

Bryan Goodrich

From: Willmot, Julie <jwillmot@mercercounty.org>
Sent: Wednesday, May 17, 2017 2:08 PM
To: Trenton
Subject: RE:

What are the next steps after this meeting?
Julie Willmot

From: Trenton [mailto:trenton@mjinc.com]
Sent: Wednesday, May 17, 2017 1:47 PM
To: Trenton
Subject:

The second public meeting for the Trenton Airport Master Plan will be held on **Wednesday May 24th from 6 to 8 pm** at 1000 Sam Weinroth Rd, Ewing Township NJ, 08628 inside the Element Hotel.

The purpose of the meeting is to summarize the draft recommendations of the ongoing Trenton Mercer Airport Master Plan Update. Components of the overall project will be presented including the alternatives analysis and recommended plan for the Trenton Mercer Airport. This meeting will be conducted in a casual workshop style format. A formal presentation will not be conducted. Representatives from Mercer County, the Airport and consultant team will be available to answer questions and receive comments and input from the public.

Please attend anytime between 6:00PM and 8:00 PM. For more information regarding this meeting please contact Julie Willmot (609) 278-7137.

Please note this is a different venue from the previous public meeting, location and directions can be found here:
<https://www.google.com/maps/place/Element+Ewing+Princeton/@40.2861051,-74.8097977,17z/data=!3m1!4b1!4m5!3m4!1s0x89c3fd6911b647f1:0xdd3b81368869f3eb!8m2!3d40.286101!4d-74.807609?hl=en>

Sincerely,

The Trenton Airport Master Plan Team

Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Friday, June 09, 2017 2:12 PM
To: David J. Truelove
Cc: Trenton
Subject: RE: Trenton Mercer Airport

Mr. Truelove,
I have received your request, and I'll forward it to Mercer County.
Thanks,
Dale

Dale E. Russell, PE | Deputy Practice Leader, Aviation
Urban Engineers, Inc. | 530 Walnut Street | Philadelphia, PA 19106
O: 215 922-8081 x1109 | C: 215 284-3160

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>>> "David J. Truelove" 6/9/2017 1:35 PM >>>

Mr. Russell—I am writing to you in my capacity as the Lower Makefield Township, Bucks County (PA) Solicitor. By the email exchanges, below, we have previously communicated about the Trenton Mercer Airport (TMA) and ongoing plans for development, etc. The comment period for the current project expires tomorrow, June 10, 2017. By this email, on behalf of Lower Makefield, its Board of Supervisors, its administration, and its residents, we are requesting a continuance/extension of the comment period.

The reasons for the continuance/extension request are numerous, too many to enumerate in this single email. Suffice to say, however, that the 2 public meetings have yielded little opportunity for meaningful comment or exchange/submission of comments and other relevant and pertinent information. The township lies directly in the flight path of numerous flights, and the need for additional time to review and comment is paramount.

Please acknowledge receipt of this email. If I do not receive a "bounce back," I assume same has been received. If you have any questions, please feel free to contact the undersigned. Thank you.

David J. Truelove, Esq.

267.759.2075 voice

215-579.9248 fax

dtruelove@hillwallack.com | [vCard](#)

www.hillwallack.com



From: Dale Russell [mailto:drussell@urbanengineers.com]
Sent: Wednesday, December 21, 2016 10:32 AM
To: Ellison, Barbara
Cc: Fedorchak, Terry; David J. Truelove; trenton@mjinc.com
Subject: Re: Trenton Mercer Airport

Barbara,

Thanks for sending this along. I'll be sure to include the requests made within in our outreach program moving forward.

We are getting closer to scheduling the next public meeting, that will probably be the next communication we send to the people and groups that have asked to be included. Probably early January when we know that date.

Have a great holiday season,
Dale

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>>> Barbara Ellison <barbarae@lmt.org> 12/21/2016 9:25 AM >>>

Good Morning Mr. Russell

Attached is a letter from Jeffrey Benedetto, Chairman of the Lower Makefield Township Board of Supervisors (with attachments) with respect to the Trenton-Mercer County Airport. The hard copy of this letter was previously mailed to you.

Barbara Z. Ellison
Township Manager's Assistant
Lower Makefield Township
1100 Edgewood Road
Yardley Pa 19067
Direct Dial - 267-274-1101

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IRS CIRCULAR 230 DISCLOSURE: Pursuant to Treasury Regulations, any tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used or relied upon by you or any other person, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any tax advice addressed herein.

Bryan Goodrich

From: David J. Truelove <dtruelove@HillWallack.com>
Sent: Friday, June 09, 2017 1:35 PM
To: 'Dale Russell'
Cc: Fedorchak, Terry; Trenton; 'Lichman, Barbara'; 'Joanne Guiniven'; JOSEPH MENARD; Richard Preston; BRENDAN MONAGHAN; 'Peter Kakoyiannis'; Jennifer Rooney
Subject: RE: Trenton Mercer Airport

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Bryan Goodrich

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Sent: Friday, June 09, 2017 2:14 PM
To: 'Dale Russell'
Cc: Trenton
Subject: RE: Trenton Mercer Airport

Thank you.

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Township Manager's Assistant
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Bryan Goodrich

From: Willmot, Julie <jwillmot@mercercounty.org>
Sent: Wednesday, May 17, 2017 3:54 PM
To: Trenton; Montgomery, Melinda
Subject: RE:

Rick, I'm receiving calls from folks in Bucks County who ask what the process will be for submitting questions, whether there will be an aggregate of all public question, and whether there will be an actual public hearing at a later date. In other words, how will the plan be adopted or memorialized after this public session.

From: Trenton [mailto:trenton@mjinc.com]
Sent: Wednesday, May 17, 2017 2:44 PM
To: Willmot, Julie
Subject: RE:

The next steps will include an environmental process prior to any development. The process is dictated by the size and scope of whatever the project may be, by the FAA. There will be a staffed station dedicated to this at the public meeting.

-Rick

From: Willmot, Julie [mailto:jwillmot@mercercounty.org]
Sent: Wednesday, May 17, 2017 2:08 PM
To: Trenton
Subject: RE:

What are the next steps after this meeting?
Julie Willmot

From: Trenton [mailto:trenton@mjinc.com]
Sent: Wednesday, May 17, 2017 1:47 PM
To: Trenton
Subject:

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Please attend anytime between 6:00PM and 8:00 PM. For more information regarding this meeting please contact Julie Willmot (609) 278-7137.

Please note this is a different venue from the previous public meeting, location and directions can be found here:

<https://www.google.com/maps/place/Element+Ewing+Princeton/@40.2861051,-74.8097977,17z/data=!3m1!4b1!4m5!3m4!1s0x89c3fd6911b647f1:0xdd3b81368869f3eb!8m2!3d40.286101!4d-74.807609?hl=en>

Sincerely,

The Trenton Airport Master Plan Team

Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Friday, June 09, 2017 10:44 AM
To: Susan Herman
Cc: Trenton
Subject: Re: RRTS comment re. TTN's 5/24/17 Master Plan Meeting #2

Susan,

Thank you. And I do also have the hardcopy, it was handed to me a few minutes ago. By CC'ing the Trenton@mjinc.com address, Rick has all the same info.

Dale

Dale E. Russell, PE | Deputy Practice Leader, Aviation
Urban Engineers, Inc. | 530 Walnut Street | Philadelphia, PA 19106
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>>> Susan Herman 6/9/2017 9:28 AM >>>

Dear Mr. Russell,

Attached please find a 35-page comment submission from Residents for Regional Traffic Solutions, Inc. **RE: TTN's 5/24/17 Master Plan Meeting #2.**

This morning, you will also receive a copy of our comments delivered by UPS Express.

We respectfully request that you formally acknowledge receipt of our comments.

Thank you.

Susan Herman
President, RRTS

Bryan Goodrich

From: Judi Reiss <judi969@verizon.net>
Sent: Friday, June 09, 2017 12:28 AM
To: Barbara Ellison
Cc: Dale Russell; Trenton; David Fritchey (def861@comcast.net); Jeffrey Benedetto (jeff_benedetto@yahoo.com); John B. Lewis; Kristin Tyler (kbtlaw2001@hotmail.com)
Subject: Re: Trenton Mercer Airport

Looks good.

Judi Reiss
Cell: 609-575-3827

On Jun 8, 2017, at 11:48 AM, Barbara Ellison <barbarae@lmt.org> wrote:

Good Morning

With respect to Trenton Mercer Airport Plan Update attached is a letter from the Lower Makefield Township Board of Supervisors which has been signed by Kristin Tyler, Chairman. A hard copy is being mailed to Mr. Russell this date.

Barbara Z. Ellison

Township Manager's Assistant

Lower Makefield Township

1100 Edgewood Road

Yardley Pa 19067

Direct Dial - 267-274-1101

Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Monday, June 12, 2017 3:34 PM
To: jadeluca
Cc: Trenton
Subject: Re: Trenton Mercer Master plan for the airport

Mr. DeLuca,

You can download the presentation boards from the recent public meeting from the airport's website.

We are working towards finalizing the Airport's Master Plan Update. The public meeting showed the alternatives that were developed and the preferred plan; they're all in the presentation boards. Click this link, then click the "Trenton Mercer Airport Master Plan Update" hyperlink on that page:

<http://www.mercercounty.org/departments/transportation-and-infrastructure/trenton-mercero-airport/new-developments>

Thanks for your input.

Dale

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>>> jadeluca 6/12/2017 2:11 PM >>>

Hi Dale,

My name is James DeLuca.

I am looking to get a schematic or plan concept for the Trenton Mercer Airport expansion.

Could you please give me a call at 267-994-7600.

Thanks, Jim

Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Tuesday, June 13, 2017 7:59 AM
To: jadeluca
Cc: Andrew DeLuca; Trenton
Subject: Re: Trenton Mercer Master plan for the airport

Jim and Andrew,

I just listened to all of your voicemails from yesterday. I was out of the office in the afternoon.

Here's what I responded to Jim with yesterday, I didn't notice Andrew was cc'ed on the email, and this provides the same information requested by Andrew in your voicemails.

Mr. DeLuca,

You can download the presentation boards from the recent public meeting from the airport's website.

We are working towards finalizing the Airport's Master Plan Update. The public meeting showed the alternatives that were developed and the preferred plan; they're all in the presentation boards. Click this link, then click the "Trenton Mercer Airport Master Plan Update" hyperlink on that page:

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Thanks for your input.

Dale

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Thanks, Jim

Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Saturday, June 10, 2017 12:20 AM
To: Trenton
Subject: Fwd: Trenton-Mercer Master Plan, Health Issues

Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject: Trenton-Mercer Master Plan, Health Issues
From: Joan Haldenstein
To: Dale Russell
CC:

>>> "Joan Haldenstein" 06/09/2017 23:29 >>>

Mr. Dale Russell
Urban Engineers
530 Walnut Street
Philadelphia, PA 19106

June 9, 2017

Dear Mr. Russell,

I would like to call your attention to the impact on the HEALTH of the residents
If the expansion of the Trenton-Mercer Airport is carried out as planned. We are very close to I-95 that already causes a great deal of air pollution. Now the Penn East Pipeline could cause additional pollution. Asthma, heart problems, etc. can be linked to pollution and jet fuel from an expanded airport may trigger more health problems - especially for children and our elderly population.

When we lived in a highly polluted city in the Midwest, a combination of the highway (I-75), the factories who blew their stacks at night, and the constant inversions, made me seriously ill. The EPA denied there was any pollution!

When we moved far away from the city I recovered in time.

So, my suggestion would be to modify the expansion until the time when non-polluting (electric?) vehicles are used on I-95 and until the time when the pipeline is deemed safe. Otherwise the health of our community could be seriously impacted. EPA studies often amend the evidence to suit their own priorities. Our current administration's agenda will, unfortunately, allow more uncontrolled pollution. Hopefully, you and your committee can work out a smaller expansion and not adhere to the planned 34 flights a day. /// Thank you so much for listening and hopefully trying to preserve the health of the citizens in the area surrounding the Trenton-Mercer Airport.

