

**THE NEXT MEETING OF THE CENTRAL JERSEY TRANSPORTATION FORUM
WILL BE TUESDAY, MAY 27TH AT 1:00 PM
CIRCULATING AMONG COUNTIES, THE NEXT MEETING WILL BE AT
CARRIAGE FARM, 2 CLERICO LANE, HILLSBOROUGH, NEW JERSEY
A LIGHT LUNCH WILL BE AVAILABLE AT NOON**

**ONE PAGE OVERVIEW
CENTRAL JERSEY TRANSPORTATION FORUM
FEBRUARY 11TH, 2008 MEETING
(FULL SUMMARY ATTACHED)**

Over 80 people participated, including representatives for 14 municipalities, three counties, two MPOs, two TMAs, FHWA, various state agencies, other organizations (for-profit and non-profit), and a New Jersey Assemblyperson.

**FOLLOWING UP THE NJ OFFICE OF ECONOMIC GROWTH (OEG) ROUTE 1
PLANNING THROUGH PARTNERSHIPS PROJECT**

Ben Spinelli, Executive Director of the NJ Office of Smart Growth (OSG) presented the idea of a voluntary compact of municipalities as one of the ways Route 1 municipalities could move forward. He provided examples of small and large compacts in the state, noting that while many focus on watersheds, the concepts could be applied to the Route 1 corridor. He encouraged municipalities to not assume that someone else will solve their problems, but instead to work together in whatever way they want, and offered his help. Bob Ceberio, Executive Director of the New Jersey Meadowlands Commission, shared that group's experience with a complex compact. There was far-ranging discussion of how Route 1 municipalities and the Forum might proceed, including the proposed debt plan and status of major Route 1 projects in the draft Transportation Improvement Program (TIP). This discussion will continue at future meetings.

ROUTE 1 BUS RAPID TRANSIT (BRT) UPDATES

Results were presented from an onboard survey of riders on existing Route 1 transit services and focus groups mainly of people who drive to their jobs in the corridor.

STATUS OF THE LAWRENCE HOPEWELL TRAIL

Representatives for corporate sponsors Bristol-Myers Squibb, the Educational Testing Service, and elected officials from Lawrence and Hopewell Township spoke about the positive experience of developing the trail and provided a status report.

GOODS MOVEMENT NEWS

The 2007 NJDOT Statewide Freight Plan includes analysis and planning for all modes of goods movement as well as addressing warehousing and system-wide planning. The new truck regulations went into effect in January, 2008. A Truck Task Force has been meeting and a Blue Route Task Force is forming that will work with municipal concerns.

**ENDORSEMENT OF PACKAGE FOR CR 518, THE LATEST EAST-WEST
EXISTING CORRIDORS TASK PRODUCT**

Five municipalities along CR 518 came to agreement on 13 feasible actions to manage the corridor for the future in coordination with two counties, NJDOT, and NJ Transit.

**MEETING SUMMARY
CENTRAL JERSEY TRANSPORTATION FORUM
FEBRUARY 11TH, 2008 MEETING**

ATTENDEES (over 80)

