

ONE PAGE OVERVIEW
Central Jersey Transportation Forum
February 25th, 2014 Meeting

Welcome and Introductions

There were over 67 participants, including representatives from twelve municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). John Riggs, Director of Planning and Environmental Protection for the Monroe Township Department of Planning and Zoning welcomed everyone and mentioned some of the township's environmental and community initiatives.

Action Items

Three action items were addressed to begin the meeting: The October 23rd, 2013 meeting summary was adopted; the Forum voted to send a letter in support of NJ Assembly Bill A1600, requiring drivers to move over or slow down when approaching a bicyclist or pedestrian; and Bill Neary, Executive Director of Keep Middlesex Moving Transportation Management Association (TMA), was elected as the next Chair of the Forum. There were also brief reports on the recent activities of the Rt. 1 Regional Growth Strategy (Rt1RGS) and Transit action teams. Barry Seymour, Executive Director of DVRPC, thanked Marvin Reed for his excellent service as Forum Chair.

Super Bowls, Snowstorms, & Special Olympics: Improving Transportation During Major Events

Sal Cowan, Director of Traffic Operations at NJDOT, and Michael Abline, A./Lt. for the NJ State Police, provided an overview of the highway planning and coordination efforts for the recent Super Bowl. Tom Clark, Regional Manager of Government and Community Relations at NJ Transit, read a statement about NJ Transit's process to evaluate the performance of transit services for the Super Bowl. Mr. Neary discussed the role TMAs played, which included coordinating with hotels, restaurants, and private transit services to help accommodate all of the visitors to the region. Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, discussed initial planning efforts for the Special Olympics, which will be held in Mercer County from June 14th to June 21st, 2014.

Enhancing Transportation Coordination & Preparedness in Central Jersey

John Ferguson, Coordinator of the Middlesex County Office of Emergency Management, discussed various emergency management planning and coordination efforts and stressed the importance of information sharing. Gene Haplea of the NJ Office of Homeland Security and Preparedness, Planning and Project Management Bureau encouraged the Forum to continue with its coordination efforts and offered to help arrange a briefing at a future meeting. Chris King, Principal Transportation Planner at DVRPC, announced ongoing work to form a Mercer County Incident Management Task Force.

Getting to Work in Central Jersey

Ralph Widner, member of the Princeton Traffic and Transportation Committee, gave a presentation about demographic analysis to understand the traffic and transit impacts of how people get to work in Central Jersey. His full report will be distributed to the Forum once it is complete. Next steps include developing an informal group to educate the public about traffic and transportation issues and potential solutions.

Transit

Tom Marchwinski, Director of Systems Planning at NJ Transit, gave updates on the CR 571 BRT study and Route 655 partners group. He said NJ Transit is seeking a consultant to refresh the 2007 West Trenton Line passenger service restoration EIS with up-to-date ridership and forecasted ridership data. The work could start by June or July of this year and would take around 10 to 18 months to complete. Matt Lawson, Transportation Planner for the Mercer County Planning Division, discussed the latest updates regarding the Ewing Town Center development project. He also described a grant received by SEPTA to help fund the separation of freight and passenger rail services on the West Trenton Line.

Brief Comments on Penns Neck Project

Shing-Fu Hsueh, Mayor of West Windsor Township, said NJDOT is looking at options for the Penns Neck project and considering feasibility, as well as potential funding. He is waiting for NJDOT to call a meeting to discuss the final concept.

**Meeting Summary
Central Jersey Transportation Forum
February 25th, 2014**

ATTENDEES: over 67 participants – Please advise if you attended but are not on the list.