Most Sincerely,

Joan Tarlow Haldenstein, Ph.D.
60 Foster Road
Pennington, NJ 08534
(609)818-1680
haldens@att.net

Please confirm that you have received this letter. Thank You.

Sent from my iPad

Bryan Goodrich

From: James Bongartz <aoyadult.ed.coord@gmail.com>
Sent: Saturday, June 10, 2017 10:05 AM
To: Trenton
Cc: j bonz
Subject: Please stop the Trenton,NJ airport expansion plans

To Whom It May Concern,

Please add this email to the listed numbers writing to oppose the Trenton airport expansion plans

Please stop the expansion of the Trenton Airport due to potential problems of:

- Noise and air pollution
- Impact on community quality of life
- Environmental and safety concerns
- Decreased home values in the future

Help limit expansion of the Trenton-Mercer Airport and improve noise abatement.

Sincerely,

James Bongartz
463 N. Lafayette Avenue,
Morrisville, PA 19046

Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Monday, June 12, 2017 7:48 AM
To: Joan Haldenstein
Cc: Trenton
Subject: Re: Trenton-Mercer Master Plan, Health Issues

Ms. Haldenstein,

Thank you for providing this input. Your comment will be included in the Master Plan documentation, and you will be copied on a response that we expect to send out later this week, summarizing the overall comments received to date.
Dale

Dale E. Russell, PE | Deputy Practice Leader, Aviation
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>>> Joan Haldenstein 6/9/2017 11:19 PM >>>

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Urban Engineers

530 Walnut Street

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Cc: Trenton; Susan Herman
Subject: RRTS comment re. TTN's 5/24/17 Master Plan Meeting #2
Attachments: RRTS comment TTN 052417 mtng 2.pdf

Dear Mr. Russell,

Attached please find a 35-page comment submission from Residents for Regional Traffic Solutions, Inc. **RE: TTN's 5/24/17 Master Plan Meeting #2.**

This morning, you will also receive a copy of our comments delivered by UPS Express.

We respectfully request that you formally acknowledge receipt of our comments.

Thank you.

Susan Herman
President, RRTS

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Mr. Dale Russell
Urban Engineers
530 Walnut St.
Philadelphia, PA 19106

June 8, 2017

**SUBJECT: COMMENT SUBMISSION Regarding Trenton- Mercer Airport Master Plan
Public Meeting #2 Held on May 24, 2017**

Dear Mr. Russell,

As you know, **OUR ORGANIZATION** (Residents for Regional Traffic Solutions, Inc. aka RRTS) **IS NOT TRYING TO SHUT DOWN TRENTON- MERCER AIRPORT (TTN)**. Rather, we want to make sure that it operates under the law and is a good and responsible neighbor that can be held accountable. TTN has acted irresponsibly for years. Multiple upgrades have occurred over many years that have dramatically changed the surrounding communities without ever conducting the required Environmental Impact Statement (EIS) as required by the National Environmental Protection Act (NEPA). The organization Bucks Residents for Responsible Airport Management (BRRAM) has the documentation that supports this.

After attending the 5/24/17 Master Plan Public Meeting #2, we are more concerned than ever that the health, safety and welfare of Pennsylvania residents is in jeopardy. The Master Plan that was unveiled is a Final Plan that ignores many of the concerns outlined in...:

- ...RRTS's 5-page, 10/12/16 letter to Urban Engineers **SUBJECT: COMMENT SUBMISSION Regarding Trenton Mercer Airport-Master Plan Update Public Information Meeting Held on September 29, 2016.** (See Exhibit I) AND
- Lower Makefield Township Board of Supervisors' 6-page, 12/09/16 letter to Mr. Dale Russell titled **"Re: Trenton-Mercer County Airport – Master Plan Update and related issues"** (see Exhibit II). Enclosed with this letter (and referenced in the letter) were two previous letters sent: a 10/14/16 letter from Lower Makefield Township Board of Supervisors' Vice Chair John Lewis to Dale Russell and a 10/13/16 letter sent to Airport Manager Melinda Montgomery by Pennsylvania State Representative Steve Santarsiero.

1/35

Those who presented at the meeting downplayed the negative impacts of the ongoing & proposed expansion. They admitted that there is no plan to minimize or mitigate the negative impacts that TTN has/ will have on surrounding communities in New Jersey and Pennsylvania. In fact, the presentations showed the environmental impacts to the airport grounds ONLY! There is no plan...:

- ...to establish an impartial mechanism to ensure fair distribution of flights over Pennsylvania and New Jersey, with each state sharing the flight burden equally.
- ...to mitigate operational hours and impose fines for violators.
- ...to evaluate Social Justice and the impact on economically disadvantaged Ewing Township. Ewing Township residents, many elderly, are receiving misleading/ confusing communication – if any, at all – from the airport regarding the future expansion plans of the airport in relation to their properties.

Pennsylvania is ignored entirely.

The Delaware Valley Regional Planning Commission (DVRPC) is a major proponent of TTN's expansion. In the DVRPC's July 2014 publication titled 2040 Regional Airport System Plan (RASP) it states, "...the following priorities were agreed upon by the RASP subcommittee: Expand commercial air service capacity within the region...Sustain and improve infrastructure to attract more users...This report is being prepared with the support of the Federal Aviation Administration (FAA)...". (See Exhibit III). TTN has been designated by the DVRPC as an International Airport.

During the past seventeen (17) years, RRTS has interacted with the DVRPC on transportation issues involving roadways in the Bucks County region. In our dealings, the DVRPC proved to be disingenuous and the agency lost its moral compass in pursuit of its self-interested agenda.

Consider the breaches of trust that occurred during the Bucks County Regional Traffic Study (BCRTS) that was conducted from June 2004 through July 2008:

- (a) A Regional Traffic Planning Task Force (RTPTF), comprised of officials from seven (7) municipalities, was formed to study roadways in our region. Proceedings were headed by State Representatives David Steil and Scott Petri. At the first RTPTF meeting on 6/17/04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see Ex. IV: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero **RE: RTPTF/ Southeastern Bucks League of Municipalities – Request for separate meeting dates and formal minutes**).
- (b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Ex. V, **"Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting"**). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the

regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming's main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region.

- (c) After four (4) years of RTPTF meetings, at a cost to taxpayers of four hundred thousand dollars (\$400,000), the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the "Northern Bypass or Emerging/Regional Corridor", the North/South expressway to connect Interstate-78 to Interstate-95.
- (d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See Ex. VI: 12/10/07 letter from RRTS to Barry Seymour **RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.**)
- (e) Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Ex. VII, 1/11/08 cover memorandum from Jerry Coyne to the Managers of the seven participating municipalities, **SUBJECT: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) – Copies of Municipal/ Task Force Correspondence.** The Addendum was 86 pages long.)

Also, the DVRPC neglected to put its logo on the label of its CD-ROM titled:

"October 2007 Final Report, **Bucks County** Regional Traffic Study, Lower Makefield Township/ Newtown Borough/ Newtown Township/ Northampton Township/ Upper Makefield Township/ Wrightstown Township/ Yardley Borough".

It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report and is properly labeled with the DVRPC's logo (see Ex. VIII: 3/18/08 letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne **SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study Report Addendum**). A picture of the CD-ROM label *without the DVRPC logo* can be found in Ex. IX, along with Barry Seymour's 3/5/08 letter to RRTS **Re: BCRTS Report Addendum**.


The DVRPC's conduct when performing the BCRTS was unconscionable. Exhibit X is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "**Resolution Regarding the Bucks County Regional Traffic**

Study Report (dated October 2007) and the January 2008 Addendum to the Report". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

While the subject before us now is the unchecked expansion of Trenton-Mercer Airport rather than regional roadways, we believe that the DVRPC is exhibiting, once again, that it has lost its moral compass. We also believe that the politicians on both sides of the river - from the municipal level up to the Federal level - who have chosen to remain silent on this issue, have lost their moral compass.

It is time for the DVRPC and politicians to stop politicking to expand TTN unchecked, at the expense of the health, safety and welfare of affected Pennsylvania and New Jersey residents. It is time for the Federal Aviation Administration to do an Environmental Impact Statement that measures the cumulative impacts of the airport actions to date and the proposed expansion.

Sincerely,



Susan Herman
President

CC: U.S. Senator Bob Casey
U.S. Senator Pat Toomey
U.S. Senator Bob Menendez
U.S. Senator Cory Booker
Secretary of Transportation Leslie Richards
Governor Tom Wolf
PA State Senator Chuck McIlhinney
NJ State Senator Shirley Turner
Congressman Brian Fitzpatrick
Josh Shapiro, Attorney General
Steve Santarsiero, Chief Deputy Attorney General for Environmental Protection
PA State Representative, Perry Warren
NJ State Representative Bonnie Watson Coleman
Bucks County Commissioners; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
Mercer Co. Freeholders; Mssrs: Frisby, Cimino, Colavita, Koontz, Verrelli, Ms. Cannon & Ms. Walter
Lower Makefield Township Manager, Terry Fedorchak
David Truelove
Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission
Joanne Guiniven; Chair, Lower Makefield Township Airport Task Force
BRRAM President, Holly Bussey
RRTS membership (mass email)
Philadelphia Inquirer
Bucks County Courier Times
The Advance
The Trentonian

*Lower Makefield Township Board of Supervisors: Ms. Tyler,
Ms. Reiss, Mssrs: Lewis, Fritchey, Benedetto*

Ex. I (pg. 1 of 5)

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbuckspa5@gmail.com

Urban Engineers
530 Walnut St.
Philadelphia, PA 19106
(Attention: Trenton Master Plan)

October 12, 2016

**SUBJECT: COMMENT SUBMISSION Regarding Trenton Mercer Airport-Master Plan
Update Public Information Meeting Held on September 29, 2016**

OBJECTIVE:

- 1) Flights have grown from 2 per week to 6 per day (6 takeoffs + 6 landings), with plans to expand to 34 flights per day (34 takeoffs + 34 landings) in the future. We want the FAA/Trenton Mercer Airport to consider the cumulative impact of these flights and the expansion plan as a whole, and to order an Environmental Impact Statement BEFORE considering whether to grant the Master Plan request.

WE ARE NOT TRYING TO SHUT DOWN TRENTON MERCER AIRPORT. Rather, we want to make sure that it operates under the law and is a good and responsible neighbor that can be held accountable.

Multiple upgrades have occurred at Trenton Mercer Airport (a.k.a. The Airport) over many years that have dramatically changed the surrounding communities without ever conducting the required Environmental Impact Statement (EIS) as required by the National Environmental Protection Act (NEPA). This pattern suggests that The Airport has broken upgrades down into small pieces to avoid doing an EIS and to get categorical exclusions for its actions.

The Airport has been designated by the Delaware Valley Regional Planning Commission as an International Airport. IT IS WRONG THAT THE AIRPORT IS EXPANDING UNCHECKED. WHY HASN'T THE GROWTH TRIGGERED AN EIS? THE TOTAL CUMULATIVE IMPACTS OF THE AIRPORT ACTIONS TO DATE WARRANT AN EIS.

- 2) **More public notice should be provided for public planning meetings – including wider notification, earlier notification, and notification to regional governing institutions including Yardley Borough, Lower Makefield Township and Upper Makefield Township. State officials should also be notified.**

The meeting held on September 29, 2016 was not adequately advertised, resulting in poor attendance by citizens and government officials. This lack of consideration is additional evidence that The Airport expansion is being done in blatant disregard for the affects it has on surrounding communities, therefore, endangering public health. It is unacceptable that:

- ...citizens were deceived, as they were not given adequate notice of the meeting and were not informed about the meeting by their municipal governments.
- ...municipal governments (Lower/ Upper Makefield, Newtown, Langhorne, Yardley Borough) and state officials were not informed about the meeting. Officials were unable to be in attendance and were unable to inform citizens about the meeting and encourage them to attend.
- ...adequate notice was not placed in **all** public newspapers.
- ...there was a large amount of information to look at and there were no hand-outs with the information on it that the public could take with them.
- ...the information was not available on the websites of The Airport or the engineering firms (McFarland Johnson and Urban Engineers)
- ...the Comment Period for public comment is so short. The deadline for comment submission is October 14, 2016. How can the public and municipal agencies become educated and make well thought out comments under these conditions?

