



COUNTY OF MERCER
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JERLENE H. WORTHY, CLERK
BOARD OF COUNTY COMMISSIONERS

LISA M. VENA
DEPUTY CLERK

MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS

FORMAL MEETING OF SEPTEMBER 10 , 2020

MINUTES

Freeholder Chair Andrew Koontz called the Formal Meeting to order at 6:00 pm on September 10, 2020 through Cisco WebEx Video Conferencing.

The following members of the Board answered the Roll Call of the Clerk to the Board:

Present- Freeholder Cannon, Cimino, Colavita, Frisby, Melker, Walter and Koontz

The Clerk to the Board read the Invocation.

Chair Koontz led the Pledge of Allegiance and Salute to the Flag.

The Clerk to the Board announced that in accordance with the provisions of the New Jersey Open Public Meeting Law, notice of this Agenda had been mailed to The Trenton Times, The Trentonian and The Princeton Packet newspapers as well as having been posted in both the County Administration Building and Courthouse at least forty-eight (48) hours in advance of the meeting.

Both adequate and electronic notice of the meeting has been provided, specifying the time, place, and manner in which such notice was provided.

At this time, Freeholder Frisby welcomed Pastor Dr. Joseph E. Woods from Saint Phillips Baptist Church.

Pastor Woods thanked the Freeholder Board and administration for allowing him to speak on the constant disregard for Black lives as witnessed through injustice, inequality, and inequity from the local through the national levels. Pastor Woods commented that his church was progressive with social justice and community involvement. He raised awareness of the Black Lives Matter movement, promoting equality and justice and demonstrating peaceful protests to end the genocide against black and brown people. He urged the Freeholder Board to speak up against injustice for black people and suggested that they join the inclusion and diversity session, empowering marginalized communities. He said the inclusion and diversity session would be held on October 14, 2020, and declared a call to social justice action.

Chair Koontz thanked Pastor Woods for his heartfelt speech.

Freeholder Walter said she respected Pastor Woods for his dedication and transparency and appreciated his work in the community.

Freeholder Frisby thanked Pastor Woods for addressing the Freeholder Board and appreciated his hard work calling an action plan for social justice.

Freeholder Cannon commented that she admired Pastor Woods's leadership in the community.

At this time, Freeholder Cannon asked Pastor Woods to lead a moment of silence for the victims of September 11, 2001.

At this time, Chair Koontz invited the members of the public to comment on any item listed on the Agenda.

Charles Whalen, Councilman of Hamilton Township, stated that he was in favor of the expansion at the Trenton-Mercer Airport and that progress was needed. He added the majority of people utilizing the airport are from Pennsylvania.

Pat Fletch, a resident of Ewing Township, inquired about Pastor Woods's inclusion and diversity session. She commented that over 30 years ago, people moved near the small airport. Now, residents' quality of life is affected by planes flying low and property values decreased.

Danielle Walters, President of 35th Street Consulting, thanked the Freeholder Board for the opportunity to conduct a disparity study to explore why and where to identify several barriers for marginalized business in Mercer County.

Johnnie Whittington, a resident of East Windsor, commended the Freeholder Board to expand the airport for an economic engine and that Mercer County would be a destination point. He noted that he supports the expansion, which would provide jobs for residents.

Mark Freda, a mayoral candidate of Princeton, NJ, stated that he looked forward to building a great relationship with the County.

Ann Chmielewski, a resident of Ewing, NJ, voiced her concerns about expanding the airport. She stated that she is not trying to chase the airport away; however, the community believes there are reasonable and responsible ways that everyone could work in a thriving environment. She addressed Resolutions 20 and 21 that a thorough analysis is conducted from an environmental standpoint. She raised awareness about the trees around the airport being cut down. She suggested working responsibly with the New Jersey Department of Environmental Protection to protect the trees, environment, and community.

Robin Karpf, a resident of Princeton, NJ, spoke about how the jets fly low and raised concerns about the new terminal adding four (4) gates. She also raised concerns about the air quality in Mercer County.

Susan Herman, a resident of Newtown, PA, addressed the Board about the airport expansion. **(See Schedule "A" attached hereto, and made a part hereof).**

Glen Reitmeier, a resident of Yardley, PA stated that he was concerned with the many harmful environmental issues impacting residents and wanted to focus on the airport's fundamental economics. **(See Schedule "B" attached hereto, and made a part hereof).**

Debra Bassman, MD, a resident of Princeton, NJ addressed the Board regarding the airport expansion. (See Schedule "C" attached hereto, and made a part hereof).

Richard Preston, Yardley PA, stated that he opposed the airport's growth with the terminal expansion and felt that the accumulative impact of several projects would have tremendous impact on residents in terms of air pollution, noise, and property value. He pointed out that elected officials in Congress banded together to develop a Quiet Sky Caucus they inserted a mandate into the FAA reauthorization act of 2018 demanding to retool the measures they use to judge noise and air pollution impacts on communities. He said that the elected officials listened to their constituents who have been impacted by regional airports and the negative effects on communities. He stated that he wished the Freeholder Board was respectful of the residents' concerns with air pollution, noise control, and property values.

Ed Fedorko, a resident of Lawrence, NJ, noted that he favored the upgrades at the airport; however, he believes the community should have input regarding their quality of life. He said the airport would be a great asset to Mercer County.

COMMUNICATIONS:

A communications was received from Isamar Maldonado, Purchasing Agent, dated August 17, 2020, Re: Minutes and Bid results for the week of August 3, 2020.

A communication was received from Mary Ann Cilento, Clerk of the Board, County of Ocean, dated August 7, 2020, RE: Resolution strongly encouraging in-person voting for the November 3, 2020 General Election.

A communication was received from Donna Doyle, Deputy Clerk of the Board, dated August 17, 2020, RE: Resolution No. 507-20 to reimburse County Governments with populations of 500,000 or less with federal monies from the Coronavirus Relief Fund under the Coronavirus Aid Relief, and Economic Security Act for the extraordinary expenses incurred in combating the COVID-19 public health crisis.

A communication was received from Stacy L. Pennington, Clerk of the Board, Salem County, dated August 20, 2020, RE: 2020-249 Resolution opposing the indefinite closure of Fort Mott State Park in Salem County.

A communication was received from Stacy L. Pennington, Clerk of the Board, Salem County, dated August 20, 2020, RE: Resolution opposing the option of in-person voting for the November 3, 2020 General Election.

A communication was received from Lillian L. Nazzaro, Esq., County Administrator, dated September 8, 2020, RE: Freeholder questions for September 8, 2020 meeting.

A communication was received from Gay M. Huber, Township Clerk, West Windsor Township, dated August 19, 2020, RE: Resolution regarding a single electrical service provider for the Township of West Windsor.

A communication was received from Lillian L. Nazzaro, Esq., County Administrator, dated September 10, 2020, RE: Freeholder questions for September 10, 2020 meeting.

Freeholder Walter made reference to the responses from the administration. She briefly discussed the tree cutting and replanting of trees around the airport.

Freeholder Frisby said he agreed with Freeholder Walter about replanting trees.

Lillian Nazzaro, County Administration said she would pass this information to the Administration.

Nick McLaughlin, P.E., C & S Engineers, Inc., noted that the goal for the obstruction removal and trees in the wetlands is to avoid the area to be torn up. He noted that there are special wetland species that could be replanted in the area. The tree stumps would be cut by hand and flushed to the ground as possible without disturbing the ground. He said C & S Engineers, Inc., was reviewing the environmental assessment with doing tree barriers for the homes in the area.

Freeholder Walter thanked Mr. McLaughlin for his comments; however she said she would like to see scans of permit submittals with the various agencies to see what has been requested.

RESOLUTIONS:

Chair Koontz referred to the Resolution authorizing to exercise an option to extend the award of bid contract to Stout's II, Inc., (formerly Stout's Charter Services, Inc.) for shuttle service at the Trenton-Mercer Airport for the period of December 15, 2020 through December 14, 2021 in the amount not to exceed \$60,000.00. He recommended holding the motion to amend the not to exceed amount to \$45,000.00.

The Clerk to the Board called for a Motion to Vote in Block on the following Resolutions listed on the Agenda.

Freeholder Cimino moved, seconded by Freeholder Frisby, that:
RESOLUTIONS NO. 1 THROUGH 33 AND RESOLUTIONS NO.
35 THROUGH 47 ON THE AGENDA **"BE VOTED ON IN BLOCK"**

VOTE ON MOTION

Ayes -7. Nays-0. Abstain-0. Absent-0

Ayes- Freeholder Cannon, Cimino, Colavita, Frisby, Melker Walter and Koontz

Freeholder Walter offered the following Resolutions, seconded by Freeholder Cimino:

- Res No. 2020-410 SPECIAL ITEM OF REVENUE – RECEIVE FUNDS ONBEHALF OF THE COUNTY OF MERCER AND THE MERCER COUNTY PROSECUTOR’S OFFICE FROM THE UNITED STATES DEPARTMENT OF JUSTICE, OFFICE OF JUSTICE PROGRAMS, BUREAU OF JUSTICE ASSISTANCE TO PARTICIPATE WITH THE CORONAVIRUS EMERGENCY SUPPLEMENTAL FUNDING (CESF) PROGRAM ADMINISTERED BY THE UNITED STATES DEPARTMENT OF JUSTICE, OFFICE OF JUSTICE PROGRAM, BUREAU OF JUSTICE ASSISTANCE. PERIOD: JANUARY 20, 2020 TO JANUARY 20, 2022. AMOUNT: \$58,008.00 (\$58,008.00 FEDERAL; \$0.00 NO COUNTY MATCH)
- Res No. 2020-411 SPECIAL ITEM OF REVENUE – STATE OF NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION FOR THE FISCAL YEAR 2020 COUNTY ENVIRONMENTAL HEALTH ACT (CEHA) PROGRAM. PERIOD: JULY 1, 2019 TO JUNE 30, 2020. AMOUNT: \$352,430.00 (\$191,030.00 [STATE FUNDS]; \$161,400.00 [45.80% COUNTY MATCH FUNDS])
- Res No. 2020-412 SPECIAL ITEM OF REVENUE – STATE OF NEW JERSEY DEPARTMENT OF HUMAN SERVICES (NJ DHS), DIVISION OF FAMILY DEVELOPMENT (DFD), AMENDMENT (AMENDMENT NO. 1) TO A GRANT AWARD CONTRACT FOR THE PURPOSE OF PROVIDING SOCIAL SERVICES FOR THE HOMELESS (SSH) TO INCLUDE ADDITIONAL FUNDS IN THE AMOUNT OF \$981,103.00) AND EXTEND THE CONTRACT PERIOD THROUGH DECEMBER 31, 2020.” REVISED TOTAL AMOUNT: \$1,980,500.00 (NO COUNTY FUNDS)

Res No. 2020-413 SPECIAL ITEM OF REVENUE STATE OF NEW JERSEY, DEPARTMENT OF COMMUNITY AFFAIRS, DIVISION OF HOUSING AND COMMUNITY RESOURCES, FOR COMMUNITY SERVICES BLOCK GRANT (CSBG) FUNDS (GRANT AWARD NO. 2020-0532- 0219-00), AMEND RESOLUTION TO INCREASE THE AWARD AMOUNT OF THE AGREEMENT BY AN ADDITIONAL \$157,695.00 IN NEW FUNDS, THEREBY RAISING THE TOTAL AWARD AMOUNT TO \$309,849.00 CONTRACT PERIOD: JANUARY 1, 2020 TO DECEMBER 31, 2020. TOTAL AMOUNT: \$157,695.00 (STATE FUNDS) (NO COUNTY FUNDS) –

Res No. 2020-414 SPECIAL ITEM OF REVENUE - STATE OF NEW JERSEY DEPARTMENT OF HUMAN SERVICES, DIVISION OF MENTAL HEALTH AND ADDICTION SERVICES, GRANT AWARD RECEIVED FOR THE COUNTY INNOVATION PROJECT . CONTRACT PERIOD: JUNE 30, 2020 TO JUNE 29, 2021. TOTAL AWARD AMOUNT \$140,490.00 (STATE FUNDS) (NO COUNTY FUNDS)

Res No. 2020-415 SPECIAL ITEM OF REVENUE - STATE OF NEW JERSEY, DEPARTMENT OF HEALTH, DIVISION OF HIV, STD AND TB SERVICES, TUBERCULOSIS (TB) SERVICES (DHST20TAC005), FOR TUBERCULOSIS (TB) CLINICAL, NURSING CASE MANAGEMENT AND OUTREACH SERVICES TO MERCER COUNTY RESIDENTS. RENEWAL AWARD FOR THE CONTRACT PERIOD: JANUARY 1, 2020 TO DECEMBER 31, 2020. TOTAL AMOUNT: \$156,319.00 (\$91,831.00 [STATE FUNDS]; \$64,488.00 [COUNTY FUNDS])

Res No. 2020-416 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A COMPETITIVE CONTRACT WITH 35th STREET CONSULTING, LLC., FOR CONSULTING SERVICES FOR A DISPARITY STUDY FOR THE COUNTY OF MERCER SMALL BUSINESS OUTREACH PROGRAM. TOTAL AMOUNT: \$189,600.00. PERIOD: SEPTEMBER 14, 2020 THROUGH SEPTEMBER 13, 2021, WITH AN OPTION TO EXTEND FOR ONE (1) YEAR

Res No. 2020-417 MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS AUTHORIZED TO ADOPT A NON-DISCRIMINATION POLICY AND COMPLIANCE PLAN IN ACCORDANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED IN CONNECTION WITH THE OPERATION OF THE MERCER COUNTY TRADE TRANSPORTATION PROGRAM.

Res No. 2020-418 MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS AUTHORIZES PAYMENT TO ROYAL PRINTING SERVICES FOR THE PRINTING OF BALLOTS FOR THE MERCER COUNTY CLERK. AMOUNT: \$452,424.04

Res No. 2020-419 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE LEASE ADDENDUM NO. 5 WITH HANA ASSOCIATES, LLC FOR THE HOUSING OF VOTING MACHINES FOR THE COUNTY OF MERCER. PERIOD: JUNE 1, 2020 THROUGH MAY 31, 2025. COST PER MONTH: \$19,473.18 (PLUS ANNUAL CPI ADJUSTMENT) PROPERTY: 1 JOHNSTON AVENUE, HAMILTON TOWNSHIP

Res No. 2020-420 AMEND RESOLUTION NO. 2020-84, ADOPTED FEBRUARY 13, 2020 AND AUTHORIZE THE COUNTY EXECUTIVE AND CLERK TO THE BOARD TO EXECUTE AMENDMENT NO. 2 TO THE 2020 INITIAL AREA PLAN CONTRACT GRANT AWARD FROM THE STATE OF NEW JERSEY DEPARTMENT OF HUMAN SERVICES, DIVISION OF AGING SERVICES “AMEND RESOLUTION TO INCLUDE ADDITIONAL FUNDS IN THE AMOUNT OF \$783,456.00 AND TO EXTEND THE CONTRACT PERIOD THROUGH SEPTEMBER 30, 2021 FOR THE \$2,887,876.00 (\$662,652.00 [FEDERAL TITLE IIIB, C1, C2, D AND E FUNDS]; \$57,835.00 [STATE MATCH FUNDS]; \$38,385.00 [STATE WEEKEND HOME DELIVERED MEALS FUNDS (SWHDM)]; \$45,409.00 [STATE HOUSING AND TRANSPORTATION FUNDS (SHTP)]; \$197,019.00 [ADULT PROTECTIVE SERVICES FUNDS (APS)]; \$561,167.00 [SOCIAL SERVICE BLOCK GRANT FUNDS (SSBG)]; \$20,993.00 [MEDICAID MATCH FUNDS]; \$32,654.00 [NUTRITION SERVICES INCENTIVE PROGRAM FUNDS (NSIP)]; \$23,810.00 [CARE MANAGEMENT QUALITY ASSURANCE (CMQA)]; \$209,419.00 [SUPPLEMENTAL FUNDS]); \$255,077.00 [FAMILIES FIRST CORONAVIRUS RESPONSE ACT FUNDING ALLOCATION (FFCRA)]; \$196,264.00 [CARES TITLE IIIB FUND]; \$485,296.00 [CARES TITLE IIIC2 FUNDS]; \$101,896.00 (CARES TITLES IIIE FUNDS) (NO COUNTY FUNDS)

Res No. 2020-421 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A GRANT APPLICATION AND SUBSEQUENT SUBGRANT AWARD DOCUMENTS WITH THE STATE OF NEW JERSEY FOR THE MERCER COUNTY PROSECUTOR'S OFFICE TO PARTICIPANT IN THE COUNTY SEXUAL ASSAULT RESPONSE TEAM/FORENSIC NURSE EXAMINER (SART/FNE) PROGRAM THROUGH THE VICTIMS OF CRIME ACT VICTIM ASSISTANCE GRANT PROGRAM ADMINISTERED BY THE DIVISION OF CRIMINAL JUSTICE, DEPARTMENT OF LAW AND PUBLIC SAFETY. TOTAL GRANT AMOUNT: \$111,150.00 (FEDERAL \$88,920.00; COUNTY MATCH: \$22,230.00). PERIOD: OCTOBER 1, 2020 THROUGH SEPTEMBER 30, 2021. (GRANT NO. VS-32-19)