Mayors			
Liz	Lempert	Mayor	Princeton
Shing-Fu	Hsueh	Mayor	West Windsor Township

Other Municipal Staff			
Jeffrey	Wilkerson	Principal Planner	City of Trenton, Division of Planning
Theodore	Chase	Councilman	Franklin Township Council & Planning Board
Bruce	Rydel	Planning Director	Hillsborough Township
Gene	Strupinsky	Business Advocate	Hillsborough Township
James	Parvesse	Township Engineer	Lawrence Township
Ed	Cohen	Transportation Specialist	Monroe Township
Mike	Costello	Environmental Commission	Monroe Township
John	Riggs	Director of Planning and Environmental Protection	Monroe Township Department of Planning & Zoning
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
Ralph	Widner	Board Member	Princeton Traffic and Transportation Committee
Marvin	Reed	Chairman - Master Plan Committee; Forum Chair	Regional Planning Board of Princeton
Lee	Solow	Planning Director	Regional Planning Board of Princeton
Ann	Bell	Administrative Officer	Robbinsville Township
Bryan	Bidlack	Planner	South Brunswick Township
Linda	Geevers	Council Member	West Windsor Township
Pat	Ward	Director of Community Development	West Windsor Township, Community Development Department

Counties			
Matt	Lawson	Transportation Planner	Mercer County Planning Division
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Department of Planning
George	Ververides	Director	Middlesex County Department of Planning
John	Ferguson	Coordinator	Middlesex County Office of Emergency Management
Bob	Bzik	Director of Planning	Somerset County Planning Division
Walt	Lane	Supervising Transportation Planner	Somerset County Planning Division

Metropolitan Planning Organizations			
Jesse	Buerk	Transportation Planner	Delaware Valley Regional Planning Commission
Chris	King	Principal 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
Mary	Ameen	Deputy Executive Director	North Jersey Transportation Planning Authority

Lois	Goldman	Director of Regional Planning	North Jersey Transportation Planning Authority
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Other Regional Bodies			
Richard	McClellan	Director - Community Affairs	Delaware River Joint Toll Bridge Commission
Chad	Dixson	Mobility Manager	Greater Mercer TMA
Cheryl	Kastrenakes	Executive Director	Greater Mercer TMA
Bill	Neary	Executive Director	Keep Middlesex Moving TMA
Joan	McGee	Watershed Policy Specialist	Stony Brook - Millstone Watershed Association
Janna	Chernetz	New Jersey Advocate	Tri-State Transportation Campaign

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
Simon	Nwachukwu	Principal Engineer	NJ Department of Transportation, Division of Statewide Planning
Andrew	Swords	Director	NJ Department of Transportation, Division of Statewide Planning
Salvatore	Cowan	Director of Traffic Operations	NJ Department of Transportation, Transportation Systems Management
Gene	Haplea	Captain, USN (ret.)	NJ Office of Homeland Security and Preparedness, Planning & Project Management Bureau
Michael	Ablin	A/Lt	NJ State Police
Tom	Clark	Regional Manager, Gov. & Community Relations	NJ Transit
Tom	Marchwinski	Director of Systems Planning	NJ Transit
Mike	Viscardi	Senior Facilities Manager	NJ Transit

Federal Agencies			
Calvin	Edghill	Planning & Environment Team Leader: Research	Federal Highway Administration, New Jersey

Other			
Leah	Picone	Government Transportation Safety Specialist	3M Traffic Safety Systems Division
Miguel	Gavino	Senior Associate	Dewberry-Goodkind, Inc.
Kerri	Tyerman	Project Manager	Dewberry-Goodkind, Inc.
Daniel	Turner	Transportation Planner	Parsons Brinckerhoff
Curt	Emmich	Associate	Picus Associates
Pam	Hersh	Vice President for Government Relations	Princeton Healthcare System
Alain	Kornhauser	Director	Princeton University, Transportation Program
Eric	Payne	Realtor Sales Associate	Smart Traffic Solutions & Weichert Realty
Jerome	Lutin	Citizen	South Brunswick Township Resident
Chip	Crider	Citizen	Spurts.org
Jack	Kanarek	Planning Manager – Philadelphia; Chair, Transit Action Team	Systra Consulting
Kathleen	Brennan	Trustee	West Windsor Bicycle and Pedestrian Alliance

Alison	Miller	Board Secretary	West Windsor Parking Authority / West Windsor Bicycle and Pedestrian Alliance
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If you attended but did not sign in, please let us know to add you to the summary.

