

## Bryan Goodrich

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**From:** marilynbydalek@gmail.com  
**Sent:** Friday, June 09, 2017 3:26 PM  
**To:** Trenton  
**Cc:** jbenedetto@lmt.org; ktyler@lmt.org  
**Subject:** Trenton Mercer Airport

June 9, 2017

To Whom It May Concern:

As home owners in Yardley, PA for the past 28 years and in the direct flight path of the jets from Trenton - Mercer Airport we would like to express our support in limiting the expansion of the airport and improve noise abatement.

Over recent years the amount of jets have increased with very loud noise and lower altitude of the planes. During certain months of the year 4 to 5 jets can fly over our home within about a half hour.

Thank you for your consideration of our comments.

Sincerely,

Michael and Marilyn Bydalek

Sent from my iPhone

## Bryan Goodrich

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**From:** Gabriele Biancosino <gbiancosino@gmail.com>  
**Sent:** Tuesday, May 30, 2017 5:02 PM  
**To:** Trenton  
**Subject:** Trenton airport

Hello,I am a resident of Pennington and wanted to state my objections to the proposed airport expansion. Currently, The noise pollution is already an issue for my family. We hear planes passing multiple times a day and an increase would be at a detriment to our community.

Regards,

Gabriele Biancosino

Sent from my iPhone

**Bryan Goodrich**

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**From:** Tetyana Vasylenko <tetvas@gmail.com>  
**Sent:** Friday, June 09, 2017 8:18 PM  
**To:** Trenton  
**Subject:** Trenton airport

I believe that expanding of the Trenton airport is bad idea. Its location right next to the town will affect the health of the people by the pollution and noise.

T. Vasylenko, MD (Ukraine), L. Ac.

## **Bryan Goodrich**

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**From:** ceeson@aol.com  
**Sent:** Friday, June 09, 2017 8:40 AM  
**To:** Trenton  
**Subject:** Trenton airport expansion

I am against the expansion of the Trenton airport. As it is we have planes flying over our house late at night when we are trying to sleep and again early in the morning when we are still sleeping. We do not need more planes flying over our house. Those who support the expansion, obviously to not live in the path of the planes.



## Bryan Goodrich

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**From:** linda gearren <linda.gearren@gmail.com>  
**Sent:** Saturday, June 10, 2017 12:42 PM  
**To:** Trenton  
**Subject:** Trenton airport expansion

I Am not in favor of clogging our roadways just to have more flights. I295 will be a parking lot. The local residents should not have to experience the added noise.

Linda gearren  
147 maple shade ave.  
hamilton nj

linda gearren

## Bryan Goodrich

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**From:** Judith <judijude923@hotmail.com>  
**Sent:** Saturday, June 10, 2017 12:31 PM  
**To:** Trenton  
**Subject:** Trenton airport expansion

I am against the expansion of the airport! The noise and air pollution will affect many lives negatively. I work in West Trenton it will effect my daily commute.

Judi Krester  
10 Cumberland Road  
Hamilton NJM

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## Bryan Goodrich

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**From:** H A <haa1123@hotmail.com>  
**Sent:** Thursday, June 08, 2017 9:55 PM  
**To:** Trenton  
**Cc:** H A  
**Subject:** Trenton airport master plan II

I'm concerned about the environmental impact on the river and my quality of life.

Increase in airport traffic will effect wildlife as well as the value of my home. Who wants to live at the end of a runway!

Stop the expansion that we haven't asked for and don't need. We are very adequately serviced but philadelphia and Newark.

Regards

Hillary Armitage

Delaware avenue

Yardley

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## Bryan Goodrich

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**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

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**From:** BRENDAN MONAGHAN <brendan\_01@mac.com>  
**Sent:** Thursday, June 08, 2017 12:30 AM  
**To:** Trenton  
**Subject:** Trenton master plan

Please note, the TTN airport is an assault on quality of life to residents of Pennsylvania. The flights come over Pa regularly. These flights cause a reduction in our home values with the financial benefit only to the New Jersey side.

Please have TTN abide by previously issued court decrees. Make airlines fly in and out not just over Pa but also over the homes of those in New Jersey who derive financial benefit from the airport.

We are willing to discuss the issues on which we disagree.

The NJ officials (Hughes), won't even accept our letters asking to talk.

Be fair!

Brendan Monaghan  
1585 Harvest Drive  
Lower Makefield, Pa. 19067  
Sent from my iPad

## **Bryan Goodrich**

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**From:** Barbara Ellison <barbarae@lmt.org>  
**Sent:** Thursday, June 08, 2017 11:48 AM  
**To:** Dale Russell; Trenton  
**Cc:** David Fritchey (def861@comcast.net); Jeffrey Benedetto (jeff\_benedetto@yahoo.com); John B. Lewis; Judi Reiss; Kristin Tyler (kbtlaw2001@hotmail.com)  
**Subject:** Trenton Mercer Airport  
**Attachments:** letter to Dale Russell urban engineers 6.8.17.pdf  
**Importance:** High

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***



# Township of Lower Makefield

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

June 8, 2017

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

Subject: Trenton Mercer Airport Master Plan Update

Dear Mr. Russell:

The Lower Makefield Board of Supervisors would like to share our perspectives 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, we 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.

Page 2

June 8, 2017

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.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Kristin Tyler", with a long horizontal flourish extending to the right.

Kristin Tyler, Chairman  
Lower Makefield Township  
Board of Supervisors



## Bryan Goodrich

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**From:** Witzig, John <John.Witzig@pfizer.com>  
**Sent:** Monday, May 22, 2017 3:55 PM  
**To:** Trenton  
**Subject:** TTN - Airport Master Plan

To whom it may concern,

I believe that it is short sighted to not include an expansion of runway 6-24 from its current length of 6000' into the Airport Master Plan. Mercer County would be better served by increasing the runway length to 7000'. By doing so, the airport would greatly increase its ability to grow as a regional alternative to both Philadelphia and Newark International airports. From an airline perspective, a longer runway opens up substantially more city pairs under different aircraft weight, type, load configurations and atmospheric conditions. Mercer County would find itself in a stronger position for the attraction and retention of additional airline partners. From a passenger perspective, it is clearly advantageous for the surrounding population to commute to TTN versus one of the international airport alternatives. Master plans remain in effect for a long period of time. A runway expansion is a win for both the aircraft operators and traveling public. This should be a clear economic incentive for Mercer County as increased city pair options increase county revenues through additional traffic to more destinations. Having a runway expansion project in the Master Plan does not ensure that it will occur, but not having an expansion in the plan certainly means it will not happen. Not including a runway expansion project effectively ends any discussion on the topic until the next renewal period.

As a long time tenant of the airport, an expansion would certainly benefit our operations. Today, we routinely position our aircraft to alternate airports when originating flights due to the limitations imposed by runway 6-24. I am certainly biased in this regard and acknowledge that fact. But, I raise the point about runway expansion as Mercer County stands to benefit greatly by ensuring strong economic vitality with the airport serving as an anchor for its long term economic development strategy.

Sincerely,  
JD Witzig

 John D. Witzig | Vice President | Corporate Aviation | Direct: 609.434.4921 | Mobile: 609.789.2154 | [john.witzig@pfizer.com](mailto:john.witzig@pfizer.com)

**From:** Holly Bussey <uuholly@yahoo.com>  
**Sent:** Monday, June 05, 2017 7:45 AM  
**To:** Trenton  
**Subject:** TTN MASTERPLAN COMMENTS from May 24 meeting

**KINDLY CONFIRM THIS EMAIL HAS BEEN RECEIVED  
BY SENDING CONFIRMATION OF RECEIPT.**

Dear Sirs,

Attending the 2nd Master Plan Community meeting, I'd like to make the following comments in no particular order:

- 1) NOISE: The person discussing noise confirmed that there would be an increase in noise with the new 'upgrade' of the airport (4 gates). When asked, "Wouldn't that impact the surrounding areas resulting in increase in noise?" The response was "yes" but there were no indications that a full noise study would be conducted to include surrounding areas *including Pennsylvania* where the main runway 624 receives a majority of the traffic on approaches and take-offs. There was no information about the baseline of the 'noise impact' and how this noise study should be retroactive prior to jet service since by NEPA law, an EIS is required.
- 2) No discussion or information available on air traffic mitigation and hours of operation. While I am aware the airport cannot shut down, fines CAN be imposed for flights that arrive after a certain hour and these requirements can be enforced if TTN wished to do so. Currently, airplanes have carte blanche to come and go at all hours with no repercussions.
- 3) Environment: The discussion on the impact of the discussion was limited to the airport grounds. We all know that runoff impacts the Delaware, the canal and other tributaries as well as wildlife and soil toxicity. To naively look at the airport singularly is irresponsible. What are the *specific* plans to do a full-fledged environmental impact study for all surrounding neighborhoods BEYOND the airport and including Pennsylvania?

4) Terminal Gate Size. Clearly the plans are to include EXPANDING the terminal with increased gates from current 2 to 4. Where in the Master Plan does it indicate an EIS will be conducted, that this study will go beyond the boundaries of the airport where the impact will also be felt?

5) Communication: While it was stated that notice was supplied, I did not see it in the local papers (New Jersey or Pennsylvania). Is there a way you could communicate and send an EMAIL blast to those who attended (or provide comments)? Also, how far in advance will we be notified of the next steps? What is the process PRIOR to these plans being implemented? Where does the public and other officials have a chance to input?