Res No. 2020-422 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO SUBMIT A GRANT APPLICATION AND EXECUTE SUBSEQUENT SUB-GRANT AWARD DOCUMENTS WITH THE STATE OF NEW JERSEY FOR THE MERCER COUNTY PROSECUTOR'S OFFICE TO PARTICIPATE IN THE VICTIMS OF CRIME ACT GRANT PROGRAM ADMINISTERED BY THE DIVISION OF CRIMINAL JUSTICE, DEPARTMENT OF LAW AND PUBLIC SAFETY. AMOUNT: \$774,094.00 (\$619,275.00; FEDERAL; \$154,819.00 COUNTY MATCH). PERIOD: JULY 1, 2020 TO JUNE 30, 2021. (GRANT NO: V-11-19)

- Res No. 2020-423 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO SUBMIT A SUB-GRANT APPLICATION FOR THE 2020 EMERGENCY MANAGEMENT AGENCY ASSISTANCE (EMAA) GRANT FUNDS FROM THE NEW JERSEY DEPARTMENT OF LAW AND PUBLIC SAFETY. TOTAL AWARD: \$110,000.00 (\$55,000.00 FEDERAL FUNDS; \$55,000.00 IN-KIND MATCHING FUNDS) PERFORMANCE PERIOD: JULY 1, 2020 THROUGH JUNE 30, 2021.
- Res No. 2020-424 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A PROFESSIONAL SERVICE CONTRACT (AWARDED THROUGH A NON- FAIR AND OPEN PROCESS) WITH PRINCETON INSTITUTE OF LANGUAGES DBA AS INLINGUA FOR TRANSCRIPTION SERVICES FOR THE MERCER COUNTY PROSECUTOR'S OFFICE . PERIOD: SEPTEMBER 1, 2020 THROUGH AUGUST 31, 2021. TOTAL AMOUNT NOT TO EXCEED: \$80,000.00.
- Res No. 2020-425 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A PROFESSIONAL SERVICE CONTRACT (AWARDED THROUGH A NON-FAIR AND OPEN PROCESS) WITH J & J COURT TRANSCRIBERS, INC., FOR TRANSCRIPTION SERVICES FOR THE MERCER COUNTY PROSECUTOR'S OFFICE. PERIOD: SEPTEMBER 1, 2020 THROUGH AUGUST 31, 2021. AMOUNT NOT TO EXCEED: \$80,000.00.

Res No. 2020-426 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A PROFESSIONAL SERVICE CONTRACT (AWARDED THROUGH A NON- FAIR AND OPEN PROCESS) WITH KS ENGINEERING, P.C., TO PROVIDE ENGINEERING DESIGN SERVICES FOR THE REPLACEMENT OF MERCER COUNTY BRIDGE NO. 217.2 (N.J.D.O.T. STRUCTURE #11B1702) CARRYING CHURCH ROAD OVER THE DELAWARE & RARITAN CANAL TRIBUTARY, HOPEWELL TOWNSHIP, COUNTY OF MERCER. TERM: UNTIL COMPLETION OF SERVICES. AMOUNT NOT TO EXCEED: \$199,650.98

Res No. 2020-427 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A PROFESSIONAL SERVICE CONTRACT (AWARDED THROUGH A NON- FAIR AND OPEN PROCESS) WITH TRAFFIC PLANNING AND DESIGN, INC., TO PROVIDE ENGINEERING DESIGN SERVICES FOR THE REPLACEMENT OF MERCER COUNTY BRIDGE NO 863.4 (N.J.D.O.T STRUCTURE #1100034) CARRYING EAST WARD STREET OVER PEDDIE LAKE, HIGHTSTOWN BOROUGH, COUNTY OF MERCER, TERM: UNTIL THE COMPLETION OF THE PROJECT. AMOUNT NOT TO EXCEED: \$498,525.54

Res No. 2020-428 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A PROFESSIONAL SERVICE CONTRACT (AWARDED THROUGH A FAIR AND OPEN PROCESS) WITH C & S ENGINEERS TO PROVIDE CONSULTING SERVICES TO CONSTRUCT TAXIWAY A (DESIGN) PROJECT AT THE TRENTON-MERCER AIRPORT . PERIOD: SEPTEMBER 11, 2020 THROUGH SEPTEMBER 10, 2021. AMOUNT NOT TO EXCEED: \$475,000.00

- Res No. 2020-429 COUNTY EXECUTIVE TO THE BOARD AUTHORIZE TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT (AWARDED THROUGH A FAIR A AND OPEN PROCESS) WITH URBAN ENGINEERING, INC., TO PROVIDE ENGINEERING DESIGN FOR REPLACEMENT TERMINAL PHASE II ENVIRONMENTAL SITE ASSESSMENT AT THE TRENTON-MERCER AIRPORT. PERIOD: AUGUST 16, 2020 THROUGH AUGUST 15, 2021. AMOUNT NOT TO EXCEED: \$165,863.00
- Res No. 2020-430 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A GRANT AGREEMENT WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) FOR ON-AIRPORT OBSTRUCTION REMOVAL (DESIGN AND PERMITTING) AT THE TRENTON-MERCER AIRPORT. FAA GRANT AMOUNT: \$480,000.00
- Res No. 2020-431 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A GRANT AGREEMENT WITH NEW JERSEY TRANSIT FOR GRANT FUNDING UNDER THE FEDERAL TRANSIT ADMINISTRATION'S SECTION 5310 PROGRAM, PURSUANT TO THE FEDERAL TRANSIT ACT, 49 U.S.C 5310, AS AMENDED, FOR THE PROVISION OF TRANSPORTATION SERVICES TO ENHANCE MOBILITY FOR SENIORS AND PERSONS WITH DISABILITIES FTA SECTION 5310 FUNDS: \$75,000.00; MATCHING FUNDS; \$75,000.00 TOTAL GRANT AMOUNT: \$150,000.00. PERIOD: JANUARY 1, 2020 THROUGH DECEMBER 31, 2020.
- Res No. 2020-432 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE AN AGREEMENT OF SALE FOR THE PURCHASE OF PROPERTY FROM THE ESTATE OF LEWIS GUARNIERI, KNOWN AS BLOCK 60, LOT 11, TOWNSHIP OF HOPEWELL. TOTAL COUNTY COST NOT TO EXCEED: \$100,000.00

Res No. 2020-433 AMEND RESOLUTION NO. 2019-14, ADOPTED JANUARY 10, 2019 AND COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE AMENDMENT NO. 2 TO THE SHARED SERVICES AGREEMENT WITH THE MERCER COUNTY BOARD OF SOCIAL SERVICES FOR THE PROVISION OF THE MERCER COUNTY ADULT PROTECTIVE SERVICES PROGRAM. “AMEND RESOLUTION TO DECREASE THE AGREEMENT AMOUNT BY \$10,978.00 [ADULT PROTECTIVE SERVICES (APS) FUND] AND TO INCREASE THE AGREEMENT AMOUNT BY AN ADDITIONAL \$5,953.00 [CARE COORDINATION FUNDS] REVISED TOTAL AMOUNT: \$576,795.00 (2019- \$207,997.00 [ADULT PROTECTIVE SERVICES (APS) FUNDS]; \$72,000.00 [PEER GROUPING FUNDS]); \$21,826.00 [CARE COORDINATION FUNDS]); (2020- \$197,019.00 [ADULT PROTECTIVE SERVICES (APS) FUNDS]; \$72,000.00 [PEER GROUPING FUNDS]; \$5,953.00 [CARE COORDINATION FUNDS])

Res No. 2020-434 AMEND RESOLUTION NO. 2019-254, ADOPTED MAY 23, 2019 AND AUTHORIZE THE COUNTY EXECUTIVE AND CLERK TO THE BOARD TO EXECUTE AMENDMENT NO. 1 TO THE SHARED SERVICES AGREEMENT WITH THE COLLEGE OF NEW JERSEY (TCNJ) DEPARTMENT OF COUNSELOR EDUCATION, FOR THE PROVISION OF THE INTOXICATED DRIVER RESOURCE CENTER (IDRC) PROGRAM. “AMEND RESOLUTION TO INCLUDE ADDITIONAL FUNDING IN THE AMOUNT OF \$35,000.00 (COUNTY FUNDS).” REVISED TOTAL AMOUNT: \$35,000.00 (COUNTY FUNDS)

- Res No. 2020-435 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A SHARED SERVICES AGREEMENT WITH LAWRENCE TOWNSHIP FOR THE PROVISION OF MUNICIPAL ALLIANCE COORDINATION FOR DRUG AND ALCOHOL PREVENTION AND EDUCATION. PERIOD: JULY 1, 2020 THROUGH SEPTEMBER 30, 2020 AMOUNT: \$1,011.20 (STATE FUNDS) (NO COUNTY FUNDS)
- Res No. 2020-436 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A SHARED SERVICES AGREEMENT WITH EWING TOWNSHIP FOR THE PROVISION OF MUNICIPAL ALLIANCE COORDINATION FOR DRUG AND ALCOHOL PREVENTION AND EDUCATION. PERIOD: JULY 1, 2020 THROUGH SEPTEMBER 30, 2020 AMOUNT: \$1,730.00 (STATE FUNDS) (NO COUNTY FUNDS)
- Res No. 2020-437 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A SHARED SERVICES AGREEMENT WITH HAMILTON TOWNSHIP FOR THE PROVISION OF MUNICIPAL ALLIANCE COORDINATION FOR DRUG AND ALCOHOL PREVENTION AND EDUCATION. PERIOD: JULY 1, 2020 THROUGH SEPTEMBER 30, 2020 AMOUNT: \$5,826.56 (STATE FUNDS) (NO COUNTY FUNDS)
- Res No. 2020-438 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A CONTRACT WITH SHI INTERNATIONAL CORPORATION FOR THE PURCHASE OF ONE (1) UPS SERVER UPGRADE FOR THE TELECOM ROOM FOR THE MERCER COUNTY SHERIFF'S DEPARTMENT THROUGH THE COUNTY OF BERGEN COOPERATIVE PRICING SYSTEM. TOTAL AMOUNT NOT TO EXCEED: \$21,464.00.

- Res No. 2020-439 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A PROPRIETARY SOFTWARE MAINTENANCE AND SUPPORT AGREEMENT WITH ENFORSYS POLICE SYSTEMS, INC., FOR THE POLISYS SYSTEM TO BE PROVIDED TO THE MERCER COUNTY SHERIFF'S OFFICE. PERIOD: MAY 1, 2020 THROUGH APRIL 30, 2021. AMOUNT NOT TO EXCEED: \$25,000.00
- Res No. 2020-440 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE AN AGREEMENT (AWARDED THROUGH A NON FAIR AND OPEN PROCESS) WITH GE SOFTWARE INC., DBA EKOS FOR THE PURCHASE OF THE ENTERPRISE FUEL SOFTWARE (EKOS) FOR THE MOTOR POOL DIVISION. PERIOD: JUNE 1, 2020 THROUGH MAY 31, 2021. TOTAL AMOUNT NOT TO EXCEED: \$30,444.00
- Res No. 2020-441 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE A CONTRACT WITH BEYER FORD FOR THE PURCHASE OF FOUR (4) 2020 FORD ESCAPES FOR THE MERCER COUNTY MOTOR POOL DIVISION THROUGH THE EDUCATIONAL SERVICE COMMISSION OF NEW JERSEY COOPERATIVE PRICING SYSTEM. CONTRACT NO.65MCESCCPS (BID NO. 17/18-21) TOTAL AMOUNT NOT TO EXCEED: \$88,934.56 33.
- Res No. 2020-442 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO EXECUTE AN AGREEMENT FOR THE PURCHASE OF FIVE (5) VEHICLES FROM HAMILTON HONDA FOR USE BY THE MERCER COUNTY PROSECUTOR'S OFFICE IN CONNECTION WITH CONFIDENTIAL AND UNDERCOVER INVESTIGATIONS. AMOUNT NOT TO EXCEED: \$144,699.00

Res No. 2020-443 COUNTY EXECUTIVE AND CLERK TO THE BOARD AUTHORIZED TO "EXERCISE AN OPTION TO EXTEND" THE AWARD OF BID CONTRACT WITH INTERSTATE OUTDOOR ADVERTISING, L.P. FOR THE FURNISHING, DELIVERING, AND INSTALLATION OF ON-VEHICLE ADVERTISING FOR THE MERCER COUNTY T.R.A.D.E DIVISION. PERIOD: NOVEMBER 30, 2020 THROUGH NOVEMBER 30, 2021. 63% AND 65% FOR FULLY WRAPPED VEHICLES OF GROSS ADVERTISING REVENUE TO MERCER COUNTY

Res No. 2020-444 AWARD OF BID RECEIVED JULY 1, 2020 TO RUSSELL REID WASTE HAULING & DISPOSAL SERVICE CO, INC., FOR SLUDGE AND SEPTAGE REMOVAL AND SEWER LINE CLEANING FOR THE COUNTY OF MERCER. AMOUNT NOT TO EXCEED: \$173,924.00 PERIOD: SEPTEMBER 21, 2020 THROUGH SEPTEMBER 22, 2022.

Res No. 2020-445 AWARD OF BID RECEIVED AUGUST 5, 2020 TO U.S. CORRECTION, LLC FOR THE REBID OF INTERSTATE TRANSPORTATION OF PRISONERS FOR THE MERCER COUNTY SHERIFF'S OFFICE. TOTAL AMOUNT NOT TO EXCEED: \$95,000.00 PERIOD: SEPTEMBER 1, 2020 THROUGH AUGUST 30, 2022.

Res No. 2020-446 AWARD OF BID RECEIVED JULY 29, 2020 TO BUCKS COUNTY INTERNATIONAL, INC., FOR ONE (1) 2021 OR NEWER KENWORTH T370, 4x4 WITH REGULAR CAB WITH ALTEC 14 FOOT CHIP DUMP BODY (INSTALLED) FOR USE BY THE SHADE TREE DIVISION AND THE MERCER COUNTY COOPERATIVE CONTRACT PURCHASING SYSTEM. PERIOD: AUGUST 31, 2020 THROUGH AUGUST 30, 2021. TOTAL AMOUNT NOT TO EXCEED: \$ 136,219.00

Res No 2020-447 AWARD OF BID RECEIVED JULY 30, 2020 TO GABRIELLI KENWORTH OF NJ, LLC FOR ONE (1) 2021 OR NEWER KENWORTH MODEL T370 6x4, STANDARD DAY CAB WITH LUBE BODY (INSTALLED) FOR THE MERCER COUNTY HIGHWAY DIVISION AND THE MERCER COUNTY COOPERATIVE CONTRACT PURCHASING SYSTEM . PERIOD: AUGUST 24, 2020 THROUGH AUGUST 25, 2021. TOTAL AMOUNT TO EXCEED: \$318,695.00. –

Res No. 2020-448 AWARD OF BID RECEIVED JULY 14, 2020 FORM PMG SM PA, LLC DBA SEALMASTER FOR ONE (1) OIL JACKETED HOT POUR CRACK SEALER MELTER APPLICATOR WITH AIR COMPRESSOR AND HEATED HOSE FOR THE MERCER COUNTY HIGHWAY DIVISION AND THE MERCER COUNTY COOPERATIVE CONTRACT PURCHASING SYSTEM. PERIOD: AUGUST 24, 2020 THROUGH AUGUST 25, 2021. TOTAL AMOUNT NOT TO EXCEED: \$80,823.00

Res No. 2020-449 PARTIAL AWARD OF BID RECEIVED JUNE 24, 2020 TO MULTIPLE VENDORS FOR PREVENTIVE MAINTENANCE AND REPAIR OF HVAC SYSTEMS FOR ALL MERCER COUNTY AGENCIES (EXCLUDING THE LIBRARY SYSTEM) AND THE MERCER COUNTY COOPERATIVE CONTRACT PURCHASING SYSTEM. PERIOD: AUGUST 3, 2020 THROUGH AUGUST 2, 2022. TOTAL AMOUNT NOT TO EXCEED: \$1,450,000.00.

Res No. 2020-450 PARTIAL AWARD OF BID RECEIVED JUNE 17, 2020 TO MULTIPLE VENDORS FOR JANITORIAL AND PAPER HOUSEHOLD SUPPLIES FOR THE COUNTY OF MERCER AND THE MERCER COUNTY COOPERATIVE CONTRACT PURCHASING SYSTEM. PERIOD: AUGUST 10, 2020 THROUGH AUGUST 9, 2022. TOTAL AMOUNT NOT TO EXCEED: \$511,000.00

Res No. 2020-451 APPOINTMENT OF ISAMAR MALDONADO AS MERCER COUNTY PURCHASING AGENT; N.J.S.A. 40A:9-30

Res No. 2020-452 MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS
AUTHORIZES THE QUALIFIED PURCHASING AGENT TO
RECEIVE CERTAIN BIDS IN ACCORDANCE WITH
N.J.A.C.5:34-5.1 E PROCUREMENT

Res No. 2020-453 MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS
AUTHORIZES AN INCREASE OF THE BID THRESHOLD IN THE
AMOUNT OF \$44,000.00.

