Mike	Viscardi	Senior Facilities Manager	NJ Transit

Other			
Tim	O'Donavon	Chief of Staff	Assemblyman John Wisniewski
Jack	Kanarek	Senior Project Manager; Chair, Transit Action Team	Dewberry-Goodkind, Inc.
Kerri	Tyerman	Project Manager	Dewberry-Goodkind, Inc.
John	Donnadio	Executive Director	New Jersey Association of Counties
Cyndi	Steiner	Executive Director	New Jersey Bike & Walk Coalition
Michael	Vieira	President	New Jersey Council on Special Transportation
Scott	Ross	Associate Director	New Jersey Petroleum Council
Curt	Emmich	Associate	Picus Associates, Princeton Forrestal Center
Zlata	Kobzantsev	Planner	PlanSmart NJ
Sheldon	Sturges	Managing Director	Princeton Future
Maura	Fennessy	Government Relations Specialist	Princeton University
Terrence	Sobers	Consultant	Sobers Consulting
Jerome	Lutin	Citizen	South Brunswick Township Resident

## **1. Welcome and Introductions**

There were over 66 participants, including two legislators from the NJ Assembly and representatives from thirteen municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Bill Neary, Forum Chair and Executive Director of Keep Middlesex Moving TMA, welcomed everyone. Bruce Rydel, Planning Director for Hillsborough Township, welcomed everyone to Hillsborough on behalf of Mayor Tomson and the Township Committee and stated that Hillsborough supports the Forum's efforts. He mentioned that the middle portion of the US 206 Bypass opened last year and that Hillsborough looks forward to the completion of the northern and southern sections of the project. In conjunction with the bypass project, Hillsborough has been working to increase SCOOT bus service and is hoping for the eventual reactivation of passenger rail service on the West Trenton line.

Everyone introduced himself or herself.

## **2. How the Forum Can Help with Adequate, Stable Transportation Funding**

Mr. Neary introduced Assemblyman John Wisniewski, Chair of the Transportation and Independent Utilities Committee and praised him for his work to pursue adequate, stable funding for transportation improvements in New Jersey.

Assemblyman Wisniewski spoke about his efforts to pass a transportation funding bill. He said he has spoken to many groups and understands that many residents of New Jersey have concerns about raising more money for transportation. The reasons to find stable, adequate funding for transportation improvements do not fit neatly into sound bites, because the fundamental issue is complex and nuanced. Several times in recent decades, action has been delayed. But now, Assemblyman Wisniewski said the state is finally on the cusp of a potential crisis. If a long-term solution is not found, it will have profound consequences for the state, because transportation is vital to the economy of New Jersey. Many businesses that have chosen to locate in New Jersey because of its infrastructure may not choose to do so in the future if a solution is not found. He said that it will take a lot of education and political will to get a bill passed, but stressed that those in favor of a transportation funding solution must use facts to persuade those opposed.

Assemblyman Wisniewski reviewed a series of slides that illustrated how the state has arrived at the current situation, and showed clearly that all of the money raised for the Transportation Trust Fund is now completely dedicated to debt service, making it impossible to borrow more funds. Over the past 30 years, the state spent around \$10 billion more than it collected for transportation. Assemblyman Wisniewski addressed the false notion that the necessary funds could be "found" in the overall budget. With other looming obligations such as pensions, this is simply not realistic. That is why Assemblyman Wisniewski favors a gas tax increase. He said that although people don't like to hear it, it is the only good option. However, he said he is encouraged that many policy leaders have recently said they would support such an increase, recognizing the dire need. He addressed the crisis in confidence in the government, noting that although most NJ residents seem to recognize that adequate transportation funding is important, they also feel that money has been squandered historically. However, a large part of the problem has been that spending increased without a commensurate increase in funding. That's why Assemblyman Wisniewski believes a successful funding bill must ensure that the additional funds raised must be deposited in the Transportation Trust Fund and spent according to an agreed-upon plan that doesn't change with shifting political priorities.

Assemblyman Wisniewski has submitted a bill to the Assembly Transportation and Independent Authorities Committee (a copy was included in the meeting folders), but he needs other legislators and the Governor to engage on the issue if something is going to get done. He asked everyone in the room who cares about this issue for their help.