1. **Welcome and Introductions**

There were over 67 participants, including representatives from twelve municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Marvin Reed, Forum Chair and Chairman of the Master Plan Committee for the Regional Planning Board of Princeton, opened the meeting. John Riggs, Director of Planning and Environmental Protection for the Monroe Township Department of Planning and Zoning welcomed everyone to Monroe's new Senior Center and mentioned some of the township's environmental and community initiatives. Everyone introduced himself or herself.

2. **Action Items**

Two action items were addressed to begin the meeting:

- There were no comments on the October 23rd, 2013 meeting summary and it was adopted unanimously.
- Tom Vigna, North Brunswick Township Planner and Chair of the Rt1RGS Action Team, said the Action Team and Forum were three for three on bills the group had recently endorsed becoming laws. These included the 2013 Cluster Development bill (S2608 and A3761), the 2013 bill to provide loans for gas stations to install wiring for back-up generators (A3930), and the New Jersey Economic Opportunity Act of 2013 (A3680). Mr. Vigna described Assembly Bill A1600, which requires drivers to move over or slow down when approaching a bicyclist or pedestrian. The Rt1RGS Action Team drafted a letter in support of the bill and requested the Forum's endorsement to send the letter to the appropriate members of the NJ Legislature. Janna Chernetz, New Jersey Advocate for the Tri-State Transportation Campaign, explained that the bill was modeled after New Jersey's successful Move Over law and that it did a good job of protecting all non-motorized road users. Barry Seymour, Executive Director of DVRPC, mentioned that the letter of endorsement encouraged minor edits to the bill to clarify that drivers would be allowed to cross double-yellow lines on the road if it is safe in order to pass bicyclists or pedestrians. The Forum unanimously voted in favor of sending the letter.

Jack Kanarek, Philadelphia Planning Manager for SYSTRA Consulting and Chair of the Transit Action Team (TAT), gave a brief report on the activities of the TAT. At the most recent meeting, the Action Team received updates on several ongoing transit projects, including the DVRPC Mercer County Transit Signal Priority study, NJ Transit's CR 571 BRT Corridor study, NJ Transit's work to add new bus stops at Canal Pointe Boulevard in West Windsor, and the planning efforts to extend transit service to the NJ Turnpike Exit 7A area to serve the new Amazon.com facility and nearby employers. There was continued discussion of bus shelter options. Representatives from Princeton asked the Action Team to help provide information and best practices regarding how to develop context-sensitive bus shelters in historic areas. The Action Team will assemble some resources and add them to the others on the Forum web pages at www.dvrpc.org/LongRangePlan/CentralJerseyForum/ActionTeams.htm. There was also discussion about the challenges involved with maintaining bus shelters once they're installed.

Mr. Reed noted that it was time for voting members to renew their letters designating representatives and alternates. He said he'd enjoyed his time as Forum Chair and that he appreciated the leadership of the mayors and former mayors who have consistently participated in the Forum for so many years. Mr. Reed opened the floor to nominations for the next Forum Chair. Mr. Vigna praised Mr. Reed for his terrific work as Forum Chair and nominated Bill Neary. In addition his role as Executive Director of Keep Middlesex Moving TMA, Mr. Neary is an alternate voting member for North Brunswick Township and former mayor of East Brunswick Township. Ed Cohen, Transportation Specialist for Monroe Township, said he's known Mr. Neary for over 20 years and that he would be a credit to the group as Forum Chair. Mr. Seymour asked if there were any other nominations; there were none. The Forum unanimously voted to elect Bill Neary as the new Forum Chair. Mr. Neary thanked Marvin for his service and thanked everyone for the

kind words and for electing him Chair. He said he looks forward to everyone's continued participation. Mr. Seymour thanked both Mr. Reed and Mr. Neary for their service and dedication.