Res No. 2020-454 COUNTY EXECUTIVE AND MERCER COUNTY BOARD OF
CHOSEN FREEHOLDERS RECOGNIZES SEPTEMBER 2020 AS
SUICIDE PREVENTION MONTH 47. COUNTY EXECUTIVE
AND MERCER

Res No. 2020-455 COUNTY BOARD OF CHOSEN FREEHOLDERS RECOGNIZE
SEPTEMBER 2020 AS NATIONAL RECOVERY MONTH

VOTE ON MOTION

Ayes -7. Nays-0. Abstain-0. Absent-0

Ayes- Freeholder Cannon, Cimino, Colavita, Frisby, Melker Walter and Koontz

Freeholder Walter moved seconded by Freeholder Frisby to amend the Resolution authorizing to exercise an option to extend the Award of Bid contract to Stout's II, Inc., (formerly Stout's Charter Services, Inc.,) for shuttle service at the Trenton-Mercer Airport for the period of December 15, 2020 through December 14, 2021 in the amount not to exceed \$60,000.00 to amend the amount to \$45,000.00.

Freeholder Walter offered the following Resolution, seconded by Freeholder Melker:

Res No. 2020-456 COUNTY EXECUTIVE AND CLERK TO THE BOARD
AUTHORIZED TO EXERCISE AN OPTION TO EXTEND THE
AWARD OF BID CONTRACT TO STOUT'S II, INC.,
(FORMERLY STOUT'S CHARTER SERVICES, INC.,) FOR
SHUTTLE SERVICE AT THE TRENTON-MERCER AIRPORT
PERIOD OF DECEMBER 15, 2020 THROUGH DECEMBER 14,
2021 IN THE AMOUNT NOT TO EXCEED \$45,000.00

VOTE ON MOTION

Ayes -7. Nays-0. Abstain-0. Absent-0

Ayes- Freeholder Cannon, Cimino, Colavita, Frisby, Melker Walter and Koontz

NEW BUSINESS:

Freeholder Walter thanked the Administration for offering free Wi-Fi at Mercer County libraries.

Chair Koontz stated that a strict mask policy should be enforced at all county buildings.

Freeholder Walter asked for an update on opening the Mercer County McDade Administration building to employees.

Ms. Nazzaro replied that a strict mask policy was enforced throughout the building, employees are allowed to take the mask off at their desk, and that employees comply with the policy. She stated that social distancing was not an issue and that County buildings may open to the public in December 2020. She noted that the child care leave policy was listed on the County's website.

CENSUS:

Terry West, Census Coordinator provided a brief overview; he said completing the Census has gained momentum.

At this time, Chair Koontz invited the members of the public to comment on any item listed on the Agenda.

Chair Koontz read email comments into the record from Jamie Fairs, resident of Princeton regarding the airport expansion, and Debra Bassman, resident of Princeton (**See Schedule “D” attached hereto, and made a part hereof**).

PUBLIC HEARING:

Chair Koontz made reference to the public hearing in the matter of the appeal of the decision of the Mercer County Planning Board to the Mercer County Board of Chosen Freeholders filed by OTR East Windsor Investors, LLC (applicant) concerning OTR East Windsor Investor, LLC’s site plan application known as Windsor Pointe, Mercer County file No. 19-807. The premises involved in this appeal are located in the Township of East Windsor, County of Mercer, State of New Jersey, and known and designated as Lots 3 and 3.02 in Block 3. He said the proper jurisdiction of matter needed to be addressed and that the public hearing would be adjourned until October 15, 2020.

ADJOURNMENT:

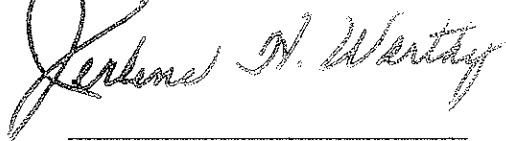
A motion to adjourn the Formal Meeting was offered by Freeholder Cannon and seconded by Freeholder Frisby, which was adopted by the unanimous vote of the members of the Mercer County Board of Chosen Freeholders

VOTE ON MOTION

Ayes -7. Nays-0. Abstain-0. Absent-0

Ayes- Freeholder Cannon, Cimino, Colavita, Frisby, Melker Walter and Koontz

MEETING ADJOURNED AT 7:47 PM

A handwritten signature in cursive script, reading "Jerlene H. Worthy".

**JERLENE H. WORTHY
CLERK TO THE BOARD**



COUNTY OF MERCER
McDADE ADMINISTRATION BUILDING
640 SOUTH BROAD STREET
P.O. BOX 8068
TRENTON, NEW JERSEY 08650-0068
(609) 989-6584
Fax: (609) 392-0488

JERLENE H. WORTHY, CLERK
BOARD OF COUNTY COMMISSIONERS

LISA M. VENA
DEPUTY CLERK

MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS

INFORMAL MEETING OF SEPTEMBER 8, 2020

MINUTES

Freeholder Chair Andrew Koontz called the Formal Meeting to order at 6:00 pm on September 8, 2020 through Cisco WebEx Video Conferencing.

The following members of the Board answered the Roll Call of the Clerk to the Board:

Present- Freeholder Cannon, Cimino, Colavita, Frisby, Melker, Walter and Koontz

The Clerk to the Board read the Invocation.

Chair Koontz led the Pledge of Allegiance and Salute to the Flag.

The Clerk to the Board announced that in accordance with the provisions of the New Jersey Open Public Meeting Law, notice of this Agenda had been mailed to The Trenton Times, The Trentonian and The Princeton Packet newspapers as well as having been posted in both the County Administration Building and Courthouse at least forty-eight (48) hours in advance of the meeting.

Both adequate and electronic notice of the meeting has been provided, specifying the time, place, and manner in which such notice was provided.

COMMUNICATIONS:

Eight (8) Communications were discussed and approved for placement on the Formal Meeting of September 10, 2020.

Freeholder Frisby made reference to communication No. 2 regarding Ocean County Board of Chosen Freeholders adopted a resolution strongly encouraging in-person voting for the November 3, 2020, General Election. He asked if the Board would want to make a similar Resolution for in-person voting. He stated regardless of the turn-out rate; people would appreciate the opportunity to vote in-person.

Chair Koontz said that the Board was supportive of the voting method implemented by Governor Phil Murphy.

Freeholder Walter was concerned about the lack of poll workers at polling locations. She asked if it was feasible to open locations where most poll workers of senior citizens were potentially putting them at risk to contract COVID-19. She said she was comfortable with the vote by mail process.

Freeholder Frisby indicated that people feel uncomfortable with a vote by mail and that we should provide people with another option to vote in an open area.

Freeholder Cannon stated that vote by mail drop boxes would be placed throughout the County and at polling locations. She said Paula Sollami Covello, County Clerk, is doing a phenomenal job with the vote by mail process.

Chair Koontz was uncomfortable with making a companion Resolution to other counties.

Freeholder Frisby said that he would like to see more funding for COVID in Mercer County.

Chair Koontz said that the federal government short-changed the County, not Governor Murphy. He noted that the Board should make the federal government responsible for receiving minimal funding.

Freeholder Walter emphasized that the second round of CARES ACT funding would be dispersed; however she was unsure if there was enough money to distribute to Mercer County.

Freeholder Walter referred to the questions and answers regarding tree removal around the Trenton-Mercer airport. She asked if there was a study done on cutting trees down.

Lillian Nazzaro, County Administrator, replied that the tree removal study is not required with the Environmental Assessment (EA) study.

Freeholder Walter made reference to the Resolution authorizing to exercise an option to extend the Award of Bid contract to Stout's II, Inc., for shuttle service at the Trenton Mercer Airport for the period of December 15, 2020, through December 14, 2021, in the amount not to exceed \$60,000.00. She questioned the amount and felt strongly that the amount should be \$45,000.00

Ms. Nazzaro said she would look into this further.

RESOLUTIONS:

Forty –seven (47) Resolutions were discussed and placed for placement on the Agenda of September 10, 2020.

Freeholder Frisby made reference to the Resolution authorizing to execute a competitive contract with 35th Street Consulting, LLC for consulting services for a disparity study for the County of Mercer Small Business Outreach Program in the total amount of \$189,600.00 for the period of September 14, 2020 through September 13, 2021, with an option to extend for one (1) year. He thanked the Administration for the diversity study.

Freeholder Walter questioned the goals of the study.

Dave Miller, CFO, replied that the purpose of the study is to help the County reach our goal to identify with businesses who usually would not conduct business with the County. He noted that he is hopeful that 35th Street Consulting, LLC., would help the County attract more small businesses.

Freeholder Frisby said the challenge is where the County falls short with identifying women, veterans, and minority-owned businesses and that the County needs to engage minority businesses at a high level.

Freeholder Walter made reference to the Resolution authorizing to execute a Grant Agreement with the Federal Aviation Administration (FAA) for on-airport obstruction removal (design and permitting) at the Trenton-Mercer Airport – FAA grant amount \$480,000.00. She said she was concerned with the removal of trees that would create flooding. She stated that when a tree is removed, it damages the environment affecting the air quality and that the tree removal project is terrible for her community.

Chair Koontz noted that the Resolution allows the County to apply for a grant.

ON-GOING BUSINESS:

Freeholder Walter asked about the air quality in the County buildings.

Ms. Nazzaro stated that air from outside is being circulated inside and that air filters are on backorder. She said the air filters are the same filters used in hospitals.

Freeholder Frisby asked for an update on the reopening plan for employees.

Ms. Nazzaro responded that employees gradually returned to work and that Plexiglas was installed in several departments.

Chair Koontz said Freeholder meetings would remain virtual until the building opens to the public.

PUBLIC SECTION:

At this time, Chair Koontz invited the public to comment on any item listed on the agenda.

Ms. Yasmin Hernández-Manno – Acting Interim Executive County Superintendent of Schools, asked if her office would receive temperature scanners and requested that someone look into the HVAC system before returning to work.

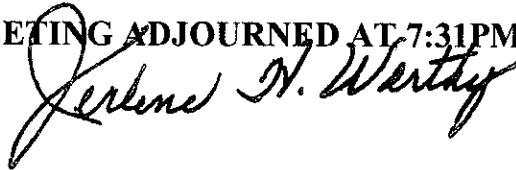
Ms. Nazzaro said she would follow up about the scanners and HVAC system.

Danielle Walters, President of 35th Street Consulting, LLC., stated that she was excited to work on the county disparity study.

Susan Herman, a resident of Newtown, PA, spoke about the airport project. (See **Schedule "E" attached hereto, and made a part hereof**).

Robin Karf, a resident of Princeton, NJ, briefly spoke about the airport expansion.

MEETING ADJOURNED AT 7:31PM



**JERLENE H. WORTHY
CLERK TO THE BOARD**

Schedule A
Susan H.

Witherspoon, Ebony

From: Worthy, Jerlene
Sent: Friday, September 11, 2020 12:10 PM
To: Witherspoon, Ebony
Subject: FW: Part 1 of 3: RRTS's Two (2) Public Comments at 9/10/20 Mercer Co. Freeholder meeting
Attachments: 091020 Mercer Co. Freeholder mtng. RRTS Public Comment.pdf; Fitzpatrick Writ. Testimony 073020 NJ Clean Air Council Hearing.pdf; Santarsiero Writ. Testimony 073020 NJ Clean Air Council Hearing.pdf; Rep. Warren Writ. Testimony 073020 NJ Clean Air Council Hearing.pdf; Lower Makefield Twp Writ. Testimony R1 073020 NJ Clean Air Council (1).pdf; TTS to New Jersey Clean Air Council Public Hearing held on July 30 (2).docx; BRRAM Writ. Testimony 073020 NJ Clean Air Council Hearing.pdf

From: Koontz, Andrew
Sent: Friday, September 11, 2020 12:07 PM
To: Worthy, Jerlene
Subject: FW: Part 1 of 3: RRTS's Two (2) Public Comments at 9/10/20 Mercer Co. Freeholder meeting

Cookie:

Susan Herman sent three different emails with attachments. Would you please include all three emails and their attachments as part of the public record for yesterday's meeting?

Thanks!

LAURENTI, Mario
Confidential Aide to Freeholder Andrew Koontz
McDade Administration Bldg.
640 South Broad Street
Trenton, New Jersey 08650
Phone: (609) 989-6627
Fax: (609) 393-2698

From: susan herman <rtrtsbucksapa5@gmail.com>
Sent: Friday, September 11, 2020 10:07 AM
To: Melker, Nina D. <nmelker@mercercounty.org>; Walter, Lucylle <lwalter@mercercounty.org>; Frisby, Samuel <sfrisby@mercercounty.org>; Colavita, Pasquale <pcolavita@mercercounty.org>; Cimino, John <jcimino@mercercounty.org>; Cannon, Ann <acannon@mercercounty.org>; Koontz, Andrew <akoontz@mercercounty.org>
Cc: Hughes, Brian <bhughes@mercercounty.org>; Sue Simon <sue.simon@mail.house.gov>; kyle melander <kyle.melander@mail.house.gov>; Santarsiero, Senator Steve <Steve.santarsiero@pasenate.com>; Rose Wuenschel <Rosemary.wuenschel@pasenate.com>; Shannon.Sticker@pasenate.com; Fagan, Dan <dan.fagan@pasenate.com>; Rep. Perry Warren <RepWarren@pahouse.net>; ryan bevizt <rbevizt@pahouse.net>; CommEllisMarseglia@buckscounty.org; CommHarvie@buckscounty.org; CommDiGirolamo@buckscounty.org; Stone, Evan <estone@buckscounty.org>; Fredric K Weiss <fweiss@lmt.org>; Daniel R. Grenier <dgrenier@lmt.org>; John Lewis <jlewis@lmt.org>; Suzanne Blundi <sblundi@lmt.org>; James McCartney <jmcartney@lmt.org>; David Bria <dbria@yardleyboro.com>; Trenton Threatened Skies <trentonthreatenedskies@gmail.com>; Brram.org@gmail.com;

susan herman <rrtsbucksba5@gmail.com>; David J. Truelove <dtruelove@hillwallack.com>; Kurt M. Ferguson <kurtf@lmt.org>

Subject: Part 1 of 3: RRTS's Two (2) Public Comments at 9/10/20 Mercer Co. Freeholder meeting

Dear Freeholder Koontz & Freeholders Melker, Walter, Frisby, Colavita, Cimino and Cannon,

Freeholder Koontz: As usual, please acknowledge receipt of this email.

All Freeholders: We hope that you will take the time to read the attachments in the three (3) emails we are sending that contain the two (2) Public Comments made by RRTS at your 9/10/20 formal meeting. At the meeting, you approved many airport-related RESOLUTIONS despite serious/valid concerns expressed by many during Public Comment period. We reiterate that your continued reckless & unchecked expansion of TTN will not only likely cause irreparable harm to the residents, businesses & communities of Mercer Co. (NJ), but will also likely cause irreparable harm to Bucks County (PA) residents, businesses & communities and millions of people who get their residential drinking water from the Delaware River.

Attached please find Part 1 of 3 of Susan Herman's Two (2) Public Comments made on behalf of RRTS at the 9/10/20 Formal Meeting of the Mercer County Freeholders.

This Part 1 email contains:

- our first (1st) Public Comment, which is the first attachment below AND
 - Six (6) Written Testimony Submissions for the 7/30/20 NJ Clean Air Council Public Hearing RE: Past, Present, and Future: Air Quality Around Our Ports and Airports.
- These testimonies were formally submitted by several PA politicians & these grassroots groups: Threaten Threatened Skies, BRRAM.

Freeholder Koontz: As usual, we respectfully ask that you include this email (Part 1 of 3) and all attachments in the public record for the 9/10/20 meeting.

Thank you.

Sincerely,

Susan Herman
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

Susan Herman's Public Comment on Behalf of Residents for Regional Traffic Solutions, Inc. at the September 10, 2020 Formal Meeting of the Mercer County Freeholders

Good evening. I'm Susan Herman, president of Residents for Regional Traffic Solutions, Inc. (a.k.a. RRTS, P.O. Box 285, Newtown, PA 18940)

It is unconscionable that your Board [Mercer County Board of Chosen Freeholders] is considering several RESOLUTIONS tonight that will result in the continued reckless, unchecked expansion of Trenton-Mercer Airport (TTN). You do this in total disregard for your responsibility to protect the health, safety and welfare of your constituents. Your actions will not only likely cause irreparable harm to the residents, businesses and communities of Mercer County (NJ), but will also likely cause irreparable harm to Bucks County (PA) residents, businesses and communities and millions of people who get their residential drinking water from the Delaware River.

