

ONE PAGE OVERVIEW
Central Jersey Transportation Forum
July 2nd, 2015 Meeting

Welcome and Introductions

There were over 50 participants, including representatives from eleven municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Bill Neary, Forum Chair and Executive Director of Keep Middlesex Moving TMA, welcomed everyone. Dr. Jianping Wang, Mercer County Community College President and Dr. Diane Campbell, Executive Dean for Student Affairs thanked everyone for attending.

Forum Business

Tom Vigna, North Brunswick Township Planner and Chair of the Rt1RGS Action Team, shared a letter the Rt1RGS Action Team prepared in support of a bill to require motorists to maintain reasonable and safe distance when passing pedestrians, bicyclists, and other vulnerable but legal users of the road system. A vote was held and the Forum unanimously approved sending the letter. Jim Lewis, Manager of the Bureau of Statewide Strategies at NJDOT, provided a brief update about NJDOT's Fiscal Year 2016 Capital Program, which totals over \$4.9 billion. Jesse Buerk, Senior Transportation Planner at DVRPC, noted that updated versions of the US 1 and US 206 Timing and Phasing of Planned Transportation Improvement Projects maps were included in the meeting folders.

Better Connecting Economic Development & Transportation Planning with a Focus on Transit

Gerard Scharfenberger, Director of the NJ Office for Planning Advocacy (OPA), described the OPA's role, covered a number of topics related to connecting economic development and transportation planning, and answered questions from meeting participants. The discussion included what the Forum can do to help encourage adoption of the Draft State Strategic Plan and numerous examples of how the OPA has helped coordinate on various projects.

Creative Funding for Transit Projects & Lessons Learned

Jack Kanarek, Senior Project Manager at Dewberry and Chair of the Transit Action Team, provided a summary of the Transit Action Team meeting held on May 15th. Lessons learned from the cancellation of the Route 655 bus were discussed and the Action Team decided to develop a toolbox to help advance transit at the local level. One element, a guide to funding sources, was included in the meeting folders. Mike Viscardi, Senior Facilities Manager at NJ Transit, provided an update about the CR 571 BRT study. Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, gave an update about the Z-Line Amazon.com shuttle and discussed lessons learned from its success.

What Municipalities Are Doing to Shape Development Patterns in Ways That Will Help Transit Succeed

Ted Chase, Franklin Township Councilman, described efforts to encourage mixed-use development along the Elizabeth Avenue corridor. Gene Strupinsky, Business Advocate for Hillsborough Township, described the township's proactive approach to creating mixed-use, transit ready development, including new zoning ordinances that just went into effect. Regine Saintilien, Assistant Planner for the City of Trenton Division of Planning, shared updates about several recent transit-oriented developments in Trenton. Shing-Fu Hsueh, Mayor of West Windsor Township, described the township's Sustainable Land Use element, which has a goal of developing and implementing smart growth strategies that foster pedestrian-scale, mixed-use, transit-oriented development.

Brief Updates & Dialogue

Zenobia Fields, Director of the Department of Planning at NJTPA, provided a recap of the Together North Jersey effort and an overview of the Regional Plan for Sustainable Development (RPSD). The RPSD emphasizes connecting land use and transportation to work toward five priority goals and over twenty priority objectives identified in the Plan. Barry Seymour, Executive Director of DVRPC, gave a brief update about the recently formed Mercer County Incident Management Task Force (IMTF). The Mercer IMTF coordinates emergency response by building relationships between stakeholders, developing action plans, and sharing best practices.

**Meeting Summary
Central Jersey Transportation Forum
July 2nd, 2015**

ATTENDEES: over 51 participants – Please advise if you attended but are not on the list.

Mayors			
Janice	Mironov	Mayor	East Windsor Township
Shing-Fu	Hsueh	Mayor	West Windsor Township

Other Municipal Staff			
Regine	Saintilien	Assistant Planner	City of Trenton, Division of Planning
Theodore	Chase	Councilman	Franklin Township Council & Planning Board
Gene	Strupinsky	Business Advocate	Hillsborough Township
James	Parvesse	Township Engineer	Lawrence Township
Ed	Cohen	Transportation Specialist	Monroe Township
Gail	Smith	Engineer	Montgomery Township
Tom	Vigna	Township Planner; Chair, RT1RGS Action Team	North Brunswick Township Community Development - Division of Planning
Marvin	Reed	Chairman - Master Plan Committee	Planning Board of Princeton
Lee	Solow	Planning Director	Planning Board of Princeton
Bryan	Bidlack	Director of Planning	South Brunswick Township
Jerry	Lutin	Planning Board Member	South Brunswick Township
Pat	Ward	Director of Community Development	West Windsor Township