Municipalities

Theodore	Chase	Chair	Franklin Township Planning Board
Michele	Hovan	Administrator	Hopewell Borough
Dennis	O'Neal	Engineer	Hopewell Borough Hopewell Valley Engineering
David	Sandahl	Township Committee Member	Hopewell Township
Richard	Krawczun	Township Manager	Lawrence Township
Pamela	Mount	Councilwoman	Lawrence Township
Edward	Cohen		Monroe Township
John	Riggs	Env. Protection Manager	Monroe Township Dept. of Planning & Env. Protection
Mike	Costello		Monroe Township Trails Committee
Eileen	Heinzel	Council Member	Pennington Borough
Peter	Cantu	Mayor	Plainsboro Township
Les	Varga	Director	Plainsboro Township Planning & Zoning
Sandy	Solomon	Chair	Princeton Borough Traffic & Transportation Committee
Marvin	Reed	Chairman - Master Plan Committee	Princeton Regional Planning Board
Lee	Solow	Planning Director	Princeton Regional Planning Board
Linda	Goldman	Council Member	Rocky Hill Borough
Ed	Zimmerman	Mayor	Rocky Hill Borough
Craig	Marshall	Planning Director	South Brunswick Township
Ron	Schmalz	Public Affairs Coordinator	South Brunswick Township Public Affairs
Bill	Neary	Mayor & Executive Director	Township of East Brunswick & KMM
Tom	Vigna	Director	Township of North Brunswick Community Development
Sandra	Shapiro		West Windsor Bicycle & Pedestrian Alliance
Alison	Miller		West Windsor Parking Authority
Brian	Aronson		West Windsor Township
Linda	Geevers	Council Member	West Windsor Township
Heidi	Kleinman	Council/Planning Board Member	West Windsor Township
Pat	Ward	Coordinator of Community Devel.	West Windsor Township Community Development Dept.

Counties

Leslie	Floyd	Assistant Planning Director	Mercer County Planning Dept.
Matthew	Lawson	Transportation Planner	Mercer County Planning Dept.
Basil	Giletto	A-1 Limousine Nat'l Account Mgr	Mercer Regional Chamber of Commerce (MRCC)
George	Ververides	Director	Middlesex County Dept. of Planning
Joe	Fishingier	Principal Engineer	Somerset County Engineering Division
Robert	Bzik	Director	Somerset County Planning Division
Walter	Lane	Principal Planner	Somerset County Planning Division

Metropolitan Planning Organizations (MPOs)

Barry	Seymour	Executive Director	DVRPC
Jesse	Buerk	Intern	DVRPC Long Range Planning
Zoe	Neaderland	Senior Transportation Planner	DVRPC Long Range Planning
Eric	Grugel	Regional Planner	DVRPC Smart Growth

Lois	Goldman	Director of Regional Planning	North Jersey Transportation Planning Authority
Peter	Palmer	Board, Freeholder	North Jersey Transportation Planning Authority
John	Boyle	DVRPC RCC Representative	RCC/Bicycle Coalition of the Delaware Valley

Other Regional Bodies

Glenn	Reibman	Director of Policy And Planning	Delaware River Joint Toll Bridge Commission
Katherine	Kish	Chairman	Einstein's Alley
Sandra	Brillhart	Executive Director	Greater Mercer TMA
Cheryl	Kastrenakes		Greater Mercer TMA
Martin	Bierbaum	Executive Director	Municipal Land Use Center
Daniel	O'Connell	NJ Legislative Director	NJ State Legislative Board/United Transportation Union
Dianne	Brake	President	Plan Smart NJ
Ron	Reinhardt		TransitCenter, Inc.

Elected State Representatives

Linda	Greenstein	Assemblywoman	NJ State Assembly 14th District
Ivy	Rovner	Chief of Staff	NJ State Assembly 14th District

State Departments

Barry	Ableman	Area Planner: Somerset, Hunterdon	NJ Dept. of Community Affairs Office of Smart Growth
Jim	Requa	Manager, Special Projects	NJ Dept. of Community Affairs Office of Smart Growth
Julius	Richards	Area Planner: Middlesex County	NJ Dept. of Community Affairs Office of Smart Growth
Ben	Spinelli	Executive Director	NJ Dept. of Community Affairs Office of Smart Growth
Tom	Carbone		NJ Dept. of Transportation
Dave	Divalerio	Intern	NJ Dept. of Transportation
Angela	Merget	Intern	NJ Dept. of Transportation
Abe	Rezaeian		NJ Dept. of Transportation
Jim	Lewis	Manager	NJ Dept. of Transportation Bureau of Statewide Planning
Talvin	Davis	Manager	NJ Dept. of Transportation Freight Planning
Brent	Barnes	Director of Planning & Development	NJ Dept. of Transportation Planning & Devel.
Mark	Stout	Assistant Commissioner	NJ Dept. of Transportation Planning & Devel.
Paul	Cohn	Manager, Smart Growth Initiatives	NJ Dept. of Transportation Project Planning & Devel.
Tom	Saylor	Manager - South Region	NJ Dept. of Transportation Project Planning & Devel.
Daniel	Reilly	Director of Government Relations	NJ Office of Economic Growth
Hannah	Shostack	Director of Capital Programming	NJ Office of Economic Growth
Jack	Kanarek	Senior Director of Project Devel.	NJ Transit
Tom	Marchwinski	Director of Systems Planning	NJ Transit
Janice	Pepper	Director of Market Research	NJ Transit
Tom	Clark	Regional Manager	NJ Transit Government & Community Relations