As you are aware, our concerns include, but are not limited to:

1) Release of poisonous contaminants - including PFOS, VOC's, & mercury known to be present at the former Naval Air Warfare Center - into surrounding tributaries and the Delaware River, which is a primary source of residential drinking water for millions of people. PFAS contamination of drinking water is linked to harming children's neurological development, kidney cancer and testicular cancer. On July 9, 2020, RRTS attended the **PA PFAS Multi-Site Study ("PA PFAS Study") Community Meeting**. There will be three hundred (300) kids and one thousand (1,000) adults enrolled in the **PA PFAS Study**. Pennsylvania and New Jersey are among seven (7) sites/states that were selected by the U.S. Centers for Disease Control & Prevention (CDC) to participate in this national study. Also, U.S. Senators Bob Menendez (NJ) & Bob Casey (PA) are amongst 19 senators who want the U.S. government to find out if exposure to PFAS chemicals can make people vulnerable to coronavirus.

2) Increased aviation emissions and noise, which can cause heart attacks, asthma, pregnancy complications, learning, behavioral and psychiatric issues. The dangerous, invisible, microscopic exhaust particles travel up to ten (10) miles outside the flight path. Even if residents cannot see the planes, they are at risk.

3) Overall decreased quality of life and an estimated 30% decrease in home value for nearby residents.

4) It is the vulnerable residents in Ewing Twp. (NJ) & the City of Trenton (NJ) who have been, and will continue to be, hardest hit by your continued reckless, unchecked expansion of TTN. Shamefully, you are not practicing Social and Environmental Justice, when it comes to TTN.

Thankfully, there are courageous voices speaking out to protect the health, safety and welfare of ALL parties that have been, and will be, subject to harm from your arbitrary and capricious actions concerning TTN.

We have attached to this Public Comment several Written Testimonies submitted for the **7/30/20 New Jersey Clean Air Council Public Hearing RE: Past, Present, and Future: Air Quality Around Our Ports and Airports**. Attached is testimony from...:

- ...these Pennsylvania politicians: Congressman Brian Fitzpatrick, State Senator Steve Santarsiero, State Representative Perry Warren & the Lower Makefield Township Board of Supervisors,
- ...these grassroots organizations: Trenton Threatened Skies, BRRAM (Bucks Residents for Responsible Airport Management), and RRTS
- ...Mercer County medical doctor & concerned resident, Dr. Debra Baseman

Also attached to this Public Comment is Written Comment submitted for the **PA DEP 2020 Water Quality Monitoring & Assessment Report**. Attached is Comment from the Lower Makefield Township Board of Supervisors, BRRAM and RRTS.

Tonight, we implore your Board to break out all RESOLUTIONS concerning TTN and vigorously and formally oppose them, BEFORE IT IS TOO LATE.

We will submit this Public Comment in two- three (2-3) emails to Freeholder Koontz and respectfully ask that he include the emails and all attachments in the public record for tonight's meeting. Multiple emails are required due to the large number of attachments.

Thank you.

BRIAN K. FITZPATRICK
1ST DISTRICT, PENNSYLVANIA

COMMITTEE ON FOREIGN AFFAIRS

COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE



1722 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4277

1717 LANS-DALE-NEWTOWN RD.
SUITE 400
LANGHORNE, PA 19047
(215) 579-8102

Congress of the United States
House of Representatives
Washington, DC 20515

August 13, 2020

Chairman John Valeri, Jr., Esq.
New Jersey Clean Air Council
401 E State Street
Trenton, NJ 08608

RE: Public Comment Regarding Air Quality Around Our Ports and Airports

Dear Chairman Valeri,

I am writing today to add to the public comments for the New Jersey Clean Air Council public hearing regarding air quality around our ports and airports. As a member of the Aviation Subcommittee of the Transportation & Infrastructure Committee and the Quiet Skies Caucus in Congress, I understand the impacts airports have on a neighboring community. I have been heavily involved in the proposed plan to modify the existing Trenton-Mercer Airport (TTN) and continue to be concerned with many of the environmental assessments that have gone into the proposed plan. I am requesting that the New Jersey Clean Air Council review their assessments on environmental impacts on all past, present and future airport plans and ensure that these evaluations receive the highest standard of review.

As you are aware, TTN has proposed and implemented several projects over the past 25 years with little input from the surrounding community as required by the National Environmental Policy Act of 1969 (NEPA) and the Federal Aviation Administration (FAA) Order 1050.1F - Environmental Impacts: Policies and Procedures. TTN implemented a comprehensive Master Plan that calls for large-scale enhancements to the terminal, taxiway, and runway to increase passenger traffic at TTN. Unfortunately, TTN has chosen to segment these projects in an effort to reduce the level of NEPA analysis required from an Environmental Impact Statement (EIS) that would require a broader scale cumulative impact analysis that would take into consideration the impacts to my constituents in Pennsylvania.

The planned airport expansion has the potential to negatively impact the residents, businesses, and community that comprise PA-01 as a flight path associated with the airport is directly above the district. Adding to the already poor air quality of the Philadelphia Metropolitan area, the first phase of the proposed plan will result in the clearing of 2.3 acres of trees within 100 feet of contaminated groundwater associated with the Naval Air Warfare Center (NAWC). In a response letter I received on May 11, 2020, the Federal Aviation Administration (FAA) acknowledged the NJDEP is actively working to remediate NAWC while stating the removal of trees will not significantly impact the groundwater quality in that impacted area.

Additionally, the standard of studying noise pollution is not consistent amongst airports. The amount of noise studies and impacts of noise pollution of airports are very different when comparing Newark Liberty International and the TTN. Larger airports are constantly testing noise impacts whereas smaller scale airports conduct sparse noise studies.

Going forward, I request New Jersey Clean Air Council review their assessments on environmental impacts and consider expanding its testing protocol on all existing and future evaluations.

If my office can be of any further assistance, please contact me at 215-514-0579.

Thank you,

A handwritten signature in black ink that reads "Brian Fitzpatrick". The signature is written in a cursive, slightly slanted style.

Brian Fitzpatrick
Member of Congress (PA-01)

STATE SENATOR
STEVE SANTARSIERO
16TH SENATORIAL DISTRICT

SENATE BOX 203010
THE STATE CAPITOL
HARRISBURG, PA 17120-3010
717-787-7305
FAX: 717-783-5812

3 TERRY DRIVE, SUITE 201
NEWTOWN, PA 18840
215-497-9490

2003 LOWER STATE ROAD
BUILDING 100, SUITE 121
DOYLESTOWN, PA 18901
215-488-8000



Senate of Pennsylvania

COMMITTEES

ENVIRONMENTAL RESOURCES
& ENERGY,
DEMOCRATIC CHAIR
APPROPRIATIONS
COMMUNICATIONS & TECHNOLOGY
CONSUMER PROTECTION
& PROFESSIONAL LICENSURE
JUDICIARY
LOCAL GOVERNMENT

E-MAIL: SenatorSantarsiero@pa.senate.com
FACEBOOK: [Sen. Steve Santarsiero](https://www.facebook.com/SenSantarsiero)
TWITTER: [SenSantarsiero](https://twitter.com/SenSantarsiero)
INSTAGRAM: [Senator_SteveSantarsiero](https://www.instagram.com/Senator_SteveSantarsiero)
WEB: www.SenatorSteveSantarsiero.com

August 14, 2020

New Jersey Clean Air Council
Public Hearing held on July 30, 2020
Oral Testimony Submission

RE: Past, Present, and Future: Air Quality Around Our Ports and Airports

Dear New Jersey Clean Air Council,

I am concerned about the planned expansion of the Trenton-Mercer Airport (TTN) and the impact that it will have on the health and well-being of surrounding area residents.

Over the past twenty years, the Trenton-Mercer Airport (TTN) has succeeded in its desired expansion efforts through various segmented projects and to date, it continues to pursue large scale expansion under those same segmented methods. Regrettably, in doing so, the Trenton-Mercer Airport (TTN) has been able to bypass having to complete a cumulative and expansive Environmental Impact Study (EIS) that would have likely measured the impacts on all affected Mercer County (NJ) and Bucks County (PA) municipalities.

All of the segmented and individually considered projects currently being pursued are outlined and appear to be related and interdependent of the Trenton-Mercer Airport's (TTN) Master Plan of 2018. The Mercer County Website describes said Master Plan as such, "the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development." The Airport Layout Plan (ALP), which is part of the Master Plan, identifies a proposed terminal expansion, the runway protection zone, and development of Parcel A of the Naval Air Warfare Center where there are known PFOS, VOC'S, mercury, and other contaminants.

Our concerns include, but are not limited to:

- Release of contaminants to surrounding tributaries and the Delaware River, which is a primary source of residential drinking water for millions of people;
- Increased aviation emissions and noise, which can cause heart attacks, asthma, pregnancy complications, learning, behavioral and psychiatric issues; and,
- Overall decreased quality of life and home values for nearby residents.

The Trenton-Mercer Airport (TTN) is currently pursuing a large number of projects individually, yet their cumulative impact should be considered rather than independent of one another. To date, there are roughly twenty-five projects that have either been approved, are in the process of seeking approval, or are planned in the near future. Without a cumulative Environmental Impact Study (EIS), it is entirely unclear how said projects may impact the local environment.

I request that all proposed expansion or renovation projects at the Trenton Mercer Airport (TTN) first undergo an extensive Environmental Impact Study (EIS) to determine the cumulative impact on noise, pollution, and safety to ensure the health and well-being of the area's surrounding residents.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steven J. Santarsiero". The signature is fluid and cursive, with a large initial "S" and "J".

Steven J. Santarsiero
10th Senatorial District

CC: Bucks Residents for Responsible Airport Management (BRRAM)
Residents for Regional Traffic Solutions, Inc. (RRTS)

Witherspoon, Ebony

From: Worthy, Jerlene
Sent: Friday, September 11, 2020 12:11 PM
To: Witherspoon, Ebony
Subject: FW: Part 2 of 3: RRTS's Two (2) Public Comments at 9/10/20 Mercer Co. Freeholder meeting
Attachments: FOR RRTS USE ONLY 7.30.20 NJ CAC Hearing writ and oral testimony.pdf; Dr. Baseman Writ. Testimony 073020 NJ Clean Air Council Hearing.pdf; Lower Makefield Twp Writ. Cmmt. PA DEP 2020 Water Quality Repor.pdf; BRRAM Writ. Comment 2020 PA DEP Water Quality Report.pdf

From: Koontz, Andrew
Sent: Friday, September 11, 2020 12:08 PM
To: Worthy, Jerlene
Subject: FW: Part 2 of 3: RRTS's Two (2) Public Comments at 9/10/20 Mercer Co. Freeholder meeting

Would you please include email and all attachments into public record?
thx

From: susan herman <rrtsbucks5@gmail.com>
Sent: Friday, September 11, 2020 10:16 AM
To: Melker, Nina D. <nmelker@mercercounty.org>; Walter, Lucylle <lwalter@mercercounty.org>; Frisby, Samuel <sfrisby@mercercounty.org>; Colavita, Pasquale <pcolavita@mercercounty.org>; Cimino, John <jcimino@mercercounty.org>; Cannon, Ann <acannon@mercercounty.org>; Koontz, Andrew <akoontz@mercercounty.org>
Cc: Hughes, Brian <bhughes@mercercounty.org>; Sue Simon <sue.simon@mail.house.gov>; kyle melander <kyle.melander@mail.house.gov>; Santarsiero, Senator Steve <Steve.santarsiero@pasenate.com>; Rose Wuenschel <Rosemary.wuenschel@pasenate.com>; Shannon.Sticker@pasenate.com; Fagan, Dan <dan.fagan@pasenate.com>; Rep. Perry Warren <RepWarren@pahouse.net>; ryan bevitz <rbevitz@pahouse.net>; CommEllisMarseglia@buckscounty.org; CommHarvie@buckscounty.org; CommDiGirolamo@buckscounty.org; Stone, Evan <estone@buckscounty.org>; Fredric K Weiss <fweiss@lmt.org>; Daniel R. Grenier <dgrenier@lmt.org>; John Lewis <jlewis@lmt.org>; Suzanne Blundi <sblundi@lmt.org>; James McCartney <jmccartney@lmt.org>; David Bria <dbria@yardleyboro.com>; Trenton Threatened Skies <trentonthreatenedskies@gmail.com>; Brram.org@gmail.com; susan herman <rrtsbucks5@gmail.com>; David J. Truelove <dtruelove@hillwallack.com>; Kurt M. Ferguson <kurtf@lmt.org>
Subject: Part 2 of 3: RRTS's Two (2) Public Comments at 9/10/20 Mercer Co. Freeholder meeting

Dear Freeholder Koontz & Freeholders Melker, Walter, Frisby, Colavita, Cimino and Cannon,

Freeholder Koontz: As usual, please acknowledge receipt of this email, which is Part 2 of 3 of RRTS's Two Public Comments made at your 9/10/20 meeting.

All Freeholders: We hope that you will take the time to read the attachments in the three (3) emails we are sending that contain the two (2) Public Comments made by RRTS at your 9/10/20 formal meeting. At the meeting, you approved many airport-related RESOLUTIONS despite serious/valid

concerns expressed by many during the Public Comment period. We reiterate that your continued reckless & unchecked expansion of TTN will not only likely cause irreparable harm to the residents, businesses & communities of Mercer Co. (NJ), but will also likely cause irreparable harm to Bucks County (PA) residents, businesses & communities and millions of people who get their residential drinking water from the Delaware River.

This Part 2 email contains these attachments:

-Two (2) Written Testimony Submissions for the 7/30/20 NJ Clean Air Council Public Hearing RE: Past, Present, and Future: Air Quality Around Our Ports and Airports.

The attached testimonies were submitted by RRTS (both written & oral testimony appear in first attachment) and Dr. Debra Baseman (Mercer Co. medical doctor/ concerned Mercer Co. resident), AND

-Two (2) Written Comment Submissions for the Pennsylvania Department of Environmental Protection: 2020 Water Quality Monitoring & Assessment Report.

The attached comments were submitted by the Lower Makefield Twp. Board of Supervisors and BRRAM.

Freeholder Koontz: As usual, we respectfully ask that you include this email (Part 2 of 3) and all attachments in the public record for the 9/10/20 meeting.

Thank you.

Sincerely,

Susan Herman
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rtrsbuckspa5@gmail.com

New Jersey (NJ) Clean Air Council Public Hearing Held on July 30, 2020
RE: Past, Present, and Future: Air Quality Around Our Ports and Airports

WRITTEN TESTIMONY SUBMISSION (via email, in Microsoft Word)

August 12, 2020

Pages: 11-page cover letter

Attachments: 8, plus 1 VIDEO

BEFORE IT IS TOO LATE: Our "ASKS" of the NJ Clean Air Council & the NJ Department of Environmental Protection (NJ DEP)

1.) We implore the NJ Clean Air Council and the NJ DEP to vigorously & formally oppose all current and proposed expansion plans of Trenton-Mercer Airport (TTN), including the **Master Plan of 2018** that calls for:

- ...building a Passenger Terminal that is five (5) times the size of the current terminal,
- ...the **Runway Protection Zone & Obstruction Mitigation Project**, and
- ...twenty-five (25) individually-considered, segmented-out projects

These expansion plans will result in toxic air & water pollution that will cause irreparable harm to affected residents in Mercer County, NJ and Bucks County, PA.

TTN continues to recklessly move forward with plans to expand the airport substantially, with no regard for the water, air, wildlife, and other environment impacts on its citizens in the surrounding region. The former Naval Air Warfare Center in West Trenton, NJ (NAWC) is known to have groundwater polluted with PFAS* and other toxic chemicals. TTN's expansion plans will increase the water run-off through the former NAWC site and into the Delaware River, which is the drinking water supply for thousands of Mercer County and Bucks County citizens. **PFAS contamination of drinking water is linked to harming children's neurological development, kidney cancer and testicular cancer.**

** PFAS- per-and polyfluoroalkyl substances – are a class of man-made chemical compounds used in producing products such as non-stick cookware coatings, fire retardant furniture, and foam used in firefighting. PFOA, once used to make Teflon, and PFOS, once used in Scotchgard, are among the most widely known, yet there are hundreds more still being used in manufacturing.*

2.) We also implore the NJ Clean Air Council and the NJ DEP to develop an actionable response to meaningfully address the toxic air & water pollution that *ALREADY EXISTS TODAY*. TTN has *already* experienced large-scale expansion over the past 20 years, while skirting around having to do a Cumulative & Expansive Environmental Impact Statement (EIS) to measure the **cumulative impacts** on affected Mercer and Bucks County municipalities. The airport avoided having to do the EIS by breaking expansion into smaller projects, so that they were only subjected to narrow, isolated Environmental Assessments (EAs). This is segmentation, this is disingenuous, and this *already* threatens the health, safety & welfare of affected NJ and PA citizens.

SUMMARY

Residents in Mercer County (NJ) & Bucks County (PA) ask you to vigorously & formally oppose TTN's current & proposed expansion plans because...

