

**THE NEXT MEETING OF THE CENTRAL JERSEY TRANSPORTATION FORUM
WILL BE **OCTOBER 25TH AT 1:00 PM**
AT THE HILLSBOROUGH TOWNSHIP MUNICIPAL BUILDING
379 SOUTH BRANCH ROAD
HILLSBOROUGH, NEW JERSEY**

**ONE PAGE OVERVIEW
CENTRAL JERSEY TRANSPORTATION FORUM
JULY 16TH, 2010 MEETING**

WELCOME AND INTRODUCTIONS

There were approximately 60 participants, including representatives from nine municipalities, four counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Barry Seymour, Executive Director, DVRPC, opened the meeting. Mayor Frank Gambatese of South Brunswick welcomed everyone and spoke briefly about his hopes for the meeting.

RESULTS OF SURVEY

Jesse Buerk, Transportation Planner, DVRPC, presented the findings from an online survey conducted to better understand how to make the Forum more effective. Over 100 participants completed the survey, providing valuable information.

PROPOSAL TO MAKE THE FORUM MORE EFFECTIVE

A work session was held on June 30th to consider changes that could increase the Forum's impact. The resulting recommendations were presented by Pam Mount, Councilwoman of Lawrence Township, Bill Neary, Executive Director of Keep Middlesex Moving, and Ted Chase, Councilman of Franklin Township. The recommendations were to create action teams, update the membership of the Forum Steering Committee, adopt a formal voting structure, and further engage NJTPA. The recommendations were adopted by vote of the Forum.

ROUTE 1 BUS RAPID TRANSIT (BRT) PROGRESS

Tom Marchwinski, Director of Systems Planning, NJ Transit, provided a brief update on the Route 1 BRT. Marvin Reed, Chairman of the Master Plan Committee of the Princeton Regional Planning Board, provided an update on BRT planning underway in the Princetons.

ROUTE 1 REGIONAL GROWTH STRATEGY (RT1RGS) UPDATE

Danielle Graves, Project Engineer, NJDOT Bureau of Statewide Planning, noted that the draft Rt1RGS report was distributed to all Forum members before the meeting. She encouraged municipalities and others to consider endorsing the revised model resolution of support.

BRIEF UPDATES

- Steve Fittante, Director, Middlesex County Department of Transportation, spoke about the success of the M6 Jamesburg-Cranbury-Plainsboro Community Shuttle and other services. He credited the Forum with helping develop the ideas.
- Stephone Mickler, Outreach Officer, NJ Housing and Mortgage Finance Agency, introduced the Live Where You Work Program.
- Matt Lawson, Transportation Planner, Mercer County Planning Department, provided an update on the Mercer County Long-Range Strategic Bus Plan.
- Mr. Seymour and Jay Corbalis, Policy Analyst at NJ Future, summarized coordinated work by NJ Future and DVRPC on TDR across the State and in Salem County.

**MEETING SUMMARY
CENTRAL JERSEY TRANSPORTATION FORUM
JULY 16TH, 2010 MEETING**

ATTENDEES: OVER 59 PARTICIPANTS – PLEASE ADVISE IF YOU ATTENDED BUT ARE NOT ON THE LIST.

Mayors			
Peter	Cantu	Mayor	Plainsboro Township
Frank	Gambatese	Mayor	South Brunswick Township

Other Municipal Staff			
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
Richard	Krawczun	Township Manager	Lawrence Township
Pam	Mount	Councilwoman	Lawrence Township
Mike	Costello	Trails Committee	Monroe Township
Les	Varga	Director	Plainsboro Township Planning and Zoning
Andrew	Koontz	President	Princeton Borough Council
Marvin	Reed	Chairman - Master Plan Committee	Princeton Regional Planning Board
Bryan	Bidlack	Planner	South Brunswick Township
Matt	Watkins	Township Manager	South Brunswick Township
Linda	Geevers	Council Member	West Windsor Township
Pat	Ward	Coordinator of Community Development	West Windsor Township