Mr. Neary asked a series of questions that had been gathered in advance from Forum members. They included:

- Would the Assembly consider a county transportation tax option that would be collected by the counties and dedicated to local road projects, including county roads and county paratransit? Assemblyman Wisniewski said he didn't think it made sense to levy a new tax at the county level at the same time that a new state level tax is introduced. However, he said that if the legislature is unable to agree on a statewide funding bill, the pathway should be cleared for counties to raise their own revenue.
- Does the bill include an index that would allow the gas tax to adjust with inflation going forward? Yes.
- Could the bill include a mileage-based tax to account for alternative fuel vehicles and the increasing efficiency of vehicles which results in decreased gas consumption and therefore, decreased gas tax revenues? Assemblyman Wisniewski said that his bill includes ways to capture revenue from alternative fuel vehicles and a pilot program for a mileage-based tax system. However, he noted that widespread adoption of these vehicles is probably still a long way off.
- Were other alternatives means of funding roadway projects besides an additional tax on gasoline discussed? Assemblyman Wisniewski said that the good thing about a petroleum tax is that it is apportioned according to use. In other words, the more someone drives, the more they pay and the less they drive, the less they pay.
- Peter Palmer, Somerset County Freeholder and NJTPA Board Member, asked for more details about how the proposal addresses county needs. Assemblyman Wisniewski said that counties have seen their share of transportation funding decrease as a result of the overall program not keeping up with inflation. He noted that 50 percent of vehicle miles travelled (VMT) occur on county roads, which points to the critical importance of maintaining these roads. His plan would increase funding for county roads by increasing the overall transportation improvement funding budget.
- Liz Lempert, Mayor of Princeton, asked how the NJ gas tax compares to other states. Assemblyman Wisniewski cited gas tax figures from Pennsylvania, New York, and Connecticut to make the point that even with his proposed tax increase, New Jersey would still have a lower tax than all of these neighboring states. Ted Chase, Franklin Township Councilman, asked for clarification about whether or not the proposed tax increase would include home heating oil, or just petroleum products used for transportation. Assemblyman Wisniewski confirmed that his proposal would only apply to products used for transportation, not home heating oil.
- Marty DeNero, Director of Mercer County TRADE, asked if Assemblyman Wisniewski was finding support for his bill. Assemblyman Wisniewski said that raising the gas tax was not a politically popular position, but that the larger issue of adequate, stable transportation funding is not about politics. He said that we must challenge those who reject a tax increase or say that the money could be "found" in the budget to offer alternative solutions. If not with a tax increase, how do we fund the transportation trust fund? If we are to "find" the money, then where, specifically? While he said the legislature owes it to its constituents to look for efficiencies wherever possible, it is unrealistic to think the funding shortfall can be solved that way.
- Tony Gambilonghi, Supervising Planner for Transportation at the Middlesex County Office of Planning, asked if Assemblyman Wisniewski's proposed capital program would include funding for transit, bicycle, and pedestrian projects. Assemblyman Wisniewski said yes and added that he thinks the state needs to look at expanding the amount of funding dedicated to transit. He also said that the state needs to do a better job of managing its existing road capacity, rather than looking to add more.
- Mr. Palmer asked about transit tunnel options to New York City. Assemblyman Wisniewski said he thought it was a lost opportunity to abandon the ARC tunnel project. A new tunnel plan is being discussed, but it will take a long time to complete all the necessary studies and line up all the approvals and funding that will be required. He said that he is investigating whether any of the elements of the ARC project that were already approved could be used for the new project.
- Assemblyman Jack Ciattarelli said he agreed with Assemblyman Wisniewski about the need for adequate, stable transportation funding. However, he asked about a recent report showing that the cost of building one mile of roadway in New Jersey is two to three times higher than in other states. Assemblyman Wisniewski said he was familiar with the report that Assemblyman Ciattarelli referenced and that it had some issues with accuracy. He added that the reality is that New Jersey is in the center of one of the most affluent markets in the world and that things simply cost more here. For example, Right of Way acquisitions are more expensive because property is more expensive. Labor costs are higher in part because road crews work at night, which is more expensive, but is

necessary in order to reduce impacts on traffic. Assemblyman Wisniewski said he believes things can be done more efficiently and that those opportunities should be explored. However, he said the truth is that it will always be more expensive to build transportation projects in New Jersey and that we need to be honest about that fact. There is a reason that so many people live here and not in cheaper, more rural parts of the country.

- Jack Kanarek, Senior Project Manager at Dewberry-Goodkind and Chair of the Transit Action Team, asked if Assemblyman Wisniewski's proposal includes a list of projects. Assemblyman Wisniewski said that his proposal includes a five-year plan the state would be obligated to follow, which would list specific projects.
- Mr. DeNero asked about the timeline to get a bill passed. Assemblyman Wisniewski said he hoped it might be possible to get something done by the end of the calendar year, but if not, he hoped maybe in January.