1.) ...the airport's continued reckless, unchecked expansion will harm them & their families, as explained in the VIDEO at below link:

<https://www.youtube.com/watch?v=ZHU7m1Rzvyw&feature=youtu.be>

2.)...Health

- Airport plans will change storm drainage; there is known PFAS & other toxic chemical contamination of groundwater on airport property & the NAWC site, which could make TTN the next Flint [Michigan]. PFAS contamination of drinking water is linked with harming children's neurological development, kidney cancer and testicular cancer. (See attached Philadelphia Inquirer article titled *PFAS testing planned for 2 counties: Adults and children from Bucks and Montco are being sought for a national study on the chemicals.*)
- U.S. Senators Bob Menendez (NJ) & Bob Casey (PA) are amongst 19 senators who want the U.S. government to find out if exposure to PFAS chemicals can make people more vulnerable to coronavirus.
- The particles in airplane exhaust are directly tied to heart disease and asthma. The dangerous, invisible, microscopic exhaust particles travel up to ten (10) miles outside the flight path. Even if residents cannot see the planes, they are at risk.
- Eat Locally? Thousands of residents depend on fresh fruits, vegetables & meats grown in Lawrence & Hopewell Townships. Heavy metals & organic compounds in airplane exhaust put our food at risk of contamination.
- There is a wealth of data about the negative impact of noise on learning, which is compounded by both vibration and by exhaust, as well as noise on hearing loss, particularly in children.

Environment

- Researchers are equating unregulated airplane exhaust to an urban freeway network & are warning that the air quality impacts have been seriously underestimated.
- Toxic emissions from planes flying below 900 feet endanger joggers, cyclists, and wildlife at Mercer Meadows Park & the Pole Farm Bird Sanctuary.
- Mercer & Bucks County residents are already subject to a record number of overflights & vehicular through-traffic; local airport expansion will further degrade our poor air quality. [Mercer County (NJ) is rated "F" in Air Quality by the American Lung Association.]
- The long term effects of ongoing, increased emissions in close proximity to residential areas and watershed tributaries cannot be ignored.

Financial

- Home values are estimated to decrease up to 30% near an airport.
- Mercer County has invested ?\$\$\$ in the airport over the last 20 years. What financial benefit has accrued and/or is flowing to the county and its citizens?

Irresponsible Government

- Past & current expansion has been divided into smaller projects to avoid doing a Comprehensive & Expansive Environmental Impact Statement (EIS) that measures the ***cumulative impacts*** on **ALL** affected NJ and PA municipalities.
- The residents who have been, and will continue to be, hardest hit by the airport's success in skirting around doing the EIS, are those residing in Ewing Township (NJ) and the City of Trenton (NJ). Environmental Justice & Social Justice are not being practiced.
- There has been (a) a history of blatant disregard for authentically including the public in the decision-making process for airport projects, (b) an unconscionable lack of transparency and (c) an **intentional neglect** on the part of New Jersey politicians & the airport to do whatever it takes to protect the health, safety & welfare of affected NJ and PA citizens.
- Annual flight volume through early 2019 has already exceeded the 2035 flight estimates presented to the community by 17,238 take-off/landings, 16 YEARS EARLY & PRIOR TO TERMINAL EXPANSION
- Mercer County Freeholders just authorized a \$54,000 contract to market the airport in the middle of a pandemic, when the future demand for air travel is completely uncertain and many airlines may go out of business
- During the unprecedented pandemic with unemployment and decreased tax revenues, why are much-needed county \$ being spent on the airport?

BACKGROUND

1.) RRTS, along with BRRAM (Bucks Residents for Responsible Airport Management) and Mercer County - based grassroots groups, has been concerned with the expansion of TTN for over 20 years. TTN expanded “under the radar” throughout the past 20 years, by approving and implementing numerous individual projects, whose whole equaled large-scale expansion. By dividing the expansion into segments, TTN has avoided having to do the Cumulative & Expansive Environmental Impact Statement (EIS) that would measure its **cumulative impacts** on ALL affected Mercer County, NJ & Bucks County, PA municipalities.

2.) Recently, residents are alarmed by the large number of projects that TTN has sought approvals for, without regard to **cumulative impact** on the environment, surrounding NJ & PA communities, and public health. There are at least twenty-five (25) in-process individual projects that we can list that have either been approved, are in the process of seeking approval, or are planned in the near future as “unrelated” or “independent” improvements.

All of these segmented, individually- considered projects are *outlined and proven to be related & interdependent in the Master Plan of 2018*. The Mercer County Website describes the Master Plan as such: “*the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development*”. The **Airport Layout Plan (ALP)**, part of the Master Plan, clearly identifies a proposed terminal expansion, the **Runway Protection Zone & Obstruction Mitigation Project (RPZ Project)**, and development of Parcel A of the Naval Air Warfare Center (NAWC) where there are known PFOS, VOCs, mercury and other contaminants.

The danger of considering these projects separately was demonstrated at the Mercer County Freeholder Board Webex meeting on 4/23/20 when the development of Parcel A of the NAWC was discussed. Airport attorney, Mr. Markind, referred to the remediation barrier on Parcel A as being “in total disrepair” several times. There are known PFOS, VOCs, mercury and other contaminants on Parcel A and the adjacent Parcel B. Both groundwater and surface water contamination have been reported. While Parcel B continues to be managed by the Navy, it appears that Parcel A is going to be cleaned up privately as part of the Flightserve lease agreement. It was not clear, and the Freeholders did not seem to know, who was overseeing & responsible for the project.

Residents are concerned that the **Parcel A FONSI** indicates that there is “no impact, due to no changes in storm water run-off”, ignoring the fact that the adjacent, massive **RPZ Project** changes are anticipated to affect storm run off by nearly 1.5 million (1, 500,000) gallons/year, as estimated by the Watershed Institute during the public comments portion of the **Environmental Assessment for the RPZ Project** (pg. P-200-202). This estimate relates only to **RPZ Project –associated** changes to landscape, and did not account for climate-change related increases in precipitation or the additional massive airport build-out, as described above.

It makes sense that the Parcel A remediation barrier should be repaired. It also makes sense that its ability to withstand both **RPZ Project – caused** and climate-related increases in storm drainage, be addressed well in advance of any **RPZ Project** structure removal. This is but one example of why these projects **MUST** be considered together.

3.)The attached 11/12/19 letter from PA Congressman Brian Fitzpatrick to the U.S. Department of Transportation **RE: the RPZ Project** states,

“...I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that TTN has overlooked potential existing groundwater contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water be evaluated.....Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/ PFOA...Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account...”

RRTS has provided the Mercer County Freeholders with this letter several times during Public Comment at their meetings. Despite Congressman Fitzpatrick’s repeated communications regarding his concern that segmentation has occurred (and that there has not been appropriate environmental scrutiny of TTN’s cumulative impacts), it is the Federal Aviation Administration (FAA) who **routinely** responds that segmentation has not occurred. The problem is that the FAA is like the fox guarding the hen house. The agency has demonstrated that it is driven by a self-interested agenda that **DOES NOT** include protecting the safety & welfare of citizens. (See attached 2/21/20 Buchalter article titled Quiet Skies Congressional Caucus Gets Brush Off from FAA.)

4.) The Mercer County Freeholders maintain that the **RPZ Project** is motivated purely by safety concerns and will not change airport operations. This is bogus and disingenuous. Aviation Professionals have advised that IT DOES NOTHING to change the safety margin. WHAT IT DOES is enable more operations and better fleet mixes.

In Mercer County's own EA, in Chapter 4, it states,

"The existing runway length needs to be maintained or it will result in a loss of operations and/or operational restrictions for the Airbus 320/320neo and the Gulf stream IV/V during wet and slippery runway conditions."

We experience wet and slippery conditions right now – should those planes be operating from this airport now? If the Mercer Co. Freeholders truly thought that this project was purely for safety concerns (which they learned about in March 2015), they would be curtailing those operations right now. It is blatantly obvious that a key purpose for this project is to effectively lengthen the runway so that TTN can have the big jets safely fly in all conditions, move lower flying & heavily laden planes, and significantly increase airport operations.

5.) More than eighteen (18) months ago, TTN promised that there would be a Public Meeting held in Bucks County, PA for New Jersey & Pennsylvania residents to review the EA and the status of the multiple current & planned projects associated with the **Master Plan of 2018**. Recently, BRRAM formally gave public comment at a Mercer County Freeholder meeting to request that the meeting be held. BRRAM also sent a formal letter to Freeholder Chairman, Andrew Koontz, requesting same. Below is the 8/3/20 email response that BRRAM received from Chairman Koontz & Mercer Co. Administrator Lillian Nazzaro:
"We forwarded your communication to the County Administrator. Please see their response below.

LAURENTI, Mario
Confidential Aide to Freeholder Andrew Koontz

From: Nazzaro L. Lillian, Esq. <lnazzaro@mercercounty.org>
Sent: Monday, August 3, 2020 9:28 AM
To: Koontz, Andrew <akoontz@mercercounty.org>
Subject: RE: Mercer Freeholders Public Comment July 16 follow up - Request for Virtual Meeting on Trenton Mercer Airport

Chairman,

As previously discussed in Freeholder meetings, a public meeting will take place in Pennsylvania as soon as the EA is approved by the FAA. The County has every intention of going forward with the public meeting and residents of Pennsylvania will be advised accordingly. Finally, the meeting will most likely be a Tele Town hall meeting.

Thank you,

Lillian L. Nazzaro, Esq.
Mercer County Administrator"

This is unacceptable. It ignores the concerns of PA citizens and is not acting in good faith.

6.)At the 10/24/19 meeting of the Delaware Valley Regional Planning Commission (DVRPC) Board, RRTS gave public comment expressing the serious concerns that affected New Jersey & Pennsylvania residents have with the continued, unchecked expansion of TTN. The 11/17/19 GUEST OPINION that appeared in the local paper, THE ADVANCE OF BUCKS COUNTY, summarized our public comment. (See Guest Opinion titled *An open letter to the DVRPC on Trenton-Mercer Airport* in the attachment labeled **DVRPC-related communications**.)

In the 11/4/19 letter from Barry Seymour, DVRPC Executive Director, to Jennifer Solomon of the FAA (See 11/4/19 letter in attachment labeled **DVRPC-related communications**), it states,

“...As TTN continues to advance their improvement plans for the facility, residents of both Mercer County, NJ and neighboring Bucks County, PA have expressed concerns about potential environmental and social impacts created by any changes in facility operations. We strongly support the continued examination and consideration of these impacts and potential mitigation strategies, in accordance with the FAA guidelines...”

The DVRPC is disingenuous in its expression of concern for the health, safety & welfare of NJ and PA residents. **The following disturbing quotes are from DVRPC’s July 2014 publication titled 2040 Regional Airport System Plan (RASP), a plan that calls for expanding TTN far beyond an appropriate-sized local airport:**

On page 32, there’s a section titled “Trenton-Mercer (TTN), New Jersey” and the first sentence of the second paragraph states, *“The airport is marketing itself as an alternative to PHL [Philadelphia International Airport] and EWR [Newark’s Liberty International Airport], offering less hassle”.*

Page 1 is the “Executive Summary” which states this half way down the page, *“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...3. Sustain and improve infrastructure to attract more users...This report is being prepared with the support of the Federal Aviation Administration (FAA) ...”*

Page 3 states this in the first paragraph, *“ ‘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)...”*

Page 4 is "Figure 1: Regional Airport System Map". TTN has the same icon as Philadelphia International Airport (PHL) and Wilmington (ILG).

Halfway down page 5 it states, "One specific economic aid for the region comes with the availability of U.S. Customs and Border Protection facilities at the region's airports. All three commercial service airports – PHL, TTN, and ILG- have these facilities."

On page 7, it states this in the third paragraph, "Commercial service airports serve scheduled service airlines, corporate aviation, and in the case of ILG and TTN, some military operations."

The DVRPC's plan to expand TTN into a "booming airport" (as referenced on page 43 of DVRPC's 2014 publication titled [*resilience*]), is inconsistent with its stated vision on its website Home Page on 2/19/20 which stated,

"The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all."

(See attachment labeled **DVRPC-related communications: DVRPC's Vision** on 2/19/20 website Home Page)

The DVRPC should re-examine its plans to make TTN a "booming airport" and re-prioritize the importance of clean water to the region as one of the primary goals.

7.) It is unconscionable that New Jersey politicians, from the local level up through the Federal level, ignored the attached 9/30/19 letter from RRTS titled:

**RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN):
New Jersey & Pennsylvania residents living in municipalities surrounding TTN,
worry that it will cause irreparable harm to their health, safety & welfare. The
harm is likely to include, but not be limited to, irreparable damage to the
water supply.**

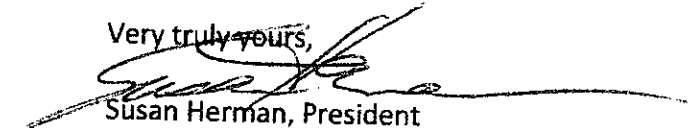
Our 9/30/19 letter is a formal, integral part of this written comment that we are submitting. We respectfully request that the NJ Clean Air Council & Commissioner McCabe read it in its entirety. If it is a problem that it is in pdf format, note that Commissioner McCabe received a hard copy of it via FedEx (signature required).

8.) Attached is our ORAL TESTIMONY given at the 7/30/20 Public Hearing (in Microsoft Word).

9.) FOR RRTS's USE ONLY, we have also attached a pdf comprised of our written and oral testimony for the 7/30/20 NJ Clean Air Council Public Hearing.

Thank you for the opportunity to comment.

Very truly yours,



Susan Herman, President

Residents for Regional Traffic Solutions, Inc.*

**Residents for Regional Traffic Solutions, Inc. (RRTS) is a non-profit organization founded in August, 2001. Its purpose is to engage in public awareness as to traffic issues in the Central Bucks County area. RRTS focuses on issues related to transportation, infrastructure and the impact of transportation-related decisions on regional populations. In the case of Trenton-Mercer Airport, the impacted regional populations are in Mercer County, NJ & Bucks County, PA.*

Attachments:

- RRTS WRITTEN TESTIMONY cover letter: 7/30/20 NJ Clean Air Council Hearing **(in Microsoft Word)**
- 7/13/20 Philadelphia Inquirer article: PFAS testing planned for 2 counties
- 11/12/19 letter from PA Congressman Fitzpatrick to U.S. DOT
- 2/21/20 Buchalter article: Quiet Skies Congressional Caucus Gets Brush Off from FAA
- DVRPC-related communications: 11/17/19 Guest Opinion in THE ADVANCE, 11/4/19 letter from DVRPC to FAA, DVRPC's Vision on 2/19/20 website Home Page
- 9/30/19 letter from Residents for Regional Traffic Solutions, Inc. (RRTS)
RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN):
New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.
- RRTS ORAL TESTIMONY: 7/30/20 NJ Clean Air Council Hearing **(in Microsoft Word)**
- FOR RRTS USE ONLY:** 7/30/20 NJ CAC Hearing, written and oral testimony pdf
- VIDEO titled Trenton Airport Expansion: Your Neighbors' Concerns (youtube link provided)

CC: All individuals/groups will receive this via email. Those asterisked will also receive it via Certified Mail, Return Receipt.