Counties			
Matthew	Lawson	Transportation Planner	Mercer County Planning Department
Donna	Lewis	Director	Mercer County Planning Department
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Department of Planning
George	Ververides	Director	Middlesex County Department of Planning
Steve	Fittante	Director	Middlesex County Department of Transportation
Anthony	Gamallo	Senior Transportation Planner	Monmouth County Planning Board
Bob	Bzik	Director of Planning	Somerset County Planning Division
Walter	Lane	Principal Planner	Somerset County Department of Planning

Freeholder Peter Palmer represented Somerset County and the NJTPA Board.

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

Other Regional Bodies			
Basil	Giletto	Chair of Transportation Committee	Mercer Regional Chamber of Commerce
Katherine	Kish	Chairperson	Einstein's Alley
Glenn	Reibman	Director of Policy and Planning	Delaware River Joint Toll Bridge Commission
Bill	Neary	Executive Director	Keep Middlesex Moving TMA
Jay	Corbalis	Policy Analyst	NJ Future
Joan	McGee	Watershed Policy Specialist	Stony Brook - Millstone Watershed Association

State Departments			
Barry	Ableman	Area Planner: Somerset, Hunterdon	NJ Department of Community Affairs, Office of Smart Growth
Joy	Farber	Chief Counsel & Policy Director	NJ Department of Community Affairs, Office of Smart Growth
James	Requa	Director, Special Projects	NJ Department of Community Affairs, Office of Smart Growth
Brent	Barnes	Director	NJ Department of Transportation, Statewide Planning Division
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 and Sustainable Communities
Stephone	Mickler	Outreach Officer	NJ Housing and Mortgage Financing Agency
Tom	Clark	Regional Manager, Gov. & Community Relations	NJ Transit
Tom	Marchwinski	Director of Systems Planning	NJ Transit
Mike	Viscardi	Senior Facilities Manager	NJ Transit
Brian	Wahler	Funding Administrator	NJ Turnpike Authority

Other			
Chip	Crider		Citizen
William	Moody		Citizen
Alain	Kornhauser		Citizen
James	Hess	Consultant	AECOM Transportation (formerly DMJM Harris)
Craig	Marshall	Resident	Hamilton Township
Jim	Yeager	Department Manager - Traffic/Planning	Michael Baker & Associates, Inc.
Curt	Emmich	Associate	Princeton Forrestal Center, Picus Associates
Sheldon	Sturges	Executive Director	Princeton Future
Pam	Hersh	Vice President for Government Relations	Princeton Healthcare System

1. WELCOME AND INTRODUCTIONS

There were approximately 60 participants, including representatives from nine municipalities, four counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Barry Seymour, Executive Director, DVRPC, opened the meeting. Mayor Frank Gambatese of South Brunswick welcomed everyone and spoke briefly about his hopes for the meeting. He spoke about the challenges and opportunities for the Forum, and said he hoped more could get done in smaller groups. Everyone introduced himself or herself.

2. APPROVAL OF MARCH MEETING SUMMARY

There were no comments and the summary was adopted.

3. A FEW COMMENTS ON THE NEW BUDGET AND STATUS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Jim Lewis, Manager, Bureau of Statewide Planning, NJDOT, gave an update on the NJDOT Capital Program. He said \$3.54 billion was approved for Fiscal Year 2011 spending for NJDOT and NJ Transit. Of that total, \$1.6 billion came from the Transportation Trust Fund. NJDOT was allotted \$2.19 billion and NJ Transit \$1.35 billion. The Transportation Trust Fund will also support \$200 million in local aid projects throughout the state. Don Shanis, Deputy Executive Director, DVRPC, added that New Jersey is not updating its TIP for the DVRPC region this year, although it normally does so on a yearly basis. However, the TIP is technically a two-year cycle, and with the high degree of funding uncertainty at both the Federal and State level, New Jersey decided against doing an update this year. Amendments will still be possible. Lois Goldman, Director of Regional Planning, NJTPA, said that her organization is facing similar circumstances.