3. Super Bowls, Snowstorms, & Special Olympics: Improving Transportation During Major Events

Mr. Reed introduced Sal Cowan, Director of Traffic Operations at NJDOT, and Michael Abline, A./Lt. for the NJ State Police. Mr. Abline provided an overview of the highway planning and coordination efforts for the Super Bowl. He noted that although the event most directly affected New York and New Jersey, its impacts extended into other neighboring states. The game itself had only 80,000 ticket-holders, but the event drew over 400,000 visitors to the region. A Super Bowl Traffic and Transportation (STAT) group was convened to facilitate communication between agencies and plan for anticipated and unanticipated impacts. The STAT group held monthly meetings and its efforts included planning for issues beyond the Super Bowl game itself, including accommodating the large number of media representatives. Mr. Abline stressed the importance of relationship-building to successful coordination between different agencies.

Mr. Cowan reiterated the point that relationship-building was critical to success. He noted that NJDOT created a special 511 page for the Super Bowl including information about travel times; he noted the many kinds of useful information available at www.511nj.org. A moratorium was placed on all construction activities in the area. The STAT group brainstormed potential issues that could come up, including for example if a major snow storm were to occur, and developed an "All Hazards Play Book" with contingency plans for these scenarios. Detour plans were developed and specific roles for various agencies were identified. When the teams traveled, for example to and from practice facilities, a police escort was always provided. The STAT group also planned for side-events related to the game and assisted with the logistics for those events. Mr. Cowan said NJDOT made sure to have certain critical staff available 24/7 who would not ordinarily be available at all hours, such as bridge inspectors and IT staff. NJDOT used its Dynamic Message Signs (DMS) as well as other methods to get information to the public. In terms of planning for the Special Olympics, Mr. Cowan stressed the importance of having an all-encompassing planning effort that includes all related events. He said that knowing who, when, what, and how for the various events is critical. He again stressed the importance of building relationships, as well as keeping people informed to make sure everyone is on the same page, and being sure to involve all the key players from the beginning.

Tom Clark, Regional Manager of Government and Community Relations at NJ Transit, read a statement about NJ Transit's process to evaluate the performance of transit services for the Super Bowl. A study has been commissioned and will be completed within a couple weeks. Mr. Reed asked NJ Transit to share the results when the study is complete.

Mr. Neary discussed the roles New Jersey's various TMAs played. The TMAs coordinated closely with municipalities and provided "boots on the ground." KMM used its customized 511 feeds to distribute information. The TMAs also worked with hotels, restaurants, and private transit services such as Coach USA to accommodate all of the visitors to the region.

Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, discussed initial planning efforts for the Special Olympics, which will be held in Mercer County from June 14th to June 21st, 2014. Around 4,000 to 5,000 coaches and athletes will participate in the event and their transportation will be provided by the Special Olympics. However, it's anticipated that around 10,000 friends, family, and spectators will attend the events. The events will be spread between multiple venues and there will be many smaller events. At least two hotels will offer complementary transportation for their guests, but it's expected that many people will drive themselves to and from the various events. The TMA is coordinating car-pooling and ride-matching. Mr. Cowan recommended contacting local emergency responders to be sure they're involved in the planning efforts and logistics.

4. Enhancing Transportation Coordination & Preparedness in Central Jersey

Mr. Reed introduced John Ferguson, Coordinator of the Middlesex County Office of Emergency Management. Mr. Ferguson discussed accident clearance and detour route planning, as well as the critical importance of information sharing. For example, a planned detour cannot be used if the road is flooded, so it's essential for that information to be available to emergency responders. He discussed some of the major challenges in planning for emergencies. For example, if the entire state needed to be evacuated, contingency plans are in place to transport about 11 percent of the population (those without access to cars) to Ohio via buses. It was later clarified that Ohio was one destination, but the point is during a major East Coast event it would not make sense to send people to New York City or Washington DC. Evacuating the disabled and people in long-term care facilities would also be a challenging undertaking, but plans are in place. In addition, demographics are changing in New Jersey, which creates challenges. For example, the number of elderly residents is projected to increase.