FEDERAL LEVEL:

U.S. Senator Bob Casey (PA)*
U.S. Senator Pat Toomey (PA)*
Congressman Brian Fitzpatrick (PA)*
U.S. Senator Bob Menendez (NJ)*
U.S. Senator Cory Booker (NJ)*
Congresswoman Bonnie Watson-Coleman (12th Cong. District-NJ)*
Congressman Tom Malinowski (7th Cong. District-NJ)*
Congressman Chris Smith (4th Cong. District-NJ)*
Congressional Quiet Skies Caucus

STATE LEVEL:

Governor Tom Wolf (PA)*
Secretary Patrick McDonnell, PA DEP*
Secretary Leslie Richards, PA DOT*
PA Attorney General Josh Shapiro*
Senator Steve Santarsiero (PA)*
State Representative Perry Warren (PA)*
Governor Phil Murphy (NJ)*
Commissioner Catherine McCabe, NJ DEP*
Commissioner Diane Gutierrez-Scaccetti, NJ DOT*
Senator Shirley Turner (D15-NJ)*
Senator Linda Greenstein (D14-NJ)*
Senator Christopher Batemen (D16-NJ)*

COUNTY LEVEL:

Mercer County Executive Brian Hughes*
Mercer Co. Freeholders (NJ): Cimino*, Koontz (chair)*, Cannon*, Walter*, Frisby*, Colavita*, Melker*
Bucks County Commissioners (PA): Ellis-Marseglia (chair)*, Harvie* DiGirolamo*

MUNICIPAL LEVEL:

Members of Councils/ Committees in Mercer County (NJ):

East Windsor Twp.: c/o president (pres.)*
Ewing Twp.: c/o president*
Hamilton Twp.: c/o pres.*
Borough of Hightstown: c/o pres.*
Hopewell Borough: c/o pres.*
Hopewell Twp.: c/o pres.*
Lawrence Twp.: c/o pres.*
Borough of Pennington: c/o pres.*
Princeton: c/o pres.*
Robbinsville Twp.: c/o pres.*
City of Trenton: c/o pres.*
West Windsor Twp.: c/o pres.*

Members of Councils/ Boards of Supervisors (PA):

Langhorne Borough Council: c/o pres.*
Lower Makefield Twp. Board of Supervisors (BOS): Grenier*, Weiss (chair)*, Lewis*, Blundi*, McCartney*
Middletown Twp. BOS: c/o chair*
Morrisville Borough Council: c/o pres.*
Newtown Borough Council: c/o pres.*
Newtown Twp. BOS: Calabro (chair)*, Oxley, Mack, Davis, Fisher
Upper Makefield Twp. BOS: c/o chair*
Yardley Borough Council: c/o Bria (pres.)*
Falls Twp. BOS: c/o chair*

Sue Simon
Kyle Melander
Rose Wuenschel
Shannon Sticker
Dan Fagan
Ryan Bevitz
Ruth Foster (Director; NJ DEP, Office of Permit Coordination & Environmental Review)*
Barry Seymour; Executive Director, DVRPC*
DVRPC Board members
John Ward, DVRPC Deputy Executive Director*
Patty Elkins, DVRPC Director of Planning*
Evan Stone; Executive Director, Bucks County Planning Commission*
Lower Makefield Township (LMT) Manager, Kurt Ferguson*
LMT Solicitor, David Truelove*
LMT Trenton-Mercer Airport Review Panel
Bucks Residents for Responsible Airport Management (c/o President, Holly Bussey)
Trenton Threatened Skies
Mercer Quiet Skies
Residents for Regional Traffic Solutions, Inc.
William Penn Foundation*
Water Resources Association of the Delaware River Basin*
Partnership for the Delaware Estuary*
Buxmont Coalition for Safer Water*
Delaware River Keepers
Delaware/Raritan Canal Commission
Pennsylvania Canal Society
Canal Society of New Jersey
NJ Sierra Club
PA Sierra Club
Clean Air Council (Philadelphia, PA)
NJ Audubon Society
Bucks County Audubon Society
Watershed Institute*

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

**New Jersey Clean Air Council Public Hearing held on July 30, 2020:
RE: Past, Present, and Future: Air Quality Around Our Ports and Airports**

ORAL TESTIMONY SUBMISSION: July 30, 2020 # Pages: 2

I am Susan Herman, President of Residents for Regional Traffic Solutions, Inc. (a.k.a. RRTS), P.O. Box 285, Newtown, PA 18940.*

Our comments are about Trenton-Mercer Airport (a.k.a. TTN). Our organization, along with BRRAM (Bucks Residents for Responsible Airport Management) and Mercer County -based grassroots groups, has been concerned with the expansion of TTN for over 20-plus years. TTN expanded "under the radar" throughout the past 20-plus years, by approving & implementing numerous individual projects, whose whole equaled large-scale expansion. By dividing the expansion into "segments", TTN has avoided having to do the Cumulative & Expansive Environmental Impact Statement (EIS) that would measure its **true negative impacts** on all affected Mercer County (NJ) and Bucks County (PA) municipalities.

Recently, residents are increasingly alarmed about the large number of projects that TTN has sought approvals for, without regard to **cumulative impact** on the environment, surrounding New Jersey & Pennsylvania communities, and public health. There are at least twenty-five (25) in-process individual projects that we can list that have either been approved, are in the process of seeking approval, or are planned in the near future as "unrelated" or "independent" improvements.

*Residents for Regional Traffic Solutions, Inc. (RRTS) is a non-profit organization founded in August, 2001. Its purpose is to engage in public awareness as to traffic issues in the Central Bucks County area. RRTS focuses on issues related to transportation, infrastructure and the impact of transportation-related decisions on regional populations. In the case of Trenton-Mercer Airport, the impacted regional populations are in Mercer County, New Jersey and Bucks County, Pennsylvania.

All of these segmented, individually- considered projects are **outlined and proven to be related & interdependent in the Master Plan of 2018**. The Mercer County Website describes the Master Plan as such: *“the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development”*. The **Airport Layout Plan (ALP)**, part of the Master Plan, clearly identifies a proposed terminal expansion, the runway protection zone, and development of Parcel A of the Naval Air Warfare Center where there are known PFOS, VOC’s, mercury and other contaminants.

The residents who have been, and will continue to be, hardest hit by the airport’s success in skirting around doing a Cumulative & Expansive EIS [of all affected New Jersey and Pennsylvania municipalities], are those residing in Ewing Township and the City of Trenton. In Dr. Nicky Sheats’ earlier presentation, he described the vulnerability of communities such as these and our obligation to study cumulative impacts and practice Environmental Justice & Social Justice.

It is unconscionable that New Jersey politicians - from the local up through the Federal level - ignored RRTS’s September 30, 2019 letter which stated that residents are worried that the continued reckless, unchecked expansion of TTN will cause irreparable harm to our health, safety and welfare. The harm will include, but not be limited to, potential PFOS contamination of our water supply.*

Today, presenters have talked about the health impacts of air pollution around our ports and airports. Researchers are equating unregulated airplane exhaust to an urban freeway network & are warning that the air quality impacts have been seriously underestimated. PFOS contamination of drinking water is linked to harming children’s neurological development, kidney cancer, and testicular cancer. The health impacts of the coronavirus - combined with those caused by air pollution and contaminated drinking water - will be devastating.

We implore the New Jersey Clean Air Council to vigorously oppose the expansion plans of the Trenton-Mercer Airport (including all individually-considered projects) that will potentially increase air and water pollution in New Jersey and Pennsylvania.

* RRTS’s September 30, 2019 letter will be included in our written testimony, along with a written version of this oral testimony. The subject of our September 30, 2019 letter is **RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN): New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.**

ORAL TESTIMONY
NJ Clean Air Council 7/30/20 Hearing:

page 2 of 2

"Schedule B"
Glenn R.

Witherspoon, Ebony

From: Worthy, Jerlene
Sent: Friday, September 11, 2020 12:06 PM
To: Witherspoon, Ebony
Subject: FW: Glenn Reitmeier public statement Sept 10, 2020

Ebony, for your minutes.

From: Koontz, Andrew
Sent: Friday, September 11, 2020 12:01 PM
To: Worthy, Jerlene
Subject: FW: Glenn Reitmeier public statement Sept 10, 2020

Hi Cookie!

Would you please include this as part of the part public record for last night's meeting?

Thanks!

LAURENTI, Mario
Confidential Aide to Freeholder Andrew Koontz
McDade Administration Bldg.
640 South Broad Street
Trenton, New Jersey 08650
Phone: (609) 989-6627
Fax: (609) 393-2698

From: Glenn Reitmeier <glenn.reitmeier@live.com>
Sent: Thursday, September 10, 2020 6:54 PM
To: Koontz, Andrew <akoontz@mercercounty.org>
Subject: Glenn Reitmeier public statement Sept 10, 2020

First, I would like to read an excerpt from a Marketwatch article on Sept 9 about United Airlines into the record:

"United now expects third-quarter capacity to be down 70% from a year ago, compared with previous guidance for a 65% decline. Passenger revenue is now expected to be down 85%, versus previous guidance for an 83% decline. "The company does not currently expect the recovery from COVID-19 to follow a linear path. As such, the company's actual flown capacity may differ materially from its currently scheduled capacity," United said. The company affirmed its Q3 average daily cash burn rate of \$25 million,..."

I am concerned by the many harmful environmental impact concerns that other citizens have expressed. But in my comments today I want to focus on the fundamental economics of the airport.

Mercer Freeholders - you are continuing to act like the proverbial ostrich with its head in the sand. Wake up! Air travel has been devastated by the covid pandemic. Expansion plans for TTN that are based on projections of air traffic growth from before this pandemic are folly. Any continued expenditures by the Freeholders on the Trenton-Mercer airport are an unwise and irresponsible use of public funds.

How could financing an expansion of capacity at a regional airport make any fiscal sense at this time? With dramatically reduced demand for air travel, even the major airlines are at risk of going out of business. Major airports like Newark and Philadelphia now have vastly underutilized capacity. That capacity is already paid for. How can financing an expansion at a regional airport to compete with a glut of capacity at major hubs possibly make any sense?

With dramatically less flying and major airlines and airports scrambling for revenue, there will be no there will be no Passenger Facility Charges revenues to pay back construction costs. You can increase the amount of PFCs all you want - if there are no passengers, there will be no PFC revenue. Whatever air passengers there may be can access low cost flights from airlines desperate for passengers, to virtually any destination from EWR -- conveniently via NJ Transit, I might add. And Mercer County taxpayers will be stuck with costs of financing a "white elephant".

STOP ALL AIRPORT FINANCING NOW. Vote "NO" to all of the airport related resolutions tonight.

It is your responsibility to recognize the new reality of the post-covid world and to stop continued investment in obsolete plans that are based on pre-covid estimates of the demand for air travel.

Glenn Reitmeier

1124 S Houston Road

Yardley, PA 19067

glenn.reitmeier@live.com

INTRODUCTION

I am writing to you as a medical doctor and concerned Mercer County resident, to outline the significant risk to public health that increased and unregulated aviation emissions have on the residents of our state. The convergence of several detrimental factors demand consideration: 1) the identification of Ultrafine Particulate Matter (UFP, diameter <100 nanometers nm) specific to aviation exhaust, 2) significant contribution of UFP to perilous and costly health conditions, 3) increased flight volume, including overflights, in a background of poor ambient air quality, 4) the lack of regulation regarding Greenhouse Gases (GHG) emitted from aviation sources. There are numerous other pollutants and issues related to aviation emissions, but I will focus on these four concerns which have been poorly considered as the Trenton Airport seeks to massively expand operations.

AIRPLANE EMISSIONS

In 2014, a groundbreaking study using mobile air quality monitors demonstrated that particulate matter from airplane emissions spread 10 miles outside of the flight path.¹ This was not just for takeoff and landings, as previously presumed, but for overflights as well. Specifically, pollutants measured 4-5 fold at 6 miles downwind and persisted 2-fold at 10 miles downwind. The authors of the study concluded that air traffic exhaust was the “same general magnitude as the entire urban freeway network”² occurring overhead, raining down on residents. Their findings “indicated that the air quality impact areas of major airports may have been seriously underestimated”.³

Until recently, studies regarding Traffic Related Air Pollution (TRAP) and Particulate Matter (PM 2.5, diameter <2.5 micrometers (μm), did not specifically address smaller Ultrafine Particles (UFP, diameter <100 nanometers nm) or the specific contribution of aviation-origin emissions.⁴ The highly significant Mov-Up Study, published in December 2019, utilized mobile air sensors to specifically delineate road vehicle exhaust from airplane emissions.⁵ The researchers were able to identify a fingerprint of UFP specifically emitted by planes. The Mov-Up researchers found that the size and velocity with which aviation UFPs are thrust from jet engines, allows for much further spread than heavier ground vehicle emissions, which fall to the surface a relatively short distance from roadways. Additionally, the velocity with which UFPs travel prevents adherence to other particles, allowing the UFPs to reach the earth unchanged in size. The significance of UFP's <100 nm size is demonstrated in UFP's ability to permeate

human tissue barriers far more efficiently than other PM; emerging studies correlate UFP with significant tissue inflammation, injury and risk, as outlined in the health section below.

Related studies have shown that the size and velocity of aviation-emitted UFPs allow for concentration indoors,⁶ and the concentrations in homes of aviation-origin UFP and NO₂ were comparable to or exceeded near-road regulatory monitors.⁷ This same report also demonstrated the inadequacy of stationary air quality monitors to accurately estimate residential exposures. Stationary air quality monitors are currently utilized in New Jersey.

The exact composition of aviation-emitted UFP will be further delineated in the ongoing Mov-Up Part 2: "The Characterization of Urban Nanoparticles".⁸ There is concern that aviation related UFPs contain heavy metals, as demonstrated by a study examining soil contamination surrounding the international airport in Delhi, India.⁹ Of additional concern is the recent report of aviation-originated emission organophosphates in the water, soil and vegetation surrounding airports.¹⁰

PUBLIC HEALTH

As a medical doctor, I am overwhelmed and alarmed by mounting environmental toxicology data implicating serious harm related to airplane emissions. We have known for a long time about the significant harms to human health of poor ambient air quality. Extensive correlations have been demonstrated in diverse illnesses, impacting all segments of the population. Air quality related illnesses include cancer,¹¹ asthma and non-smoking COPD,¹² Heart Attacks,¹³ poor cognition,¹⁴ Sudden Infant Death Syndrome (SIDS),¹⁵ Neonatal ICU admissions and Preterm delivery.¹⁶

Recent data linking TRAP to Pregnancy related complications such as Preeclampsia and Gestational Hypertension, is particularly alarming given the Maternal Mortality crisis occurring nationwide.¹⁷ A well-designed study documented airport delays and taxiing time to an increased incidence of hospitalizations for asthma and heart attacks.¹⁸

Data is now emerging regarding the specific risk of UFPs. UFPs cause unique risk to health because their small size allows passage across tissue barriers, including the difficult to permeate blood-brain barrier. Recent NIH studies have demonstrated UFP exposure related brain tumors,¹⁹ asthma,²⁰ heart attacks, mental health issues, including teen ER visits for anxiety and suicidal ideation,²¹ and various pregnancy complications, specifically preterm birth.²² Babies and

children may be particularly susceptible because they accumulate UFPs at higher relative concentrations than adults.²³

Recent COVID-19 related public health trends, specifically decreased preterm birth²⁴ and increased COVID-19 mortality for residents in areas of poor air quality,²⁵ are two tangible examples of the real-time consequences of air quality. It is imperative that we quantify the emissions pollutant volume and dispersal patterns with regard to public health and environmental injustice.

FLIGHT VOLUME

New Jersey residents' risk from aviation-emission toxicity are compounded because of our poor ambient air quality, our population density and our location. We are the unfortunate recipients of massive pass-through vehicular²⁶ and aviation overflight exhaust. Our location along the northeast corridor makes us specifically susceptible to exhaust generated by residents of other states passing through and flying over en route to out of state destinations. The burden of our impact was increased with the FAA's 2007 tristate metropolitan area airspace redesign²⁷ which sought to streamline routes into condensed sky highways: *"Each layer includes a finite piece of airspace defined by lower and upper altitude limits and defined geographic boundaries"*. The Redesign, by delineating specific, narrowed lanes of travel, allows for increased volume and additional flight routes: *"new departure gates and arrival posts would permit the development of new routes in the airspace structure. Expanding the boundaries of the terminal airspace environment would permit less restrictive separation rules to be used in a larger volume of airspace"*. The net impact of the redesign was not only to increase flight volume to/from New Jersey, but also to dramatically increase overflights.²⁸ The resultant expansion of air traffic over the past decade, prior to the COVID-19 pandemic, has contributed to New Jersey's poor air quality and public health issues.

The NY-NJ-PHL Airspace redesign established the local framework for the FAA's NextGen system, which transitions airspace to satellite-based navigation nationwide.²⁹ The FAA is unapologetic in their goal of drastically increasing flight volume. As James Eck, the Assistant Administrator for NextGen commented: "overarching objectives for the future remain the same — maximizing airspace capacity with more sophisticated and seamlessly integrated information about the future position of aircraft at a given time". NextGen has already been implemented at major US airports, with a phased approach for nationwide integration by 2025. NextGen uses satellite guided positioning to reduce mandatory distances, including vertical distances, between

planes and to expand multiple runway operations. Thus, airport operations can be drastically increased. While this has been skillfully accomplished in the name of “aviation safety” and efficiency, the FAA’s description of NextGen as “*a collaborative effort between the FAA and the aviation community*” underscores the fact that the FAA has not considered the safety, health or air quality of citizens on the ground. In fact, the FAA’s primer on aviation emissions, impacts and mitigation maintains “Aviation’s contribution to a region’s air emissions inventory is generally small”.³⁰ Because aviation emissions have been both minimally studied and minimally regulated, residents are being crop-dusted with invisible turbine exhaust and dangerous pollutants, the health impacts of which are only now being recognized.

CLIMATE

Aviation’s contribution to greenhouse gases is unregulated. Thus, the alarming speed at which aviation negatively impacts climate change has also been unrecognized.³¹ Although the EPA ruled in 2016 that “Greenhouse Gas Emissions From Aircraft Cause or Contribute to Air Pollution That May Reasonably Be Anticipated To Endanger Public Health and Welfare” no regulations were proposed.³² Only recently have Aviation related GHG Emission Standards for Aircraft been proposed.³³

The following assessment in the TTN Airport Runway Protection Zone Environmental Assessment emphasizes the veracity and magnitude of this issue:

1.4.2 Greenhouse Gas Pollutants: Since there are no federal or state standards for aviation-related GHG, there is no significant impact threshold for GHGs.”³⁴.