- 3) **We request that these actions be taken regarding the current process for reviewing the Master Plan:**

- More time should be granted for public comment, than the 15 day period for the initial planning meeting.

- Additional planning meetings should be held in Lower Makefield Township, to ensure that PA public comment is heard.
- Please publish the date for the November Public Meeting #2 regarding Alternatives and Recommended Plan.
- Please publish the date that the December, 2016 Draft FAA Submittal will be published.
- What public recourse exists to challenge findings presented in the November Airport Master Plan Public Meeting?
- Please clarify the planned December Draft FAA Submittal. What does this submittal consist of? Is it legally binding, or are there mandatory follow-up activities with opportunity for public comment? What recourse do citizens have?
- The Airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport? How will their concerns influence the rulings of the FAA?

4) We request that the following actions be taken to protect public health:

- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- There should be an impartial mechanism for brainstorming about ways to minimize negative impacts of The Airport on surrounding communities.
- The following environmental impacts need to be thoroughly evaluated in a formal EIS:
 - i) Impact on community youth from flight paths over numerous NJ and PA schools in close proximity
 - ii) Impact of noise, vibrations, air pollution, land and water pollution, sleep disruptions, and safety concerns on health, mental and physical well being
 - iii) Financial impacts on property values

- iv) Impact on historical, architectural, archaeological & cultural resources including historic Yardley, historic Washington Crossing, Delaware Canal parklands, Delaware River scenic drives
 - v) Impact on Fish, Wildlife and Plants
 - vi) Impact on Farmlands
- Consider Social Justice and the impact on economically disadvantaged Ewing Township.
 - Flight curfews and fines for violation of curfews should be put in place.
 - There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
 - ILS capability should be planned for additional runways, so that instrument landings can occur from NJ, as well as, PA approaches.

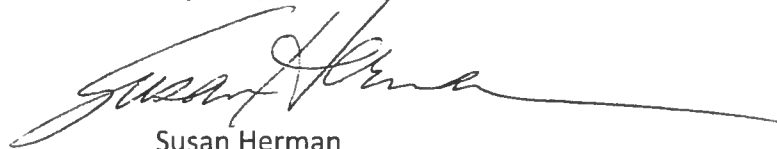
BACKGROUND:

- Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens' group that engages in public awareness as to traffic issues in the Central Bucks County area.
- HIGHLIGHTS OF THE TRENTON MERCER AIRPORT MASTER PLAN:
 - Forecast for estimated traffic:
Increase from current 6 flights per day (6 takeoffs + 6 landings) to 34 flights per day (34 takeoffs + 34 landings)
 - New Taxiway parallel to runway 6/24.
This is the runway used by planes that take-off and land over Lower Makefield. The new taxiway will permit Trenton to stack planes for takeoff, increasing flight density during peak periods.
 - The number of terminal gates is increasing from 2 to 4, facilitating high frequency departures.

Ex. I (pg 5/5)

It is unconscionable that Trenton Mercer Airport has been expanding unchecked. The residents of our region insist that the FAA/Trenton Mercer Airport place our health, safety and welfare as the paramount concern. Flights have grown from 2 per week to 6 per day (6 takeoffs + 6 landings), with plans to expand to 34 flights per day (34 takeoffs + 34 landings) in the future. We insist that the FAA/Trenton Mercer Airport consider the cumulative impact of these flights and the expansion plan as a whole, and order an Environmental Impact Statement BEFORE considering whether to grant the Trenton Mercer Airport Master Plan request.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Susan Herman", with a long horizontal flourish extending to the right.

Susan Herman
President

CC: RRTS Membership (mass e-mail)



Exhibit II (pg. 1/6)

Township of Lower Makefield

December 9, 2016

Mr. Dale Russell
Urban Engineers
530 Walnut Street
Philadelphia, PA 19016

Re: Trenton-Mercer County Airport – Master Plan Update and related issues

Dear Mr. Russell:

We, the undersigned, are the elected officials in Lower Makefield Township, Bucks County, Pennsylvania, the community located directly across the river from the Trenton-Mercer County Airport. We recognize that the airport provides important service as regional transportation for individuals and businesses on both sides of the Delaware River. We are concerned, however, about the increasing burden on the quality of life for residents in the immediate flight path, including residents in Lower Makefield Township.

As you are no doubt aware, many residents of the Yardley/Lower Makefield-area created an organization (Bucks Residents for Responsible Airport Management ("BRRAM")), and have been litigating issues in the federal courts with the Federal Aviation Administration ("FAA") regarding flight paths, airport expansion plans, and other activities which further threaten the quality of life of the Lower Makefield-area residents. We will also be contacting the FAA and requesting participation in the Environmental Impact Study ("EIS") process.

This letter is directed to you to request that any further meetings, notices, public hearings, etc. which may occur with the Trenton-Mercer Airport expansion, under your auspices and/or the auspices of the Trenton-Mercer County Airport Administration, include Lower Makefield Township on any notices regarding said meetings, public hearings, etc.

Given the vital concerns of our residents, it is imperative upon the Airport, as a regional "good neighbor," to include the Township officials in any of these proceedings, so that the same officials, and in turn, the residents, are fully informed and apprised of all developments prior to their finalization and implementation.

Specifically, we would ask that all future notices, etc. be directed to the following:

Terry Fedorchak
Township Manager
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067
tfedor@lmt.org
(267)-274-1197

Enclosed with this letter are two previous letters sent to you on October 14, 2016 by Lower Makefield Township Board of Supervisors' Vice Chair John B. Lewis and an October 13, 2016 letter sent to Airport Manager Melinda Montgomery by Pennsylvania State Representative Steve Santarsiero. Both letters are self-explanatory, but further describe the necessity for a full, open and transparent process whereby all those affected by the potential airport expansion are included in the review process.

If you have any questions regarding this request, we would ask that you direct them either by telephone or by E-mail to Township Manager Terry Fedorchak, at the mailing address, E-mail address and telephone number as noted above as well as to the Township's Solicitor, as follows:

David J. Truelove, Esquire
Hill Wallack LLP
777 Township Line Road
Suite 250
Yardley, PA 19067
(267)-759-2075
dtruelove@hillwallack.com

Thank you for your consideration. We look forward to your anticipated cooperation.

Very truly yours,



Jeffrey Benedetto, Chairman
Lower Makefield Township
Board of Supervisors

DJT/jlr

Enclosures

cc: David J. Truelove, Esquire
Terry Fedorchak, Township Manager
Melinda Montgomery, Manager
Trenton-Mercer County Airport
1100 Terminal Circle Drive
West Trenton, New Jersey 08628

11/35



Township of Lower Makefield

Ex II (pg 3/6)

BOARD OF SUPERVISORS
Jeffrey Benedetto, Chairman
John B. Lewis, Vice Chairman
Kristen Tyler, Secretary
Judi Reiss, Treasurer
David E. Fritchey, Supervisor

October 14, 2016

Mr. Dale Russell
Urban Engineers
530 Walnut Street
Philadelphia, PA 19106

Subject: Trenton Mercer Airport Master Plan Update

Dear Mr. Russell:

As the Vice Chairman of the Lower Makefield Board of Supervisors, I would like to share my perspective on the proposed Airport Master Plan Update. While Lower Makefield residents appreciate the convenience and service of the Trenton Mercer Airport, we have significant concerns with planned expansion in the number of flights and the continued inability of the Federal Aviation Administration to comply with National Environmental Policy Act (NEPA) requirement for an Environmental Impact Statement (EIS) on Trenton Mercer Airport's continued expansion.

Specifically, I believe the routing of plane traffic should be shared equally among New Jersey and Pennsylvania residents and the Airport Master Plan should address this directly. Currently, Lower Makefield, Yardley Borough, and Upper Makefield residents deal with the significant negative externality of being in the flight path of Trenton Mercer Airport. Residents in Lower Makefield frequently express noise concerns over very low flights and late night landings.

A formal EIS and the proposed Trenton Mercer Airport Master Plan Update should properly evaluate the following:

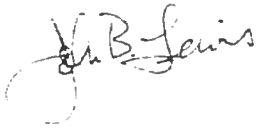
- Impact of noise, vibrations, sleep disruptions, air pollution, land and water pollution, and safety concerns on health and well being of residents in the Trenton Mercer flight path;
- Risks and impacts of flight paths over numerous schools in the region;
- Negative financial impact on property values in the region;
- Positive economic impact of the airport;
- Impact on historical, architectural, and cultural resources in the flight path including vital national historic sites as well as the Delaware River and Canal resources; and
- Environment impact on wildlife, plants, fish, and farmlands.

12/35

Page 2
October 14, 2016
Letter to Mr. Dale Russell

Lower Makefield Township remains concerned about the potential for increased airport traffic from Trenton Mercer Airport flying over our residents. To that end, the Board of Supervisors created a Trenton Mercer Airport Review Panel to be comprised of seven people. The Review Panel is designed to help the Township formulate its strategy to address the potential impact of increased air traffic. As the Master Plan Update process continues, we would welcome public hearings or public forums in Lower Makefield Township to provide the perspective of our residents.

Sincerely,

A handwritten signature in dark ink, appearing to read "John B. Lewis". The signature is fluid and cursive, with a large initial "J" and "L".

John B. Lewis
Vice Chairman

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

P.O. BOX 202031
HARRISBURG, PENNSYLVANIA 17120-2031
PHONE: (717) 797-5475
FAX: (717) 797-6929

19 EAST AFTON AVENUE
YARDELY, PENNSYLVANIA 17607
PHONE: (215) 493-5420
FAX: (215) 493-5424

EMAIL: REPSANTARSIE@PAHOUSE.NET
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

Ex II (pg 5/6)

COMMITTEES

EDUCATION
ENVIRONMENTAL RESOURCES & ENERGY
TRANSPORTATION, SUBCOMMITTEE ON
HIGHWAYS - DEMOCRATIC CHAIR

DELEGATION

SOUTHEAST - DEMOCRATIC CHAIR

Oct. 13, 2016

Melinda Montgomery
Manager
Trenton-Mercer County Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Re: Airport Master Plan Comments

Dear Ms. Montgomery:

The Trenton-Mercer County Airport is an important component to our regional transportation infrastructure and serves individuals and businesses on both sides of the Delaware River. However, the airport activities must be balanced against the quality of life for residents in the immediate flight path.

I am writing on behalf of many residents of Yardley area and Bucks Residents for Responsible Airport Management (BRRAM) in response to the Trenton-Mercer County Airport master plan that was presented on Sept. 29.

Over the last several years, these residents along the Delaware River opposite the Trenton-Mercer County Airport have reported a dramatic increase in noise, vibrations, air pollution, sleep disruptions and safety concerns with the frequency of large commercial aircraft flying very low during takeoff or landing. I and my staff continue to work with you and airport officials to minimize the quality of life impact to these communities for the current air traffic patterns.

The proposed Airport Master Plan presented last month, is the first step in an important process for determining airport activities in the next five, 10 and 20 years. As such, it must involve the communities most impacted here in Pennsylvania through every step in the process.

I respectfully request the following items be implemented as part of the Airport Master Plan:

- Advance notification of all Airport Master Plan meetings be made to US Representative for PA-08 district, PA Senator for the 10th Senate district, PA Representative for the 31st and 178th House districts, Lower Makefield and Upper Makefield townships, Yardley and Morrisville boroughs and BRRAM (my office can provide specific contact info for all of these entities);
- At least one additional public meeting at each stage of Airport Master Plan process be held in the Yardley area;

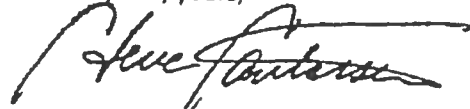
14/35

PAGE TWO ... AIRPORT MASTER PLAN COMMENTS

- The addition of flight curfews and fines for violation of curfews; and,
- A formal Environmental Impact Study be completed for each construction project at the airport runways, parking facilities, terminal and other airport buildings.