4. RESULTS OF SURVEY

Jesse Buerk, Transportation Planner, DVRPC, provided a brief overview of the results of the online survey of Forum members, which received over 100 responses. A brief report of summary charts, and a more extensive document with the complete survey results were distributed in the meeting folders. Mr. Buerk thanked all those who participated. He reviewed the results of each question and pointed out that many helpful comments were included in the longer handout summarizing the survey.

- Question 1 revealed that a large number of responses came from municipal representatives (about 30%).
- Questions 2 and 3 asked about the reasons people did or didn't attend Forum meetings. Most said they attend to find out what is happening in the region (70%) or to help shape what will happen in the Route 1 corridor (62%). Of those who didn't attend regularly, the primary reasons were, they were too busy (47%), other reasons (40%), or because the Forum has too much talk and not enough action (33%).
- Question 4 asked which items would make the Forum more effective. Three items received the majority of the votes: Provide more support for municipalities interested in advancing an integrated transportation and land use vision for the corridor (50%); Develop action teams to advance the region's goals (47%); and Take more actions as a group, such as writing letters or issuing press releases (40%).
- Question 5 asked which action teams were the most important to initiate, if forming action teams emerged as a high priority. A number of action teams were supported, including: Getting Route 1 Bus Rapid Transit, with a focus on what can be done to complement NJ Transit's efforts (51%); Advancing planning and zoning to allow and promote mixed use centers (39%); Completing road improvements along Route 1 (32%); Pursuing funding sources for agreed-upon infrastructure (32%); Identifying acceptable regional action items (31%); and Refining the Rt1RGS Implementation agenda and measuring attainment of actions (26%).
- Question 6 asked which level of involvement people would feel comfortable with as we move ahead to advance shared regional goals. Respondents overwhelmingly supported continuing to attend Forum meetings (85%) and participating in one or more action teams (68%).

5. PROPOSAL TO MAKE THE FORUM MORE EFFECTIVE

A work session was held on June 30th at the Conference Center at Mercer to consider changes that could increase the Forum's impact. This representative subset of Forum members consisted of five municipalities from Mercer, Middlesex, and Somerset counties; the counties; MPOs; NJDOT; NJ Transit; and NJ Future. Lonnie Weiss, Weiss Consulting, served as facilitator. Mr. Shanis summarized conclusions at key points. Ms. Weiss helped the group to develop concrete recommendations about changes to the structure and function of the Forum, with the ultimate goal of increasing the Forum's regional impact. Preserving a regional approach was a key issue.

The following elected officials volunteered to present the group's recommendations to the full Forum:

- Pam Mount, Councilwoman, Lawrence Township (former mayor of Lawrence)
- Bill Neary, Executive Director, Keep Middlesex Moving, Inc. (former mayor of East Brunswick)
- Theodore Chase, Councilman, Franklin Township Council & Planning Board

Mr. Seymour introduced the three presenters. Mr. Neary, Councilwoman Mount, and Councilman Chase each spoke engagingly about one aspect of the proposal to make the Forum more effective. A brief summary of the proposal was included in the meeting folders. Mr. Neary spoke first, saying he would attempt to be both profound and vague. He addressed the proposal to create action teams, each of which would investigate a specific issue, then report back to the full Forum with recommendations. These smaller groups should be able to focus on the details of an issue and develop a plan of action more effectively than the larger group. Experts relevant to the specific issue could be brought in to assist with the action team's efforts. Once an action team reached a certain point, it would report back to the full Forum for discussion, get the Forum's endorsement, then move forward with the project. Having the endorsement of the full Forum would give weight to the action team's recommendations.

