

**ONE PAGE OVERVIEW  
CENTRAL JERSEY TRANSPORTATION FORUM  
OCTOBER 25<sup>TH</sup>, 2010 MEETING**

**WELCOME AND INTRODUCTIONS**

There were over 60 participants, including representatives from nine municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Barry Seymour, Executive Director of DVRPC, opened the meeting. Committeewoman Gloria McCauley of Hillsborough welcomed everyone on behalf of Hillsborough Township.

**MOVING FORWARD WITH RESTRUCTURING**

Jesse Buerk, Transportation Planner at DVRPC, provided a brief overview of the results of the second online survey of Forum members. Don Shanis, Deputy Executive Director of DVRPC, described the voting structure and action team proposals, which were developed by the Steering Committee. Both proposals were unanimously approved.

**UPDATE ON TRANSPORTATION AND LAND USE PROJECTS**

Zoe Neaderland, Manager of Transportation Safety and Congestion Management at DVRPC, explained that since the TIP is still in flux, the Planned Projects Status Report will be delayed until the next meeting. A brief update on some key projects was prepared and distributed in the meeting folders. Updates regarding the NJDOT Penns Neck-area projects, Route 1 interim improvements, University Medical Center at Princeton relocation to Plainsboro, US 1 Business Redevelopment Zone, and North Brunswick transit village were shared by Forum members with expertise on the projects.

**UPDATE ON ROUTE 1 BUS RAPID TRANSIT (BRT)**

Tom Marchwinski, Director of Systems Planning at NJ Transit, shared some updates regarding Route 1 BRT. He clarified that no final decisions regarding BRT or any other concept for the Route 1 corridor have been made by upper management at NJ Transit.

**ROUTE 1 REGIONAL GROWTH STRATEGY (RT1RGS) WRAP-UP**

Danielle Graves, Project Engineer, NJDOT Bureau of Statewide Planning, announced that the final Rt1RGS report is now available online at <http://policy.rutgers.edu/vtc/rgs/>. She requested comments on this final report as soon as possible.

**BRIEF UPDATES**

- Jay Corbalis, Policy Analyst at NJ Future, gave an update about ongoing efforts to revise the statewide Transfer of Development Rights (TDR) legislation. There is work underway to simplify the legislation, in the hopes that it could be used more widely throughout the state.
- Matt Lawson, Transportation Planner, Mercer County Planning Department, said that the Mercer County Long-Range Strategic Bus Plan is mostly complete, although the modeling work is still ongoing. He also described the CR 571 Park-And-Ride study and asked interested parties to share suggestions for parcels to include in the study.

**MEETING SUMMARY  
CENTRAL JERSEY TRANSPORTATION FORUM  
OCTOBER 25<sup>TH</sup>, 2010 MEETING**

**ATTENDEES:** OVER 60 PARTICIPANTS – PLEASE ADVISE IF YOU ATTENDED BUT ARE NOT ON THE LIST.

<b>Mayors</b>			
Michael	Powers	Mayor	Lawrence Township
Peter	Cantu	Mayor	Plainsboro Township
Mildred	Trotman	Mayor	Princeton Borough
Shing-Fu	Hsueh	Mayor	West Windsor Township

<b>Other Municipal Staff</b>			
Theodore	Chase	Councilman	Franklin Township Council & Planning Board
Gloria	McCauley	Committeewoman	Hillsborough Township, Township Committee
Gene	Strupinsky	Business Advocate	Hillsborough Township, Economic & Business Dev. Commission
Pam	Mount	Councilwoman	Lawrence Township
Gail	Smith	Engineer	Montgomery Township
Tom	Vigna	Township Planner	North Brunswick Township
Les	Varga	Director	Plainsboro Township Planning and Zoning
Anton	Lahnston	Chair	Princeton Borough Traffic and Transportation Committee
Lee	Solow	Planning Director	Princeton Regional Planning Board
Bryan	Bidlack	Planner	South Brunswick Township
Pat	Ward	Director of Community Development	West Windsor Township - Community Development Dept.