Thank you for the opportunity to share these comments and work together.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Steve Santarsiero", with a stylized flourish extending from the end.

Steve Santarsiero

2040 Regional Airport System Plan (RASP)

Exhibit III (pg 1/3)



JULY 2014

Executive Summary

Access to aviation infrastructure creates more livable communities by offering transportation and recreational choices and amenities, as well as enhancing business linkages. Aviation planning has many challenges, including congestion, competing land uses, and economic uncertainty. As the Delaware Valley moves forward into the 21st century, it is important that aviation planning be factored into decisions to ensure the economic vitality of the region.

The purpose of this report is to provide an update to the 2035 Regional Airport System Plan (RASP) on base data (such as based aircraft and traffic counts), population, employment, operational and capacity forecasts, and recommendations to 2040. In addition, the report will provide an overview and analysis of the issues and trends impacting regional airport system development. Based on that analysis, the report makes detailed airport system development and investment recommendations to guide aviation in the region for the foreseeable future.

The challenge for aviation going forward is no doubt with general aviation (GA), at both the business and recreational level. It was noted that privately owned GA facilities are those most at risk, as publically owned facilities are supported by the operating authority. In addition, community outreach and aviation career education are both important components of a successful airport system plan. Therefore, the objectives for the 2040 RASP took these factors into account, and the following priorities were agreed upon by the RASP subcommittee:

1. Expand commercial air service capacity within the region.
2. Preserve the existing public-use GA airport system.
3. Sustain and improve infrastructure to attract more users.
4. Improve community outreach to inform the public of the importance of airports to the local and regional economy.
5. Improve efforts to attract students to careers in aviation fields.

This report is being prepared with the support of the Federal Aviation Administration (FAA) and with input from aviation-related professionals in state and local government, airport administration, interest groups, and academia. To provide stakeholder input throughout the development of the 2040 RASP, a subcommittee of Regional Aviation Committee (RAC) members was formed to attend steering meetings. A listing of the meetings and attendees is provided in Appendix A.

17/35

Introduction

Aviation planning at the Delaware Valley Regional Planning Commission (DVRPC) covers a larger area than the traditional nine-county jurisdiction, adding Salem County in New Jersey, New Castle County in Delaware, and Cecil County in Maryland. "Aviation" to most people in the region will likely be associated with Philadelphia International Airport (PHL), the 11th busiest airport in the world (in terms of aircraft operations), but the Delaware Valley is also served by two other commercial service airports, Trenton-Mercer (TTN) and Wilmington (ILG), as well as a number of reliever and General Aviation (GA) airports. Public-use heliports also play a role in regional aviation planning and complement the airports. The importance of aviation facilities to the region can be seen in the regional airport system map, which shows that facilities are located in all counties of the Delaware Valley (Figure 1).

DVRPC's work in aviation is guided by the Regional Aviation Committee (RAC). The RAC meets on a quarterly basis on the third Thursday of the months of March, June, September, and December and provides technical and policy guidance concerning regional airport systems planning to the Federal Aviation Administration (FAA), the states, and the DVRPC. Membership is open to all aviation-related professionals, local governments, consultants, and interested citizens. The RAC is the main mechanism with which topics of aviation planning are discussed and presented to officials in the region.

DVRPC Connections 2040 Plan

The Connections 2040 Plan is the long-range plan for the DVRPC region. It addresses land use, environmental, economic competitiveness, and transportation policies, and includes a set of fiscally constrained transportation projects. The Connections 2040 Plan places a strong emphasis on rebuilding our transportation system and investigating additional transportation funding that is needed to maintain the system we have today, as well as to make necessary improvements to maintain our quality of life and enhance economic competitiveness. The Plan focuses on creating livable communities, managing growth and protecting resources, building the economy, and establishing a modern multi-modal transportation system.

As aviation links the region to the rest of the nation and the world, it is essential that aviation planning synergize with the goals of DVRPC's Connections 2040 Plan. Connectivity is a major element of the Plan and, as such, aviation planning needs to take into account the movement of travelers to, from, and between the airports in our area.

18/35

Exhibit IV (pg 1/3)

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
Chairman, Regional Traffic Planning Task Force
2 North State Street
Newtown, PA 18940

Mr. Steve Santarsiero
Chairman, Southeastern Bucks League of Municipalities/
Lower Makefield Township Supervisor
1100 Edgewood Road
Yardley, PA 19067

July 20, 2004

RE: Regional Traffic Planning Task Force/ Southeastern Bucks League of Municipalities;
Request for separate meeting dates and formal minutes

Dear Representative Steil and Mr. Santarsiero,

I am writing you as president of a regional citizens' group representing well in excess of 8,000 residents from five townships. We respectfully ask that you respond to the following requests in writing by July 28, 2004.

REQUEST TO SCHEDULE YOUR REGIONAL MEETINGS ON SEPARATE DATES

Our members are extremely interested in regularly attending the regional meetings each of you currently chair. Unfortunately, Representative Steil, you chose to schedule this month's task force meeting on the same date as the Southeastern Bucks League of Municipalities meeting that had already been set, despite my mentioning the conflict when you were setting your meeting schedule at the first task force meeting. As a result, residents can only attend one of the meetings. While it may not seem important to you, Representative Steil, that residents be afforded the opportunity to attend both meetings, I can assure you that it is important to residents.

We are formally requesting that each of you communicate regarding your regional meeting schedules and schedule your meetings on separate dates.

REQUEST THAT FORMAL MEETING MINUTES BE TAKEN AT THESE REGIONAL MEETINGS

We are also requesting that formal meeting minutes be taken at any and all meetings of these regional groups.

The Southeastern Bucks League of Municipalities has agreed that minute-taking will be the responsibility of the hosting township/borough as the meetings rotate from one to the next.

19/35

Representative Steil, we were shocked by your statement at the first task force meeting that, "Decisions are important. How we got there, not important. Decisions we make are important and I will document these." Despite RRTS's objections and recommendation that minute-taking be rotated between townships/boroughs, you stuck by your decision that no minutes would be taken. Incredulously, none of the elected officials participating on the task force opposed your decision!

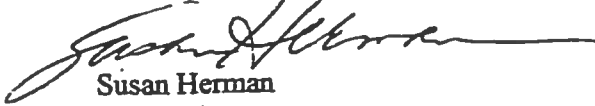
While technically you are not required by law to take minutes in this forum, it is not in the region's best interest that there be no formal minutes. In the absence of minutes, the governing bodies who will review the task force's recommendations for approval, will have no choice but to "rubber stamp" the recommendations. Likewise, residents will be kept in the dark. What do you have to hide?

Given the nature of the agenda for the 7/29/04 meeting, we implore you to have formal minute-taking commence on this date. As per your 7/15/04 letter, "Representatives of several quarries will attend and, therefore, our entire agenda will be devoted to information gathering regarding quarry operations and their impact on our roadways. This will be vital basic information necessary for us to begin a review of traffic patterns and routes in our next meeting. The format will be entirely question and answer."

Again, we respectfully ask that each of you respond in writing by 7/28/04. In the interest of time, I will fax this letter to your respective offices this afternoon. I would appreciate if you would send your responses to the above mailing address, as well as, fax me at 215 504- 0757.

Thank you for your consideration.

Very Truly Yours,


Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Lynn Bush, Executive Director, Bucks County Planning Commission
Andrew Warren, PENNDOT District Administrator
Regional Transportation Committee

20/35

Regional Citizens Committee

Members of the Regional Traffic Planning Task Force

Members of the Southeastern Bucks League of Municipalities

Council Rock School Board President, Susan Vicedomini

Council Rock School Superintendent, Timothy Kirby

Pennsbury School Board President, Linda Palsky

Pennsbury School Superintendent, Ralph Nuzzolo

RRTS Membership (mass e-mail)

CBS KYW Channel 3

Courier Times

Advance

Yardley News

Philadelphia Inquirer

EX. IV (pg 3/3)

21/35

Public comment made by Sue Herman at the 4/13/05 Newtown Township
Board of Supervisors meeting

Residents were shocked to learn on March 31, 2005 that the Delaware Valley Regional Planning Commission (DVRPC) will be doing the Regional Traffic Study for Representative Steil's Traffic Task Force.

The Task Force promised one thing and delivered another. The minutes from the January Task Force meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the Regional Traffic Study. Residents liked this, as Gannett Fleming's main office is located outside our region. It seemed this would provide objectivity- much needed, since for over thirty years there's been a history of municipalities manipulating truck traffic within our region.

Residents felt extremely disrespected at the March Task Force meeting, for without any explanation that the consultant had been changed, Representative Steil introduced a DVRPC staff member and asked him to explain how the agency would conduct the Study.

As you know, the DVRPC did a Newtown Township Traffic Study in 1988. Here's page number 61 from the study, a map entitled "Year 2000 Highway Network-Northern Bypass Scenario". The red path is the "Northern Bypass". It's comprised of Worthington Mill Road, an upgraded intersection at Route 413 & Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road, and upgraded Silver Lake Road leading out to the existing Newtown Bypass.

The more than 9,000 residents who live along this residential route [route where Northern Bypass is depicted] hope the DVRPC will not revisit the "Northern Bypass Scenario" when doing the current Regional Traffic Study. It's time for the "Northern Bypass" to be officially rejected, once and for all, by all state, regional, county and municipal players. It's time for all officials, agencies and PennDOT to acknowledge that commercial traffic is best suited for the higher level roads in our region. These are PA Traffic Routes 413, 232, 332, the Newtown Bypass and principal arterial highway-Swamp Road, the location of the four industrial Wrightstown quarries.

It's time to get the ill-functioning Newtown Bypass and neglected arterial highways in the region functioning optimally, so they can handle today's traffic, as well as, tomorrow's [traffic]. These are the roads intended to carry commercial traffic [per the municipalities' Comprehensive Master Plans]. It's time to make good on intentions.

Exhibit VI (pg 1/4)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com

TO: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission (DVRPC)

FROM: Sue Herman; President, Residents for Regional Traffic Solutions, Inc. (RRTS)
B.S. in Industrial Engineering (Penn State University)

December 10, 2007

RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report

Dear Mr. Seymour,

On behalf of the more than 9,000 residents our citizens watchdog group represents, RRTS implores you to ensure that the DVRPC immediately publishes an addendum to its October 2007 Bucks County Regional Traffic Study Final Report (BCRTS) that includes:

1)...all ORIGINAL written materials from municipalities dated through 10/29/07 relative to the Draft Report of 6/07 and to the Final Report of 10/07. This addendum should be distributed in DVD form and in paper form to all recipients who got the original report in these forms. In addition, the addendum should be posted to the BucksCountyRegionalTrafficStudy.org website. As per my public comment at the 12/6/07 DVRPC Board meeting, **it is not enough that DVRPC post the written materials received from municipalities to only the website** - as you suggested in your response to Warren Strumpf (Chair of the Regional Citizens Committee/ RCC) when he presented the RCC's resolution asking for an addendum to the BCRTS (Exhibit I, pg. 2). The website is temporary and few will refer to it. In years to come, many will refer to the BCRTS DVD's and BCRTS paper reports distributed by the DVRPC. It is essential that all existing DVD's and paper reports be REPLACED by an amended report that includes the addendum and clearly and overtly explains what the amended report and addendum are all about. All amended DVD's and paper reports should be clearly and overtly labeled so that it is apparent that DVRPC is the author of the BCRTS.

2) ... a disclosure notation that the participating municipalities have not accepted the contents of the report as their preferred solutions and that at the 10/29/07 meeting of the Regional Traffic Planning Task Force (RTPTF), the municipalities could not agree upon how to accept the document - in fact, **the municipalities DID NOT accept the document in its current condition**. Also, include a disclosure notation that at the 10/29/07 meeting of the RTPTF, there were two (2) formal motions that failed. The subject of controversy was whether the content of the 10/07 Bucks County Regional Traffic Study Final Report was acceptable as a "Final Report". **The RTPTF members who were present from Yardley Borough, Newtown Borough, Newtown Township and Lower Makefield Township voted against receiving this report as a "Final Report".***

(23/35)

*RTPTF members present at the 10/29/07 meeting: RTPTF Co-Chairs: State Rep. Dave Steil/ State Rep. Scott Pétro
RTPTF members: Joe Hunter (Yardley Borough), Mark Craig (Newtown Borough), Anne Goren/ Jerry Schenkman (Newtown Twp.), Ron Smith/ Greg Caiola (Lower Makefield Twp.), Pete Palestina/ Vince Deon (Northampton Twp.), Bob West/ Dan Rattigan (Upper Makefield Twp.), Jane Magne (Wrightstown Twp.)
RTPTF members absent at the 10/29/07 meeting: Chris Harding (Yardley Borough)

WHY IS IT IMPORTANT TO PUBLISH THIS ADDENDUM?