The discussion included the following highlights:

- Zoe Neaderland, Manager of the Office of Transportation Safety and Congestion Management at DVRPC, said that the Coordinators of the Mercer and Somerset County OEMs would be invited to attend the next Forum meeting to continue this conversation. She asked Mr. Ferguson to let the Forum know how we can help to facilitate coordination.
- Mr. Reed asked for some clarification about how the numbers were derived for the population that would be evacuated by bus. Mr. Ferguson said there was an analysis of statewide demographics, including 0-car households. Mr. Reed asked how that would be communicated in the event of an emergency. Mr. Ferguson said reverse-911 would be used. He noted that many people do not register their cell phone number and encouraged everyone to do so, in order for reverse-911 to be effective in an emergency.
- Matt Lawson, Transportation Planner for the Mercer County Planning Division, described the extreme traffic congestion that occurred in Trenton when all state and county government offices closed at the same time during a major snowstorm. He noted that the next time a similar snowstorm took place and offices closed early, dismissals were staggered to avoid overwhelming the road network. This strategy proved effective. He suggested that perhaps in the future, TMAs could help coordinate staggered dismissals with private companies, too.
- Gene Haplea of the NJ Office of Homeland Security and Preparedness, Planning and Project Management Bureau, praised the efforts of Mr. Cowan and Mr. Abline during the Super Bowl and also the Forum's work to build relationships. He noted that the coordination efforts for the Super Bowl included people from the local all the way up to the national level. He mentioned the challenges of planning for a statewide evacuation, considering that there has never been one. Even Super Storm Sandy only affected 10 percent of the population. He said his organization works closely with the county OEMs, as well as regional bodies and that planning efforts are always ongoing. He encouraged the Forum to continue with this coordination effort and offered to help arrange a briefing at a future meeting.
- Mr. Seymour introduced the concept of Incident Management Task Forces. When incidents happen, often the call for help goes to various jurisdictions of responsibility. Planning ahead, building relationships, and clearly defining roles and responsibilities help improve the speed of response. He introduced Chris King, Principal Transportation Planner at DVRPC, who announced ongoing work to form a Mercer County Incident Management Task Force. Mr. King is working with state police, NJ DOT, local emergency responders, and other stakeholders to form a group that would focus on incidents on I-295, I-195, and the NJ Turnpike in Mercer County to start. In time, the group plans to extend its coverage to US 1. This is starting as a DVRPC effort that will hopefully become a shared project with NJTPA as the area expands north. An advisory committee is being formed and should begin meeting this summer.

5. Getting to Work in Central Jersey

Ralph Widner, member of the Princeton Traffic and Transportation Committee, gave a presentation about analysis of Census data focused on understanding the traffic and transit impacts of how people get to

work in Central Jersey. Mr. Widner praised the NJDOT Route 1 Regional Growth Strategy (Rt1RGS) study as a first-class piece of work. He hopes to build on the study to develop a more complete picture for the whole Forum area. He shared analysis that provides insight into how people move between municipalities each day to get to and from work. For example, around 5,000 to 6,000 people cross US 1 each day to work in Princeton. In addition, about half of Princeton's population commutes out of town to work each day. Mr. Widner said he is working to develop detailed travel information for each municipality in the Forum region, and that he also plans to expand his analysis beyond the Forum municipalities. Analysis will include in-town transit trips, movements to and from adjacent municipalities, people coming from outside the region to work in Central Jersey, and conversely, people who leave Central Jersey to work outside the region. The study will look at how to increase ridership on existing transit services such as the DINKY, as well as how to connect people to job centers using jitney services until the BRT can be implemented. Short, medium, and long-term transit options will be considered.

Mr. Widner said he would distribute his full report to the Forum once it has been completed. He hopes to be able to update the report on an annual basis. Next steps include developing an informal group to do outreach and educate the public about traffic and transportation issues and potential solutions. The hope is that this effort could help build demand for improvements from the bottom up.

6. Transit

Mr. Marchwinski said that NJ Transit is working to advance the next set of tasks from the CR 571 BRT study sometime in April. Work is ongoing to develop ridership demand and revenue forecasts. The study advisory committee may also meet around the same time to discuss the proposed routes and next steps. NJ Transit is currently seeking any last comments from the municipalities. The Route 655 partners group met in mid-March and plans to survey riders in late-April. Mr. Marchwinski announced that NJ Transit has a new Executive Director, Veronique Hakim, and that after some briefings take place, the agency hopes to start looking into more BRT implementation steps soon. Regarding the West Trenton Line passenger service restoration, NJ Transit is putting out an RFP for a consultant to refresh the 2007 EIS with up-to-date ridership, forecasting, and operational cost data. The environmental assessment was previously completed and does not need to be updated. He said that work could hopefully start by June or July of this year and would take around 10 to 18 months to complete.