Councilwoman Mount spoke about the proposal to update the Forum Steering Committee. The proposed changes are intended create the ability for the Forum to move from research and deliberation to action. She said that while many at the municipal level appreciate the studies and technical work that have come out of the Forum, it's time to figure out how to move from ideas to reality. The Mayors Coalition has proven the ability of a focused regional body to endorse concepts and get things done. Ms. Mount suggested some changes to the Forum Steering Committee that could help the Forum become more successful as a regional lobbying group. If the proposal to create action teams goes forward, the chairperson of each action team could be added to the Steering Committee. Towns are able to take action at the ground level, so it's important to involve municipal officials with the Steering Committee. The proposal is to also add one municipal representative from each county to the Steering Committee. These changes should help to ensure that action teams don't work at cross purposes, that towns are kept in the loop, and that the regional perspective is maintained.

Mr. Chase described the proposal to adopt a formal voting structure. He said that a formal voting structure would be necessary for the Forum to endorse specific actions recommended by action teams, and to move those ideas toward implementation. He said that while the details will have to be worked out, there will be careful consideration of maintaining a balanced group, so that no one group can take over the process. He

suggested a breakdown where municipalities held 50 percent of the voting block. Counties could potentially have two votes each, with the remainder being divided between state agencies, MPOs, and NGOs. Voting groups could potentially be divided into two separate caucuses. The main concept is a balanced, coherent voting structure. If the general concept is supported, the details could be worked out with the Steering Committee and presented to the full Forum for a decision.

Mr. Seymour asked if any other participants in the small work group wanted to speak. Mr. Shanis said it was a good work session. He also clarified that the action teams would be in charge of making things happen after receiving the endorsement of the Forum. Jay Corbalis, Policy Analyst, NJ Future, said that while many of the details still need to be decided, the general concept of the proposals is coming together. Bob Bzik, Director of Planning, Somerset County Planning Division, said that the Forum should take a page out of the Mayors Coalition “playbook.” He also suggested an agency/county coalition to advance implementation of the Rt1RGS. George Ververides, Director, Middlesex County Department of Planning, said that for regional projects to succeed, coordination must take place at the municipal level. Mr. Neary spoke about an advocacy concept for the Forum, saying that the people who are at the Forum representing others need to take ideas back to their constituencies and advocate for action. Gene Strupinsky, Business Advocate, Hillsborough Township Economic and Business Development Commission, said that the regional approach is critical. To date, the focus has been primarily on Route 1. He said that if other north/south routes were discussed more, there might be more in it for the municipalities in Somerset County. He also said he’d like to see NJTPA more engaged in the Forum.

Mr. Seymour commented that finding a balance between too many and too few meetings, and between bottom-up and top-down organization will be important. In addition, issues of geography and scale will have to be addressed. A number of people have said that NJTPA should take on a larger role in the Forum. One proposal from the June 30th work group was for NJTPA to co-chair the Forum with DVRPC. Mr. Seymour said that he spoke to Mary K. Murphy, Executive Director of NJTPA, and that she’s interested in figuring out how best to participate in the Forum. Lois Goldman, Director of Regional Planning, NJTPA, said NJTPA meetings are another forum for discussing issues. She mentioned an upcoming Symposium on Social Media in the Transportation Industry, taking place on July 27th at NJTPA.

Highlights of the discussion included:

- Pam Hersh, Vice President for Government Relations, Princeton Healthcare System, said there is great value in the face-to-face communication enabled by meetings of the full Forum. Issues have been solved by people coming together and talking about them at the Forum. She advocated continuing to meet with the full group at least three times per year. She also encouraged the use of time-based goals to keep things from dragging on with the action teams.
- Pat Ward, Coordinator of Community Development, West Windsor Township, said the Forum would benefit greatly from getting the Governor’s office involved. Zoe Neaderland, Manager of Transportation Safety and Congestion Management, DVRPC, said that Jeff Flatley of the NJ Office of Economic Growth receives Forum e-mails but hasn’t been able to attend recent meetings. She also said Pippa Woods, formerly of NJ Transit, is now involved in the Governor’s office. Ms. Neaderland said she would reach out to Ms. Woods.