At the 10/16/07 RCC meeting, you and Don Shanis made a special presentation to the full RCC that was titled "A Discussion of Regional Priorities". In your presentation you stated that, "the DVRPC fiercely protects its reputation as an honest broker". ***In our opinion, the DVRPC's "reputation as an honest broker" is at stake unless a timely, accurate and thorough addendum to the October 2007 Bucks County Regional Traffic Study Final Report is published as outlined on page #1 of this letter.***

With the October 2007 Bucks County Regional Traffic Study Final Report that exists today:

- ...the concerns of the citizenry and municipalities have been ignored.

There is no Appendix that includes the ORIGINAL written materials from the municipalities relative to the 6/07 Draft and the 10/07 Final Report.* The written materials submitted by municipalities were approved by the respective Board of Supervisors/ Councils and represent the sentiments of the citizenry who were actively involved, at every level, during the three (3) years the RTPTF met. Citizens demand that these written materials be included in this report and that they be **unedited**.

The municipalities were given no time to discuss their serious concerns with the DVRPC or with each other, address disputes, make changes to the Draft BCRTS and review a subsequent revised Draft Report. This is unconscionable and makes a farce of the democratic process.

- ...it appears that \$400,000 (four hundred thousand dollars) of taxpayer's money was squandered on a study where the outcome is what was wanted in the first place.

For their money, citizens expected far more than the "smoke and mirrors" language used in the DVRPC's 10/23/07 cover letter RE: **Bucks County Regional Traffic Study Final Report (October 2007)** that accompanied the BCRTS Final Report delivered to RTPTF members only five days before it was to be voted upon. In the Final Report, the DVRPC ignored the majority of serious concerns expressed by municipalities, yet the propaganda in the cover letter leads the average reader to believe otherwise (see Exhibit V).

On all fronts, there was intense written opposition to the proposed location of the roundabout at Stoopville and Washington Crossing Roads - which is strategically positioned to give the exact alignment required for a "Northern Bypass", as per the DVRPC's very own 1988 Newtown Township Traffic Study. Despite this opposition, the DVRPC kept the roundabout location the same in the Final Report while glibly stating in the cover letter that, "Some of the longer term geometric improvements are creative and represent different approaches to well known problem areas and will require more time to refine. These improvement ideas have been controversial and may require additional community involvement and/ or alternatives analyses." Citizens and municipalities deserve better.

*Exhibits II - IV are examples of written materials dated through 10/29/07 that municipalities sent to Jerry Coyne, DVRPC Project Manager for the BCRTS.

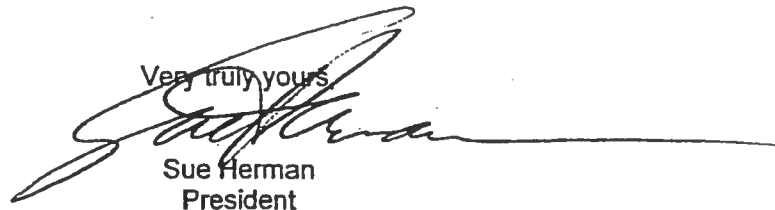
- Exhibit II is a 9/19/07 6-page letter from Lower Makefield Township to Jerry Coyne
Re: **Bucks County Regional Traffic Study-June 2007 Draft**
- Exhibit III is a 10/26/07 1-page email from Yardley Borough to Jerry Coyne Re: **Bucks County Regional Traffic Study**
- Exhibit IV is a 9/18/07 1-page letter from Paul Beckert Jr. (Newtown Twp. Solicitor) and a 10/29/07 48-page letter from Newtown Township to Jerry Coyne Re: **Bucks County Regional Traffic Study**

- ...it is both misleading and unacceptable that it is titled a Final Report. This increases the possibility that in the future it will be misrepresented as a report that was approved by the seven (7) participating municipalities and supported in concept by all. In future years the recommendations in this report are sure to take on a life of their own. Is this what the DVRPC is banking on? Is it worth risking its reputation as an "honest broker"?
- ...the DVRPC has failed to achieve its goal as stated in the current Draft Public Participation Plan, a Strategy for Citizen Involvement (currently under review for public comment) where it clearly states the DVRPC's "philosophy and intent to place public participation at the forefront of the Commission's priorities."

In closing, we would like to say that a reputation as an "honest broker" must be backed by actions, not just by words. We hope you will ensure that the DVRPC immediately publishes an amended report and addendum as per points 1 and 2 on page #1 of this letter, in their entirety. Residents and elected officials want to believe that our Metropolitan Planning Organization is an "honest broker".

We are watching and hoping.

Very truly yours,



Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
 Dan Fraley, Bucks County Director of Veterans Affairs
 Carmine Fiscina, Safety Engineer, Federal Highway Administration
 Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso, Acting District Executive, PennDOT District 6
 DVRPC Board; c/o Jerald Cureton, chair
 Don Shanis, Deputy Executive Director/DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o Matthew Lawson, chair
 Regional Citizens Committee; c/o Warren Strumpher, chair
 State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
 State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Diane Marseglia

25/35

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/
Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp,
Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

✓ Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President

Council Rock School Superintendent

Pennsbury School Board President

Pennsbury School Superintendent

Lower Makefield Township Citizens Traffic Commission

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance and Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)



dvrpc

MEMORANDUM

Delaware Valley Regional
Planning Commission

190 N. INDEPENDENCE MALL WEST ► 8TH FLOOR ► PHILADELPHIA, PA 19106-1520 ► PHONE: 215.592.1800 ► FAX: 215.592.9125 ► WWW.DVRPC.ORG

MEMORANDUM

Exhibit VII (pg 1/2)

Date: January 11, 2008

To: Terry Fedorchak, Manager - Lower Makefield (three copies);
Mark Craig, Councilman - Newtown Borough (two copies);
Joe Czajkowski, Manager - Newtown Township (three copies);
Bob Pellegrino, Manager - Northampton (three copies);
Dave Nyman, Interim Manager - Upper Makefield (three copies);
Eileen Bradley, Administrator - Wrightstown (two copies);
William Winslade, Acting Manager - Yardley Borough (three copies)

From: Jerry Coyne (direct phone = 215.238.2850; email = jcoyne@dvrpc.org)

Subject: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) - Copies of Municipal / Task Force Correspondence

Attached please find an Addendum containing copies of all Municipal and Task Force related Bucks County Regional Traffic Study correspondence received or issued after the release of the draft report (7/31/2007) through the completion of the Final Report and the last Regional Traffic Planning Task Force meeting (10/29/2007). This Addendum to the Final Report is being made available to those who received a hard copy of the Final Report (dated: October 2007).

Because of municipal elections and possible board reorganizations, I am sending you (as staff to the RTPTF members) pre-punched sets of these letters, etc. (in quantities equal to the number of hard copy final reports provided to your municipality). A copy of this cover memo is provided with each enclosed Addendum. Please distribute copies to the appropriate elected individuals who will continue to be, or will become the new RTPTF members. The pre-punched enclosure is intended for addition to the Final Report binder.

A listing of the municipal representatives previously serving on the RTPTF (i.e., up to the 10/29/07 meeting) is provided as an attachment to this memo. The extra copy of the enclosed addendum package is for your binder / records.

As was also requested of staff, an electronic version of the enclosure will be available via a link from the project website's (www.BucksCountyRegionalTrafficStudy.org) Home page.

Attachment and enclosure

Over for additional distribution

*(86 pages long when blank
pages were removed)*

27/35

** Note: This Addendum was downloaded from the
website www.BucksCountyRegionalTrafficStudy.org.
The entire downloaded document is 95 pages
long.*

cc: (memo, attachment and enclosure)
Mr. David Steil, PA House of Representatives
Mr. Scott Petri, PA House of Representatives
Mr. Louis Belmonte, PennDOT (two copies)
Mr. Francis Hanney, PennDOT
Mr. William Laubach, PennDOT
Mr. Richard Guinan, PA DCED (reference DCED Grant – Contract No. C000018880)
Mr. Richard Brahler, Bucks County Planning Commission
Mr. Jay Roth, Jacobs Edwards and Kelcey
Mr. Stanley Niemczak, Jacobs Edwards and Kelcey
Ms. Rachel Smith, Jacobs Edwards and Kelcey
Ms. Karen Jehanian, KMJ Consulting, Inc.
Mr. Barry Seymour, DVRPC
Mr. Donald Shanis, DVRPC
Ms. Candy Snyder, DVRPC
Mr. Richard Bickel, DVRPC
Mr. John Ward, DVRPC
Ms. Eileen Gallagher, DVRPC

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com

Exhibit VIII

(pg 1/2)

TO: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission (DVRPC)
Don Shanis; Deputy Executive Director, DVRPC
Jerry Coyne; DVRPC Project Manager for the Bucks County Regional Traffic Study

FROM: Sue Herman; President, Residents for Regional Traffic Solutions, Inc. (RRTS)
B.S. in Industrial Engineering (Penn State University)

March 18, 2008

SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS
Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum

Dear Mr. Seymour, Dr. Shanis and Mr. Coyne,

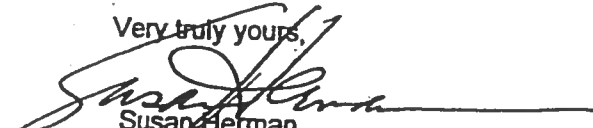
While we appreciated receiving Mr. Seymour's 3/5/08 letter - in response to RRTS's request that the DVRPC publish and distribute a replacement CD-ROM that includes the January 2008 Addendum to Final Report and is properly labeled - we were surprised that he "declined our request".

We believe this action is contrary to the DVRPC's claim in its 2008 Weekly Planner titled The Power of Planning, where it states that "DVRPC's public outreach effort promotes two-way communication between stakeholders and the Commission, and enhances public awareness of regional issues." The DVRPC's refusal to issue the replacement CD-ROM that Stakeholders are entitled to is, in our opinion, a failure to live up to the vital communication that the DVRPC is obligated to provide.

We believe that citizens "went the distance" in communicating with the DVRPC regarding the BCRTS, as is evident in the attached RRTS timeline titled Timeline #1, October 2006 - March 2008, Showing DVRPC's Refusal To Publish A Replacement CD-ROM for the Bucks County Regional Traffic Study Final Report dated 10/07 (Exhibit A).

We are extremely disappointed and hope that you will reconsider your position on issuing a replacement CD-ROM to Stakeholders that includes the January 2008 Addendum to Final Report and is properly labeled.

Very truly yours,


Susan Herman
President

Cc: *VA Under Secretary for Memorial Affairs, William Tuerk
*Dan Fraley, Bucks County Director of Veterans Affairs
*Carmine Fiscina, Safety Engineer, Federal Highway Administration

29/35

- Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 * U.S. Congressman Patrick Murphy
 * Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 * State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso; District Executive, PennDOT District 6
 * DVRPC Board; c/o Jerald Cureton, chair

Ex. VIII
 (pg 2/2)

Regional Transportation Committee; c/o Matthew Lawson, chair

Regional Citizens Committee; c/o Warren Strumpfer, chair

* State Representative David Steil, Regional Traffic Planning Task Force Co-Chair

* State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair

* James Cawley, Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Diane Marseglia, Bucks County Commissioner

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Links, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

* Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President, Richard Abramson

Council Rock School Superintendent, Mark Klein

Pennsbury School Board President, Greg Lucidi

Pennsbury School CEO, Paul Long

Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

30/35

Received the full 54-page document.