Counties			
Leslie	Floyd	Director	Mercer County Planning Division
Matt	Lawson	Principal Planner	Mercer County Planning Division
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Office of Planning
George	Ververides	Director	Middlesex County Office of Planning
Walt	Lane	Director of Planning	Somerset County Planning Division
Ken	Wedeen	Principal Transportation Planner	Somerset County Planning Division

Freeholder Peter Palmer represented Somerset County and the NJTPA Board.

Metropolitan Planning Organizations			
Jesse	Buerk	Senior Transportation Planner	Delaware Valley Regional Planning Commission
Nathan	Howard	Intern	Delaware Valley Regional Planning Commission
Regina	Moore	Transportation Engineer	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
Zenobia	Fields	Director, Department of Planning	North Jersey Transportation Planning Authority
Megan	Kelly	Principal Planner, Subregional Planning Studies	North Jersey Transportation Planning Authority
Mary K.	Murphy	Executive Director	North Jersey Transportation Planning Authority
Peter	Palmer	Freeholder, Board Member	Somerset County, NJTPA Board

Other Regional Bodies			
Chad	Dixson	Mobility Manager	Greater Mercer TMA

Cheryl	Kastrenakes	Executive Director	Greater Mercer TMA
Bill	Neary	Executive Director; Forum Chair	Keep Middlesex Moving TMA
Basil	Giletto	Chair of Transportation Committee	Mercer Regional Chamber of Commerce (MRCC)
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
Alan	Miller	Redevelopment Coordinator, Brownfields Program Manager	NJ Department of State, Office for Planning Advocacy
Gerard	Scharfenberger	Director	NJ Department of State, Office for Planning Advocacy
Tom	Houck	Transportation Planner	NJ Department of Transportation, Bureau of Statewide Strategies
Jim	Lewis	Manager	NJ Department of Transportation, Bureau of Statewide Strategies
Susan	Weber	Supervising Transportation Analyst	NJ Department of Transportation, Bureau of Statewide Strategies
Simon	Nwachukwu	Principal Engineer	NJ Department of Transportation, Division of Statewide Planning
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			
Jack	Kanarek	Senior Project Manager; Chair, Transit Action Team	Dewberry
Diane	Campbell	Executive Dean for Student Affairs	Mercer County Community College
Jianping	Wang	President	Mercer County Community College
Jim	Yeager	Department Manager - Traffic/Planning	Michael Baker International
Sheldon	Sturges	Managing Director	Princeton Future
Alison	Miller	Board Secretary	West Windsor Parking Authority, Friends of West Windsor Open Space

1. **Welcome and Introductions**

There were over 51 participants, including representatives from eleven municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Bill Neary, Forum Chair and Executive Director of Keep Middlesex Moving TMA, welcomed everyone. He introduced Dr. Jianping Wang, who became Mercer County Community College's (MCCC) President on July 1st. Dr. Wang thanked everyone for attending and for helping to make MCCC a first-class community college. Dr. Diane Campbell, Executive Dean for Student Affairs at MCCC also welcomed everyone. She noted the college's importance to the region and touched on the importance of transit to help get students to the college. MCCC has several initiatives underway to improve transit access.

Everyone introduced himself or herself.

2. **Forum Business**

Mr. Neary asked for approval of the February 27th, 2015 meeting summary; it was unanimously approved.

Jack Kanarek, Senior Project Manager at Dewberry and Chair of the Transit Action Team (TAT), provided a summary of the TAT meeting that was held on May 15th. Lessons learned from the cancellation of the Route 655 bus were discussed in depth. Mr. Kanarek said he would cover some other topics that were discussed at the meeting later in the agenda, under item 4.

Tom Vigna, North Brunswick Township Planner and Chair of the Rt1RGS Action Team, provided an update on the activities of the Rt1RGS Action Team. The Action Team is still working to present the Smart Growth Road show to the last few voting member municipalities and anyone else who is interested. Mr. Vigna encouraged anyone who hasn't had the presentation yet to get in touch and schedule a date. He also discussed recent legislation reviewed by the Action Team, including a bill to require motorists to maintain reasonable and safe distance when passing pedestrians, bicyclists, and other vulnerable but legal users of the road system. New Jersey is the only state in the Northeast without this legislation in place. The Action Team drafted a letter to Senator Sacco, whose committee was holding the bill, to support its introduction and passage. A vote was held and the Forum unanimously approved sending the letter, pending some minor revisions.