Federal

Jeannette	Mar		Federal Highway Administration
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Other

Jerome	Lutin	Citizen	
Rachel	Bloch	Intern	Bristol-Myers Squibb
Melissa	Cimino		Bristol-Myers Squibb
Lisa	McCormick Lavery		Bristol-Myers Squibb

Becky	Taylor	Senior Director, Corporate Affairs	Bristol-Myers Squibb
Eleanor	Horne	Vice-President Social Investing	Educational Testing Service
Jim	Yeager		Michael Baker & Associates, Inc.
Pam	Hersh	Vice-President Government Relations	Princeton Healthcare System
Walter	Schmidlin		Sarnoff Corporation Corporate Real Estate
David	Cox	Project Manager	Urban Engineers, Inc.

Please advise if you attended but are not on the list. It is helpful for everyone to sign in.

1. WELCOME AND INTRODUCTIONS

Rebecca Taylor, Senior Director of Corporate Affairs for Bristol-Myers Squibb, welcomed everyone to the Plainsboro Facility. She said with the various facilities in the state, New Jersey has the highest density of Bristol-Myers Squibb employees anywhere in the world. Ms. Taylor is also Co-Chair of the Lawrence Hopewell Trail Corporation. She introduced the other Co-Chair of the Trail, Eleanor Horne, Vice-President for Social Investing of the Educational Testing Service. Ms. Horne also welcomed everyone and spoke about the excitement of working on the Lawrence Hopewell Trail. She said the trail is expected to be more than half built by the end of 2008.

Barry Seymour, Executive Director of DVPRC, and Mark Stout, Assistant Commissioner of Planning and Development at NJDOT, thanked Bristol-Myers Squibb for hosting the meeting and also welcomed participants. Everyone introduced themselves.

2. JULY MEETING HIGHLIGHTS

Mr. Seymour asked for any revisions to the highlights of the July 20th Forum meeting as distributed in advance of the meeting and in the meeting folders. There were no comments and the highlights were adopted.

3. FOLLOWING UP THE NJ OFFICE OF ECONOMIC GROWTH (OEG) ROUTE 1 PLANNING THROUGH PARTNERSHIPS

A) WHAT ARE PLANNING COMPACTS?

Ben Spinelli, Executive Director of NJ Office of Smart Growth (OSG) spoke accompanied by a PowerPoint presentation. He built on his experience of having been a mayor for nine years to introduce the concept of a voluntary agreement among municipalities, emphasizing that it is up to the municipalities to decide if it is something they want to explore and take forward. Such an agreement would center on shared resources and help the municipalities accomplish their goals. He described several existing New Jersey examples. They were largely focused on water resources; he noted that while Route 1 is not a river, it has some similarity in terms of being a shared regional resource important to the future of all the Forum municipalities. He noted that many of the needed solutions require regional actions that no single municipality would be able to accomplish by itself. He asked, "Have communities gotten as far as they can under the status quo?" He spoke about the Route 1 corridor as framed by Trenton and New

Brunswick and incorporating various transportation facilities and major employers. Mr. Spinelli described how compacts often operate, as well as potential members and associate members of a Route 1 compact.