<b>Counties</b>			
Matthew	Lawson	Transportation Planner	Mercer County Planning Department
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Department of Planning
Joe	Fishingier	Principal Engineer	Somerset County Engineering Division
Walter	Lane	Principal Planner	Somerset County Department of Planning

Freeholder Peter Palmer represented Somerset County and the NJTPA Board.

<b>Metropolitan Planning Organizations</b>			
Jesse	Buerk	Transportation Planner	Delaware Valley Regional Planning Commission
Zoe	Neaderland	Manager, Transp. Safety & Congestion Mgmt.	Delaware Valley Regional Planning Commission
Barry	Seymour	Executive Director	Delaware Valley Regional Planning Commission
Don	Shanis	Deputy Executive Director	Delaware Valley Regional Planning Commission
Lois	Goldman	Director of Regional Planning	North Jersey Transportation Planning Authority
Amy	Magnuson	Principal Planner, Subregional Liaison	North Jersey Transportation Planning Authority
Mary K.	Murphy	Executive Director	North Jersey Transportation Planning Authority
David	Schmetterer	Senior Planner	North Jersey Transportation Planning Authority
Peter	Palmer	Freeholder, Board Member	Somerset County, NJTPA Board

<b>Other Regional Bodies</b>			
Basil	Giletto	Chair of Transportation Committee	Mercer Regional Chamber of Commerce
Glenn	Reibman	Director of Policy and Planning	Delaware River Joint Toll Bridge Commission

Cheryl	Kastrenakes	Executive Director	Greater Mercer TMA
Bill	Neary	Executive Director	Keep Middlesex Moving TMA
Jay	Corbalis	Policy Analyst	NJ Future
Jeffrey	Wilkerson	Project Planner	PlanSmart NJ
Carlos	Rodrigues	Senior Fellow	Regional Plan Association – NY, NJ, CT
Joan	McGee	Watershed Policy Specialist	Stony Brook - Millstone Watershed Association
Ron	Reinhardt	Account Executive	TransitCenter, Inc.

State Departments			
Barry	Ableman	Area Planner: Somerset, Hunterdon	NJ Department of Community Affairs, Office of Smart Growth
James	Requa	Director, Special Projects	NJ Department of Community Affairs, Office of Smart Growth
Joseph	Burdulia	Senior Planner	NJ Department of Transportation
Danielle	Graves	Project Engineer	NJ Department of Transportation, Bureau of Statewide Strategies
Jim	Lewis	Manager	NJ Department of Transportation, Bureau of Statewide Strategies
Paul	Cohn	Manager	NJ Department of Transportation, Office of Transportation & Sustainable Communities
Daniel	O'Connell	NJ Legislative Director	NJ State Legislative Board/United Transportation Union
Tom	Clark	Regional Manager, Gov. & Community Relations	NJ Transit
Tom	Marchwinski	Director of Systems Planning	NJ Transit
Mike	Viscardi	Senior Facilities Manager	NJ Transit

Other			
Jerome	Lutin		Bucks County Resident
William	Moody		Citizen
James	Hess	Consultant	AECOM Transportation (formerly DMJM Harris)
Craig	Marshall	Resident	Hamilton Township
Brad	Gudzinias	Consultant	IBI Group
Curt	Emmich	Associate	Princeton Forrester Center, Picus Associates
Sheldon	Sturges	Managing Director	Princeton Future
Pam	Hersh	Vice President for Government Relations	Princeton Healthcare System
Kristin	Appelget	Director	Princeton University, Community & Regional Affairs
Walter	Schmidlin	Corporate Real Estate	Sarnoff Corporation
Andrew	Feranda	Consultant	Shropshire Associates+
Beth	Zall	Consultant	SYSTRA
Tushar	Patel	Senior Project Manager	URS Corporation

## **1. WELCOME AND INTRODUCTIONS**

There were over 60 participants, including representatives from nine municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Barry Seymour, Executive Director of DVRPC, opened the meeting. Committeewoman Gloria McCauley of Hillsborough welcomed everyone on behalf of Hillsborough Township. She spoke about the importance of major transportation improvements, such as the US 206 Bypass project, which is currently under construction. Everyone introduced himself or herself.