Jim Lewis, Manager of the Bureau of Statewide Strategies at NJDOT, provided a brief update about NJDOT's Fiscal Year 2016 Capital Program. A summary handout was included in the meeting folders. Mr. Lewis noted that the Fiscal Year 2016 Capital Program totals \$4.924 billion and is funded primarily by the State Transportation Trust Fund, federal, and third-party resources. This includes a total of \$3.974 billion for both NJDOT and NJ Transit.

Jesse Buerk, Senior Transportation Planner at DVRPC, noted that updated versions of the US 1 and US 206 Timing and Phasing of Planned Projects maps were included in the meeting folders. These maps track the progress of transportation improvement projects included in the DVRPC and NJTPA Transportation Improvement Programs (TIPs) for selected corridors of interest. Janice Mironov, Mayor of East Windsor Township, asked why there was not also a map focused on US 130. Mr. Buerk said there were plans to expand and include more corridor-specific maps in the future, including the US 130 corridor. Barry Seymour, Executive Director of DVRPC, announced that an update of DVRPC's FY 2016 TIP for New Jersey is underway. Mary K. Murphy, Executive Director of NJTPA, noted that NJTPA's FY 2016 NJ TIP update is also underway. Both MPOs planned to begin public outreach for their TIP updates in July, with adoption scheduled for September.

3. Better Connecting Economic Development & Transportation Planning with a Focus on Transit

Gerard Scharfenberger, Director of the NJ Office for Planning Advocacy (OPA), described the OPA's role, which has evolved in recent years after the OPA was moved into the NJ Department of State's Business Action Center. He covered a number of topics related to the connections between economic development and transportation planning. The presentation included the following highlights:

- Mr. Scharfenberger mentioned the Draft State Strategic Plan, which has not been adopted yet, and praised Somerset County for leading the way on implementation of the Plan. Mr. Scharfenberger asked Matt Lawson, Principal Planner at the Mercer County Planning Division, if Mercer County was taking steps to implement the Plan. Mr. Lawson said Mercer County Planning Division staff met with Somerset County to learn about their process, and then conducted similar GIS analysis. Mercer County is waiting for the Plan to be adopted before taking further action.
- It can be devastating for a municipality when a major employer pulls out and moves to another location. Mr. Scharfenberger mentioned the OPA's Corporate Campus Initiative, which works to make existing corporate campuses more attractive to employers. He also noted that it has become more difficult to secure single entities to occupy large campuses in today's economic climate, particularly with new construction. He said developers are finding that it is no longer profitable to build large corporate campuses unless a housing component is included. He described some examples of recent projects, including one that involved a residential component and preserved a historic building, and

another that required changes to the local zoning code. The OPA assisted with negotiating the logistics of these projects.

- Mr. Scharfenberger said the OPA has been hearing concerns from many employers who are worried about how to get workers to their sites, especially with middle or lower paying jobs. One example of a success story was the new Amazon facility in Robbinsville and the coordination that led to the Z-line. He said that there are two other Amazon locations under development that have been more challenging to coordinate in terms of transportation. He gave another example of a Blue Apron facility in a section of Jersey City without close proximity to transit options. In that case, the OPA helped coordinate shared parking arrangements and a shuttle service to connect with transit.

Mr. Scharfenberger opened the floor to questions. The discussion included the following highlights:

- Simon Nwachukwu, Principal Engineer at NJDOT, asked if elements of the Draft State Strategic Plan, such as growth rates, could be used even though the Plan has yet to be formally adopted. Mr. Scharfenberger said yes and added that some counties are already using elements of the Plan. He clarified that the Plan has been adopted in draft form, and added that future revisions will likely have to do primarily with resiliency in vulnerable areas as a response to Superstorm Sandy.
- Peter Palmer, Somerset County Freeholder and NJTPA Board Member, commented on the fact that many Transportation Oriented Development (TOD) projects are advancing in Somerset and Middlesex counties and elsewhere, but the transit elements are not moving forward to accompany the developments. He said he was not blaming NJ Transit, but noted that it suggests the need for more funding for transit. Tom Marchwinski, former Director of Systems Planning at NJ Transit, mentioned the Amazon Z-line and said that NJ Transit was able to add extra bus runs in the early AM to existing routes NJ Transit routes that connect with the Z-Line. He encouraged everyone to involve NJ Transit early in the process to help make this type of coordination possible. The Z-line was an example of early coordination leading to relatively low-cost operational enhancements that were able to be implemented. He said that the state should be proactive in discussions about site selection for major development projects, as some sites can be served by modifying existing transit services, while others would require new transit services. Mr. Scharfenberger credited Barry Ableman, Principal Planner in the Office for Planning Advocacy, with gathering the right people to work out the issues related to the Z-line, which helped lead to the project's success.
- Ed Cohen, Transportation Specialist for Monroe Township, asked if improving east/west routes was being considered as part of any of the OPA's efforts. Mr. Scharfenberger said that's part of what the Strategic Plan tries to do. He said he often hears about east/west concerns from both counties and municipalities. However, achieving consensus on how to improve east/west routes is often challenging, as communities have different goals and visions for what sort of improvements they'd like to see implemented.
- Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, asked if Mr. Scharfenberger had a sense of what developers were looking for when selecting sites, and where transportation falls for them in terms of priority. Mr. Scharfenberger said that in his experience, many times developers have a very specific ask related to transportation. For example, they would like to be sited near a rail station or multimodal hub. When a site without transit access has been selected, developers often come to the OPA looking for help getting workers to their site. Mr. Kanarek asked if businesses are thinking about the preferences of millennials when selecting sites. Mr. Scharfenberger said he's observed many employers looking to locate in cities or urban environments to attract younger workers. At the same time, he noted that new housing starts in suburban communities are up, which seems to be a case of mixed signals from the market. Ms. Kastrenakes stressed the importance of talking to employers about transportation issues before they select a site in order to encourage a multimodal approach and to begin thinking about last-mile connections. She said that these issues are much harder to address after a project has been completed. Mr. Scharfenberger agreed but said that it's difficult given that the solutions can be expensive and funds for implementation are scarce. He gave an example of a shuttle that was funded to provide a connection to an existing ferry service. However, the funds ran out and it was not possible to find another source. On the subject of last-mile connections, Tony Gambilonghi, Supervising Planner for Transportation at the Middlesex County Office of Planning, encouraged looking at connections to rail stations. Small shuttles to provide last-mile connections to rail are significantly less expensive than new bus routes, he noted.

- Zoe Neaderland, Manager of Transportation Safety and Congestion Management at DVRPC, raised a question about what to do when there isn't existing transit service at a site where a major development project is proposed. Building on her question, Mr. Neary asked what the carrots and sticks were to help encourage transit. He cited tax incentives as an example of a "carrot." Mr. Scharfenberger said that incentives probably need to be addressed legislatively and encouraged Forum members to advocate for specific approaches if they're hearing support for them. Mr. Neary followed up by asking what the Forum could do to help move these issues forward. Mr. Scharfenberger said he would let the Forum know when there were opportunities to push issues with a unified voice, for example by sending letters of support or calling representatives.
- Gene Strupinsky, Business Advocate for Hillsborough Township, asked if there were specific ratios that developers seem to prefer in terms of housing. Mr. Scharfenberger said it's been case by case in his experience. In some instances, developers don't want a housing component included. In other cases they do, particularly when it's a redevelopment project. He added that in some cases, two developers will work together on a mixed-use project, for example with one developer building housing and another building office and retail.
- Mr. Lawson noted that much of the discussion so far had focused on new developments. He asked what the OPA's capacity was for helping to improve existing developments such as older office parks. Mr. Scharfenberger encouraged Mr. Lawson or anyone else to contact the OPA. He said the OPA wants to do as much as possible to help, whether with large or small projects. As long as there are willing partners, he said the OPA would try to make something work.
- Mr. Neary asked if it would help if the Forum sent a letter of support for the Draft State Strategic Plan. Mr. Scharfenberger said it would help and that it would be good for the administration to hear support for the Plan. He noted that at public meetings, one often hears more objections than support, so it's great to hear positive support. Mr. Neary drew the group's attention to the draft letter that was included in the meeting packets. A vote was held and the Forum unanimously voted to send the letter of support for the Draft State Strategic Plan.