6) Presentation: Having 'stations' in a crowded and noisy room is not particularly effective? Messages get mixed depending on who you speak to. In the future, will there be a more formal presentation when thoughtful questions may be posed?

Thank you for your kind attention.

Please acknowledge receipt of this email and I would appreciate being put on an email distribution list for notification of further meetings.

Sincerely,  
(Ms)Holly Bussey  
20 Knoll Drive  
Yardley, PA 19067

email: uuholly@yahoo.com

## Bryan Goodrich

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**From:** Bevitz, Ryan <RBevitz@pahouse.net> on behalf of Rep. Perry Warren  
<RepWarren@pahouse.net>  
**Sent:** Thursday, June 08, 2017 4:27 PM  
**To:** Trenton  
**Subject:** TTN Master Plan Meeting comments by 6/10/17

Dear Ms. Montgomery:

I am the Pennsylvania Legislative District 31 representative to the House of Representatives, and I represent the communities of Lower Makefield Township, Morrisville, Newtown Borough, Newtown Township and Yardley. Following the Trenton-Mercer County Airport's fall 2016 Comprehensive Plan meeting, I requested:

- Advance notification of all Airport Master Plan meetings be made to the U.S. representative for Pennsylvania's 8<sup>th</sup> Congressional district, the state senator for the 10<sup>th</sup> District, the state representative for the 31<sup>st</sup> and 178<sup>th</sup> House districts, the board of supervisors of Lower Makefield and Upper Makefield, the borough councils of Yardley and Morrisville and Bucks Residents For Responsible Airport Management (BRRAM).
- At least one additional public meeting at each stage of the Airport Master Plan process be held in the Yardley/Lower Makefield area;
- 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.

After attending the May 24 meeting I renew those requests. In addition, I ask that the Airport conduct a comprehensive study of and implement effective noise mitigation procedures – not just with respect to the areas adjacent to the runways, but also for the benefit, and peace, of all the communities subjected to and impacted by the noise.

Sincerely

Perry Warren  
State Representative, 31<sup>st</sup> Legislative District  
District Office: 91 South Main Street, Yardley, PA 19067 | (215) 493-5420  
Capitol Office: 27A East Wing, Harrisburg PA 17120-0031 | (717) 787-5475  
[www.pahouse.com/warren](http://www.pahouse.com/warren)



## Bryan Goodrich

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**From:** Agnes Romano <agnesromano55@gmail.com>  
**Sent:** Saturday, June 10, 2017 8:59 PM  
**To:** Trenton  
**Subject:** TTN Master Plan

My name is Agnes Romano, 986 Cultipacker Road, Yardley, PA.

I am writing to express my disapproval of the TTN Master Plan to expand the flights in/out of the airport.

We, in Lower Makefield Township, PA , are upset by the number of planes already in the sky above our homes.

All interactions must cease (unable to hear anything other than the plane's engine) until the plane has left the air space above our homes.

This problem is much greater than a mere annoyance. This problem disrupts our lives.

An expansion would make life intolerable.

Please put an end to plans to expand TTN.

Thank you.

## Bryan Goodrich

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**From:** Lynn <lbilcik@yahoo.com>  
**Sent:** Tuesday, June 06, 2017 10:40 PM  
**To:** Trenton  
**Subject:** TTN Masterplan

Once again, I'm expressing my concern and objection as to any further expansion at Trenton-Mercer airport. All operations should cease unless and until an EIS is completed and mitigation efforts are put in place for the wellbeing of our surrounding communities (including my own, Yardley Borough).

Lynn Bilcik

Sent from my iPhone

## Bryan Goodrich

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**From:** Jim OBrien <[jobrien@gmail.com](mailto:jobrien@gmail.com)>  
**Sent:** Monday, June 05, 2017 9:54 AM  
**To:** Trenton  
**Subject:** TTN Trenton-Mercer Airport Masterplan Request

Can I please see a copy of the TTN Masterplan for expansion? I own property in-line with the take-off and landing flight paths and I would like to understand how my family and neighbors will be impacted.

Best,

Jim

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**Jim O'Brien**  
(M) 215.776.7789  
(E) [jobrien@gmail.com](mailto:jobrien@gmail.com)  
(A) Yardley, PA 19067 - USA

## Bryan Goodrich

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**From:** McAleavy, Patricia A - PENNINGTON NJ <patricia\_mcaleavy@ml.com>  
**Sent:** Thursday, June 08, 2017 8:00 AM  
**To:** Trenton  
**Subject:** Trenton Mercer Airport Expansion

Hi,

I attended your meeting at the Element hotel recently and was given very evasive answers. As a concerned resident of Bucks County, and someone who is in the direct flight pattern, would like to understand as you expand your plans for limiting/redirecting the number of flights over the current flight pattern and minimizing impact to the same areas.

In addition, what are you doing about the current Allegiant issues around safety?

Thank you for your attention,  
Pat Mc Aleavy

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## Bryan Goodrich

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**From:** Debbie Popper <debbiepopper4@gmail.com>  
**Sent:** Friday, June 09, 2017 7:47 PM  
**To:** Trenton  
**Subject:** Trenton Mercer Airport Expansion

I live in Yardley Pennsylvania and am greatly impacted by flights in and out of Trenton Mercer Airport. I have lived here for over 30 years and find the flights extremely disruptive to my quality of life. I frequently work at home and am rattled each time a flight goes over my house. The flights wake me up when my windows are open and my grandchildren are terrified when the flights fly so low directly over our home.

I beg the FAA to measure and take into account the impact on Pennsylvania residents while considering this airport master plan.

Considering the toxic climate in our country today between citizens with differing perspectives I think it is important for all of us to be good neighbors and take all concerns into consideration before making any decisions.

Thank you.

Debbie Garfunkel Popper

## Bryan Goodrich

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**From:** Jeannie Ivcic <jeannie.ivcic@gmail.com>  
**Sent:** Saturday, June 10, 2017 1:19 PM  
**To:** Trenton  
**Subject:** Trenton/Mercer Airport Impact

FAA:

Living a mere 6 miles from the Trenton/ Mercer Airport I can tell you that as of now, the air traffic has already had an impact on our lives here in Bucks County.

It is inconceivable that any kind of "impact study" can truthfully be done without considering the effect it will have on us here in Pennsylvania, a mere stone's throw from the airport, albeit across the bridge.

I believe that it is *imperative* that any comprehensive impact study include those closest to the airport no matter which state they are in.

Sincerely,  
Regina Ivcic  
Yardley, PA

**Bryan Goodrich**

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**From:** Kathleen Lanning <kbl437@hotmail.com>  
**Sent:** Saturday, June 10, 2017 5:41 PM  
**To:** Trenton  
**Subject:** Trenton Mercer Airport Master Plan public comment

Dear Sirs,

I have lived in the Trenton/ Bucks county area for 90 years and for most of those years the Trenton Mercer airport has existed harmoniously with its neighbors and the surrounding areas over which the planes fly. The current flights by Frontier Airline and Allegiant Airlines and the expansion outlined in the master plan will egregiously harm the quality life and property values of the PA residents over whom the planes fly. I do not understand why one business operation in NJ ( ie: the airport) is allowed to so substantially damage the property values of thousands of home owners in PA. A plane flew so low over my house recently, I was terrified that it was going to hit me.

I certainly hope that the projected costs for the airport include the damages the airport will need to pay to future class action suits taken on by those property owners damaged by the airport operations.

I ask that the airport return to its 'Good neighbor' character by ending the flights by large jets ( Frontier and Allegiant Airlines) and that the FAA not approve plans to expand the airport for additional jets flights.

Thank for taking my comments under consideration.

Sincerely,  
Kathleen Lanning  
437 Merion Drive

Newtown, PA 18940

## Bryan Goodrich

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**From:** McVan, Mike <Mike.McVan@pentair.com>  
**Sent:** Friday, June 09, 2017 4:19 PM  
**To:** Trenton  
**Subject:** Trenton Mercer expansion

To whom it may concern,

I am write to express my concerns regarding the expansion and upgrade of the Trenton airport. I feel that the airport is being operated in a very unfair and un responsible manner currently. I am terrified of the possibilities in the near future if the airport terminal is expanded.

The master plan falsely described the amount of current traffic estimating one flight every 45 mins. On Memorial day during my holiday party, commercial flights landed at an overwhelming frequency. Ruining my party.

Landings

5:47

5:50

5:51

5:54

5:57 Helicopter

7:16

7:21

7:23

7:39

7:41

8:41

9:05

Planes land every night at 11:30, and wake the whole house up, if the windows are open.

I don't understand how this is responsible, they are group so close together that the noise is all encompassing, it almost constant. Flights are scheduled and were advertised as one every 45 mins. Now the plan is for one every 6 mins.

Thanks for your consideration

Mike McVan

1357 N. River Road

Yardley Pa 19067

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## **Bryan Goodrich**

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**From:** pakdig@verizon.net  
**Sent:** Saturday, June 10, 2017 9:48 AM  
**To:** Trenton  
**Subject:** Trenton-Mercer Airport Expansion Comments

To Mr. Dale Russell --

I would like to submit the following comment in regards to the proposed TTN expansion plan in Mercer County:

### **"Failure of Social Justice**

We received a letter a few weeks before the first meeting in Ewing which was accompanied by a flyer offering free tree trimming or removal, though the letter said nothing about the easement rights that would be granted should a property owner avail themselves of the "service." I find this to be misleading at best, and deceitful and manipulative at worst. Furthermore, these actions, taken together, do not engender the community's trust in the process that officials at the meeting seemed to be asking for. Trust is earned through honest discussion and transparency in process, neither of which were demonstrated.