Mr. Spinelli said it is important that the municipalities stop thinking that someone else is going to solve their problems. He noted that in these financially constrained times, it would make the corridor more competitive for various state funds to speak with one voice. He encouraged building off the work already done by the Forum and noted everyone they would need for a compact was already there in the room. He wrapped up by repeating that it is up to the municipalities how they go forward and by offering his help and the help of his office.

B) EXPERIENCE WITH THE COMPACT FOR THE MEADOWLANDS COMMISSION

Bob Ceberio, Executive Director of the NJ Meadowlands Commission, described the history of that complex compact. In 1969, before any of the regulations in place now, the Hackensack River and Meadowlands area was the dumping grounds for 30-40% of New Jersey's solid waste. Their compact was something of a shotgun wedding engineered by the Legislature. There are 14 municipalities involved for economic development and 32 municipalities for environmental protection. A first master plan was adopted in 1972. It took a long time, a lot of building communication and collaboration, and a culture change supporting more ground-up decision-making to adopt the update to that plan in 2004. Some elements of the Meadowland Commission's compact include:

- Requirement for fiscal impact statements for significant projects, including commitments
- Help with master plans, including GIS support
- An equipment cooperative
- A transportation planning district was adopted last year
- Tax sharing – This requires that if a municipality is a growth area, they will share benefits with an area designated as open space

C) POTENTIAL NEXT STEPS

Mr. Seymour summarized that a lengthy menu of options had been presented between the two speakers and opened the floor for questions. Some major discussion points included the following:

- Bob Bzik, Director of Somerset County Planning Division, asked about the role of the counties. Mr. Ceberio said it was collaborative.
- Peter Cantu, Mayor of Plainsboro, expressed frustration with a feeling that the problems of the Route 1 corridor had been passed from the municipalities to the Forum, on to NJDOT, on to NJOEG and NJOSG, and were now being handed back to the municipalities. He added that after thirty years of looking for solutions, his concerns are for addressing current problems not planning for the future. Mr. Spinelli clarified that he had presented one solution but that does not mean there are not others. Mr. Ceberio added that solutions need to be tailored to each situation; what worked for the Pinelands would not work for the Meadowlands.
- Dianne Brake, President of Plan Smart NJ, said similar ideas have been proposed for forty years without working but a way to move forward might be through a MOU of shared principles. She went on to say some attention should be paid to who will move the BRT forward.

- Marvin Reed, Chairman of the Master Plan Committee of the Princeton Regional Planning Board, said the Forum was an attempt to see if the municipalities could come together and he feels it hasn't been a very good experience. He said, "We do studies but action falls apart at the DVRPC, NJTPA, and DOT levels." He went on to say he feels tough issues like SR 92 get improperly taken off the table and he would like future agendas to include the Transload site [Mr. Bzik followed up that he had come prepared to speak about it but this agenda item was being bumped due to time constraints], traffic effects of the expansion of the Quakerbridge Mall, and projects linking north-south roads such as US 206 with parallel facilities. He said he thought some of this was going to come together two years ago with the Route 1 Regional Growth Strategy but he feels like instead the region is in limbo. He also said he wants to get together to discuss details of the BRT.
- Matthew Lawson, Transportation Planner for Mercer County, asked about the bearing of the 2009 – 2018 draft Transportation Improvement Program (TIP) on projects with consensus in the Forum area. Mr. Stout provided background that each year the draft program is developed by the DOT and provided to the MPOs for work with counties and subregions. He encouraged municipalities to meet with their county representatives to provide comments. He noted that the NJDOT Commissioner's recommendations would go to the Legislature on March 1st.
- Discussion of the draft TIP continued, including whether the Forum should take a position on statewide transportation funding, and the status of various Route 1 projects.
 - Linda Greenstein, Assemblywoman for the 14th District, spoke about the Governor's comments at the Middlesex County town hall meeting on the proposed debt plan. During the meeting the Governor said that widening Route 1 in South Brunswick would be a priority if his debt plan were adopted but he didn't mention the Penns Neck and Vaughan Drive Connection projects which were dropped to an unfunded "B" list in the draft TIP. She said she asked about them and they may have all been grouped together, but she didn't receive a full answer.
 - Bill Neary said he had spent the whole day of the meeting with the Governor, and that traffic and trucks had been big issues. Mr. Neary said he had the impression that there was room to work on the matter of trucks diverting to Route 1.
 - Mr. Reed said the Forum should discuss what projects are proposed for funding in the draft TIP and this was an example of a matter unfairly not on the table. Mr. Seymour responded that DVRPC had just received the draft TIP and would be willing to propose it to the Forum Steering Committee for the agenda of the next Forum meeting which should happen sooner rather than later.
 - Ms. Brake said the group will not be meeting again soon enough to provide timely input on the draft TIP. She said the Forum should be guiding the next generation of projects rather than trying to find out what they are. She urged participants to agree on such a process at the current meeting.
- Katherine Kish, Chairman of Einstein's Alley, responded to the topic of how the group should proceed with the comment that a forum is usually a place for discussion. She suggested that a new construct might be needed for action. She said that could be a non-governmental organization.