- Ms. Hersh said that it's also important to get the Lieutenant Governor's office to participate. Katherine Kish, Chairperson, Einstein's Alley, said she met with the Lieutenant Governor's office recently, and that they're focused on building on the success of the Economic Development Authority (EDA), attracting businesses to the state, and cutting down on red tape by streamlining processes. Ms. Kish offered to help put staff to the Forum in touch with staff at the Lieutenant Governor's office.
- Mr. Ververides added that FHWA should also be involved. Ms. Neaderland said FHWA is in the loop, but she'll work on getting a representative to attend meetings.
- Mr. Seymour asked if anyone from the Mayors' Coalition would like to speak. Peter Cantu, Mayor of Plainsboro, provided an update about a recent meeting the Mayors' Coalition had with the NJDOT Transportation Commissioner. He described the meeting as very positive, saying that solutions to the Harrison Street traffic flow issues were proposed, and that there seemed to be a commitment to implement the proposals. Mr. Cantu said the Mayors' Coalition is also working on pushing for the Penns Neck improvements. The mayors recognize that the cost is prohibitive, so their efforts are focused on opportunities to value engineer the project, reduce costs, and get the project moving again. Regarding the current proposals before the Forum, Mr. Cantu recommended not forgetting how a similar effort by the Route 1 Regional Forum approximately 20 years ago took a similar approach, but became too bureaucratic. He said that the approach of a small group with a narrow focus on specific issues has been successful for the Mayors' Coalition.
- Ms. Hersh said it's great to see the six mayors demonstrating the power of agreement. Consensus can be a powerful tool, she said. Mr. Seymour agreed, saying that when resources are limited, it's important to go where you're wanted.
- Mr. Strupinsky said it's important to know what it is that we're trying to accomplish. He suggested that perhaps the Forum's name should be modified to reflect that it's concerned with more than just transportation. He said that economic development is another important piece of the issues being considered. This prompted a discussion of how broad or narrow the Forum's focus should be.

Mr. Seymour asked the group what steps they wanted to pursue next. He read the list of action teams on the proposal, and asked if the group was ready to define action teams. Donna Lewis, Director, Mercer County Planning Department, said that action teams should have to demonstrate a constituency. She suggested another survey to define how action teams would form and operate. Mr. Shanis agreed, adding that the action teams don't need to form all at once, but could be created as needed. Mr. Seymour reiterated Mr. Cantu's point about not increasing bureaucracy. Steve Fittante, Director, Middlesex County Department of Transportation, suggested a survey based on the list of action teams provided in the proposal, in which Forum participants would be asked to rank the action teams. The survey should also leave room to add other suggestions.

Mr. Corbalis asked how we vote on whether to have a voting structure. He suggested that if the group could endorse the general concepts described by the presenters, the specifics could be worked out later. Mr. Seymour asked for a show of hands of all those who generally felt comfortable with the three elements of the proposal. Nearly everyone agreed that they felt comfortable. Mr. Strupinsky dissented, asking what was in it for Somerset County. Mr. Bzik said that the Forum does address issues beyond Route 1, including transit, east/west movements, and broader mobility issues. Ms. Ward said that the beauty of the current proposal is that it allows the flexibility to address all these

issues. Alain Kornhauser also objected to the proposal, worrying that the Forum was heading toward becoming a BRT advocacy group.

Mr. Seymour brought the discussion to a close, saying it had been one of the better conversations among the group in the past several years. The goal, he said, is to be responsive, nimble, and effective. DVRPC staff will follow up with the proposal and continue to push forward.