4. Creative Funding for Transit Projects & Lessons Learned

Mr. Kanarek provided a summary of the TAT meeting held on May 15th. Lessons learned from the cancellation of the Route 655 bus were a primary topic of discussion. Mr. Kanarek noted that the 655 bus used CMAQ funds, which are only available for a limited time. Once those funds ran out, it was not possible to identify another source to keep the route operating. At the TAT, there was discussion of the various state and federal funding sources that are available for transit projects, many of which have subtle but important nuances that are important to understand. This discussion prompted the Action Team to decide to develop a toolbox to help advance transit at the local level. One element, a draft guide to funding sources, was included in the meeting folders. Mr. Kanarek invited Forum participants to offer their feedback and said the funding guide would continue to be refined. He noted other elements of the planned transit toolbox, including the previously drafted transit checklist for development review, a Complete Streets checklist developed as part of NJTPA's Together North Jersey effort, updated information about major land development projects in the Forum area, population and employment forecasts, and potentially a transit service gap analysis. Another topic discussed at the TAT meeting was public/private partnerships. Mr. Kanarek cited an example in East Brunswick and Mr. Neary summarized the project. Mr. Neary said that East Brunswick built a park-and-ride lot near exit 9 of the NJ Turnpike and established a park-and-ride program. The township worked out a deal where Coach USA paid to come into the facility and pick up passengers, which helped cover the costs for the lot.

Mr. Kanarek thanked Mr. Marchwinski for his many years of participation in the Forum, noting that Mr. Marchwinski is moving on to a new position at NJ Transit, to work on Northeast Corridor projects. Mr. Marchwinski thanked the Forum and said he looked forward to working to improve the Northeast Corridor. He said Mike Viscardi, Senior Facilities Manager at NJ Transit, would continue to represent NJ Transit at the Forum. Mr. Marchwinski provided an update about the Route 655 Bus. Public hearings were held by NJ Transit regarding fare hikes and service changes. In mid-July, the NJ Transit Board would vote on the final plans. If cuts are approved (including the discontinuation of the Route 655 Bus), then they would go into effect after Labor Day. [The Route 655 Bus was discontinued.] He noted that NJ Transit's service

planning staff was working with Plainsboro, Princeton, Princeton University, and the University Medical Center of Princeton at Plainsboro to cover some of the service gaps created by the cancellation of the 655 bus. Mr. Marchwinski said that the Route 655 Bus was an experiment, including using CMAQ as the primary funding source. Unfortunately, the experiment didn't work and there wasn't enough ridership to justify continuing the route. He said that given the current funding environment, it's critical to lower costs however possible, including considering other operators than NJ Transit, or working toward minor service changes rather than new routes. Mr. Neary said that given the importance of public/private partnerships, it sends a tough message to see this one fail.

Mr. Viscardi provided an update about the CR 571 BRT study. NJ Transit staff has studied the physical aspects of the proposed Route 656 and hopes to have ridership projections by September. He said that several route options are being considered. Mayor Mironov asked for clarification on the route options. Mr. Viscardi said that options include providing coverage to Twin Rivers and/or Monroe Township with service terminating at the West Windsor train station. He said NJ Transit would examine the ridership projections and will make proposals for how to creatively fund the route based on lessons learned from the Route 655 Bus. Mr. Marchwinski said NJ Transit hopes to have a report ready by early fall and that there would be consideration of having a private carrier implement the route. Mayor Mironov said she appreciated the update and understood the challenges, but noted that it had been a long time between updates. She asked if there was anything she could do between now and the fall. Mr. Marchwinski said there would be a subcommittee meeting sometime in the fall to share the results of the study.

There was discussion of getting students to the Mercer County Community College via public transportation. The College is planning a shuttle from the Quakerbridge Mall that would run at least four days per week and would connect with existing NJ Transit routes. Mr. Marchwinski said that connecting at the mall was a good idea and offered to help with planning if the College could share information about where students are coming from. Mr. Viscardi added that the CR 571 study is considering park-and-ride options and transfers to other routes.

There was discussion of better connecting existing municipal and county services. Mrs. Murphy said that NJTPA was planning to update its Coordinated Human Services Transportation Plan (CHSTP) soon and that it could be a good venue to continue some of these discussions. Mr. Seymour noted that DVRPC was also preparing to begin a CHSTP update.

Cheryl Kastrenakes, Executive Director of Greater Mercer TMA, gave an update about the Z-Line Amazon.com shuttle and discussed lessons learned from its success. She said the project was an example of not just public/private funding, but also of the importance of coordination. She said early coordination, spearheaded by the OPA, helped elevate the importance of the issue and involve the key players and decision-makers. After almost a year of operation, the route has carried about 65,000 trips, and is up to about 250 trips per day. She said the Z-line's success was made possible by coordinating to connect with NJ Transit's core system. She noted that most of the public funding for the route has come from NJ Job Access and Reverse Commute (JARC), which has a long history of being a sustainable funding source. Amazon's facility continues to grow, which bodes well for the Z-Line. As the route matures, the hope is that other tenants of the office park will become interested in participating.