Mr. Neary thanked Assemblyman Wisniewski for his time and complemented his deep understanding of the transportation funding issue. He noted that the recent survey of the Forum found that members want to strengthen the Forum's advocacy role, including advocacy for adequate, stable transportation funding.

Zoe Neaderland, Manager of the Office of Transportation Safety and Congestion Management at DVRPC, spoke about two handouts in the meeting folders:

- "Where We Are and the Road Ahead" reviewed the Forum's efforts toward its goal. It included land development numbers from the most recent Planned Projects Status Report, and a brief history of NJDOT's Route 1 Regional Growth Strategy (Rt1RGS) effort and the Forum's subsequent follow-up actions. That handout included a table on the status of major planned and aspirational transportation improvement projects, including transit and road projects, which had been cited in the original Rt1RGS report.
- Results of 2014 survey of Forum participants

Ms. Neaderland reviewed the results of the survey, which has been done approximately every other year since the Forum restructured to be more effective in 2011. She noted that it is easy for eligible municipalities to become voting members by simply submitting the form letter designating representatives. Highlights of the recent survey included:

- About 66 percent of the 53 people who took the survey said they have attended Forum meetings for four or more years, indicating the long-term commitment many participants have made and continue to make.
- A majority of people thought the Forum has become more action-oriented and effective since restructuring.
- Two clear priorities for advocacy emerged:
  - Advocate for increased transportation funding; and
  - Advocate for specific projects (such as BRT, current planned road and transit improvements, and/or future needs).
- The highest priority planning action was to facilitate coordinated planning of transit routes and facilities.

Ms. Neaderland thanked everyone who participated in the survey and noted some of the helpful comments that were received. She reminded the group that anyone may join the two action teams at any time, although those groups are intended to be smaller and more agile than the full Forum. She asked the group for input on how else to engage in the priority actions. For example, regarding advocacy for increased transportation funding, the Forum could work with other groups, develop material for press releases, and so forth, in addition to the letter of support.

Mr. Neary opened the floor to discuss the draft letter of support for stable, dedicated, adequate transportation funding. The discussion included the following highlights:

- Marvin Reed, Chairman of the Master Plan Committee for the Regional Planning Board of Princeton, said that he supported the letter as a good start.

- Tom Vigna, North Brunswick Township Planner and Chair of the Rt1RGS Action Team, asked if any transportation funding bills other than Assemblyman Wisniewski's had been introduced. Mr. Neary said that there have been some other proposals discussed, but that Assemblyman Wisniewski's is the only bill that has been officially introduced so far.
- Mayor Lempert requested that language be added to the letter to specify that the Forum wants to see an increase in funding for transportation projects, as some people might argue that there is already a dedicated, adequate source of funding. Mr. Vigna requested that the letter also clarify that not just an increase in revenue is desired, but also a corresponding increase in the amount of capital expenditures dedicated to transportation improvements.
- Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, requested additional language about indexing the new tax so it increases with inflation.
- Mayor Lempert suggested using the language in Assemblyman Wisniewski's bill to make it clear which petroleum products would be subject to the new tax (petroleum products used for transportation, not home heating oil).
- Mr. DeNero requested the addition of a mention of "community transportation systems."

Ms. Neaderland led a roll-call vote in support of sending an edited version of the letter, based on the comments received. The Forum voted unanimously in favor of sending the edited letter of support for stable, dedicated, adequate transportation funding; Montgomery Township abstained from the vote.

### **3. Together North Jersey Update**

Mary K. Murphy, Executive Director of NJTPA, introduced Zenobia Fields, Director of the Department of Planning at NJTPA. Ms. Fields provided an update on the status of the Together North Jersey effort, now in its Action Planning phase. She reviewed the counties and other partners participating in the effort, as well as the primary activities. These include developing a Regional Plan for Sustainable Development (RPSD), implementing local planning projects, providing technical assistance, capacity building, and training.

A key goal of Together North Jersey is to align and integrate plans, programs, and incentives. Ms. Fields reviewed the steps in the planning process, beginning with Discovery and Visioning, and now moving into Action Planning. This step will involve using the five priority goals, over twenty objectives, four organizing themes, sixteen focus areas, and sixty strategies to determine actions and responsibilities, as well as a timeline for implementation. Ms. Fields gave some examples of actions and asked the group for feedback about any actions they would like to see highlighted. In particular, NJTPA is interested in knowing more about ongoing actions that could be leveraged. Any comments or suggestions can be sent to Ms. Fields at [zfields@njtpa.org](mailto:zfields@njtpa.org).