6. ROUTE 1 BUS RAPID TRANSIT (BRT) PROGRESS

Tom Marchwinski, Director of Systems Planning, NJ Transit, provided a brief update on the Route 1 BRT. NJ Transit is meeting with municipalities, including the Princetons, West Windsor, and Plainsboro, regarding the short-term implementation plan. He also said NJ Transit worked out a deal to include improvements that will benefit BRT service with the Quaker Bridge Mall expansion.

Marvin Reed, Chairman of the Master Plan Committee of the Princeton Regional Planning Board, provided an update on BRT planning underway in the Princetons. A series of resolutions for governing bodies to endorse have been formulated. He announced a public meeting on September 30th on concepts including the DINKY and BRT. The planning board could then endorse a joint resolution. Mr. Reed said the Princetons are working to identify areas where express stations could be located and targeted as mini redevelopment areas or mini transit villages. In addition, thought is being given to how an internal transit system could get people to the BRT and/or the DINKY.

Highlights of the discussion included:

- Mayor Cantu asked about whether an internal transit system for Princeton was part of the BRT plans. He also expressed concerns about funding issues.
- Mr. Reed said analysis has shown that two-thirds to three-fourths of current DINKY riders could be a five-minute walk from a one-seat BRT ride with the current plans.
- Mr. Marchwinski said that funding is up in the air for the BRT. He also said NJ Transit is still evaluating alternatives for the BRT in Princeton, including a parallel system with both DINKY and BRT.
- Councilwoman Mount praised Princeton's efforts, saying Princeton is leading the way on how to think about getting people from the towns to the trunk line of the BRT.
- Chip Crider expressed concerns that the BRT has a last-mile problem. He suggested a small, nimble, personal rapid transit system.
- Andrew Koontz, President of the Princeton Borough Council, said there are a diversity of views on the subject of BRT in Princeton. He said he has concerns about the impacts of an internal transit system on the local road network. He also has concerns about tampering with the DINKY, which works well and has popular support. He said he likes the dual proposal of a parallel DINKY and BRT.
- Sheldon Sturges, Executive Director, Princeton Future, said there will be a meeting at the public library in Princeton on September 25th to discuss these issues.
- William Moody asked where he could find cost estimates for the BRT. Ms. Neaderland said the BRT Alternatives Analysis Study and all the BRT presentations that have been given to the Forum can be found on the DVRPC website: www.dvrpc.org/LongRangePlan/CentralJerseyForum/brt.htm. Mr. Marchwinski added that NJ Transit hasn't developed cost estimates for all alternatives yet. NJ

Transit, faced with limited funding, needs more certainty from the boroughs and townships before it can develop more detailed cost estimates.

- Rich Krawczun, Township Manager, Lawrence Township, said Lawrence is looking at shuttle buses to get people from residential areas to the BRT. He asked NJ Transit for further assistance thinking through these issues. Mr. Marchwinski said NJ Transit is happy to meet with representatives from Lawrence. NJ Transit still has the ability to modify the near-term BRT concepts.
- Mr. Neary said the BRT is a perfect example of how a subcommittee from the Forum led to individual meetings with key players, which resulted in things getting done.
- Mr. Seymour said that we all recognize the importance of the BRT spine on Route 1, and that each community will develop solutions that work best for them to feed people into the BRT spine.

7. ROUTE 1 REGIONAL GROWTH STRATEGY (RT1RGS) UPDATE

Danielle Graves, Project Engineer, NJDOT Bureau of Statewide Planning, noted that the draft Rt1RGS report was distributed to all Forum members before the meeting. She said the report and other Rt1RGS materials are available to download from the Voorhees Transportation Center website, <http://policy.rutgers.edu/vtc/rgs>. She encouraged municipalities, counties, and others to consider endorsing the revised model resolution of support. She suggested that an action team could work on advancing the Rt1RGS vision and recommendations as well as securing resolutions of support. Ms. Graves said that NJDOT welcomes comments on the report, and that anyone could forward their comments to her.

Mr. Bzik said that Somerset County can't sign the resolution of support at this time, because it didn't include significant portions of the county. He suggested considering amending the plan to include Montgomery and Hillsborough Townships.