### **Impact on local development initiatives**

Recently a new condominium-type housing complex was opened on Bear Tavern road (which is practically on top of the runway now). Also, there is a new low income housing complex on Parkside, and redevelopment of both the GM site and the Naval propulsion site have been in the works for quite some time. There must be a feasibility study to determine the impact of an expanded airport with bigger planes and more frequent flights would have on these existing and planned economic initiatives.

### **Impact to property values**

Although we purchased our home knowing that there was an airport nearby, I am nevertheless very concerned that a much expanded airport that will bring in bigger planes and more frequent flights with a flight path that encroaches ever closer to my house (I can already wave to people on the plane as it is landing from my back yard) will severely impact the value of my home, which is the single biggest investment we have. With retirement a mere 5 years away, this represents a real and present danger to my financial wellbeing in my senior years.

### **The Delaware Valley Regional Planning Commission**

West Trenton is an historic area. We are in Zone B of the Canal Path State Park, and are a long-established community pre-dating the airport by centuries. Indeed Bear-Tavern Road was part of the route George Washington took on his march on Trenton. I know that "progress" is inevitable, but this community is only asking for a fair and balanced approach, focused on coexisting, not being subsumed by the airport expansion. Any benefit to the county or the region cannot come solely at the expense of the airport's closest neighbors, particularly since New Jersey already has a very successful international airport in Newark, and the region has yet another international airport in Philadelphia.

There is a reason that airports are located at a distance from populated areas (and certainly away from historic areas). The goal of this commission - to turn the Trenton-Mercer Airport into an international hub - is problematic in many ways, not the least of which is that it is at odds with the local land use stipulations (Jones Farm,) and New Jersey's commitment to green and open spaces."

Thank you,  
Adriana DiGiacomantonio

## Bryan Goodrich

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**From:** Mark Hammer <mhammermedia@gmail.com>  
**Sent:** Thursday, June 08, 2017 12:03 PM  
**To:** Trenton  
**Subject:** Trenton-Mercer Airport Expansion Master Plan Comments

We have lived at 934 Hunt Drive in Yardley for nearly 30 years. The Trenton-Mercer airport has never been an issue – until now. Large, extremely loud, low flying aircraft now pass over our home with alarming frequency, disturbing both our work and sleep. Beyond the impact on our quality of life, the noise is also causing property values and our township's property tax revenues to fall.

As a remedy, we ask that the flight paths, as well as take-off and landing procedures be carefully optimized and varied to minimize the impact of noise on our community. Or they should be curtailed. We derive no benefit from the airport expansion. It unfair for our community to assume a disproportionate amount of the burden.

Sincerely,

Mark and Sara Hammer

V•215•493•4788  
M•215•630•8002  
F•215•493•0626

## Bryan Goodrich

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**From:** Bobby Hoechner <bobbyhoechner@gmail.com>  
**Sent:** Saturday, June 10, 2017 12:27 PM  
**To:** Trenton  
**Subject:** Trenton-Mercer Airport Expansion

I am a resident of Lower Makefield and I am very concerned about how the expansion of Trenton-Mercer will negatively impact me and the town in which I live. The addition of Frontier and Allegiance flights out of Trenton- Mercer has already negatively affected my life. The planes fly very low over my house and because they start flying at 6 am and often land after midnight I am rarely getting a good night's sleep and my health is starting to deteriorate. I am a student and the frequent planes rumbling and shaking my house throughout the day are affecting my studies. Additional flights will make this already bad situation worse.

I ask that the FAA not approve this expansion of airport flights and that they officially calculate the negative impact that the Trenton-Mercer airport flights are having on the town of Lower Makefield.

Sincerely,

Robert Hoechner

1406 Silo Road  
Yardley, PA 19067



## Bryan Goodrich

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**From:** Tom Tracy <tslmm@aol.com>  
**Sent:** Tuesday, June 06, 2017 6:29 PM  
**To:** Trenton  
**Subject:** Trenton-Mercer Airport Master Plan - May 24th Mtg feedback


Hello-

Thank You for the information shared on May 24th regarding the subject.

The master plan is no doubt a complex structured plan with numerous variables. What I would provide as feedback is as follows.

- 1). **Noise abatement**- Can you assimilate a similar plan on noise abatement that John Wayne airport in Southern California, and White Plains airport in New York have instituted ?
- 2). **Building Structure**- Make the hard decisions NOW to get the 'right size' of building, including ADA compliance, concessions and facilities, rather than compromise in this process. We don't need to go through this a second time so soon. Build for the future !
- 3). **Parking** - Get it right the first time. Be thoughtful with the adjoining land owners by NOT having 'off site' parking. Please make it all on airport property, or use the adjoining abandoned plant property.
- 4). **Aircraft**- Please, please, please make them either commuter jets (50 passenger), or no larger than existing Frontier Airlines planes flying in.
- 5). **Noise abatement times** - nothing taking off before 6:00 a.m. and nothing arriving after 10:00 p.m.
- 6). Next Meeting- please insure that instead of the boards, that people have a power point presentation and have the ability for the people to ask questions and have input during this exchange.

Thank You.

 Tom Tracy  
(cell) 215.850.5644

## Bryan Goodrich

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**From:** Robert D. White <hvyp1t@gmail.com>  
**Sent:** Saturday, June 10, 2017 3:38 PM  
**To:** Trenton; bhughes@mercercounty.org  
**Cc:** jwillmot@mercercounty.org; flyttn@mercercounty.org; acannon@mercercounty.org; acarabelli@mercercounty.org; jcimino@mercercounty.org; pcolavita@mercercounty.org; akoontz@mercercounty.org; sfrisby@mercercounty.org; lwalter@mercercounty.org  
**Subject:** Trenton-Mercer Airport Master Plan Comment  
**Importance:** High

In response to the Trenton-Mercer Airport Master Plan request for comment, and as a resident of Yardley Borough, career airline pilot and retired military pilot, I respectfully submit the following amended comment.

With the increasing popularity of TTN, the airport authority has made no effectual effort to codify noise mitigation procedures. In fact, the airport authority has blatantly opposed efforts to be a responsible neighbor to Bucks County residents. The existing, non-specific, noise abatement taxiway signage and voluntary noise abatement hours (0000-0600 L) are tantamount to no noise abatement procedures. Any attempt to claim the airport has a noise abatement program is simply disingenuous.

There is a bias in low altitude aircraft movement over Bucks County which exasperates the increasing noise problem. The recent success of Frontier Airlines and the announced plan to expand service in TTN will deeply hurt Bucks County residents' quality of life and property values for residents under the flight path. The airport authority may freely choose to be a responsible neighbor and use the existing FAA protocol, Federal Aviation Regulation Part 150, to request and implement a cost-effective noise abatement program.

I strongly urge the airport authority to work with the FAA to establish a harmonious noise abatement program, including the following:

- Eliminate the bias of overflying Bucks County at low altitude by establishing RWY 06 as the preferred departure runway and RWY 24 as the preferred landing runway. Prohibit tailwind departures on RWY 24 and tailwind landings on RWY 06.
- On RWY 24 departures, incorporate an immediate 10-degree (estimated) right turn at 100' AGL (consistent with TERPS requirements) to keep departing aircraft over I-95 for the beginning of the climb and thereby not overflying residents and businesses. Add taxiway signage for this procedure.
- On the RWY 06 ILS, modify (offset) the existing procedure to align arriving aircraft more closely with I-95. (This can also be achieved through an RNAV Visual or RNAV RNP to RWY 06.)
- Increase the glide slope on ILS 06 from 3.0 to 3.5 degrees, TERPS permitting.
- Establish a precision approach for RWY 24 or modify the RNAV RNP 24 to accommodate lower minimums, if able.
- Establish air traffic control common procedures to keep arriving aircraft at 2,000' MSL (or higher) until established on glide path for the landing runway. Most of the instrument approaches already have this built in, but this procedure can be incorporated for visual approaches, as well. Use 3,000' MSL as a min for downwind vectors.
- Establish more reasonable quiet hours for Part 121 operations. RWY 06 landings after 2100 L and RWY 24 departures prior to 0700 L are the most problematic.
- Consider the merits of fanning the arrival and departure paths as to not overfly the exact same points on each aircraft movement.
- Establish a reasonable limit on the total number of Part 121 aircraft movements.

- Evaluate the merits of establishing aircraft gross weight limits when departing on RW 24 or landing on RW 06.

-

These procedures require review/development and approval by the FAA and will not impose an undue economic burden on aircraft operators.

Frontier Airlines very likely already employs some noise abatement practices that generate a cost savings. These include reduced power take offs, standard U.S. noise abatement climb profile NADP2 (pertains to power settings, airspeeds and flap retract altitudes), constant descent arrivals and some RWY 16/34 (short runway) operations. However, longer routes requiring higher fuel loads, and/or high passenger/cargo loads, result in heavier aircraft necessitating higher take off power settings and use of the longer runway.