## **2. APPROVAL OF JULY MEETING SUMMARY**

There were no comments and the summary was adopted.

## **3. MOVING FORWARD WITH RESTRUCTURING**

Jesse Buerk, Transportation Planner at DVRPC, provided a brief overview of the results of the second online survey of Forum members, which received about 50 responses. Documents with summary charts and the complete survey results were distributed in the meeting folders. Mr. Buerk thanked all those who participated. The survey helped clarify the level of interest in the various action team concepts. Getting the Route 1 BRT implemented continued to receive the most votes, followed by completing improvements along Route 1, and advancing planning and zoning to allow and promote mixed use centers. The third question on the survey attempted to gauge the number of people who would be interested in volunteering for each potential action team. In general, all of the action team concepts would have adequate support. The only exception was the proposed action team to pursue funding sources for agreed-upon infrastructure projects.

Don Shanis, Deputy Executive Director of DVRPC, described the Steering Committee meeting that took place on September 20<sup>th</sup>. The meeting resulted in the two one-page proposals included in the meeting folders. Mr. Shanis discussed the voting structure proposal first. He called attention to items 1, 4, and 6 on the voting structure proposal document. These items state that the voting members will be municipalities, counties, and MPOs, that all 21 municipalities currently in the Forum will be invited to become voting members plus the additional municipalities that participated in the Route 1 Regional Growth Strategy (Rt1RGS), and that anyone else can continue to come to meetings and participate as they have always done, although they may have to be seated away from the main table depending on the room set-up available. Mr. Shanis said that the Steering Committee tried to keep the voting structure proposal simple. The intention was to give a large share of the vote to municipalities. The topic was opened for discussion.

- Bill Neary, Executive Director of Keep Middlesex Moving (KMM) TMA, said the Steering Committee believes that endorsements made by the Forum will have more gravitas if the voting structure proposal is implemented. He said he's fine with KMM not being a voting member, if it means that the group can get more things done.
- Pam Mount, Lawrence Township Councilwoman, said that it was an exciting Steering Committee meeting. The group wants to move from planning to action, but to do so, it needs the important actors to play key roles. Although the shift to becoming more action-oriented is a departure from the Forum's traditional focus on planning, she said that the time has come for the Forum to have more of a collective regional voice. She referred to the example of the group of six mayors, which she said has been the most effective thing tried so far in the region.
- Jay Corbalis, Policy Analyst at NJ Future, gave some background about the evolution of the current voting structure proposal. He emphasized that the voting structure is not a radical change, but that it does allow the Forum to take a position as a group. Like Mr. Neary, he said he was willing to forego a vote for his organization if it means that the group as a whole can be more effective.
- Lee Solow, Planning Director of the Princeton Regional Planning Board, asked for clarification as to which 21 municipalities are included in the Forum. Zoe

Neaderland, Manager of Transportation Safety and Congestion Management at DVRPC, read off the list of municipalities. The list includes East Amwell Township in Hunterdon County; Cranbury Township, Jamesburg Borough, Monroe Township, Plainsboro Township, and South Brunswick Township in Middlesex County; East Windsor Township, Hightstown Borough, Hopewell Borough, Hopewell Township, Lawrence Township, Pennington Borough, Princeton Borough, Princeton Township, Robbinsville Township, and West Windsor Township in Mercer County; and Franklin Township, Hillsborough Township, Millstone Borough, Montgomery Township, and Rocky Hill Borough in Somerset County. The other municipalities that participated in the Rt1RGS and that would be invited to become voting members are Trenton, New Brunswick, North Brunswick, Hamilton, and Ewing.