8. BRIEF UPDATES

- Mr. Fittante spoke about the success of the M6 Jamesburg-Cranbury-Plainsboro Community Shuttle and other services. The M6 shuttle opened service on May 15th, and is providing about 40 passenger trips per day. Mr. Fittante said that the number of passenger trips has been steadily increasing. The route will be extended to the new hospital in Plainsboro when it opens in 2011 or 2012. He credited the Forum with helping develop the ideas. There are five other shuttle routes being operated by Middlesex County Area Transit, and the combined ridership of the community shuttle system is about 1,200 person trips per day. These routes leveraged a combination of funding sources, including human services, CMAQ, JARC, and others. The services are all open to the general public. Mr. Fittante spoke about how Somerset and Middlesex counties worked together to try to fill the gap left when NJ Transit was forced to drop the 980 bus route due to budget cuts. With the help of Mr. Neary's staff at Keep Middlesex Moving, Inc., two vehicle trips were provided per day, which managed to capture 75 percent of the former route 980 ridership. Mr. Neary's staff worked with employers to allow the schedule flexibility that enabled employees to use the service. Mr. Fittante said this was a good example of how transit doesn't have to be all or nothing. He credited NJ Transit with helping by including information about the service in their schedule updates.

- Stephone Mickler, Outreach Officer, NJ Housing and Mortgage Finance Agency, introduced the Live Where You Work Program. The program provides five percent of the value of a home loan to qualifying participants, which can be used to help cover closing costs. He described some of the requirements of the program. At least one person in the household must live and work in the municipality. They must also meet certain credit score requirements. Municipalities are asked to sign an agreement to participate, and to share the cost of printing brochures about the program for the township. This cost is approximately \$600 for 5,000 brochures. NJHMFA will hold a press event in the municipality, in addition to a housing fair with local employers and approved lenders. Mr. Mickler encouraged anyone interested to find more details at the NJHMFA's website, <http://www.njhmfa.state.nj.com>.
- Matt Lawson, Transportation Planner, Mercer County Planning Department, provided an update on the Mercer County Long-Range Strategic Bus Plan. The report examines long-term strategies for integrating the BRT with local services. Modeling for the report will focus on bus services out of NJ Transit's Hamilton Garage, and will model trend and smart growth scenarios. A workshop was held to get stakeholder input, and many participants in the Forum attended. Several good ideas for routes and transit nodes came out of the workshop and have been incorporated into the modeling effort. Mr. Lawson said the report uses NJ Transit's 2015 and 2025 BRT plans and will explore which feeder routes have the best chances for success. The report will be a planning tool that will provide a basis to move forward with more detailed work. Mr. Seymour said DVRPC staff could present the final report to the Forum if there's interest. Mr. Lawson clarified that the report is not intended to lead to immediate changes, and that it relies on BRT plans as they exist now. The idea is to begin to think about how to get people to the core of the transit network. Ms. Goldman pointed out that NJTPA will be doing work in fiscal year 2011 to examine BRT opportunities, which will be a useful tool to help guide decision-makers.
- Mr. Seymour summarized coordinated work by NJ Future and DVRPC on Transfer of Development Rights (TDR) across New Jersey and in Salem County. Mr. Corbalis said that a task force is developing recommendations about how to improve the TDR enabling legislation, and how to better promote the program. Mr. Seymour said that if there was interest, more information could be presented to the Forum at a future meeting. Mr. Bzik said Hillsborough is using the TDR legislation with a transit village concept that includes design guidelines and a receiving area.
- Mr. Bzik asked for an update on NJTPA's HUD planning grant application. Ms. Goldman said that there are many ideas out there, and that discussions are ongoing between NJTPA, as well as representatives from New York and Connecticut. Mr. Seymour said that DVRPC is focusing its application on the Philadelphia region, and that the program promises to be highly competitive.

9. 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. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.