- Sandy Solomon, Chair of the Princeton Borough Traffic and Transportation Committee, said there should be action on the potential diversion of traffic and especially trucks due to a toll increase before the next meeting and asked if the Forum staff could tack statements together. Mr. Seymour replied that it would be a possibility if the municipalities came to agreement.
- Sandy Brillhart, Executive Director of Greater Mercer TMA, recalled the efforts to form a regional compact of the Route 9 Corridor Coalition and asked Mr. Spinelli what the Forum could learn from their efforts. Mr. Spinelli replied that a compact is not an easy lift and he didn't know why the Route 9 effort had failed. He added in response to Mr. Reed that if municipalities feel issues are not being aired, a compact would be an option to be in charge.
- Mr. Bzik said a compact makes sense. In Somerset County, 20 out of 21 municipalities signed onto a planning compact regarding projects of regional significance. It helped that the Freeholders had created a Smart Growth planning grant system. With regard to Central Jersey, Mr. Bzik suggested a fairly narrow focus on transportation and land use integration and restructuring the Forum. He added that a compact would be a way to move forward.
- Mr. Stout summarized the discussion noting that a compact is not the only way to go forward but that the discussion had provided food for thought. He encouraged participants with additional ideas to provide them.

4. ROUTE 1 BUS RAPID TRANSIT (BRT) UPDATES

Jack Kanarek, Senior Director of Project Development for NJ Transit, said NJ Transit is working on defining a first phase of implementation for the Route 1 BRT. There are elements of the physical alignment underway, including working on shared use of the DINKY alignment, coordination within the Quakerbridge Mall and the West Windsor redevelopment plans, work with the Princeton Medical Center relocation, and ridership analysis.

Tom Marchwinski, Director of System Planning at NJ Transit, said new ridership forecasts and other needed analysis are underway. Janice Pepper, Director of Market Research, gave a PowerPoint presentation on the findings of an all-day survey of existing bus routes in the corridor, focus groups of mainly people who currently drive to employment in the corridor, and conjoint (trade-off) analysis to identify the most important possible BRT features to people in the focus groups. The research found that there are two sets of people interested in transit in the corridor. One large group is people without cars going to jobs in the corridor with a higher percent than expected commuting seven days per week. The major origins and destinations of current users are Princeton, Trenton, and Lawrence. The other group was largely affluent professional people who reported that frequency of service would be the most important feature in deciding whether to use a BRT. There was interest on the part of participating auto travelers in a convenient BRT system. [Note: this PowerPoint file has been posted at www.dvrpc.org/transportation/longrange/citf/brt.htm.]

The main points of the discussion follow:

- Alison Miller, West Windsor Parking Authority, requested more information on origins and destinations. Ms. Pepper said the current work and the 2005 survey of riders

from the Princeton Junction train station had both been mapped and she would provide them.