To the extent that Frontier Airlines and future airlines may be performing optional noise abatement practices, those procedures have not been codified and could be employed or discontinued at will. As these factors are by definition temporary, apparent reductions in noise would be lost without notice. Codifying responsible noise abatement practices and procedures in cooperation with the airport authority and the FAA is the only means to ensure a long-term solution.

Finally, the public notice for the airport master plan is inadequate. There must be presentations in Bucks County as those residents incur a significant quality of life degradation and rightly deserve the opportunity to learn more about these plans and comment accordingly.

Thank you,

Rob White

Yardley Borough Resident

## Bryan Goodrich

---

**From:** Microsoft Outlook  
**To:** susan.weisberger@marriot.com  
**Sent:** Friday, May 19, 2017 1:57 PM  
**Subject:** Undeliverable:

### Delivery has failed to these recipients or groups:

[susan.weisberger@marriot.com](mailto:susan.weisberger@marriot.com) ([susan.weisberger@marriot.com](mailto:susan.weisberger@marriot.com))

Your message wasn't delivered. Despite repeated attempts to deliver your message, the recipient's email system refused to accept a connection from your email system.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system is refusing connections from your email server. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

#### For Email Admins

No connection could be made because the target computer actively refused it. This usually results from trying to connect to a service that is inactive on the remote host - that is, one with no server application running. For more information and tips to fix this issue see this article: <http://go.microsoft.com/fwlink/?LinkId=389361>

### Diagnostic information for administrators:

Generating server: BY1PR02MB1258.namprd02.prod.outlook.com  
Receiving server: BY1PR02MB1258.namprd02.prod.outlook.com

susan.weisberger@marriot.com  
5/19/2017 5:56:34 PM - Server at BY1PR02MB1258.namprd02.prod.outlook.com returned '550 5.4.316 Message expired, connection refused(Socket error code 10061)'  
5/19/2017 5:46:15 PM - Server at marriot.com (52.21.50.234) returned '450 4.4.316 Connection refused [Message=Socket error code 10061] [LastAttemptedServerName=marriot.com] [LastAttemptedIP=52.21.50.234:25] [BY2NAM03FT011.eop-NAM03.prod.protection.outlook.com](Socket error code 10061)'

#### Original message headers:

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=mjinc.onmicrosoft.com; s=selector1-mjinc-com; h=From:Date:Subject:Message-ID:Content-Type:MIME-Version; bh=+faQi5l0bBN9Qv8oNBTHcnmGwypLUGRjx5DymzGQKVo=;

b=S6xgBHQh6d6UMMPTLipr950vu51CzZcMikqocLgu9Xn3SwuplGMCgZRI5k5fUJzv3N9+pPsWw6gyrkMnruFpqCt  
QJ4iujlzM9BB3SXqguojWpvTmgF45h+8ym/9I3y5kl6j9SuaYHZfG5GP+ZNWMoyzY4GKIIAdTZ6HaPlYp+ZE=  
Received: from BN6PR02MB3138.namprd02.prod.outlook.com (10.161.152.167) by  
BY1PR02MB1258.namprd02.prod.outlook.com (10.162.109.12) with Microsoft SMTP  
Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_128\_CBC\_SHA256\_P256) id  
15.1.1084.16; Wed, 17 May 2017 17:47:05 +0000  
Received: from BN6PR02MB3138.namprd02.prod.outlook.com ([10.161.152.167]) by  
BN6PR02MB3138.namprd02.prod.outlook.com ([10.161.152.167]) with mapi id  
15.01.1101.011; Wed, 17 May 2017 17:47:06 +0000  
From: Trenton  
To: Trenton  
Subject:  
Thread-Index: AdLPNYjYLmbhr7dyRwSPP+6jtfanUA==  
Date: Wed, 17 May 2017 17:47:05 +0000  
Message-ID:  
Accept-Language: en-US  
Content-Language: en-US  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
authentication-results: mjinc.com; dkim=none (message not signed)  
header.d=none;mjinc.com; dmarc=none action=none header.from=mjinc.com;  
x-ms-exchange-messagesentrepresentingtype: 1  
x-originating-ip: [71.184.122.31]  
x-ms-publictraffictype: Email  
x-microsoft-exchange-diagnostics:  
1;BY1PR02MB1258;7:/W+9CXNj3AFcoezEwCxeT0WMPgh54tECUz2qxFFbr1l/Tqan0jz4PZ3U10oZbyMnCCB50y6  
A6ybrOLSMvzOQTaMklhY+eHmHnegR0BgVlYHeGBthdOiXxVcJEX2unsIOip8U8PaJ8YliMOSShKUmmXGYRfmCGzE  
iwz7W5zQA9gBeLQ5VLIsQwPG/oo7Ct9CjNKZnr8IMga6SwRZBjxy2LR0XWm39xd6mFFuId4zjb5m3dzRlSm/msglU  
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8rtQ==;23:7D0ikOgnep/sjzxH3MM0cjJLlHsqmpmh8ZEBEG9xLCblQS6RuSo/zWILcp6DyQeMqP0D9RzSRic2sEa  
CEYDsSG8mjfWCm+aN6iHJXNooEfXI6mO9sB3FZRpZBXqQ3r3t87+8EgIXwTBddqdPs32YA==;23:0g8tK/xv9MEH  
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SehP2WBbe96ZTDnpX9Uot0qip6Q==  
x-ms-office365-filtering-correlation-id: 2feeffa8-4454-4fdc-2e56-08d49d4cbbd1  
x-microsoft-antispam:  
UriScan;;BCL:0;PCL:0;RULEID:(22001)(2017030254075)(201703131423075)(201703031133081)(2017  
02281549075);SRVR:BY1PR02MB1258;  
x-microsoft-antispam-prvs:  
x-exchange-antispam-report-test:  
UriScan:(244540007438412)(73312121905874)(211936372134217)(21748063052155)(17755550239193  
);  
x-exchange-antispam-report-cfa-test:  
BCL:0;PCL:0;RULEID:(6040450)(601004)(2401047)(8121501046)(5005006)(3002001)(10201501046)(  
93006095)(93001095)(6041248)(20161123555025)(20161123560025)(201703131423075)(20170228152  
8075)(201703061421075)(201703061406153)(20161123562025)(20161123558100)(20161123564025)(6  
072148);SRVR:BY1PR02MB1258;BCL:0;PCL:0;RULEID;;SRVR:BY1PR02MB1258;  
x-forefront-prvs: 0310C78181  
x-forefront-antispam-report:  
SFV:NSPM;SFS:(10019020)(39450400003)(39410400002)(39400400002)(39830400002)(377454003)(62  
00100001)(38730400002)(478600001)(110136004)(39060400002)(6506006)(77096006)(9686003)(236  
005)(54896002)(6306002)(5406001)(55016002)(966005)(99286003)(102836003)(790700001)(611600  
2)(19609705001)(7736002)(3846002)(53936002)(74316002)(7906003)(6862004)(2900100001)(86362  
001)(575784001)(33656002)(81156014)(50986999)(81166006)(3280700002)(8936002)(3660700001)(  
66066001)(7416002)(8666007)(5416004)(5660300001)(25786009)(122556002)(606005)(6436002)(29  
06002)(7696004)(25636003)(54356999)(189998001)(18717965001)(54016007);DIR:OUT;SFP:1102;SC  
L:1;SRVR:BY1PR02MB1258;H:BN6PR02MB3138.namprd02.prod.outlook.com;FPR:;SPF:None;MLV:ovr;PT  
R:InfoNoRecords;LANG:en;  
spamdiagnosticoutput: 1:99  
spamdiagnosticmetadata: NSPM

Content-Type: multipart/alternative;  
boundary="\_000\_BN6PR02MB3138996763891814B7D02BFECCE70BN6PR02MB3138namp\_"  
MIME-Version: 1.0  
X-MS-Exchange-CrossTenant-originalarrivaltime: 17 May 2017 17:47:05.7784  
(UTC)  
X-MS-Exchange-CrossTenant-fromentityheader: Hosted  
X-MS-Exchange-CrossTenant-id: 717ef4a9-147a-41e6-9c5d-cafffc982a5f  
X-MS-Exchange-Transport-CrossTenantHeadersStamped: BY1PR02MB1258  
X-Microsoft-Exchange-Diagnostics:  
1;BY1PR02MB1258;23:08eTu198m1BNC1eoiKZ0BJ+eehl5l9nXAX1QJLQs1iXW21g+JYUsntfcQm+G59jnvDvD7p  
Ns9qUnBsWJrUOfZqAcUq23CxnebhaVXVYb1CC7D8k9X0IyLiI+wS3voQbyeUaikkejhWXreoYsaOprQ==  
X-OriginatorOrg: mjinc.com

## Bryan Goodrich

---

**From:** Microsoft Outlook  
**To:** asyper@comcast.net; bryan.macnamara@comcast.net  
**Sent:** Wednesday, May 17, 2017 1:47 PM  
**Subject:** Undeliverable:



Your message couldn't be delivered to multiple recipients.

The recipients weren't found at [comcast.net](https://comcast.net).

| trenton                | Office 365 | Recipients |
|------------------------|------------|------------|
| <b>Action Required</b> |            | Recipients |
| Unknown To address     |            |            |

Couldn't deliver to the following recipients:  
asyper@comcast.net, bryan.macnamara@comcast.net

### How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.
- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: [Fix email delivery issues for error code 5.1.1 in Office 365](#), and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

Was this helpful? [Send feedback to Microsoft.](#)

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## More Info for Email Admins

Status code: 550 5.1.1

This error occurs because the sender sent a message to an email address outside of Office 365, but the address is incorrect or doesn't exist at the destination domain. The error is reported by the recipient domain's email server, but most often it must be fixed by the person who sent the message. If the steps in the **How to Fix It** section above don't fix the problem, and you're the email admin for the recipient, try one or more of the following:

**The email address exists and is correct** - Confirm that the recipient address exists, is correct, and is accepting messages.