All others received the cover letter, Exhibit A and Attachments A, C & D only.

Exhibit IX
(pg 1/3)

October 2007

Final Report

Bucks County Regional Traffic Study

Lower Makefield Township / Newtown Borough
Newtown Township / Northampton Township
Upper Makefield Township / Wyncote Township
Yardley Borough

31/35



VALLEY
REGIONAL
PLANNING
COMMISSION

190 N. INDEPENDENCE MALL W
8TH FLOOR
PHILADELPHIA, PA 19106-1520

.800
FAX: 215.592.9125
WEB: www.dvrpc.org

Ex. IX (pg 2/3)

March 5, 2008

Ms. Sue Herman
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940

Re: Bucks County Regional Traffic Study Report Addendum

Dear Ms. Herman:

Thank you for your letter of February 11, 2008 regarding the Bucks County Regional Traffic Study Final Report (dated October 2007) and the distribution of the Addendum to the Final Report (dated January 2008). At your request from a previous letter, we prepared that Addendum which included all written materials received from the seven participating municipalities in the project from the date of the draft report in July 2007 through October 2007. At your request, we prepared hard copies of those letters, pre-punched the copies for inclusion in the Final Report's 3-ring binder, and distributed those letters to all who received a hard copy of the Final Report. Hard copies were sent to each municipal manager in numbers equal to the municipal representation on the Task Force, plus an extra hard copy for the municipal manager's binder. Hard copies were also sent to State Representatives Steil and Petri, area school districts, PennDOT, and the Department of Community and Economic Development. In addition, an electronic version of the Addendum was posted via a link on the project website's home page, in both a viewable and downloadable format at www.dvrpc.org/BCRTS.

In your current letter, you now request that we prepare a CD-ROM that includes the Final Report together with materials in the Addendum and distribute that CD-ROM to all who received the Final Report. At this point I must decline your request. We feel that we have made every effort to distribute the information requested, and have provided it in both hard copy and in digital format via the website. All members of the Task Force now have the materials, and our work with this project is now complete. Future directions and decisions regarding the project will now be made by members of the Regional Traffic Planning Task Force.

Sincerely,


Barry Seymour
Executive Director

32/35

cc. State Representative David Steil
State Representative Scott Petri
Charles Martin, Bucks County Commissioner
Lynn Bush, Bucks County Planning Director
Don Shanis, DVRPC
Jerry Coyne, DVRPC
Regional Traffic Planning Task Force Members

Ex. IX (pg 3/3)

RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY
REPORT (dated October 2007) and the
JANUARY 2008 ADDENDUM TO THE REPORT

Exhibit ~~X~~
(pg 1/2)

WHEREAS, on January 14, 2008 Lower Makefield Township wrote to the Delaware Valley Regional Planning Commission (DVRPC) makign certain requests regarding the Bucks County Regional Traffic Study Final (sic) Report, dated October 2007 (hereinafter "the BCRTS"); and

WHEREAS, the DVRPC did not take action on a number of the requested items in the aforementioned letter;

NOW, THEREFORE, BE IT RESOLVED that the Lower Makefield Township Board of Supervisors calls upon the Regional Traffic Planning Task Force (RTPTF) to direct the DVRPC, as its consultant in the drafting of the BCRTS, to take the following actions:

I. Include in an Addendum to be published and distributed in all formats in which the BCRTS was published and distributed (i.e., hard copy, CD-ROM and digitally on the website www.BucksCountyRegionalTrafficStudy.org), a statement that the participating municipalities in the RTPTF have not accepted the contents of the report as their preferred solutions and that at the October 29, 2007 meeting of the RTPTF, the municipalities could not agree upon how to accept the document, and that the municipalities did not accept the BCRTS.

II. Include in an Addendum to be published and distributed in all formats in which the BCRTS was published and distributed, a statement that, at the October 29, 2007 meeting of the RTPTF, its members did not accept the BCRTS as a "Final Report" as the title of the report might otherwise suggest.

III. Publish a CD-ROM that replaces the original BCRTS CD-ROM that was distributed to Shareholders, and distribute the replacement to Shareholders with a formal written communication that clearly explains why the original BCRTS CD-ROM is being replaced. The repalcement CD-ROM shall include the changes set forth in Paragraphs I and II herein as well as the January 2008 Addendum to Final Report.

EX. X (pg 2/2)

BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report.

RESOLVED, this ___ day of March 2008.

LOWER MAKEFIELD TOWNSHIP
BOARD OF SUPERVISORS

Greg Caiola, Chairman

Matt Maloney, Secretary/ Treasurer

Bryan Goodrich

From: Joanne Guiniven <joanne986@verizon.net>
Sent: Saturday, June 10, 2017 10:17 PM
To: Trenton
Subject: Response to Trenton Master Plan Meeting II

To whom it may concern:

I am troubled by both 1) the content of what was presented as the Master Plan for the Trenton – Mercer Airport and 2) the manner in which it was presented. Both are unfair and misleading.

Content of Presentation

The content of the presentation downplayed the impact that your plans will have on the communities in New Jersey and Pennsylvania. Among many questionable claims were:

- You are planning a significant capacity increase, but claim you plan to use it at peak periods only.
- You claim that only a small area close to the airport will be significantly impacted by noise, but use a computer model and only consider noise to be a significant impact if it averages 65 decibels over a 24 hour period. Noise increases have a clear detrimental impact to the quality of life at significantly less than that.
- You claim that the taxi way improvements are only to meet safety issues and discount the fact that it gives you the ability to stack planes, while it has resulted in bursts of planes over our neighborhoods that never happened before.

In short, you seem to be doing everything you can to obfuscate what the surrounding communities will have to deal with. For example:

- Only when confronted did you representatives admit that there would be significant noise increases for a few miles out, but you did not feel you legally had to address them.
- Similarly, they admitted that the increases projected, as disruptive as they might be on lives, could be as much as 5 times that if “demand increases more than your forecast (a forecast likely to be downplayed).
- You admit that you have not given any consideration to the surrounding communities because you do not think that you have to. It does not matter that it would be the right thing to do. It does not matter that your plans will disrupt lives and destroy the character of the communities closest to you.

Manner of Presentation

The manner of the presentation on May 24 was designed to give the least amount of information possible, in the most confusing way. Attendees had to wait in line at 12 different stations, learning nothing while waiting in line. Attendees could not hear your answers to other people’s questions (or even their questions) and therefore could not learn from the questions themselves.

I ask you to re-evaluate your plans and to hold meetings where the plans are presented in a presentation setting when all attendees can hear the questions and answers.

Submitted by:
Joanne Guiniven
986 Cultipacker Rd.
Yardley, PA 19067

Bryan Goodrich

From: quarantine@messaging.microsoft.com
Sent: Tuesday, April 18, 2017 9:22 PM
To: Trenton
Subject: Spam Notification: 1 New Messages



Dear trenton@mjinc.com:

You have 1 new spam-quarantined messages as of Apr 19, 2017 12:00 AM (UTC) which are listed below along with the actions that can be taken:

Release to Inbox: Send the message to your Inbox.

Report as Not Junk: Send a copy of the message to Microsoft for analysis.

Sender	Subject	Date (UTC)	Size	Release	Report
"jean@smith6436.freemove.co.uk"	New enjoy of casino!	Apr 18, 2017 8:27 PM	68977	Release to Inbox	Report as Not Junk

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Bryan Goodrich

From: quarantine@messaging.microsoft.com
Sent: Wednesday, April 12, 2017 9:24 PM
To: Trenton
Subject: Spam Notification: 1 New Messages



Dear trenton@mjinc.com:

You have 1 new spam-quarantined messages as of Apr 13, 2017 12:00 AM (UTC) which are listed below along with the actions that can be taken:

Release to Inbox: Send the message to your Inbox.

Report as Not Junk: Send a copy of the message to Microsoft for analysis.

Sender	Subject	Date (UTC)	Size	Release	Report
"Isabelrxko@sbcglobal.net"	You can make it all! We will take care of it.	Apr 12, 2017 4:41 AM	23184	Release to Inbox	Report as Not Junk

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Bryan Goodrich

From: quarantine@messaging.microsoft.com
Sent: Monday, April 10, 2017 9:24 PM
To: Trenton
Subject: Spam Notification: 1 New Messages



Dear trenton@mjinc.com:

You have 1 new spam-quarantined messages as of Apr 11, 2017 12:00 AM (UTC) which are listed below along with the actions that can be taken:

Release to Inbox: Send the message to your Inbox.

Report as Not Junk: Send a copy of the message to Microsoft for analysis.

Sender	Subject	Date (UTC)	Size	Release	Report
"lferg@lsu.edu"	FW: Hi	Apr 10, 2017 8:54 AM	34212	Release to Inbox	Report as Not Junk

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Bryan Goodrich

From: quarantine@messaging.microsoft.com
Sent: Thursday, April 20, 2017 9:18 PM
To: Trenton
Subject: Spam Notification: 1 New Messages



Dear trenton@mjinc.com:

You have 1 new spam-quarantined messages as of Apr 21, 2017 12:00 AM (UTC) which are listed below along with the actions that can be taken:

Release to Inbox: Send the message to your Inbox.

Report as Not Junk: Send a copy of the message to Microsoft for analysis.

Sender	Subject	Date (UTC)	Size	Release	Report
"ikqby@csgholding.com"	More than effectual! Best products for men.	Apr 20, 2017 6:06 PM	22356	Release to Inbox	Report as Not Junk

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Bryan Goodrich

From: Dale Russell <drussell@urbanengineers.com>
Sent: Tuesday, June 13, 2017 1:02 PM
To: Trenton
Cc: Melinda Montgomery
Subject: Susan Garrett @ 949-224-6264

I got a second call back from this person today.

She asked if an environmental clearance has been done for the Master Plan. I started elaborating on specific examples of the environmental clearances that Urban has obtained for Runway 6-24, Taxiway D and G, Taxiway F and D/G Connector, etc., but she cut me off, said she understands the process, and only wants a yes/no answer on whether or not an environmental clearance has been obtained for the Master Plan. I answered that there is an Environmental Overview Chapter that is being written and will be in the MP, but that otherwise no, there is no NEPA process for a planning document that doesn't specifically morph into a specific project, and that this Master Plan is exactly that, a planning document, not a project specific design.

She was grateful to receive the answer and told me that was exactly what she needed to know.

Dale E. Russell, PE | Deputy Practice Leader, Aviation

Urban Engineers, Inc. | 530 Walnut Street | Philadelphia, PA 19106

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Bryan Goodrich

From: Stvn Crst <crownscrest@hotmail.com>
Sent: Saturday, June 10, 2017 8:50 PM
To: Trenton
Subject: The Trenton airport is a disaster if you are in the flight path

To whom it may concern:

It is easy to forget about other people's problems - easy to read a complaint - and then put it out of mind because you aren't affected personally.

I want you to listen to the horrendous experience the Trenton airport planes have caused to me and to my family.

I want you to put yourself in my shoes and to just imagine if it was your house that was in the flight path.

I have lived in Mirror Lake Farms, in Yardley Pennsylvania, for over 30 years - it was mostly undeveloped countryside and farmland when I first moved here.

Without any concern for the quality of life, the psychological impact, the peace and serenity, -- Trenton airport just decided one day to run flights all day long, everyday, right over my house.

It is nothing short of selfish, obnoxious, gall - to make a profit and run the business of the airport - with the screeching and grinding noise of the planes - and jet fuel that blankets my house - I swear that I can almost feel the droplets on my face when the planes fly overhead - so close to the ground - right over my house. In fact, they are so low - what sometimes seems like 20 to 30 feet above my head.

Imagine you've had a long hard work week - and you want to sleep in on a Saturday morning ... can't do it. Do you know why? It is because every morning... 7 days a week, the planes start their back and forth departures and arrivals at 6:30 to 7:00 AM. Once they start ... it's all day long into the late evening. Have a long day? want to get to bed early? Good luck - when you're laying there for 30 minutes and maybe you dozed off for a moment - only to be waken wide awake by yet another ROARING plane screeching, again, right over my roof. It has been an infuriating nightmare - and I am quite pissed off about the notion that this is somehow acceptable? that someone is running a business of flying people around - right over my head ... the flight path over MY house.