### **4. Transit Updates**

Tom Marchwinski, Director of Systems Planning at NJ Transit, provided several transit updates. He said that the efforts to promote the Route 655 Bus did result in a slight increase in ridership. The 655 Partners group will meet in January to present the survey results and discuss what's next in terms of funding. The CMAQ funds that were used to get the route started are scheduled to run out in the next fiscal year. Mr. Marchwinski said the study of the Route 656 Bus on CR 571 has been delayed due to staffing shortages, but that there will be a meeting in early spring to discuss results.

Mr. Marchwinski described a set of resiliency projects that were awarded funding through a FEMA Superstorm Sandy relief grant program. The total award was for \$1.27 billion and included five out of six projects requested by NJ Transit. The projects include:

- Building a micro-grid to provide back-up power for the transit system in the event that the regional electrical grid goes down;
- Raritan River bridge replacement (replacement of 100 year-old drawbridge);

- Hoboken/Long Strip track capacity and flood protection, which would construct high-level, ADA accessible platforms, allowing for greater flexibility to run more trains in an emergency;
- Delco Lead storage and re-inspection facility project in New Brunswick, which would be coordinated with the Jersey Avenue Yard expansion and would construct a storage yard to house trains during severe weather. (This project is also needed for the North Brunswick Loop project, and is coordinated with it.); and
- Wayside track and power project to move critical infrastructure out of flood-prone areas.

Ms. Kastrenakes provided an update about the Amazon.com shuttle project. Service began on July 16<sup>th</sup>, and almost 13,000 trips had been provided as of November 12<sup>th</sup>. The highest single ridership day so far was 301 passenger trips. A second bus was added to the route in mid-October to handle the increased peak demand. So far, it seems that most riders are on the first evening run at 5:35 pm for the first overnight shift. The shuttle was funded as a public-private partnership.

## **5. Action Items**

Mr. Neary asked for approval of the May 20<sup>th</sup>, 2014 meeting summary; it was unanimously approved.

Mr. Neary provided an update about the Rt1RGS Action Team's activities since the last Forum meeting. The Smart Growth Road Show presentation was given to Montgomery Township and East Windsor Township. The Road Show was also presented to the Middlesex County Transportation Coordinating Committee. Princeton and East Windsor Township adopted Smart Growth resolutions.

## **6. Brief Updates & Dialogue**

Pat Ward, Director of Community Development for West Windsor Township, reported on behalf of the Five Mayors' Coalition. The Mayors and other stakeholders met and confirmed their continuing consensus on Route 1 improvements. It was discussed and agreed that some townships have other concerns for Route 1 that would be pursued by those townships. A meeting will be scheduled with the Commissioner of NJDOT to continue the dialogue.

Mr. Gambilonghi provided a brief introduction to the recent update of the Middlesex County Transportation Plan. The Plan covers all major routes in the county and includes a vision for the next 20 to 30 years. It also details approximately \$1 billion in transportation improvement projects implemented since the last update of the Plan about 14 years ago. The Plan includes a supplement detailing projects constructed by Middlesex County during that time. Mr. Gambilonghi said that the Plan will be available soon on the Middlesex County website, as well as on NJTPA's website. Mr. Neary said that KMM would be happy to help anyone obtain copies and that KMM also has copies of the Middlesex County transit guide for anyone who is interested.

Matt Lawson, Transportation Planner for the Mercer County Planning Division, gave a brief update about activity at the Mercer Airport. He showed data illustrating that while commercial passenger traffic at the airport has increased dramatically in the last few years, total operations have remained stable and there has not been a significant increase in the number of planes using the airport. Mr. Lawson mentioned efforts to expand parking. He described several recent related planning studies, including a Strategic Land Development Study (2011), the Parkway Avenue/GM Area Redevelopment Plan (2012), Ewing Town Center Transit Connection Feasibility Study (2014), and the Parkway Avenue Redevelopment Area Transportation Study (2014). Mercer County has received a grant from the FAA to update the airport master plan. Mr. Rydel asked about the possibility of expanding the runways at the airport. Mr. Lawson said runway expansions were unlikely due to a number of constraints.

Mr. Neary read an update provided by Emily Costello, Senior Planner at DVRPC, regarding noncontiguous parcel clustering (NCPC), a voluntary planning tool that allows municipalities to direct growth to appropriate areas while preserving open space or farmland. In order to use NCPC, a municipality must authorize its use through the municipal zoning ordinance. DVRPC's Smart Growth



Office offers help to municipalities interested in adopting a noncontiguous parcel clustering ordinance. Mr. Neary said to contact Ms. Costello at 215-238-2865 with any questions.

Mr. Neary thanked everyone for attending and contributing to the discussion. There were no further comments and the meeting was adjourned.

*The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).*