**Synchronize your directories** - If you have a hybrid environment and are using directory synchronization make sure the recipient's email address is synced correctly in both Office 365 and in your on-premises directory.

**Errant forwarding rule** - Check for forwarding rules that aren't behaving as expected. Forwarding can be set up by an admin via mail flow rules or mailbox forwarding address settings, or by the recipient via the Inbox Rules feature.

**Mail flow settings and MX records are not correct** - Misconfigured mail flow or MX record settings can cause this error. Check your Office 365 mail flow settings to make sure your domain and any mail flow connectors are set up correctly. Also, work with your domain registrar to make sure the MX records for your domain are configured correctly.

For more information and additional tips to fix this issue, see [Fix email delivery issues for error code 550 5.1.1 in Office 365](#).

### Original Message Details

Created Date: 5/17/2017 5:47:05 PM  
Sender Address: trenton@mjinc.com  
Recipient Address: asyper@comcast.net, bryan.macnamara@comcast.net  
Subject:

### Error Details

Reported error: 550 5.1.1 Not our Customer  
DSN generated by: BY1PR02MB1258.namprd02.prod.outlook.com  
Remote server: resimta-po-15v.sys.comcast.net



## Message Hops

| HOP | TIME (UTC)              | FROM                                    | TO                                      | WITH  |
|-----|-------------------------|---|---|---|
| 1   | 5/17/2017<br>5:47:06 PM | BN6PR02MB3138.namprd02.prod.outlook.com | BN6PR02MB3138.namprd02.prod.outlook.com | mapi  |
| 2   | 5/17/2017<br>5:47:05 PM | BN6PR02MB3138.namprd02.prod.outlook.com | BY1PR02MB1258.namprd02.prod.outlook.com | Microsoft SMTP Server<br>cipher=TLS_ECDHE_RSA |

## Original Message Headers

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=mjinc.onmicrosoft.com;  
s=selector1-mjinc-com;  
h=From:Date:Subject:Message-ID:Content-Type:MIME-Version;  
bh=+faQi5l0bBN9Qv8oNBTHcnmGwypLUGRjx5DymzGQKV0=;

b=S6xgBHQh6d6UMMPTLipr950vu5lCzZcMikqocLgu9Xn3SwuplGMCgZRI5k5fUJzv3N9+pPsWw6gyrkMnruFpqCt  
QJ4iujlzM9BB3SXqguojWpvTmgF45h+8ym/9I3y5k16j9SuaYHZfG5GP+ZNWMoyzY4GKIIAdTZ6HaPlYp+ZE=  
Received: from BN6PR02MB3138.namprd02.prod.outlook.com (10.161.152.167) by  
BY1PR02MB1258.namprd02.prod.outlook.com (10.162.109.12) with Microsoft SMTP  
Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_128\_CBC\_SHA256\_P256) id  
15.1.1084.16; Wed, 17 May 2017 17:47:05 +0000  
Received: from BN6PR02MB3138.namprd02.prod.outlook.com ([10.161.152.167]) by  
BN6PR02MB3138.namprd02.prod.outlook.com ([10.161.152.167]) with mapi id  
15.01.1101.011; Wed, 17 May 2017 17:47:06 +0000  
From: Trenton  
To: Trenton  
Subject:  
Thread-Index: AdLPNYjYLmbhr7dyRwSPP+6jtfanUA==  
Date: Wed, 17 May 2017 17:47:05 +0000  
Message-ID:  
Accept-Language: en-US  
Content-Language: en-US  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
authentication-results: mjinc.com; dkim=none (message not signed)  
header.d=none;mjinc.com; dmarc=none action=none header.from=mjinc.com;  
x-ms-exchange-messagesentrepresentingtype: 1  
x-originating-ip: [71.184.122.31]  
x-ms-publictraffictype: Email  
x-microsoft-exchange-diagnostics:  
1;BY1PR02MB1258;7:/W+9CXNj3AFcoezEwCxeT0WMPgh54tECUz2qxFFbr1l/Tqan0jz4PZ3U10oZbyMnCCB50y6  
A6ybrOLSMvzOQTaMk1hY+eHmHnegR0BgV1YHeEGBthdOiXxVcJEX2unsIOip8U8PaJ8YliMOSShKUmmXGYRfmCGzE  
iwz7W5zQA9gBeLQ5VLIIsQwPG/oo7Ct9CjNKZnr8IMga6SwRZBjxy2LR0XWm39xd6mFFuId4zjb5m3dzRlSm/msglU  
CPAP8m8EuHMxbL7fUnQSTYM0x6q+EIrHEASB5scTquPDMiDm/KELc1E7NtLbayPzdCgXjDWpgy9MdPZPrw5LAkihd  
8rtQ==  
x-ms-office365-filtering-correlation-id: 2feeffa8-4454-4fdc-2e56-08d49d4cbbd1

x-microsoft-antispam:  
UriScan:;BCL:0;PCL:0;RULEID:(22001)(2017030254075)(201703131423075)(201703031133081)(201702281549075);SRVR:BY1PR02MB1258;  
x-microsoft-antispam-prvs:  
x-exchange-antispam-report-test:  
UriScan:(244540007438412)(73312121905874)(211936372134217)(21748063052155)(17755550239193);  
x-exchange-antispam-report-cfa-test:  
BCL:0;PCL:0;RULEID:(6040450)(601004)(2401047)(8121501046)(5005006)(3002001)(10201501046)(93006095)(93001095)(6041248)(20161123555025)(20161123560025)(201703131423075)(201702281528075)(201703061421075)(201703061406153)(20161123562025)(20161123558100)(20161123564025)(6072148);SRVR:BY1PR02MB1258;BCL:0;PCL:0;RULEID:;SRVR:BY1PR02MB1258;  
x-forefront-prvs: 0310C78181  
x-forefront-antispam-report:  
SFV:NSPM;SFS:(10019020)(394504000003)(394104000002)(394004000002)(398304000002)(3774540003)(6200100001)(387304000002)(4786000001)(110136004)(390604000002)(6506006)(77096006)(9686003)(236005)(54896002)(6306002)(5406001)(55016002)(966005)(99286003)(102836003)(790700001)(6116002)(19609705001)(7736002)(3846002)(53936002)(74316002)(7906003)(6862004)(2900100001)(86362001)(575784001)(33656002)(81156014)(50986999)(81166006)(3280700002)(8936002)(3660700001)(66066001)(7416002)(8666007)(5416004)(5660300001)(25786009)(122556002)(606005)(6436002)(2906002)(7696004)(25636003)(54356999)(189998001)(18717965001)(54016007);DIR:OUT;SFP:1102;SCL:1;SRVR:BY1PR02MB1258;H:BN6PR02MB3138.namprd02.prod.outlook.com;FPR:;SPF:None;MLV:ovr;PTR:InfoNoRecords;LANG:en;  
spamdiagnosticoutput: 1:99  
spamdiagnosticmetadata: NSPM  
Content-Type: multipart/alternative;  
boundary="\_000\_BN6PR02MB3138996763891814B7D02BFECCE70BN6PR02MB3138nampr\_"  
MIME-Version: 1.0  
X-OriginatorOrg: mjinc.com  
X-MS-Exchange-CrossTenant-originalarrivaltime: 17 May 2017 17:47:05.7784  
(UTC)  
X-MS-Exchange-CrossTenant-fromentityheader: Hosted  
X-MS-Exchange-CrossTenant-id: 717ef4a9-147a-41e6-9c5d-cafffc982a5f  
X-MS-Exchange-Transport-CrossTenantHeadersStamped: BY1PR02MB1258

## Bryan Goodrich

---

**From:** Microsoft Outlook  
**To:** ssullivan@eathlink.net  
**Sent:** Friday, May 19, 2017 1:57 PM  
**Subject:** Undeliverable:

### Delivery has failed to these recipients or groups:

[ssullivan@eathlink.net](mailto:ssullivan@eathlink.net) ([ssullivan@eathlink.net](mailto:ssullivan@eathlink.net))

Your message wasn't delivered. Despite repeated attempts to deliver your message, the recipient's email system refused to accept a connection from your email system.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system is refusing connections from your email server. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

#### For Email Admins

No connection could be made because the target computer actively refused it. This usually results from trying to connect to a service that is inactive on the remote host - that is, one with no server application running. For more information and tips to fix this issue see this article:  
<http://go.microsoft.com/fwlink/?LinkId=389361>

### Diagnostic information for administrators:

Generating server: BY1PR02MB1258.namprd02.prod.outlook.com  
Receiving server: BY1PR02MB1258.namprd02.prod.outlook.com

ssullivan@eathlink.net

5/19/2017 5:56:42 PM - Server at BY1PR02MB1258.namprd02.prod.outlook.com returned '550 5.4.316 Message expired, connection refused(Socket error code 10061)'