- Peter Palmer, Somerset County Freeholder and NJTPA Board Member, asked about the voting procedures and whether votes would need to pass by simple majority or some other method. Mr. Shanis said that those details still have to be worked out.
- Bill Moody, a citizen, said he wanted to make sure that "civil society," which he said included non-governmental organizations and the general public, would continue to be able to attend Forum meetings and to have their statements recorded in meeting minutes. Mr. Seymour said they would, and that they're also welcome to participate in action teams.
- Sheldon Sturges, Managing Director of Princeton Future, made the point that public officials are already overworked. Mr. Shanis said that mayors will appoint alternates. Ted Chase, Franklin Township Councilman, added that nothing would prevent municipalities from appointing someone who's not the mayor or a council member. It will be important to have voting members who are able to attend meetings regularly.
- Pam Hersh, Vice President for Government Relations at Princeton Healthcare System, praised the Steering Committee's efforts on the voting proposal. She said that it's a good compromise, and acknowledged that it would get complicated to try to accommodate all of the various NGOs operating in the region.
- Mr. Solow asked why MPOs were included as voting members, when other voting members are elected officials. Mr. Seymour said this was a good question and that MPOs may have to abstain from voting in some instances. Hon. Peter Cantu, Mayor of Plainsboro, said that the MPO role is vital to the process of implementing transportation improvement projects, so it's important to recognize that the Forum needs the MPOs to get things done. Walt Lane, Principal Planner at the Somerset County Department of Planning, said that since both MPOs are committing staff resources to the Forum, they should have a seat at the table. Mary K. Murphy, Executive Director of NJTPA, said that this piece will have to play out a bit. If the MPOs end up abstaining on most of the votes, it might be appropriate to reevaluate the voting structure.
- Tony Gambilonghi, Supervising Planner for Transportation at the Middlesex County Department of Planning, said that Middlesex supports the voting structure proposal. Ms. Mount seconded the motion. A show-of-hands vote was taken and the voting proposal passed with unanimous support.

DVRPC staff will begin drafting model letters of support for potential voting members to sign if they wish to accept this responsibility. Staff will also reach out to Trenton and the other Rt1RGS municipalities to find the appropriate contacts. Ms. Neaderland offered to convene a meeting of people who think that they might want to become voting members, for a more in-depth discussion of the details regarding voting procedures. This meeting will take place sometime between now and the next Forum meeting. Hon. Michael

Powers, Mayor of Lawrence Township said that he didn't want to see the Forum break into splinter groups, or for the group to become overly bureaucratic. He suggested requiring a 2/3 or 3/4 majority for voting. He also suggested that the municipalities most affected by a proposal should have veto power.

Mr. Shanis moved on to the action teams proposal prepared by the Steering Committee and included in the meeting folders. The Steering Committee recommended starting with just two action teams at first, one for Route 1 BRT, and one for Rt1RGS implementation.

Tom Marchwinski, Director of Systems Planning at NJ Transit, said that he hoped NJ Transit would be allowed to co-chair the BRT action team since the agency is so heavily involved in BRT implementation, even though NJ Transit will not be a voting member of the Forum. Mr. Shanis and others agreed that this would be appropriate. There was general acceptance of the proposal to have a BRT action team.

Ms. Mount said that for the action teams to work, they will need staff support from the MPOs. Mr. Seymour said DVRPC would staff the two initial action teams, and evaluate other commitments later. It was agreed that, as with the voting proposal, specific details could be figured out later. Ms. Neaderland passed around a sign-up sheet for the two action teams.

Mr. Shanis moved on to discuss the second action team, which would be dedicated to Rt1RGS implementation. Mr. Corbalis explained that this action team is intended to address issues on the land use side. The action team would go deeper with how to rework the Rt1RGS endorsement so that more municipalities would be comfortable signing it. Matt Lawson, Transportation Planner at the Mercer County Planning Department asked what was meant by "support" in the discussion of providing more support for municipalities interested in advancing an integrated transportation and land use vision for the corridor. Mr. Seymour said that it could include technical support, research, model ordinance language, help with outreach, and so forth.

There was a motion to approve the action team proposals. The motion passed with a unanimous vote. Mr. Seymour thanked everyone who participated in the discussions that led to the successful voting structure and action team proposals.