It's a dirty rotten lousy thing to do - for the owners of Trenton airport to have NO PROBLEM AT ALL just so long as the planes aren't flying over their homes. It isn't fair. It isn't right. It isn't just. And blanketed by the jet fuel - - who knows the health effects beyond the constant agitation of the NOISE ... it stinks to high heaven.

At the very least.. .wouldn't you think that Trenton airport would somehow manage to find a flight path that doesn't ride right over the citizens of a neighboring state - destroying their lives??? They can't go to greater lengths and their own expense to see to it that they are not adversely affecting the lives of those American citizens who they clearly don't give a damn about....

Again... put yourself in my shoes - in my families shoes. Is it right to run your business - your convenience - collecting a profit counting the bills rolling in... when at the same time you are ruining the days and nights of families - children - the elderly -- anyone in the path - who has to suffer the misery of a plane so close tearing through the sky that it's like they're a car riding down the street.

And.. what is scary - is the inevitable DANGER of one of these planes falling out of the sky and crashing through someone's house. I'm sure the airport has all their ducks lined up in a row with lawyers in tow, documents in order ... so that not if but WHEN it happens ... that little inconvenience for them will be worth it - even if people are burned alive by the jet fuel in their own family rooms ... because, after all, all the profit that'll grow their bank accounts makes everything a big smiley face for them --- why let a death here or there crushed under a 12 ton plane dropping out of the sky into someone's living room ... interfere with the promise of the almighty dollar.

I hope you will listen to me. I hope you will imagine your wife - sucking in fumes and jet fuel into her lungs when she's out working in her flower garden, imagine your daughter - who studied her best and is awoken by a plane and can't fall back asleep so her test score suffers at school the next day, imagine your elderly mother or father - who's quality of life is so disturbed by a plane - that you must crank up the volume on your television - what effect does it have on their weakened heart how many years are subtracted from their lives by their constant anger over planes thundering overhead CONSTANTLY all day long - well into the evening.

This is really a terrible and ugly situation. Our home values will tank as well. A new neighbor a few months ago told me "if I had known about the planes there's no way in hell I would have moved to this neighborhood". Their house is a few doors down from me - also right in the flight path.

Please put yourself in my shoes. Please do not disregard my plea. Please think of this in relation to yourself, and to your own family and to their livelihood.

Thank you for your time and for taking the time to hear what an unbelievably abysmal situation this has become - it is truly infuriating and unlivable.

Thank you.

Steven Cresta

Bryan Goodrich

From: Bruce Hoechner <bhoechner@hotmail.com>
Sent: Saturday, June 10, 2017 11:50 PM
To: Trenton
Subject: Trenton Airport

As a property owner in Bucks County, PA, I am extremely concerned about the continued expansion of TTN without suitable and proper input from all parties affected. The expansion of commercial flight operations from early morning to late at night is affecting my health and the health of my family. This unrestricted expansion must be stopped! I call upon the local, state and federal agencies to directly address the population affected in both PA and NJ and limit TTN expansion.

Bruce D. Hoechner
1406 Silo Road, Yardley PA 19067

Sent from [Outlook](#)

Bryan Goodrich

From: Adam Sokol <adambsokol@gmail.com>
Sent: Friday, June 09, 2017 12:43 AM
To: Trenton
Subject: Trenton Airport

To whom it may concern,

I am writing to express my strong opposition to the expansion of the Trenton Mercer Airport in Mercer County, NJ. I and many of my neighbors live directly under the flight path of the airport, and our quality of life and safety will be adversely affected by larger planes or more frequent flights going over our houses, schools, places of work and parks.

Signed,

Adam Sokol

1407 Silo Rd

Yardley, PA

Bryan Goodrich

From: Debbie Sokol <deb.sokol@verizon.net>
Sent: Thursday, June 08, 2017 10:02 PM
To: Trenton
Subject: Trenton Airport

To whom it may concern,

I am writing to express my opposition to plans for expansion of the Trenton Mercer airport in Mercer County NJ. I and many of my neighbors live in the flight plan of the airport and our quality of life and possibly safety will be adversely affected by larger planes or more frequent flights going over our houses, schools, places of work and parks.

Deborah Sokol
1407 Silo Rd
Yardley, PA



Virus-free. www.avast.com

Bryan Goodrich

From: Debbie and David Sokol <dd.sokol@verizon.net>
Sent: Thursday, June 08, 2017 9:50 PM
To: Trenton
Subject: Trenton Airport

To whom it may concern,

I am writing to express my opposition to plans for expansion of the Trenton Mercer airport in Mercer County NJ. I and many of my neighbors live in the flight plan of the airport and our quality of life and possibly safety will be adversely affected by larger planes or more frequent flights going over our houses, schools, places of work and parks.

David Sokol
1407 Silo Rd
Yardley, PA



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Bryan Goodrich

From: Theresa Foody <tfoody@DOUBLEHPLASTICS.COM>
Sent: Tuesday, June 13, 2017 8:45 AM
To: Trenton
Subject: Trenton Airport

To Whom it May Concern:

The air traffic is getting earlier and later, more often and much more noisy. I live on the flight plan in Lower Makefield PA and even though I've been in this area 40 years, these planes are causing more noise at more times than ever. Please do something to restrict hours and number of flights. Not only does it wake us up in the mornings, but conversation has to stop during these take offs from across the river. I have flown on Frontier and was low enough to see who was in my driveway during take off. There are too many homes, schools and businesses affected to grow this airport.

A few flights was acceptable but this now seems to be out of control.

Thank you
Theresa and John Foody
1579 Silo Road
Yardley, PA 19067

Bryan Goodrich

From: penn1994@aol.com
Sent: Saturday, June 10, 2017 7:16 AM
To: Trenton
Subject: Trenton Airport Expansion

To Whom It May Concern

I have resided in Lower Makefield Township for over twenty years. Currently, my home is directly under the flight path of both landing and departing flights. The flights start at 6am and continue until after midnight. The disturbance created by these many flights affects our quality of life daily. I would hope those of us affected by the Trenton Airport will be taken into consideration when expansion planning takes place. Additional flights would only make it more disconcerting.

Veronica Metkus
1020 Plowshare Road
Yardley PA 19067

Sent from my iPhone

Bryan Goodrich

From: Cheryl Hennessey <cbgh2@verizon.net>
Sent: Friday, June 09, 2017 9:45 AM
To: Trenton
Subject: Trenton Airport Expansion

To Whom it may Concern

I would like to voice my objection to the Trenton Airport Expansion. A few years back The Airport agreed to some changes/restrictions which must have had an expiration date and they resorted to their old way

I don't think that they have ANY interest/intent to be a good neighbor to the residents of Bucks County. When I am in my yard I can read Frontier Airlines on the plane. When my windows are open I missed spoken sentences while watching TV or talking on the phone. These are two examples of nose thumbing that the Trenton Airport has toward the residents of the beautiful Yardley/ Makefield Community.

Cheryl Hennessey

Bryan Goodrich

From: Bob Hauben <bobhauben@comcast.net>
Sent: Thursday, June 08, 2017 9:25 PM
To: Trenton
Subject: Trenton Airport Expansion

I, my family, and countless friends find that the present conditions of the Airport are already negatively impacting our lives.

We are against any and all expansions of the existing Trenton Airport.

Bob Hauben
1912 Sylvan Terr.
Yardley
19067

Bryan Goodrich

From: Jeff Dayton <jtdhardscrabble@gmail.com>
Sent: Thursday, June 08, 2017 7:49 AM
To: Trenton
Subject: Trenton Airport Expansion

I am writing to state my opposition to the Trenton Airport expansion. The existing noise generated by airplanes flying low over my neighborhood while landing and taking off from Trenton has had a significant negative impact on me, the community and the value of my property. Any expansion will make this negative impact worse.

Jeff Dayton
1561 Silo Road
Yardley, Pennsylvania

Bryan Goodrich

From: Dana Matas <danamatas@rocketmail.com>
Sent: Saturday, June 10, 2017 3:58 PM
To: Trenton
Subject: Trenton Airport Expansion

Please leave the airport as it is! No more noise pollution, air pollution and property value decrease, not to mention trying to purchase people's homes in Ewing NJ for the expansion!

The community is unhappy and many are not even aware of the expansion.

I vote No!

Dana Matas
1413 N. River Road
Yardley Pa
Sent from my iPhone

Bryan Goodrich

From: Lisa Dayton <lisadayton8@gmail.com>
Sent: Thursday, June 08, 2017 7:46 AM
To: Trenton
Subject: Trenton Airport Expansion

As a resident of the Mirror Lake neighborhood in Yardley I am opposed to the proposed expansion of the Trenton airport. I am already negatively affected by numerous low flying planes and their sound pollution. Any increase in this traffic would be a greater detriment to the well being of myself, my family and my neighbors.

Lisa Dayton
1561 Silo Road
Yardley, PA 19067

Bryan Goodrich

From: Janet Nicoll <JNicoll@njha.com>
Sent: Friday, June 09, 2017 8:44 AM
To: Trenton
Cc: Janet Nicoll
Subject: Trenton Airport Expansion - PLEASE NO!

To whom it may concern:

Please do not turn Mercer County into a “greater metropolitan area” by expanding the Trenton airport operations. Convenience of the airport is great, but so is quality of living conditions in the areas that would see increased noise and air pollution among many other things.

Regards,

Janet Nicoll
Concerned Citizen

Bryan Goodrich

From: M MARIE DANG DMD <m.m.dang@comcast.net>
Sent: Saturday, June 10, 2017 3:07 AM
To: Trenton
Subject: Trenton Airport Master Plan

ATTN Urban Engineers

I am writing to express my concerns about the Trenton airport master plan. I live in Ewing NJ, and have witnessed the negative impact on our property value, and the increased plane traffic, with planes flying closer and closer to our house, thus increasing the noise level dramatically.

Please take this into consideration and avoid further expansion of the Trenton airport. There are other ways to develop and grow without further impacting the residents and neighborhoods.

Please feel free to contact me at 609-610-3373.

Thank you,

MyDzung

Bryan Goodrich

From: Don Wilcox <donald.wilcox@comcast.net>
Sent: Thursday, June 08, 2017 9:26 PM
To: Trenton
Cc: donald.wilcox@comcast.net
Subject: Trenton Airport Master Plan

I am writing to express my questions and concerns about the Trenton Airport Master Plan, for Public Comment.

I and my family have been impacted in a negative way by the growth of commercial airport flights at the Trenton Airport and feel that further increases in traffic will have impacts on our quality of life and health.

I worked in Philadelphia for many years and always pictured myself retiring to a tranquil, scenic setting, close enough to Philadelphia to enjoy its many attractions but far enough away to remove myself from the exhaust fumes, noise and other pollutants.

We purchased our dream house on the Delaware River after years of looking for a place such as this and have been thrilled to enjoy the scenic joys of this historic river. Only a block away from the historic Delaware River Canal towpath and linear park, we felt this was an ideal place to call home.

Over time, our enjoyment and enthusiasm have waned. Sitting on the porch enjoying the sunset over the trees of New Jersey, we now have our peace interrupted by the straining and whining as a commercial jet struggles into the air, roaring over head, visually and physically imposing in addition to the noise.

I walk along the towpath enjoying the beauty and historic significance of the canal, only to have a plane approaching the aircraft come storming over head. Feeling much closer than the few hundred feet off the ground I assume it is.

Water fowl take flight, animals disperse, it feels like there are fewer that return each year.

As the son of an air force pilot who has taken many rides in small Cessnas, I like the sleepy airport across the way with the occasional pilot practicing touch and go's.

But the character has changed with the introduction and expansion in commercial flights. I not deeply regret the commitment I made to this location.

I can no longer enjoy my outdoor space and seek to wall myself off from the sights and sounds, to isolate myself from the noise.

My wife loves to have fresh air at night, when we sleep, but that has been disrupted and we rarely relent to have the windows open.