5/19/2017 5:46:26 PM - Server at eathlink.net (98.124.199.103) returned '450 4.4.316 Connection refused [Message=Socket error code 10061] [LastAttemptedServerName=eathlink.net] [LastAttemptedIP=98.124.199.103:25] [BY2NAM03FT005.eop-NAM03.prod.protection.outlook.com](Socket error code 10061)'

#### Original message headers:

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=mjinc.onmicrosoft.com; s=selector1-mjinc-com; h=From:Date:Subject:Message-ID:Content-Type:MIME-Version; bh=+faQi5l0bBN9Qv8oNBTHcnmGwypLUGRjx5DymzGQKVo=;

b=S6xgBHQh6d6UMMPTLipr950vu51CzZcMikqocLgu9Xn3SwuplGMCgZRI5k5fUJzv3N9+pPsWw6gyrkMnruFpqCt  
QJ4iujlzM9BB3SXqguojWpvTmgF45h+8ym/9I3y5kl6j9SuaYHZfG5GP+ZNWMoyzY4GKIIAdTZ6HaPlYp+ZE=  
Received: from BN6PR02MB3138.namprd02.prod.outlook.com (10.161.152.167) by  
BY1PR02MB1258.namprd02.prod.outlook.com (10.162.109.12) with Microsoft SMTP  
Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_128\_CBC\_SHA256\_P256) id  
15.1.1084.16; Wed, 17 May 2017 17:47:05 +0000  
Received: from BN6PR02MB3138.namprd02.prod.outlook.com ([10.161.152.167]) by  
BN6PR02MB3138.namprd02.prod.outlook.com ([10.161.152.167]) with mapi id  
15.01.1101.011; Wed, 17 May 2017 17:47:06 +0000  
From: Trenton  
To: Trenton  
Subject:  
Thread-Index: AdLPNYjYLmbhr7dyRwSPP+6jtfanUA==  
Date: Wed, 17 May 2017 17:47:05 +0000  
Message-ID:  
Accept-Language: en-US  
Content-Language: en-US  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
authentication-results: mjinc.com; dkim=none (message not signed)  
header.d=none;mjinc.com; dmarc=none action=none header.from=mjinc.com;  
x-ms-exchange-messagesentrepresentingtype: 1  
x-originating-ip: [71.184.122.31]  
x-ms-publictraffictype: Email  
x-microsoft-exchange-diagnostics:  
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X-OriginatorOrg: mjinc.com

## Bryan Goodrich

---

**From:** Trenton  
**Sent:** Wednesday, May 17, 2017 1:47 PM  
**To:** Trenton

The second public meeting for the Trenton Airport Master Plan will be held on **Wednesday May 24<sup>th</sup> 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:** dorineave@gmail.com  
**Sent:** Thursday, June 08, 2017 4:25 PM  
**To:** Trenton

To Whom it May Concern,

I am writing to let you know that I am STRONGLY against the expansion of the Trenton-Mercer Airport. Even in its current state, the location of this airport has affected the quality of our lives as we listen to planes taking off throughout the day. Hearing now the plans to further expand would make this even worse and we strongly request that you not approve this.

Thank you in advance for your consideration.

Dori Neave and David Gasman  
1543 Silo Road  
Yardley, PA 19067

## Bryan Goodrich

---

**From:** Jeanne Out <jeanne.gay@outlook.com>  
**Sent:** Thursday, June 01, 2017 4:36 PM  
**To:** Trenton  
**Subject:** West Trenton Airport

To Whom It May Concern,

I am very dismayed to hear there are plans to remove trees and homes in the West Trenton area. I live in West Trenton and our property values have already taken a beaten. Not only will this create more noise, but even worse, to me, is the impact on the environment, especially wildlife. In The Book of Genesis, God gave mankind dominion over all living creatures. How saddened He is to see what mankind has done and continues to do. And always for greed.

jeanne out

“The greatness of a nation and its moral progress can be judged by the way its animals are treated.”

--Mahatma Ghandi





## A.2.5 MAILED COMMENTS





## Comment Sheet

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Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

On May 15th & 16th two separate public meetings were held by O. R. Colon and C&S Engineers, Inc., two of the three consultants designated by Mercer County to update the Trenton Mercer Airport Master Plan. These meetings were held after certified letters had been received by area homeowners concerning the "voluntary" cutting and/or removal of trees on their properties or the acquisition of their homes on a "voluntary" basis by the County of Mercer. In some instances, homeowners had received both letters.

On May 24th a third meeting was held by representatives from your company, Urban Engineers, for the purpose of updating the general public about the proposed improvements to be made on airport property.

Knowing the tremendous impact that the information presented by your firm and the other consultants would have on the lives of the homeowners and business owners of West Trenton, it should have been the primary responsibility and obligation of each of you to present your



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[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

information in a formal, sit-down meeting. In this manner, when a speaker is giving a formal presentation all the members of the audience hear the same information and view the same photographs, maps and charts at the same time. In addition, questions from the floor allow active and meaningful participation. However, in NONE of the meetings was this format utilized.

Rather, the format adopted for all three meetings was chaotic, highly disorganized and confusing to all who attended. It appeared to many of the attendees that these "informal meetings" or "open houses" had been held simply to satisfy an obligatory legal requirement and not to engage in a meaningful dialogue with the public.

At the third meeting, it should be noted that the representatives from your firm were not wearing complete and identifiable name tags denoting their



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*full names and title or position. In addition, name tags should have been available and worn by anyone who was associated with the airport or with Mercer County in an official capacity.*

*A matter of grave concern continues to be the noise level of planes preparing for departure, taking off and landing. The previous Noise Impact Study was initiated in 2002 and completed in 2005. During the past twelve (12) years, there has been a marked increase in the volume of activity at the airport, the size of the aircraft and the level of noise associated with these circumstances. Both trees and buildings are mitigating factors in environmental noise and absorption control. Therefore, the trees and houses that are presently located within the airport's designated "runway protection zone" are of enormous importance to the residents of West Trenton who strive to preserve their overall quality of life. A single example points to that fact in that "shade trees can make buildings up to 20 degrees cooler in the summer."*



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Thus, the dramatic changes which have occurred on the site of the Trenton Mercer Airport during the past twelve years, in addition to those that now appear imminent and directly affect the homes and properties of residents, mandate the need for an up-to-date Noise and Environmental Study. Using current technology, it is indeed possible to simulate the noise factor with and without trees and should be an important component of the updated research and study.

In the packet of material on your company's website titled "Airport Master Plan, Public Meeting #2, May 24, 2017, there is a page titled "Environmental Overview." The Environmental Inventory on that page identifies eighteen items. When asked to provide the documentation for this Inventory, which lists Noise and Air Quality as two of the items, we were told that the Environmental Assessment would not be completed for, at least, another two to four months. Yet, we were also told that the





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Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjincc.com](mailto:Trenton@mjincc.com)

proposal for the Airport Master Plan was to be submitted to the FAA for Preliminary Approval sometime in late July. How could that be when we, the public, have to be given ample time to review the full and complete document and given the opportunity to ask pertinent questions? It is then, and only then, that fully organized, formal public meetings should be held, with the public invited to ask questions, given reasonable answers, and the opportunity to express their thoughts and comments verbally and in written form.

In conclusion, it is our opinion that an issue of paramount importance has been omitted from the Environmental Inventory, namely, that of Safety and Security, the one issue most relative to the dangerous and uncertain world in which we live today. Without question, airports are places where total vigilance is imperative and must be maintained at all times, both for the safety and protection of the flight personnel and public on the



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[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

airport site, as well as residents and businesses in the surrounding area. Therefore, we expect that this issue be fully addressed as an essential item in the overall Environmental Assessment.

Submitted by:

Robert B. Britton, Jr.

Barbara L. Britton

ROBERT B. BRITTON, JR.

Barbara L. Britton

98 WEST UPPER FERRY ROAD

104 West Upper Ferry Road

WEST TRENTON, NJ 08628

West Trenton, N.J. 08628

TEL: (609) 882-3020 (H)

TEL: (609) 882-4193 (H)





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530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

I am in opposition of any expansion for the Mercer Trenton Airport. Already there is significant noise when planes take off and land. Increasing the size and number of additional airplanes in new addition will only increase the noise pollution. Living so close to the airport now is barely tolerable, any further expansion will make it difficult to have any peace and quiet here.

Sincerely, Wm. Keys Swearing  
16 Wilburtha Rd.  
Lewing, NJ. 08628-2616



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Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

I am VERY MUCH OPPOSED to expanding Mercer Airport. Already there is plenty of airplane noise early in AM and early PM, BUT one tolerates it because of the convenience of a local airport for LOCAL AREA residents.

Expansion, with ADDED NOISE AND added influx of travelers from outside Mercer County would be INTOLERABLE.

We don't need to go from convenient local airport to MEGA airport.

Please leave Mercer Airport as it is NOW,  
please DO NOT EXPAND!

Thales

Juris Swarcby  
16 Wilburtha Rd  
Ewing NJ 08628



41 Rockland Rd.  
Ewing, NJ 08638  
June 2, 2017

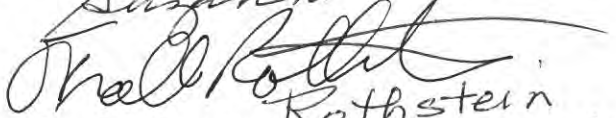
ATTN: Trenton Master Plan

To Whom It May Concern:

We are opposed to the expansion of the  
Trenton-Mercer airport in Ewing Township,  
New Jersey. We live in Ewing and we  
do not want this airport to expand  
for the following reasons:

- increased air traffic
- increased noise pollution
- environmental impact
- danger with more air traffic
- decreased property value

Thank you for reading our concerns.