The same report includes 5 pages detailing *construction* vehicle emissions and duration of use during the Runway Protection Zone obstacle clearance, yet there is no analysis of anticipated emissions after completion of RPZ and other related Master Plan projects (new 4x current capacity passenger terminal, new corporate terminal, Flightserv terminal, redesigned taxiways for increased efficiency and flight operations). Projected airport operations used in the analysis are extremely underestimated: total operations calculations for 2035³⁵ had already been surpassed by 2019.³⁶ One would anticipate increased on-ground facility operations, increased passenger car volume, and significantly increased flight operations after the airport has realized its master plan³⁷ expansion and is working at full capacity. The report distracts from the continued impact that TTN will have on the local environment and climate change by extensively reviewing construction equipment during the finite, short-term obstacle clearance of the RPZ. The long-term, ongoing impact of the finished cumulative master plan projects, which

promise and threaten to be utilized at increasing capacities for decades to come, remains *unexamined*.

The disregard for air quality impacts was demonstrated with the onset of the coronavirus pandemic when major commercial airlines flew nearly empty so as to not lose their preferred scheduled slots.³⁸ The FAA promoted this practice, without regard for the impact on the environment and without promoting coordination and efficiency between airlines. Thus, airlines received billions in CARES grant bailout money without any incentives to reduce their environmental impact.

The complex interaction between climate and pollution is a self-perpetuating and escalating relationship. As some in the federal government have taken a pro-industry stance by withdrawing from the Paris Accord and stripping away the basic tenets of the Clean Air Act, it is up to politicians and government agencies at the state level to continue to be responsible. I appreciate the leadership Governor Murphy has taken with his Climate Bill, Executive Order No. 100. While air travel will recover over the next decade, it is imperative that we proceed as deliberately as possible with regard to the balance between the benefits of travel and our commitment to preserving our environment.

Thank you for your consideration,

Debra Baseman, MD
5 Van Kirk Road
Princeton, NJ 08540

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'Schedule C'



Township of Lower Makefield

BOARD OF SUPERVISORS
Fredric K Weiss, Chair
Daniel R. Grenier, Vice Chair
James McCartney, Secretary
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August 10, 2020

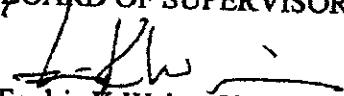
PA Department of Environmental Protection

RE: Public comment for the 2020 Pennsylvania Integrated Water Quality Monitoring and Assessment Report

The Lower Makefield Township Board of Supervisors would like to bring to the attention of the PA DEP our community's water pollution concerns for the Delaware River regarding \$177M of planned development projects at the Trenton-Mercer Airport in New Jersey. The projects are aimed at significantly expanding air traffic capacity at the airport and they have not been given an adequate environmental review regarding ground water run-off, additional contaminants introduced through airport operations and air pollution, and the impact of construction projects on known locations of PFOS/PFOA contaminants. The details are presented in this letter dated November 12, 2019 from Congressman Brian Fitzpatrick to the Secretary of US Department of Transportation, Elaine L. Chao. One of the key problems is that the FAA and airport authorities assert that all of these projects are disconnected and they do not recognize the cumulative impact that these projects will have on the local community in terms of noise, quality of life and air and water pollution. We request that you ascertain what impact the TTN Airport Master plan projects will have on the safety and quality of drinking water for PA residents. We also ask that the PA DEP engage with the NJ DEP regarding their assessments and that you request NJ DEP prepare a full environmental impact statement for the collection of planned projects.

Very truly yours,

LOWER MAKEFIELD TOWNSHIP
BOARD OF SUPERVISORS


Fredric K. Weiss, Chair

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Congress of the United States
House of Representatives
Washington, DC 20515

November 12, 2019

Elaine L. Chao
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao,

I am writing today in response to the letter I received from the Federal Aviation Administration dated August 6, 2019 regarding Trenton-Mercer Airport (TTN). In the letter, Acting Administrator Daniel K. Elwell indicated that the FAA has reviewed the projects at TTN and believes that the airport has not engaged in segmentation and has properly evaluated cumulative impacts. As stated in my letter addressed to the U.S. Department of Transportation dated May 9, 2019, I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that the TTN has overlooked potential existing ground water contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water, be evaluated.

The FAA, following the NEPA process, issued a FONSI/ROD for the TTN Runway Protection Zone and Obstruction Mitigation project after evaluating the Environmental Assessment. The TTN EA indicates that the proposed project will result in the clearing of 2.3 acres of trees within 100 feet of contaminated groundwater associated with the Naval Air Warfare Center (C&S Companies Environmental Assessment for Runway Protection Zones and Obstruction Mitigation page 3-24, July 2019). Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/PFOA. Of the 38 wells tested, 23 tested above the EPA LHA with readings in the range of 178 – 27,800 PPT. (FY18 HASC on PFOS-PFOA, page 36) Considering the proximity of the wells to TTN, and how quickly PFOS/PFOA contaminations bioaccumulate, it is likely that the contaminants have spread to neighboring wells and ground water. Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account.

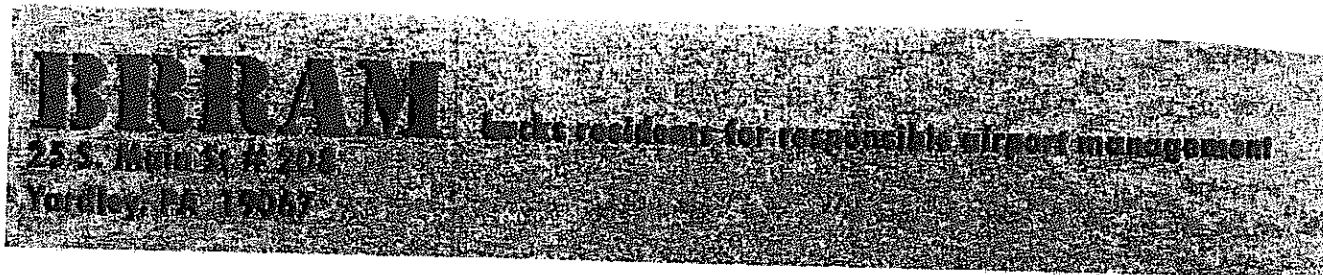
It is my understanding that the spirit of the NEPA process is to ensure that project impacts are reviewed in their totality to ensure that proper environmental protections are maintained. I share the concern of my constituents that the TTN master plan and RPZ project impact studies are not in keeping with the spirit of NEPA. I urge the TTN management, their consultants and the FAA to consider cumulative impacts of not only connected actions at the airport property, but also those off-airport factors that may impact the surrounding communities.

I appreciate your attention to this matter and look forward to hearing from you.

Sincerely,

A handwritten signature in cursive script that reads "Brian K. Fitzpatrick". The signature is written in black ink and is positioned above the printed name and title.

Brian Fitzpatrick
Member of Congress



11 August 2020

TO: Pennsylvania Department of Environmental Protection (PA DEP)

RE: 2020 Water Quality Monitoring and Assessment Report-PUBLIC COMMENT

In response to the Water Quality Monitoring and Assessment Report, the Bucks Residents for Responsible Airport Management (BRRAM)** would like to comment on this assessment.

The public has been made aware of dangerous chemicals contaminating the water supply around the Willow Grove Naval Air base. PFAS, are now making headlines in Bucks as studies are being done to determine the impact on our health. PFAS in your blood stays forever and even minute amounts impact health, including increased cancer risk, infertility, and issues surrounding growth and learning in children. In a recent Philadelphia Inquirer article ([click here](#)), this issue is explained.

The PA DEP should be aware that PFAS has been found in the soil at Trenton Mercer Airport (TTN) in Ewing, New Jersey—*less than 4 miles* from the Delaware River. This Airport is adjacent to surrounding wetlands and then the Delaware River – a major water supply intake.

BRRAM has begun circulating a petition. Within the 7 days, we've received over 250 signatures expressing concern about the impact TTN will have on our water quality. The signatures accumulate daily:

Whereas,

the Pennsylvania Department of Environmental Protection 2020 Water Quality Monitoring and Assessment Report highlights the importance of clean water to Pennsylvania citizens along with its extensive restoration efforts and seeks public comment by Aug 11, 2020,

the former Naval Air Warfare Center site in West Trenton, NJ is known to have groundwater polluted with PFAS (poly and perfluoroalkyl substances) and other toxic chemicals,

the expansion plans of the Trenton Mercer airport (TTN) will increase the water runoff through the former Naval Air Warfare Center site and into the Delaware River, which is the drinking water supply for thousands of Bucks County (PA) and Mercer County (NJ) residents,

proactively avoiding dangerous water pollution is in the best interests of the health, environment and community of Bucks County (PA) and Mercer County (NJ) citizens;

And Whereas,

The Trenton Mercer Airport continues to move forward with plans to expand the airport substantially with no regard for the water, air, wildlife, other environment impacts or its citizens in the surrounding region;

the undersigned concerned citizens hereby request and petition that

the Pennsylvania Department of Environmental Protection should vigorously oppose the expansion plans of the Trenton Mercer Airport (TTN) that will potentially increase water pollution in the state

the Delaware Valley Regional Planning Commission (DVRPC) should re-examine its plans and re-prioritize the importance of clean water to the region as a one of the primary goals

the Trenton Mercer Airport should conduct a full and comprehensive Environmental Impact Statement (EIS) to assess the cumulative effect of its expansion over the last twenty years and its future expansion plans, particularly considering the impact of PFAS pollutants on the Delaware River drinking water supply

the Mercer County (NJ) Board of Freeholders should immediately halt ALL expansion plans for the Trenton-Mercer Airport until a cumulative Environmental Impact Statement is completed that truly measures the negative impacts to all affected Pennsylvania and New Jersey municipalities, with a full public review

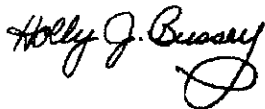
elected officials at every level of local and state government in Pennsylvania should vigorously use all means at their disposal demand that Mercer County (NJ) officials halt the airport expansion.

We urge the PA DEP to oppose the current proposed unchecked expansion plans of the Trenton Mercer Airport (TTN). outlined in the Master Plan 2018 without proper studies.(EIS)

These expansion plans will result in toxic air & water pollution that will cause irreparable harm to affected residents Bucks County, PA.

Thank you for your kind attention.

Sincerely,



Holly J Bussey, President

*****Bucks Residents for Responsible Airport Management (BRRAM) is a non-profit volunteer organization comprised of over 1,000 concerned citizens. BRRAM works with other organizations in both Pennsylvania and New Jersey, as an advocate for our residents, to help demand accountability from TTN and that TTN be a "good neighbor" respecting the environmental health, safety and well-being of all its neighbors.***

Witherspoon, Ebony

Schedule D
Debra B.

From: Worthy, Jerlene
Sent: Friday, September 11, 2020 12:11 PM
To: Witherspoon, Ebony
Subject: FW: Please read into the record at the ending public comments

From: Koontz, Andrew
Sent: Friday, September 11, 2020 12:10 PM
To: Worthy, Jerlene
Subject: FW: Please read into the record at the ending public comments

Hello Cookie:

Would you please include Ms. Baseman's email as part of public record?

thx

LAURENTI, Mario
Confidential Aide to Freeholder Andrew Koontz
McDade Administration Bldg.
640 South Broad Street
Trenton, New Jersey 08650
Phone: (609) 989-6627
Fax: (609) 393-2698

From: Debra Baseman <dbaseman@me.com>
Sent: Thursday, September 10, 2020 7:50 PM
To: Koontz, Andrew <akoontz@mercercounty.org>
Subject: Please read into the record at the ending public comments

Dear Commissioner Koontz,

In the spirit of transparency,

I would like you to release to the residents of Mercer County a full detailed accounting of the airport expansion costs. This should include a summary of all airport related bonds & loans currently owed (even if they are a portion of larger county or MCIA bonds/ loans) and the specific revenue source for repayment (eg Passenger Facility Charges, resident taxes, etc).

I further propose that all future airport- related resolutions clearly state:

- the total project cost
- the source of funding (FAA, MCIA, DOT)
- the county contribution
- whether the county contribution is repayable (bond, loan, grant, etc)

- how it will be repaid (revenue source)
- the actual repayment costs (including interest & processing fees over the repayment period).

If the airport expansion is as good a proposition as you maintain, then you should not fear transparency.

Thank you,
Debra Baseman

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

**Pennsylvania Department of Environmental Protection (PA DEP):
2020 Water Quality Monitoring and Assessment Report**

WRITTEN COMMENT SUBMISSION (via email)

Aug. 10, 2020 # Pages: 11-page cover letter

Attachments: 6

BEFORE IT IS TOO LATE: OUR "ASKS" OF THE PA DEP

1.) We implore the PA DEP to vigorously & formally oppose all current and proposed expansion plans of Trenton-Mercer Airport (TTN), including the **Master Plan of 2018** that calls for:

- ...building a Passenger Terminal that is five (5) times the size of the current terminal
- ...the **Runway Protection Zone & Obstruction Mitigation Project**
- **twenty-five (25) individually-considered, segmented-out projects**

These expansion plans will result in toxic air & water pollution that will cause irreparable harm to affected residents in Mercer County, NJ and Bucks County, PA.

TTN continues to recklessly move forward with plans to expand the airport substantially, with no regard for the water, air, wildlife, other environment impacts on its citizens in the surrounding region. The former Naval Air Warfare Center in West Trenton, NJ (NAWC) is known to have groundwater polluted with PFAS* and other toxic chemicals. TTN's expansion plans will increase the water run-off through the former NAWC site and into the Delaware River, which is the drinking water supply for thousands of Mercer Co. (NJ) and Bucks County (PA) citizens.

PFAS contamination of drinking water is linked to harming children's neurological development, kidney cancer and testicular cancer.

** PFAS- per-and polyfluoroalkyl substances -- are a class of man-made chemical compounds used in producing products such as non-stick cookware coatings, fire retardant furniture, and foam used in firefighting. PFOA, once used to make Teflon, and PFOS, once used in Scotchgard, are among the most widely known, yet there are hundreds more still being used in manufacturing.*

2.) We also implore the PA DEP to develop an actionable response to meaningfully address the toxic air & water pollution that *ALREADY EXISTS TODAY*. TTN has *already* experienced large-scale expansion over the past 20 years, while skirting around having to do a Cumulative & Expansive Environmental Impact Statement (EIS) to measure the **cumulative impacts** on affected Mercer and Bucks County municipalities. The airport avoided having to do the EIS by breaking expansion into smaller projects, so that they were only subjected to narrow, isolated Environmental Assessments (EAs). This is segmentation, this is disingenuous, and this *already* threatens the health, safety & welfare of affected NJ and PA citizens.

SUMMARY

Residents in Mercer County (NJ) & Bucks County (PA) ask you to vigorously & formally oppose TTN's current & proposed expansion plans because...

1.) ...the airport's continued reckless, unchecked expansion will harm them & their families, as explained in the VIDEO at below link:

<https://www.youtube.com/watch?v=ZHU7m1Rzvyw&feature=youtu.be>

2.)...Health

- Airport plans will change storm drainage; there is known PFAS & other toxic chemical contamination of groundwater on airport property & the NAWC site, which could make TTN the next Flint, Michigan. PFAS contamination of drinking water is linked with harming children's neurological development, kidney cancer and testicular cancer. (See attached Philadelphia Inquirer article titled *PFAS testing planned for 2 counties: Adults and children from Bucks and Montco are being sought for a national study on the chemicals.*)
- U.S. Senators Bob Menendez (NJ) & Bob Casey (PA) are amongst 19 senators who want the U.S. government to find out if exposure to PFAS chemicals can make people more vulnerable to coronavirus.
- The particles in airplane exhaust are directly tied to heart disease and asthma. The dangerous, invisible, microscopic exhaust particles travel up to ten (10) miles outside the flight path. Even if residents cannot see the planes, they are at risk.
- Eat Locally? Thousands of residents depend on fresh fruits, vegetables & meats grown in Lawrence & Hopewell Townships. Heavy metals & organic compounds in airplane exhaust put our food at risk of contamination.
- There is a wealth of data about the negative impact of noise on learning, which is compounded by both vibration and by exhaust, as well as noise on hearing loss, particularly in children.

Environment

- Researchers are equating unregulated airplane exhaust to an urban freeway network & are warning that the air quality impacts have been seriously underestimated.
- Toxic emissions from planes flying below 900 feet endanger joggers, cyclists, and wildlife at Mercer Meadows Park & the Pole Farm Bird Sanctuary.
- Mercer & Bucks County residents are already subject to a record number of overflights & vehicular through-traffic; local airport expansion will further degrade our poor air quality. [Mercer County (NJ) is rated "F" in Air Quality by the American Lung Association.]
- The long term effects of ongoing, increased emissions in close proximity to residential areas and watershed tributaries cannot be ignored.

Financial

- Home values are estimated to decrease up to 30% near an airport.
- Mercer County has invested ?\$\$\$ in the airport over the last 20 years. What financial benefit has accrued and/or is flowing to the county and its citizens?