I have personally had my sleep disrupted many times as planes depart earlier than my planned wake up. And my sleep has been disrupted by planes landing after 11 on a regular bases and periodically as late as 2AM.

The come in bunches in the early morning and late evening. I wonder if that will not be even more dense in take offs and landings at these key times, with greater airport capacity and the ability to stack flights with a taxiway to the runway that leads right over Yardley and Lower Makefield.

I now work from home and my phone conferences are disrupted by the noise from these planes, literally. At times, the windows of my office, and other rooms, vibrate. I wonder if this will ultimately damage my home.

This impact on my sleep and interruptions to my work cause stress. I also experience stress in wondering what will happen if the frequency of flights continues to increase.

I worry about the current and future impact of the airport on my property values.

I feel that there are many airports in the vicinity that offer a wide variety of flights, times, prices and ease of access. I don't feel that Trenton adds any real value in that respect. I use Newark and Philadelphia and Allentown and that works out just fine for me.

I wonder about the basic fairness and how my voice can be heard when airlines violate curfew and when it seems a disproportionate number of flights are taking off or landing over PA, to the benefit of NJ.

I wonder whether Yardley will lose its historic charm and whether the parks, scenic river and wildlife will be endangered and diminished over time.

I wonder whether this will start a downward spiral in property values, real estate taxes and basic services that they provide.

These are grave concerns to me.

I have questions and further observations as noted below. I feel that PA does not get adequate notice, opportunity to understand and weigh in on the proceedings related to the Master Plan, and has no ability for individuals to have their concerns be heard or arbitrated going forward.

- Flights have grown from 2 per week to 12 per day, with plans to expand to 34 flights per day in the future. The FAA must consider the cumulative impact of these flights and the expansion plan as a whole, and order an Environmental Impact Study before considering whether to grant this request.
- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
- Flight curfews and fines for violation of curfews should be put in place.
- Additional planning meetings should be held in Lower Makefield Township, to ensure PA public comment is heard.
- More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.
- More time should be granted for public comment, than the 15 day period for the initial planning meeting.
- ILS capability should be planned for additional runways, so that instrument landings can occur from NJ as well as PA approaches.
- What public recourse exists to challenge findings presented in the November Airport Master Plan Public Meeting?
- Please clarify the planned December draft FAA Submittal. What does this submittal consist of, Is it legally binding, or are there mandatory follow on activities with opportunity for public comment. What recourse do citizens have?
- The airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport? How will their concerns influence the rulings of the FAA?
- The following environmental impacts need to be thoroughly evaluated in a formal EIS:
 - o Impact on community youth from flight paths over numerous NJ and PA schools in close proximity
 - o Impact of noise, vibrations, air pollution, land and water pollution, sleep disruptions, safety concerns on health, mental and physical well being.
 - o Financial impacts on property values.
 - o Impact on historical, architectural, archaeological & cultural resources including historic Yardley, historic Washington Crossing, Delaware Canal parklands, Delaware River scenic drives.
 - o Fish, Wildlife and Plants
 - o Farmlands
- Social justice and the impact on economically disadvantaged Ewing Township.

Donald Wilcox
81 N. Delaware Ave.
Yardley, PA 19067

Bryan Goodrich

From: Ruthanne Boylan <ruthanne@verizon.net>
Sent: Thursday, June 08, 2017 7:53 AM
To: Trenton
Subject: Trenton Airport Master Plan

To Whom it may concern,

I am a resident of Yardley, PA. We are significantly impacted by the air traffic that flows in and out of Trenton Airport. Many planes fly very low and are very noisy, often taking off or landing late at night or very early in the morning.

Increased air traffic would impose degraded quality of life for our neighborhoods and potential safety concerns, especially for our Afton and Quarry Hill Elementary Schools which are directly under the flight paths.

I am NOT IN AGREEMENT with expansion of the Trenton airport as currently proposed.

Ruthanne Boylan
1585 Harvest Drive
Yardley, PA 19067

Bryan Goodrich

From: Trenton
Sent: Tuesday, May 09, 2017 8:08 PM
To: Trenton
Subject: Trenton Airport Master Plan Meeting #2

The second public meeting for the Trenton Airport Master Plan will be held on **Wednesday May 24th from 6 to 8 pm** at 1000 Sam Weinroth Rd, Ewing Township NJ, 08628 inside the Element Hotel.

The purpose of the meeting is to summarize the draft recommendations of the ongoing Trenton Mercer Airport Master Plan Update. Components of the overall project will be presented including the alternatives analysis and recommended plan for the Trenton Mercer Airport. This meeting will be conducted in a casual workshop style format. A formal presentation will not be conducted. Representatives from Mercer County, the Airport and consultant team will be available to answer questions and receive comments and input from the public.

Please attend anytime between 6:00PM and 8:00 PM. For more information regarding this meeting please contact Julie Wilmot (609) 278-7137.

Please note this is a different venue from the previous public meeting, location and directions can be found here:
<https://www.google.com/maps/place/Element+Ewing+Princeton/@40.2861051,-74.8097977,17z/data=!3m1!4b1!4m5!3m4!1s0x89c3fd6911b647f1:0xdd3b81368869f3eb!8m2!3d40.286101!4d-74.807609?hl=en>

Sincerely,

The Trenton Airport Master Plan Team

Bryan Goodrich

From: daveytharrison@gmail.com
Sent: Saturday, June 10, 2017 4:08 PM
To: Trenton
Subject: Trenton Airport Master Plan

Attention Urban Engineers:

Below is my input from attending the May 24th presentation on the Airport Master Plan:

I have not seen any recent Environment Impact Studies done on how expansion and more commercial air traffic affects the surrounding areas in the flight plan; which is required by the FAA. Some representative could not answer my questions.

Noise Analysis did not cover any areas the commercial jets fly over in and out of the airport. Planes come and go with seemingly no flight plan or patterns. Different paths, wide turns at last second, and very low. Have seen two planes coming into airport have a near collision and one had to accelerate up away from the other which also caused very loud noises.

Moved into this area 22 plus years ago with full knowledge of airport location that was a non-commercial airport for small personal planes and small corporate planes. It was built and not designed or intended for larger commercial jet traffic over schools, shopping centers, hospitals, and residential communities.

A representative told me at the presentation that the airport was put in for military use than turned over for a local small plane use. Not a commercial airline jet use. You can see that the airport was not designed for that type of plane traffic even looking at pictures provided at the presentation.

The presentation did not show any need for airport expansion. There are two commercial airports within reasonable traveling distance.

Some of the presentation posters were blurry and out of focus.

Environmental overview did not show how much more of a high impact there will be on areas already having major impacts of noise, vibrations, and pollution from planes flying too low impacting the quality of life of residents in the flight path. Much of the information was old or outdated and need correct and current information to provide public.

Thank you for having the Airport Master Plan second presentation.

David T. Harrison
37 Ludlow Road, Yardley Borough, Bucks Co, PA

Sent from [Mail](#) for Windows 10

Bryan Goodrich

From: Ron Cresta <rmcresta@yahoo.com>
Sent: Thursday, June 08, 2017 9:20 AM
To: Trenton
Subject: Trenton Airport expansion

My family is firmly against any expansion of the airport and resulting increased air traffic.

I live in Mirror Lake Farms in Yardley and the plains fly directly over my house

The noise is truly TERRIBLE day and night!

I am awakened almost every night while trying to sleep.

This situation is intolerable.

RON CRESTA 1537 HARVEST DRIVE YARDLEY PENNSYLVANIA 19067 USA
TELEPHONE 215-493-7929

Bryan Goodrich

From: Bryan Hoechner <blhoechner@gmail.com>
Sent: Sunday, June 11, 2017 12:01 AM
To: Trenton
Subject: Trenton Airport expansion

As a property owner in Bucks County, PA, I am extremely concerned about the continued expansion of TTN without suitable and proper input from all parties affected. The expansion of commercial flight operations from early morning to late at night is affecting my health and the health of my family. This unrestricted expansion must be stopped! I call upon the local, state and federal agencies to directly address the population affected in both PA and NJ and limit TTN expansion.

Bryan Hoechner
1406 Silo Road, Yardley PA 19067

Bryan Goodrich

From: Yvonne Reyes <yreyes@graphicdesignworks.net>
Sent: Thursday, June 08, 2017 10:00 PM
To: Trenton
Subject: Trenton Airport master plan expansion

We are against the expansion. The noise is already disruptive to creative thought at the level and frequency that exists now.

Any expansion to this airport's flights will negatively impact our non-profit AOY Art Center, our classes and workshops (the largest source of income).

Thank you for your consideration.

Best wishes,

Yvonne Reyes
VP of Marketing
Artists of Yardley Art Center
949 Mirror Lake Road
Yardley PA 19067

Bryan Goodrich

From: Elizabeth Thomas <edtarena@gmail.com>
Sent: Thursday, June 08, 2017 7:14 AM
To: Trenton
Subject: Trenton Airport

Please do not expand the Trenton Airport. We moved out of the city to Yardley to enjoy quietness and a great neighborhood. The noise level is already much more than what we like/ desire.

Thank you.

Elizabeth Thomas
1530 Silo Rd
Yardley PA 19067

Elizabeth D. Thomas
Sent from my phone.

Bryan Goodrich

From: Rich Wayne (BLOOMBERG/ PRINCETON) <rwayne@bloomberg.net>
Sent: Friday, June 09, 2017 9:04 AM
To: Trenton
Subject: Trenton Master Plan Attn: Dale Russell

Mr. Russell,

Your firm's presentation of the master plan update for Trenton-Mercer Airport answered a several questions. Thank you for answering many of my questions at the May 24 public meeting #2.

Please recommend a full EIS be performed when you submit your plan and prepare the NEPA phase. An EIS has never been performed at TTN even though the noise pollution greatly accelerated since the ULCC business model, and its accompanying higher traffic, began at TTN in November 2012.

The lack of an EIS, and the declaration of FONSI, was the subject of at least two lawsuits. Why not finally perform an EIS now that the terminal is being expanded?

Thank you,

Rich Wayne
Yardley, PA

Bryan Goodrich

From: jillysharrison@gmail.com
Sent: Friday, June 09, 2017 4:10 PM
To: Trenton
Subject: Trenton Master Plan

Atten: Urban Engineers

Below is my input from attending the May 24, 2017 Master Plan Update:

- The pictures presented at the Master Plan Update were of very nice color. However, some were very fuzzy, like not focused. That being so, it compromised parts of the presentation.
- It is necessary to have a current Environment Impact Statement and to my knowledge, that hasn't been done and results available.
- The noise analysis presented on May 24th was extremely narrow and had no relativity to neighboring areas in the Buck Pa area in the direct flight paths of the commercial jets.
- Several of the representatives at the presentation could not fully answer questions.
- Not having any FAA representation or airport officials available impeded learning or understanding more about airport conditions and regulations.
- Given the current state, forecasts, and flight patterns, all the items below are extremely concerning and serious issues:
 - Flights are too low
 - Flights are too frequent
 - Flights cause vibrations in and on my home
 - Pollution
 - Flights at the early morning and late night disrupt my sleep (6am....after 10:30pm)
 - The loud noise because of how low the jets fly and how often they fly disrupt my sleep, studying, conversations, meals, reading, and indoor/outdoor activities

When we moved in the area over 22 years ago, we moved here because we knew the airport was small and for low military use, small private planes, and helicopters. It was not made for commercial jets and having to make an expansion is inappropriate and wrong for a small area like this community; especially because of the flight pattern.

It's good the Master Plan Update is shared with the public.

Thank you for your time and taking my comments.

Jill S. Harrison
37 Ludlow Road
Yardley Borough, Bucks County, 19067

Sent from [Mail](#) for Windows 10

Bryan Goodrich

From: Taylor Tornquist <taylor.torn@yahoo.com>
Sent: Friday, June 09, 2017 9:34 AM
To: Trenton
Subject: Trenton Merced Airport

I am against the expansion of the Trenton Mercer Airport as it already negatively impacts my quality of life.

Thank you,

Taylor Tornquist
1595 Ginko Lane
Yardley, PA 19067