Sincerely,  
Suzanne Rothstein  
  
Suzanne Rothstein  
Frederick Rothstein



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530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

I am writing concerning the plan to remove trees and homes in the West Trenton area to expand the Airport. I live in West Trenton and have great concern regarding the impact on the environment which has also suffered from the preparation for the new bridge — dead trees, dead deer & wildlife, barren lands etc. This expansion will also effect my property value which I work very hard to maintain. No more expansion please.

Kyle Harris  
103 W. Upper Ferry Rd  
St. Trenton 08628



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Attn: Trenton Master Plan  
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[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

1. Resolve all issues not addressed in flawed Trenton Mercer Airport Terminal Replacement Project Environmental Assessment (EA) of 2002 and perform full EIS prior to moving forward with any Trenton Mercer Airport Expansion.
2. Complete EIS to consider all past/present and future incremental changes/upgrades to the Trenton Mercer Airport prior to moving forward with any Trenton Mercer Airport expansion.
3. Restore Citizens Airport Committee that was previously disbanded and permit members from PA and NJ.
4. Implement noise mitigation procedures to balance our traffic between PA and N.J.



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[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

5. Implement an enforceable curfew prior to any expansion of the Trenton Mercer Airport.
6. Install ILS on all runways rather than current configuration of runway 6 over PA only.
7. Improve public notification prior to TTN Airport Master Plan meetings. Notify directly all local governments impacted by the Trenton Mercer Airport in PA and NJ. Also, arrange for meetings in PA in addition to N.J.

Richard DeLello





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Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

MY ADDRESS  
TRACEY KIRILUK  
158 W. UPPER FERRY RD  
EWING, NJ  
08628

1. FORMAT OF THE 5/16/17 & 5/24/17 MEETINGS WERE SET UP POORLY - THERE WAS NOT ENOUGH PUBLICITY FOR 5/24/17 MEETING - MOST PEOPLE I SPOKE TO WHEN CANASSING MY NEIGHBORHOOD HAD NO IDEA ABOUT EASEMENTS ON THEIR PROPERTY OR THE 5/24 MTG - EVEN THOUGH SOME HAD BEEN TO 5/16 MTG.
2. LACK OF DATA REGARDING ENVIRONMENTAL IMPACT - STUDY IN 2005 REJECTED 2<sup>nd</sup> TO CONCERNS BACK THEN. THE ENVIRONMENT \* IMPACT WILL BE LARGER THAN JUST AROUND THE AIRPORT \* YOU HAVE TO DO THE SURROUNDING REGIONS !!
3. THE NEXT MEETING NEEDS TO BE ANNOUNCED BY EWING TWP PHONE TREE SYSTEM !!
4. THIS PLAN WILL DESTROY THE NICEST AREAS OF EWING !!

To:

June 5, 2017

Urban Engineers  
530 Walnut Street  
Philadelphia, PA 19106

My name is Michael J. Rybczynski and I live at 139 Pine Lane, Yardley, LMT. I have lived here since August of 1999. I grew up in Bucks County, but prior to moving to Yardley, I rented a home at 15 Willis Drive, West Trenton, NJ. So I have lived near the airport for a long time. As a resident of a home which is in the flight path, I am appealing to you to please help to manage the noise caused by the increase in the jets and the potential future increase in the noise due to the expansion of the West Trenton Airport. I mention where I used to live because it is now significantly different being inside the flight path as opposed to just outside the path that planes take into and out of the airport.

I attended both recent master plan meetings and I am disappointed in what I am learning. The sound study covered an area relatively close to the runway area and did not appear to include the neighborhoods that are most affected by the larger planes arriving and departing the West Trenton airport. I was told that this is the study that the FAA requires. But the study falls short. It does not consider the disruption to the residents in the flight path. You do not have the right to rob me of my quality of life and the potential loss of the use of my outdoor space due to noise. The improvements planned mean more planes being processed thru the airport and more noise. For those of us in the direct path, the noise can be unbearable. I don't see how people will be able to live in the vicinity of the airport should the jet noise continue to increase.

I am not against the airport, but I am against the decrease in the quality of life that the airport expansion will bring about. If the noise cannot be managed, the air traffic should not increase.

Sincerely,



Michael J Rybczynski  
139 Pine Lane  
Yardley, Pa

CC:

Lower Makefield Township Supervisors Via Email  
Representative Perry Warren via Email



**June 4, 2017**

**Urban Engineers  
530 Walnut Street  
Philadelphia, PA 19106  
Attn: Trenton Master Plan**

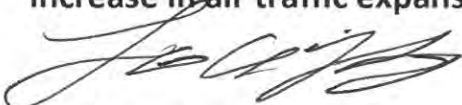
**Ewing and West Trenton, New Jersey, are attractive, affordable, family-oriented communities. They are home to residents of all ages, ranging from young families to retired senior citizens. They are excellent resources in Central New Jersey and ideal places to raise children.**

**Mercer County does not need an expanded airport. Noise pollution from commercial airlines, private planes, and (especially) helicopters is already intense and intrusive. Flights and accompanying noise pollution already occur from early morning to late into the evening and night. Noise pollution reduces home values and, worse yet, diminishes quality of life.**

**With two major airports, Newark and Philadelphia, within an hour's drive, Mercer County does need an expanded airport and the accompanying noise pollution, negative environmental impact, and decrease in the quality of life to local residents it will bring.**

**Furthermore, economic development does not depend on an expanded airport in Central New Jersey. Other factors, such as an emphasis on Research & Development facilities and Business Development Laboratories, are infinitely more important to creation of new, sustained middle-class jobs; attractive returns to investors; and new management and ownership opportunities for local residents.**

**Please do not allow expansion of the Mercer County-Trenton Airport and the increase in air traffic expansion will create.**



**Larry Richards  
88 Willis Drive  
Ewing, NJ 08628**

Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
Trenton@mjinc.com

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.



## Comment Sheet

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530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

Dear TTN,

We recently recieved this packet in the MAC from Anti-Airport Activists. Requesting us to (literally) wave complaints AND bombard your Hotline with noise complaints. We live very close to (along side) the runway AND we think TTN is A very good neighbor! Today's planes are so quiet, the most you hear is a faint "whoosh" in the distance that lasts 3 or 4 seconds. there is NO disturbance of our peace. No vibration, NO windows rattling. We think having this thriving Airport in our community is an asset AND we welcome it's expansion, AND the economic benefits it provides. Not to mention the convenience for travel! We support the Trenton Mercer Airport.

Thank you!

DAVID MACINI  
100 WILBURTHA RD  
EWING NJ  
08628





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Attn: Trenton Master Plan  
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Not only are we concerned about added noise pollution, lowered property taxes, etc. but we are most worried about the increase in air pollution from jet fuel and other contaminants that may be used. The Ewing area has had several heavily polluting industries in the past and this will only add to the problem. We are against the expansion of the airport until a thorough and honest appraisal of the environment is made.

Frank Ferri  
485 Grand Ave.  
Ewing, NJ  
08628



## Comment Sheet

Your input and participation in this process is very important. Please use the space below to provide comments on any aspect of the airport master plan. When finished, please place your sheet in the comment box provided. If you need more time, you may write your comments at home and return them to the address below. All comments must be postmarked or emailed by June 10, 2017. Thank you for your participation.

Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

I strongly object to the Airports Master Plan to expand the Trenton Mercer Airport. The plan to remove homes in the West Trenton area and surrounding regions will cause residents much distress and hardship.

This plan will cause decreased property values, more noise pollution, and have an environmental impact.

John Merritt

West Trenton resident



6/3/2017

## Comment Sheet

Your input and participation in this process is very important. Please use the space below to provide comments on any aspect of the airport master plan. When finished, please place your sheet in the comment box provided. If you need more time, you may write your comments at home and return them to the address below. All comments must be postmarked or emailed by June 10, 2017. Thank you for your participation.

Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

I am writing this letter to speak out against the Airports plan to increase air traffic in Ewing. I live on West Upper Ferry Rd. and sometimes planes do go over my apt. and the very noise of it is deafening. It's noise pollution without any doubt. If that airport plan is implemented it would be impossible to live any longer in my apt. I mean how could you sleep at night or watch tv during the day with jet airplanes flying above 7/24 over apts. or homes.

I want this plan by corrupt people in office, i.e. our very corrupt jewish mayor and his jewish cohorts, to stop this madness.

Sincerely,  
Michael R. Kohn

PS. I didn't capitalize the j in jewish on purpose...

Not because I have bad grammar.



Jean Kuhn  
807 Combine Lane  
Yardley, PA 19067

Urban Engineers  
Attn: Trenton Master Plan  
530 Walnut Street  
Philadelphia, PA 19106

June 8, 2017

Dear Urban Engineers,

My family and I live directly below the flight path for planes coming in and out of the Trenton-Mercer Airport and I am absolutely against the extension of the airport. Already, with the flights as they are, when we are in our yard, we need to stop talking until the planes finish passing by overhead. That's how loud they are.

We have worked hard to afford our house and I feel the quality of our life in it has been diminished since the planes began flying overhead from Trenton-Mercer. I also fear that the resale value of our house will be impacted for the worse by the noise pollution which begins early in the morning and continues until night.