5. What Municipalities Are Doing to Shape Development Patterns in Ways That Will Help Transit Succeed

Mr. Vigna discussed the well-documented jobs/housing disconnect in Central Jersey. Although the state response to this issue has been limited, many municipalities are making strides at the local level. The Rt1RGS Action Team has presented the Smart Growth Road Show to a number of towns, most of which subsequently passed Smart Growth Resolutions. However, implementation of smart growth strategies remains challenging.

Ted Chase, Franklin Township Councilman, described efforts to encourage mixed-use development along the Elizabeth Avenue corridor. This is an area with multifamily and single family homes, where the

township made some zoning changes to encourage mixed-use development. He discussed transportation issues in the area, including the fact that it's easy to get off I-287, but hard to get back on. Improving the transportation connections remains challenging. He also discussed efforts to revitalize underused office space on Davidson Avenue. He said Somerset County is at the beginning stages of planning how to revitalize the area.

Gene Strupinsky, Business Advocate for Hillsborough Township, described the township's proactive approach to creating mixed-use, transit-ready development, including new zoning ordinances that just went into effect. He provided some history and context of the US 206 Bypass project, which is currently under construction. Initially, Hillsborough planned on building a train station along the West Trenton Line, but when it became clear that the train station might not happen for a long time, the township adjusted its TOD plans to be bus-oriented. The township was in discussions with a private carrier to get express service to New York City, but the deal fell through. The recently passed zoning ordinance went into effect on July 2nd and permits mixed-use development once a bus station is established.

Regine Saintilien, Assistant Planner for the City of Trenton Division of Planning, shared updates about several recent transit-oriented developments in Trenton. She noted that Trenton has many transit assets, but also has many vacant buildings, so redevelopment is a key strategy. She described the Chambers Lofts project, which included 62 affordable and market rate loft apartments located on Division Street. The Rush Crossings was the city's first Hope VI development and included 203 townhome style apartments on Rider Avenue. Roebling Block 3 was a mixed-use project constructed next to the Hamilton Avenue RiverLine Station. All of the projects Ms. Saintilien discussed were within half a mile of a transit station.

Shing-Fu Hsueh, Mayor of West Windsor Township, described the township's Sustainable Land Use element, which has a goal of developing and implementing smart growth strategies that foster pedestrian-scale, mixed-use, transit-oriented development. He said the ordinance promotes transit by requiring bus stops for developments above a certain size, or at least setting aside space for future stops. In addition, the ordinance creates a Transportation Improvement District (TID) which collects funds for transportation improvements in West Windsor. He noted that preserving open space is also an important component of the township's strategy to manage growth and traffic congestion. He described several completed projects, including the Vaughn Drive South parking lot, which added 600 spaces at the West Windsor train station. He said the township is working to complete more bicycle and pedestrian connections. Mayor Hsueh briefly mentioned the Howard Hughes/American Cyanamid parcel, saying whatever ends up being proposed on the 650-acre site will need to abide by the township's master plan.

Ms. Neaderland concluded the discussion by thanking all the speakers and suggesting that the Forum could assemble a best practices document focused on municipal implementation of Smart Growth.

6. Brief Updates and Dialogue

Marvin Reed, Chairman of the Master Plan Committee of the Planning Board of Princeton, raised the issue of the recent COAH ruling that did away with the council in favor of the courts. There are still many unanswered questions about what the courts will require as far as affordable housing. These decisions will have a large impact on what future mixed-use projects end up becoming. Mayor Hsueh added that municipalities need to start their affordable housing plans on July 8th and submit them by December 8th.

Zenobia Fields, Director of the Department of Planning at NJTPA, provided a recap of the Together North Jersey effort and an overview of the Regional Plan for Sustainable Development (RPSD). The RPSD emphasizes connecting land use and transportation to work toward five priority goals and over twenty priority objectives identified in the Plan.

Barry Seymour, Executive Director of DVRPC, gave a brief update about the recently formed Mercer County Incident Management Task Force (IMTF). The Mercer IMTF coordinates emergency response by building relationships between stakeholders, developing action plans, and sharing best practices.

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.