#### **4. UPDATE ON TRANSPORTATION AND LAND USE PROJECTS**

Tom Vigna, Township Planner for North Brunswick Township, provided an update about the North Brunswick Transit Village, located at the former Johnson & Johnson site on Route 1 between North Aaron Road and Commerce Boulevard. A zoning overlay approved in June 2010 would allow for 1,900 housing units and 900,000 square feet of office and commercial development, as well as a bus depot and eventually, a train station. North Brunswick was able to get funding for a traffic study to identify needed improvements. Approximately \$8 million in short-term improvements were identified by this study. Another study of improvements that would be required for the site at full build-out was also conducted, identifying about \$80 million in projects, including grade-separated interchanges. The improvements that developers would need to fund were specified and North Brunswick would need to pursue DOT assistance and funding for the larger projects. Mr. Vigna noted that the train station plans would not be allowed to move forward until the grade-separated interchanges were built.

North Brunswick used the information from these studies to create performance-based zoning for the site, which requires developers to commit to road improvements for the overlay to kick in. The first phase of development will include three big-box stores providing about 400,000 square feet of retail, 150,000 square feet of mixed-use development, and 1,300 housing units. The zoning ordinance requires the "Main Street" block of the development to be constructed in this first phase. It also requires bus service to be implemented in the first phase. Mr. Vigna said that he expects the first phase, including the associated road improvements, to be done within three years. He said North Brunswick hopes to get a commitment to build the rail station component within six to eight years.

- Mr. Palmer asked why the bus depot and train station were not going to be in the same place. Mr. Marchwinski said that a more accessible lot was needed for the buses and park-and-ride lot than what the train station could provide. In addition, parking spaces closer to the train station would be more expensive. The final factor was that the bus service will start immediately, while the train station does not have a set opening date.
- Ms. Hersh noted that a potentially interesting topic for a future Forum meeting could be a discussion of Town Center plans in Central Jersey, with a focus on sharing notes, lessons learned, and thoughts about how the centers work together. Alternatively, this could be part of the work of the Rt1RGS Action Team.

Mayor Cantu and Ms. Hersh gave an update on the University Medical Center at Princeton relocation to Plainsboro, which they described as a comprehensive redevelopment project. The development occurring at the 170-acre site includes planning elements that date back 20 years, according to Ms. Hersh. Major portions of the project are currently under construction, including the 630,000 square foot hospital, set to open in 2012. The project will also include affordable housing, medical office space, a 32-acre park, and a 200-bed skilled nursing facility which is scheduled to open later this year. Eventually, the site will include age-restricted housing, more office space, and possible further expansions of the hospital. Several million dollars in transportation improvements have been incorporated into the project. A new shuttle service serving the development has already begun operation. Plans to incorporate access and amenities for BRT have been incorporated into the redevelopment design.

Ms. Neaderland explained that although the Planned Projects Status Report is normally prepared for every other meeting of the Forum, because the TIP is still very much in flux at the present moment, the report was delayed until the next meeting. A brief update on a few key projects was prepared with assistance from staff at NJDOT and distributed in the meeting folders.

The Mayors' Coalition gave an update about Route 1 interim improvements. Mayor Hsueh said the Mayors' Coalition sent a letter to the new NJDOT commissioner, and met with him in the spring. Mayor Hsueh also explained that although redevelopment plans are now in place in West Windsor, there is still no funding for the Penns Neck project, which is on the Tier 2 unfunded list of projects. When the Mayors' Coalition met with the commissioner, he expressed willingness to do some interim improvements, in the range of around \$2 million. Of these, the Harrison Street improvements are the top priority. Mayor Hsueh stressed the need for some compromises to be made, because there's simply not enough money to get everything done. He said that there will have to be some give and take among the various stakeholders. The Mayors' Coalition wants to

see some movement on the other major projects in the area, and hopes to work together with NJDOT to make some of these projects happen. Mayor Hsueh also said that West Windsor is currently negotiating with developers regarding the Transit Oriented Development (TOD) plans in West Windsor and he is hopeful that something will happen by 2012. Regarding the Vaughn Drive connector, Mayor Hsueh said that NJDOT has offered to pay for 50 percent of the final set of improvements. He said that the Mayors' Coalition is cautiously optimistic about plans for TOD in West Windsor moving forward. He said he hopes to have more information on the parking garage at the train station by the end of the year, and that another site is also being evaluated; more parking for the train station is critical.