I am completely against the expansion of the Trenton-Mercer airport.

Yours,

*Jean Kuhn*

*807 Combine Lane  
Yardley, PA 19067*

Mark D. Kuhn, M.D.  
807 Combine Lane  
Yardley, PA 19067

Urban Engineers  
Attn: Trenton Master Plan  
530 Walnut Street  
Philadelphia, PA 19106

June 8, 2017

Dear Urban Engineers,

My family's home in Yardley, PA is directly below the flight path of arriving and departing planes from Trenton-Mercer Airport. The planes fly so low that I can read what's written on their tails. The noise from the planes has significantly reduced the quality of our lives here. And now the airport is pushing for an expansion and that will mean even more flights and more noise pollution.

I am writing to let you know that I am completely against the expansion of the Trenton-Mercer airport.

Yours,

A handwritten signature in blue ink, appearing to be 'MDK', followed by a long horizontal flourish.



## Trenton-Mercer Airport Expansion Master Plan Comments

Urban Engineers  
530 Walnut Street  
Philadelphia, PA 19106

We have lived at 934 Hunt Drive in Yardley for nearly 30 years. The Trenton-Mercer airport has never been an issue – until now. Large, extremely loud, low flying aircraft now pass over our home with alarming frequency, disturbing both our work and sleep. Beyond the impact on our quality of life, the noise is also causing property values and our township's property tax revenues to fall.

As a remedy, we ask that the flight paths, as well as take-off and landing procedures be carefully optimized and varied to minimize the impact of noise on our community. Or they should be curtailed. We derive no benefit from the airport expansion. It unfair for our community to assume a disproportionate amount of the burden.

Sincerely,

Mark and Sara Hammer

934 Hunt Drive  
Yardley, PA 19067 -  
4244



# Township of Lower Makefield

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

June 8, 2017

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

Subject: Trenton Mercer Airport Master Plan Update

Dear Mr. Russell:

The Lower Makefield Board of Supervisors would like to share our perspectives 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, we 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.

Page 2  
June 8, 2017  
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.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kristin Tyler", followed by a long horizontal flourish.

Kristin Tyler, Chairman  
Lower Makefield Township  
Board of Supervisors





## Comment Sheet

Your input and participation in this process is very important. Please use the space below to provide comments on any aspect of the airport master plan. When finished, please place your sheet in the comment box provided. If you need more time, you may write your comments at home and return them to the address below. All comments must be postmarked or emailed by June 10, 2017. Thank you for your participation.

Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

The airport expansion plan, in my opinion, is going to have a negative impact on the surrounding neighborhoods & the quality of life. Homes will be destroyed & all that these neighbors have worked for their entire lives will be null & void. They may get market value, but what difference does that make. Plans are being made or (proposed) to remove trees. (A natural sound barrier of the obnoxious noises I now have to live with as I am in the direct flight path. Who will be taking the people of Ewing when their hearing is lost. I already cannot talk on the phone, do my job transcribing w/ TV or have my conversation when the planes fly overhead. Also I believe the residual jet fuel has ruined my roof. There is talk

C. Tranter  
154-00-00 per Jerry  
20



McFarland Johnson

I placing easements on property. my land not yet airports and yet I would pay taxes? NO, NO, NO to your so-called progress

Comment Form

Public Meeting



## Comment Sheet

Your input and participation in this process is very important. Please use the space below to provide comments on any aspect of the airport master plan. When finished, please place your sheet in the comment box provided. If you need more time, you may write your comments at home and return them to the address below. All comments must be postmarked or emailed by June 10, 2017. Thank you for your participation.

Urban Engineers  
530 Walnut St Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinco.com](mailto:Trenton@mjinco.com)

Dear Engineers;

In August, 2014 I moved to Ewing, N.J. to a beautiful neighborhood. I was aware of the airport in the vicinity. My husband was born here in West Trenton and I now have over a dozen <sup>relatives</sup> friends here. I fear for their safety. ~~mine~~ Some years ago I read about a study <sup>about</sup> the "death rate" in "airport communities" it concluded they were higher than normal and much higher in cancer as the cause. Two relatives, one 17 years old and the other in her 70's have just finished their "cancer treatments". Many others in this area have not been this fortunate. The "Jet Lab" General Motors ~~at 95~~ have all contributed along with <sup>the</sup> airport to these "Tragic Results". Please ~~to~~ include "a cause of death" study

in your pollution studies of this area.



McFarland Johnson

We have more than our share of pollution. We don't need more (over)

Comment Form

Public Meeting

# **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. Ryker,  
Ms. Weiss, Messrs. Lewis, Frimney, Benedetto*

(4/35)

EX. I (pg. 1 of 5)

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
[rrtsbucks5@gmail.com](mailto:rrtsbucks5@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.

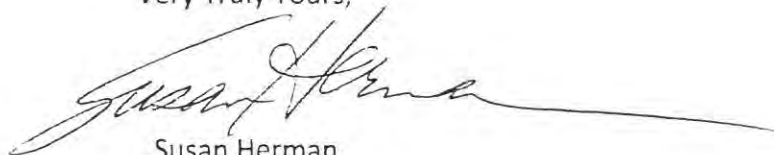
#### BACKGROUND:

- 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.

10/35



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

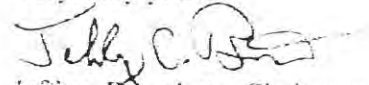
Enclosed with this letter are two previous letters sent to you on October 14, 2016 by Lower Makefield Township Board of Supervisors' Vice Chair John B. Lewis and an October 13, 2016 letter sent to Airport Manager Melinda Montgomery by Pennsylvania State Representative Steve Santarsiero. Both letters 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  
Jodi 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:

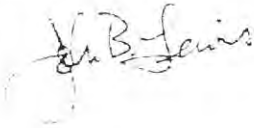
- Impact of noise, vibrations, sleep disruptions, air pollution, land and water pollution, and safety concerns on health and well being of residents in the Trenton Mercer flight path;
- Risks and impacts of flight paths over numerous schools in the region;
- Negative financial impact on property values 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 written in a cursive, flowing style with a large initial "J".

John B. Lewis  
Vice Chairman

Ex II (pg 5/6)

STEVE SANTARSIERO, MEMBER  
31ST LEGISLATIVE DISTRICT  
P.O. BOX 202031  
HARRISBURG, PENNSYLVANIA 17120-2031  
PHONE: (717) 737-5475  
FAX: (717) 737-6929

13 EAST AFTON AVENUE  
YARDELY, PENNSYLVANIA 17567  
PHONE: (215) 453-5420  
FAX: (215) 453-5424

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



House of Representatives  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

#### 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 08528

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 10<sup>th</sup> Senate district, PA Representative for the 31<sup>st</sup> and 178<sup>th</sup> 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;

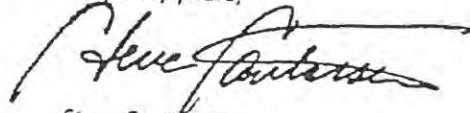
14/35

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 black 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.



## 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.

Exhibit IV (pg 1/3)

**R.R.T.S.**  
Residents for Regional Traffic Solutions, Inc.  
PO Box 285  
Newtown, PA 18940  
RRTSbuckspa@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 Strumpfer (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".**

(29/35)

\*RTPTF members present at the 10/29/07 meeting: RTPTF Co-Chairs: State Rep. Dave Steil/ State Rep. Scott Petri  
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

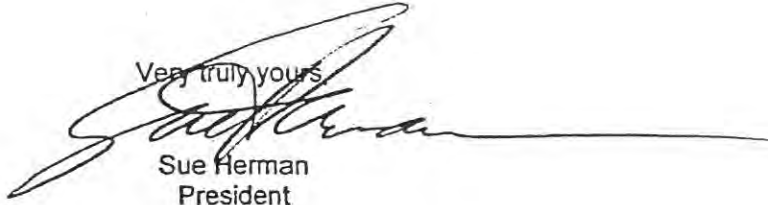


- ...it is both misleading and unacceptable that it is titled a Final Report. This increases the possibility that in the future it will be misrepresented as a report that was approved by the seven (7) participating municipalities and supported in concept by all. In future years the recommendations in 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 Strumpf, 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

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 19105-1520 ► 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](mailto: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](http://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](http://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

28/35

# 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,

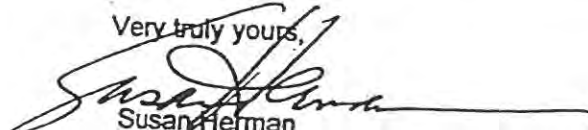
While we appreciated receiving Mr. Seymour's 3/5/08 letter - in response to RRTS's request that the DVRPC publish and distribute a replacement CD-ROM that includes the January 2008 Addendum to Final Report and is properly labeled - we were surprised that he "declined our request".

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  
\*Carminc 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.

October 2007

Final  
Report

**Bucks County**  
**Regional Traffic Study**

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



VALLEY  
REGIONAL  
PLANNING  
COMMISSION

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

800  
FAX: 215.592.9125  
WEB: [www.dvrpc.org](http://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

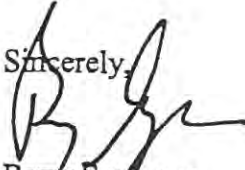
Re: Bucks County Regional Traffic Study Report Addendum

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](http://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 11/2)

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