Mr. Cohen spoke about the issues that result from the lack of east-west connections in Central Jersey. He said that Monroe Township submitted comments to NJ Transit about the draft service proposals for the CR 571 BRT. With the Turnpike widening in the Exit 8A area scheduled to be complete soon, he requested that NJ Transit consider extending the route's terminus further east, to the Freehold area.

Bob Bzik, Director of Planning for the Somerset County Planning Division, said it was good news to hear that NJ Transit is updating the West Trenton Line EIS. He said Somerset County has a wealth of new data including detailed zoning and build-out information from a recent wastewater planning effort that the county would be happy to share. Mr. Bzik gave a brief summary of the Somerset County Planning Board's supportive land use work, which included identifying locations for spot circulation improvements and transit-supportive investments.

Mr. Lawson discussed the latest updates regarding the Ewing Town Center development project. He noted that air traffic is increasing at the Trenton/Mercer Airport, and that it is becoming more of a regional airport as Frontier continues to add service. He said the airport is starting a master plan process to expand and mentioned problems with people trying to get to the airport by means other than their own car. He also discussed the Ewing Town Center redevelopment plans and the potential for the development to become a major transportation hub, taking advantage of rail and airport assets. The redevelopment study recently completed by Stantec, available at www.state.nj.us/counties/mercercer/departments/pdfs/pb_ewingcentertransitconnstudy.pdf, looked at three options for the train station. Building a new station at I-95 and Reed Road or in the redevelopment area were considered as possibilities, but the high price tag of these options made them less feasible. The leading option from the study was to enhance the existing station. This will require coordination between

SEPTA and NJ Transit. Mr. Lawson also mentioned a grant received by SEPTA to help fund the separation of freight and passenger rail services on the West Trenton Line in Pennsylvania which would help with the New Jersey reactivation if it should occur.

Mr. Seymour commented that thankfully, since Pennsylvania recently passed transportation funding legislation, SEPTA no longer has to consider the “doomsday scenario” that would have eliminated service on the West Trenton Line.

7. Brief Comments on Penns Neck Project

Shing-Fu Hsueh, Mayor of West Windsor Township, said there was not much to report regarding NJDOT’s effort to develop a feasible set of improvements in the Penns Neck area. NJDOT is looking at options and considering feasibility, as well as potential funding. He is waiting for NJDOT to call a meeting to discuss the final concept, but has not heard anything yet. Mayor Hsueh said he and other nearby mayors want to work toward a solution as soon as possible and stressed that doing nothing is not an option.

8. Brief Updates

Mr. Seymour announced that the next Forum meeting would take place on May 20th and would focus on economic development and transportation. He said that DVRPC would be announcing a new round of Transportation and Community Development Initiative (TCDI) grant opportunities soon, which could be used for local planning initiatives in Mercer County (and other DVRPC counties). He announced that the New Jersey Transportation Alternatives Program (TAP) competitive funding round application period will be open from March 12, 2014 until May 15, 2014. This solicitation includes categories from the former SAFETEA-LU Transportation Enhancement Program and others from the MAP-21 Transportation Alternatives Program.

Mary Ameen, Deputy Executive Director of NJTPA, said that the Pulaski Skyway work was scheduled to begin in April and would have major implications for traffic throughout the region. Lois Goldman, Director of Regional Planning at NJTPA, said to visit NJDOT’s website, www.pulaskiskyway.com, for detour information and a video detailing the project. She mentioned ongoing work to update the NJ Strategic Highway Safety Plan (SHSP) and said many partners in the room would have already received invitations to participate.

Mr. Reed thanked everyone for attending and Monroe Township for hosting. 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, 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.