Irresponsible Government

- Past & current expansion has been divided into smaller projects to avoid doing a Comprehensive & Expansive Environmental Impact Statement (EIS) that measures the ***cumulative impacts*** on ALL affected NJ and PA municipalities.
- The residents who have been, and will continue to be, hardest hit by the airport's success in skirting around doing the EIS, are those residing in Ewing Township (NJ) and the City of Trenton (NJ). Environmental Justice & Social Justice are not being practiced.
- There has been (a) a history of blatant disregard for authentically including the public in the decision-making process for airport projects, (b) an unconscionable lack of transparency and (c) an **intentional neglect** on the part of New Jersey politicians & the airport to do whatever it takes to protect the health, safety & welfare of affected NJ and PA citizens.
- Annual flight volume through early 2019 has already exceeded the 2035 flight estimates presented to the community by 17,238 take-off/landings, 16 YEARS EARLY & PRIOR TO TERMINAL EXPANSION
- Mercer County Freeholders just authorized a \$54,000 contract to market the airport in the middle of a pandemic, when the future demand for air travel is completely uncertain and many airlines may go out of business
- During the unprecedented pandemic with unemployment and decreased tax revenues, why are much-needed county \$ being spent on the airport?

BACKGROUND

1.) RRTS, along with BRRAM (Bucks Residents for Responsible Airport Management) and Mercer County - based grassroots groups, has been concerned with the expansion of TTN for over 20 years. TTN expanded “under the radar” throughout the past 20 years, by approving and implementing numerous individual projects, whose whole equaled large-scale expansion. By dividing the expansion into segments, TTN has avoided having to do the Cumulative & Expansive Environmental Impact Statement (EIS) that would measure its **cumulative impacts** on ALL affected Mercer County, NJ & Bucks County, PA municipalities.

2.) Recently, residents are alarmed by the large number of projects that TTN has sought approvals for, without regard to **cumulative impact** on the environment, surrounding NJ & PA communities, and public health. There are at least twenty-five (25) in-process individual projects that we can list that have either been approved, are in the process of seeking approval, or are planned in the near future as “unrelated” or “independent” improvements.

All of these segmented, individually- considered projects are *outlined and proven to be related & interdependent in the Master Plan of 2018*. The Mercer County Website describes the Master Plan as such: “*the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development*”. The **Airport Layout Plan (ALP)**, part of the Master Plan, clearly identifies a proposed terminal expansion, the **Runway Protection Zone & Obstruction Mitigation Project (RPZ Project)**, and development of Parcel A of the Naval Air Warfare Center (NAWC) where there are known PFOS, VOCs, mercury and other contaminants.

The danger of considering these projects separately was demonstrated at the Mercer County Freeholder Board Webex meeting on 4/23/20 when the development of Parcel A of the NAWC was discussed. Airport attorney, Mr. Markind, referred to the remediation barrier on Parcel A as being “in total disrepair” several times. There are known PFOS, VOCs, mercury and other contaminants on Parcel A and the adjacent Parcel B. Both groundwater and surface water contamination have been reported. While Parcel B continues to be managed by the Navy, it appears that Parcel A is going to be cleaned up privately as part of the Flightserv lease agreement. It was not clear, and the Freeholders did not seem to know, who was overseeing & responsible for the project.

Residents are concerned that the **Parcel A FONSI** indicates that there is “no impact, due to no changes in storm water run-off”, ignoring the fact that the adjacent, massive **RPZ Project** changes are anticipated to affect storm run off by nearly 1.5 million (1, 500,000) gallons/year, as estimated by the Watershed Institute during the public comments portion of the **Environmental Assessment for the RPZ Project** (pg. P-200-202). This estimate relates only to **RPZ Project –associated** changes to landscape, and did not account for climate-change related increases in precipitation or the additional massive airport build-out, as described above.

It makes sense that the Parcel A remediation barrier should be repaired. It also makes sense that its ability to withstand both **RPZ Project – caused** and climate-related increases in storm drainage, be addressed well in advance of any **RPZ Project** structure removal. This is but one example of why these projects **MUST** be considered together.

3.) The attached 11/12/19 letter from PA Congressman Brian Fitzpatrick to the U.S. Department of Transportation **RE: the RPZ Project** states,

“...I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that TTN has overlooked potential existing groundwater contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water be evaluated.....Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/ PFOA...Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account...”

RRTS has provided the Mercer County Freeholders with this letter several times during Public Comment at their meetings. Despite Congressman Fitzpatrick’s repeated communications regarding his concern that segmentation has occurred (and that there has not been appropriate environmental scrutiny of TTN’s cumulative impacts), it is the Federal Aviation Administration (FAA) who **routinely** responds that segmentation has not occurred. The problem is that the FAA is like the fox guarding the hen house. The agency has demonstrated that it is driven by a self-interested agenda that **DOES NOT** include protecting the safety & welfare of citizens. (See attached 2/21/20 Buchalter article titled Quiet Skies Congressional Caucus Gets Brush Off from FAA.)

4.) The Mercer County Freeholders maintain that the **RPZ Project** is motivated purely by safety concerns and will not change airport operations. This is bogus and disingenuous. Aviation Professionals have advised that **IT DOES NOTHING** to change the safety margin. **WHAT IT DOES** is enable more operations and better fleet mixes.

In Mercer County's own EA, in Chapter 4, it states,

"The existing runway length needs to be maintained or it will result in a loss of operations and/or operational restrictions for the Airbus 320/320neo and the Gulf stream IV/V during wet and slippery runway conditions."

We experience wet and slippery conditions right now – should those planes be operating from this airport now? If the Mercer Co. Freeholders truly thought that this project was purely for safety concerns (which they learned about in March 2015), they would be curtailing those operations right now. It is blatantly obvious that a key purpose for this project is to effectively lengthen the runway so that TTN can have the big jets safely fly in all conditions, move lower flying & heavily laden planes, and significantly increase airport operations.

5.) More than eighteen (18) months ago, TTN promised that there would be a Public Meeting held in Bucks County, PA for New Jersey & Pennsylvania residents to review the EA and the status of the multiple current & planned projects associated with the **Master Plan of 2018**. Recently, BRRAM formally gave public comment at a Mercer County Freeholder meeting to request that the meeting be held. BRRAM also sent a formal letter to Freeholder Chairman, Andrew Koontz, requesting same. Below is the 8/3/20 email response that BRRAM received from Chairman Koontz & Mercer Co. Administrator Lillian Nazzaro:
"We forwarded your communication to the County Administrator. Please see their response below.

LAURENTI, Mario

Confidential Aide to Freeholder Andrew Koontz

From: Nazzaro L. Lillian, Esq. <lnazzaro@mercercounty.org>

Sent: Monday, August 3, 2020 9:28 AM

To: Koontz, Andrew <akoontz@mercercounty.org>

Subject: RE: Mercer Freeholders Public Comment July 16 follow up - Request for Virtual Meeting on Trenton Mercer Airport

Chairman,

As previously discussed in Freeholder meetings, a public meeting will take place in Pennsylvania as soon as the EA is approved by the FAA. The County has every intention of going forward with the public meeting and residents of Pennsylvania will be advised accordingly. Finally, the meeting will most likely be a Tele Town hall meeting.

Thank you,

Lillian L. Nazzaro, Esq.
Mercer County Administrator"

This is unacceptable. It ignores the concerns of PA citizens and is not acting in good faith.

6.)At the 10/24/19 meeting of the Delaware Valley Regional Planning Commission (DVRPC) Board, RRTS gave public comment expressing the serious concerns that affected New Jersey & Pennsylvania residents have with the continued, unchecked expansion of TTN. The 11/17/19 GUEST OPINION that appeared in the local paper, THE ADVANCE OF BUCKS COUNTY, summarized our public comment. (See Guest Opinion titled *An open letter to the DVRPC on Trenton-Mercer Airport* in the attachment labeled **DVRPC-related communications**.)

In the 11/4/19 letter from Barry Seymour, DVRPC Executive Director, to Jennifer Solomon of the FAA (See 11/4/19 letter in attachment labeled **DVRPC-related communications**), it states,

“...As TTN continues to advance their improvement plans for the facility, residents of both Mercer County, NJ and neighboring Bucks County, PA have expressed concerns about potential environmental and social impacts created by any changes in facility operations. We strongly support the continued examination and consideration of these impacts and potential mitigation strategies, in accordance with the FAA guidelines...”

The DVRPC is disingenuous in its expression of concern for the health, safety & welfare of NJ and PA residents. **The following disturbing quotes are from the DVRPC's July 2014 publication titled 2040 Regional Airport System Plan (RASP), that calls for expanding TTN far beyond an appropriate-sized local airport:**

On page 32, there's a section titled "Trenton-Mercer (TTN), New Jersey" and the first sentence of the second paragraph states, *"The airport is marketing itself as an alternative to PHL [Philadelphia International Airport] and EWR [Newark's Liberty International Airport], offering less hassle".*

Page 1 is the "Executive Summary" which states this half way down the page, *"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...3. Sustain and improve infrastructure to attract more users...This report is being prepared with the support of the Federal Aviation Administration (FAA) ..."*

Page 3 states this in the first paragraph, *" '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)..."*

Page 4 is "Figure 1: Regional Airport System Map". TTN has the same icon as Philadelphia International Airport (PHL) and Wilmington (ILG).

Halfway down page 5 it states, "One specific economic aid for the region comes with the availability of U.S. Customs and Border Protection facilities at the region's airports. All three commercial service airports – PHL, TTN, and ILG- have these facilities."

On page 7, it states this in the third paragraph, "Commercial service airports serve scheduled service airlines, corporate aviation, and in the case of ILG and TTN, some military operations."

The DVRPC's plan to expand TTN into a "booming airport" (as referenced on page 43 of DVRPC's 2014 publication titled [*resilience*]), is inconsistent with its stated vision on its website Home Page on 2/19/20 which stated,

"The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia In Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all."

(See attachment labeled DVRPC-related communications: DVRPC's Vision on 2/19/20 website Home Page)

The DVRPC should re-examine its plans to make TTN a "booming airport" and re-prioritize the importance of clean water to the region as one of the primary goals.

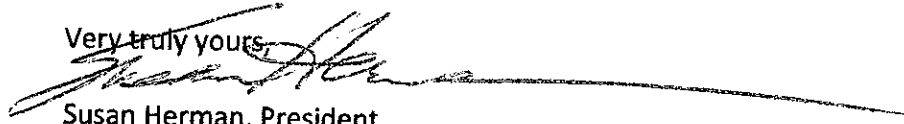
7.)It is unconscionable that New Jersey politicians, from the local level up through the Federal level, ignored the attached 9/30/19 letter from RRTS titled:

**RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN):
New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.**

Our 9/30/19 letter is a formal, integral part of this written comment that we are submitting. We respectfully request that Secretary McDonnell read it in its entirety. If it is a problem that it is in pdf format, note that Secretary McDonnell received a hard copy of it via FedEx (signature required).

Thank you for the opportunity to comment.

Very truly yours,



Susan Herman, President

Residents for Regional Traffic Solutions, Inc.*

**Residents for Regional Traffic Solutions, Inc. (RRTS) is a non-profit organization founded in August, 2001. Its purpose is to engage in public awareness as to traffic issues in the Central Bucks County area. RRTS focuses on issues related to transportation, infrastructure and the impact of transportation-related decisions on regional populations. In the case of Trenton-Mercer Airport, the impacted regional populations are in Mercer County, NJ & Bucks County, PA.*

Attachments:

- RRTS Written Comment letter: PA DEP 2020 Water Quality Report
- 7/13/20 Philadelphia Inquirer article: PFAS testing planned for 2 counties
- 11/12/19 letter from PA Congressman Fitzpatrick to U.S. DOT
- 2/21/20 Buchalter article: Quiet Skies Congressional Caucus Gets Brush Off from FAA
- DVRPC-related communications: 11/17/19 Guest Opinion in THE ADVANCE, 11/4/19 letter from DVRPC to FAA, DVRPC's Vision on 2/19/20 website Home Page
- 9/30/19 letter from Residents for Regional Traffic Solutions, Inc. (RRTS)

RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN):
New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.

- VIDEO titled Trenton Airport Expansion: Your Neighbors' Concerns (youtube link provided)

CC: All individuals/groups will receive this via email. Those asterisked will also receive it via Certified Mail, Return Receipt.

FEDERAL LEVEL:

- U.S. Senator Bob Casey (PA)*
- U.S. Senator Pat Toomey (PA)*
- Congressman Brian Fitzpatrick (PA)*
- U.S. Senator Bob Menendez (NJ)*
- U.S. Senator Cory Booker (NJ)*
- Congresswoman Bonnie Watson-Coleman (12th Cong. District-NJ)*
- Congressman Tom Malinowski (7th Cong. District-NJ)*
- Congressman Chris Smith (4th Cong. District-NJ)*

Congressional Quiet Skies Caucus

STATE LEVEL:

Governor Tom Wolf (PA)*
Secretary Patrick McDonnell, PA DEP*
Secretary Leslie Richards, PA DOT*
PA Attorney General Josh Shapiro*
Senator Steve Santarsiero (PA)*
State Representative Perry Warren (PA)*
Governor Phil Murphy (NJ)
Commissioner Catherine McCabe, NJ DEP*
Commissioner Diane Gutierrez-Scaccetti, NJ DOT*
Senator Shirley Turner (D15-NJ)*
Senator Linda Greenstein (D14-NJ)*
Senator Christopher Batemen (D16-NJ)*

COUNTY LEVEL:

Mercer County Executive Brian Hughes*
Mercer Co. Freeholders (NJ): Cimino*, Koontz (chair)*, Cannon*, Walter*, Frisby*, Colavita*, Melker*
Bucks County Commissioners (PA): Ellis-Marseglia (chair)*, Harvie* DiGirolamo*

MUNICIPAL LEVEL:

Members of Councils/ Committees in Mercer County (NJ):

East Windsor Twp.: c/o president (pres.)*
Ewing Twp.: c/o president*
Hamilton Twp.: c/o pres.*
Borough of Hightstown: c/o pres.*
Hopewell Borough: c/o pres.*
Hopewell Twp.: c/o pres.*
Lawrence Twp.: c/o pres.*
Borough of Pennington: c/o pres.*
Princeton: c/o pres.*
Robbinsville Twp.: c/o pres.*
City of Trenton: c/o pres.*
West Windsor Twp.: c/o pres.*

Members of Councils/ Boards of Supervisors (PA):

Langhorne Borough Council: c/o pres.*
Lower Makefield Twp. Board of Supervisors (BOS): Grenier*, Weiss (chair)*, Lewis*, Blundi*, McCartney*
Middletown Twp. BOS: c/o chair*
Morrisville Borough Council: c/o pres.*
Newtown Borough Council: c/o pres.*
Newtown Twp. BOS: Calabro (chair)*, Oxley, Mack, Davis, Fisher
Upper Makefield Twp. BOS: c/o chair*
Yardley Borough Council: c/o Bria (pres.)*
Falls Twp. BOS: c/o chair*

Barry Seymour; Executive Director, DVRPC*
DVRPC Board members
Evan Stone; Executive Director, Bucks County Planning Commission*
Lower Makefield Township (LMT) Manager, Kurt Ferguson*
LMT Solicitor, David Truelove*
LMT Trenton-Mercer Airport Review Panel

Bucks Residents for Responsible Airport Management (c/o President, Holly Bussey)
Trenton Threatened Skies
Mercer Quiet Skies
Residents for Regional Traffic Solutions, Inc.
Delaware River Keepers
Delaware/Raritan Canal Commission
Pennsylvania Canal Society
Canal Society of New Jersey
NJ Sierra Club
PA Sierra Club
NJ Clean Air Council
Clean Air Council (Philadelphia, PA)
NJ Audubon Society
Bucks County Audubon Society

'Schedule F'
Susan H.

Susan Herman's SECOND (2nd) Public Comment on Behalf of Residents for Regional Traffic Solutions, Inc. at the September 10, 2020 Formal Meeting of the Mercer County Freeholders

I'm Susan Herman, president of Residents for Regional Traffic Solutions, Inc. (a.k.a. RRTS, P.O. Box 285, Newtown, PA 18940) making RRTS's SECOND public comment at the end of this meeting.

We will be emailing our first & second public comment made at this evening's meeting to all of the Mercer County Freeholders and hope that you will take the time to read the many Written Testimonies/Written Comments that are attached. These testimonies/ comments were formally submitted by several Pennsylvania politicians and NJ & PA grassroots groups/ individuals for the:

- **7/30/20 NJ Clean Air Council Public Hearing RE: Past, Present, and Future: Air Quality Around Our Ports and Airports; and**
- **PA Department of Environmental Protection: 2020 Water Quality Monitoring & Assessment Report**

We want to reiterate that your approval of AIRPORT RESOLUTIONS tonight -that continues the reckless, unchecked expansion of Trenton-Mercer Airport (TTN) - will not only likely cause irreparable harm to the residents, businesses & communities of Mercer County (NJ), but will also likely cause irreparable harm to Bucks County (PA) residents, businesses & communities and millions of people who get their residential drinking water from the Delaware River

We will submit this SECOND Public Comment as part of three (3) emails addressed to Freeholder Koontz and the Board of Freeholders and respectfully ask that he include the emails and all attachments in the public record for tonight's meeting. Multiple emails are required due to the large number of attachments.

Thank you.