- Ms. Kish said it was important to be cognizant of the needs of the two major groups of riders. She suggested that an element to build upon is the desire for a parking spot by choice riders, especially with regard to parking for trains.

5. STATUS OF LAWRENCE HOPEWELL TRAIL

Pam Mount (Lawrence Township Council) and David Sandahl (Hopewell Township Committee) gave a brief presentation on the purpose, history, status, and lessons learned in developing the Lawrence Hopewell Trail. The trail will connect Bristol-Myers Squibb and the Educational Testing Service in a loop for recreation and commuting purposes and have connections going out from it.

The main points of the discussion follow:

- It was clarified that the trail crosses a railroad crossing with the West Trenton Line and that NJDOT has helped with that element.
- Ms. Brake asked if the positive experiences of the two municipalities could serve as a model for a compact. Mr. Sandahl noted that the two municipalities have addressed shared commuting issues before and could do something again relating to transportation. Ms. Mount added that it was helpful in the move from planning to action to bring in people who need the action.

6. GOODS MOVEMENT NEWS

A) OVERVIEW OF COMPREHENSIVE STATEWIDE FREIGHT PLAN

Talvin Davis, Manager of Freight Planning & Intermodal Coordination at NJDOT, presented a detailed PowerPoint file covering current and future freight movement in New Jersey. It included select link analysis of origins and destinations of vehicles on major truck corridors. The presentation covered themes from the Plan for highways, rail, maritime, warehousing/distribution centers, and system wide planning.

B) BRIEF UPDATE ON TRUCK ACCESS REGULATIONS AND NEXT STEPS FOR THE US 206 CORRIDOR

Mr. Davis provided a brief overview about truck access regulations. He noted that the new regulations went into effect on January 22nd, 2008. A Truck Task Force has been meeting and a Blue Route Task Force is forming. The new regulations say that trucks should stay on National Network routes like the NJ Turnpike. In addition, they can use the New Jersey Access Network to get to origins or destinations by the shortest route. The blue routes refer to roads not included in the New Jersey Access Network or National Network, and that should not be used by trucks other than for local delivery. Mr. Davis noted that before 1999, truck drivers could use any road they wanted. More information is available at www.state.nj.us/transportation/freight/trucking/routing.shtm.

The main points of the discussion follow:

- Ed Cohen, Monroe Township, said that Exit 8A should be a priority area and asked about the status of the NJTPA truck rest stop study. Mr. Davis said the final report is available from the NJTPA web site.

- Ms. Solomon said that it is a problem for US 206 to be on the New Jersey Access Network. Mr. Davis said NJDOT would continue to work with the Princetons and other municipalities in the area.
- Clarification was requested as to whether the \$700 fines that can be assessed on trucks improperly off networks goes to the municipality or the state. There was also interest expressed in allowing municipalities to enforce the regulations. Mr. Davis said he was not sure where funds from fines assessed would go.

Mr. Bzik, who was scheduled to speak next agreed to wait for the next meeting because of time constraints. He noted that his presentation includes an update on the Transload site.

7. ENDORSEMENT OF PACKAGE FOR CR 518, THE LATEST EAST-WEST EXISTING CORRIDORS TASK PRODUCT

Zoe Neaderland, Senior Transportation Planner at DVRPC, reviewed that the Forum had named addressing east-west existing corridors one of the two highest priorities in its action plan. The current corridor is CR 518. Ms. Neaderland thanked the participating municipalities: Hopewell Township, Hopewell Borough, Montgomery, Rocky Hill and Franklin. The proposed package reflects agreement by these five adjacent municipalities coordinated with Mercer and Somerset counties, NJDOT, and NJ Transit. Discussion of this matter will wrap up at the next meeting due to time constraints.

8. DIALOGUE

All involved agreed to defer the dialogue item in order to end the meeting on time. Mr. Seymour expressed appreciation on behalf of the Forum to Bristol-Myers Squibb for hosting the meeting. Information about the next meeting will be distributed as soon as it is ready.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.