Mayor Powers provided an update on the Route 1 Business redevelopment zone, which he's been involved with for the past 12 years. He described some successes, including converting a crime-ridden hotel into a mixed-use senior housing development with retail. Mayor Powers described an MOU signed with NJDOT, which involved the township assuming responsibility for resurfacing and snow removal in exchange for road improvements including a roundabout at Whitehead Road and other traffic calming measures such as on-street parking. Other TOD work near the station includes streetscape improvements and the removal of a jughandle.

#### **5. UPDATE ON ROUTE 1 BUS RAPID TRANSIT (BRT)**

Mr. Marchwinski shared some updates regarding Route 1 BRT. He spoke about the recent decision by the Princeton Regional Planning Board to delay a vote to endorse the BRT. The Planning Board said they would like more time to evaluate all the options. Mr. Marchwinski said that BRT in Princeton was fading to a long-term prospect. However, NJ Transit is still looking at options for the rest of the corridor. He stressed that no final decisions regarding BRT or any other concept for the corridor have been made by upper management. Mr. Marchwinski said that NJ Transit is doing some forecasting work at the northern end of the Route 1 corridor, working with Middlesex County. NJ Transit will also coordinate with North Brunswick regarding a potential park-and-ride site.

With the ARC tunnel project currently dominating the attention of upper management, Mr. Marchwinski urged the mayors to reach out and express their support for BRT. Mr. Sturges said there was discussion at a recent meeting held by Princeton Future regarding potential improvements to the DINKY service. He asked what should be done to support those concepts. Tom Clark, Regional Manager of Government and Community Relations at NJ Transit said that the Princeton Regional Planning Board should adopt a resolution endorsing the concept they feel would best help the region, and send it to NJ Transit.

#### **6. ROUTE 1 REGIONAL GROWTH STRATEGY (RT1RGS) WRAP-UP**

Danielle Graves, Project Engineer, NJDOT Bureau of Statewide Strategies, said that the final Rt1RGS report is now available online at <http://policy.rutgers.edu/vtc/rgs/>. She requested comments on this final report as soon as possible. Ms. Graves said she was excited about the action team to help with Rt1RGS implementation. She also said Ms. Hersh's idea to discuss the various Town Center projects in the region was a good one.

#### **7. BRIEF UPDATES**

- Mr. Corbalis gave an update about ongoing efforts to revise the statewide Transfer of Development Rights (TDR) legislation. There is work underway to create a "TDR-Lite" version of the bill, in the hopes that TDR could be implemented more widely throughout the state. Mayor Cantu said he was involved with the original legislation and that the final bill was unfortunately difficult to utilize after many compromises were made to get the bill passed. He said that TDR is a great concept, and that he hopes the changes will make it easier to implement, because up until now it hasn't been workable for most municipalities.
- Mr. Lawson said that the Mercer County Long-Range Strategic Bus Plan study is mostly complete, except for the modeling work, which is still ongoing. He also described the CR 571 Park-And-Ride study. It is assessing parcels for a potential transit-oriented park-and-ride lot. The target market is commuters to Newark, but there is also consideration being given to feeder routes for the BRT and service in East Windsor. Mr. Lawson asked interested parties to share suggestions for parcels to include in the study. He also asked if any Forum members would be interested in participating in a committee to review the study's results.
- Joe Fishinger, Principal Engineer of the Somerset County Engineering Division, gave an update on the progress of the US 206 Bypass project. He explained that the project was broken into two contracts. Contract A, which consists of the middle portion of the project as well as two separate bridge projects, is currently under construction. The project is moving along according to schedule, and is under budget. NJDOT is doing final design work for Contract B, which includes the connections from the bypass back to US 206.
- Mr. Neary provided a brief update about pedestrian safety programs offered by the TMAs, and asked for any interested municipalities to get in touch with him.
- Mr. Gambilonghi said that ridership has doubled on Middlesex County's M6 route.
- Jim Lewis, Manager of the NJDOT Bureau of Statewide Strategies, announced that Brent Barnes and Bob Miller were leaving NJDOT after many years of dedicated service.

## **8. DIALOGUE**

There were no further comments, so Mr. Seymour adjourned the meeting. DVRPC will provide follow-up and notice of the next meeting once information 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](http://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.*