

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 27, 2020

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Sean Thompson
Andrew Swords
(not represented)
Larry Shifflet

Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County
Chester County
Delaware County

Jim Mosca
Gina Burritt
Nedia Ralston
Diane Ellis-Marseglia
Brian O'Leary
Kevin Madden
Linda Hill

Montgomery County

Valerie Arkoosh
Matthew Edmond

Burlington County
Camden County
Gloucester County
Mercer County
City of Chester
City of Philadelphia

Mark Remsa
Andrew Levecchia
(not represented)
Leslie Floyd
Peter Rykard
Mark Squilla
Chris Puchalsky
June Morton
Jeffrey Wilkerson

City of Camden
City of Trenton

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division
U.S. Department of Housing and Urban Development,
Region III
U.S. Environmental Protection Agency, Region II
U.S. Environmental Protection Agency, Region III
Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
New Jersey Department of Environmental Protection

(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
Elizabeth Smith
Lou Millan
(not represented)

Pennsylvania Department of Environmental Protection (not represented)
Delaware River Port Authority Barbara Holcomb
Port Authority Transit Corporation Rohan Hepkins
New Jersey Office of Planning Advocacy Donna Rendeiro
Pennsylvania Department of Community and Economic Development Aliyah Stanger

DVRPC Co-Counsel

Pennsylvania Co-Counsel Andy Bockis
New Jersey Co-Counsel Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Katie Nash, Natalie Cramer, Jesse Buerk, Sonia Lee, Paul Smith, Van Doan, Tammy DiMeo, Tom Edinger, John Griffies, Brett Fusco, Kevin Murphy, Marco Gorini, Brad Lane, Jackie Davis, Shawn Megill-Legendre, Taghi Ozbeki, Matt Gates, Melissa Andrews, Chris Linn, Bill Laidlaw, Najah Jackson, and Renee Wise.

Guests

Bucks County Commissioner Bob Harvie
Office of United States Senator Bob Casey Lara Flynn
PennDOT District 6 Jonathan Korus
PPTF Michael Clemmons
DRPA Tonyelle Cook-Artis
Philadelphia City Planning Commission David Kanthor
Philadelphia City Planning Commission Colin Fredrickson
Resident of Cheltenham Bridget Chadwick
Cedarville Engineering John Caperilla

Call to Order - Chair's Comments

Chair Sean Thompson called the meeting to order at 10:05 a.m. Mr. Thompson asked if there was any press in the room and if anyone was recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of January 23, 2020

The Board adopted the following **motion**:

MOTION by Ms. Burritt, seconded by Mr. Madden, to approve the minutes of January 23, 2020.

Motion passed. All votes were cast in favor of the motion.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation Programs presented the following TIP actions to the Board:

a. PA19-98: Track Improvement Program (MPMS #102565), SEPTA

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Richmond Street Track Reconstruction, to the Track Improvement Program (MPMS #102565), in the amount of \$8,000,000 (\$6,400,000 Federal Section 5307/\$1,548,000 State Section 1514/\$52,000 Local) for the Engineering/Right-of-Way/Construction phase in FY20 as a component of the Westmoreland Loop project, and to rename the “Westmoreland Loop” project to “Westmoreland Loop/Richmond Street Track Reconstruction” project.

As part of PennDOT’s ongoing reconstruction of I-95, Richmond Street, which includes the SEPTA Route 15 trolley tracks, was relocated and reconstructed between Girard Avenue and Ann Street. I-95: Allegheny Avenue Interchange, Ann to Castor Streets (AF1) (MPMS #79911), involves the continued reconstruction of Richmond Street north from Ann Street to Westmoreland Street, including the Route 15 trolley tracks and turnback loop adjacent to Richmond Street on Westmoreland Street. SEPTA and PennDOT have recently renewed a cost-sharing agreement for this work. SEPTA will reimburse PennDOT for 50 percent of the cost related to the Route 15 trolley infrastructure. The loop work includes accessibility improvements and enhancements to shelters, loading platforms, lighting, landscaping, and operator facilities. Construction on Richmond Street between Ann and Westmoreland Streets is expected to be substantially completed and Richmond Street reopened to northbound and southbound motorists by year's end.

The trolley infrastructure work includes removal and replacement of track, turnouts, electric traction, catenary poles, trolley heads, and pan switches. See section GR1, I-95: Columbia Avenue to Ann Street (MPMS #79686) for further information. Installation of overhead catenary wires and underground power for the trolleys will begin late this year and continue through next spring.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Squilla*, seconded by *Ms. Floyd* that the Board adopt the following TIP action:

PA19-98, SEPTA's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Richmond Street Track Reconstruction, to the Track Improvement Program (MPMS #102565), in the amount of \$8,000,000 (\$6,400,000 Federal Section 5307/\$1,548,000 State Section 1514/\$52,000 Local) for the Engineering/Right-of-Way/Construction phase in FY20 as a component of the Westmoreland Loop project, and to rename the "Westmoreland Loop" project to "Westmoreland Loop/Richmond Street Track Reconstruction" project.

Motion passed. All votes were cast in favor of the motion.

b. PA19-106: Transit and Regional Rail Station Program (MPMS #77183), SEPTA

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the funding, adding a new project, and changing the scope of the Transit and Regional Rail Station Program (MPMS #77183) by increasing the funding for the Conshohocken Parking Garage project by \$17,000,000 (\$15,000,000 Federal Section 5307 /\$2,000,000 FLEX/CMAQ) in the Engineering/Right-of-Way/Construction (ERC) phase in FY20; adding the Direct Bus Phase B project (\$2,000,000 Section 5339B) in the ERC phase in FY20; and shifting \$15,000,000 BUILD funding for the 30th Street Station Project from ERC phase in FY19 to ERC phase in FY20.

Conshohocken Parking Garage:

In support of the Conshohocken Parking Garage project, the Pennsylvania Department of Transportation (PennDOT) is providing \$15,000,000 of Federal Section 5307 funding to SEPTA; however, PennDOT Federal Section 5307 funding must be utilized on the Keystone Corridor, which does not include the Conshohocken Parking Garage. Therefore, SEPTA will allocate PennDOT's \$15,000,000 of Federal 5307 funding to the Capital Asset Lease Program (MPMS #59966), and utilize the funding for lease payments to Amtrak for SEPTA operation of Regional Rail service along the Keystone Corridor. This action will then free up \$15,000,000 of SEPTA Section 5337 funding to be shifted to the Federal Preventative Maintenance Program (MPMS #60317). The addition and subtraction of \$15,000,000, plus matching funds, is an administrative action. SEPTA is then able to move \$15,000,000 of SEPTA Section 5307 from Federal Preventative Maintenance (MPMS #60317) funding to the Conshohocken Parking Garage project which is in the Transit and Regional Rail Station Program (MPMS #77183). Also, \$2,000,000 of CMAQ funding was granted to the Conshohocken Parking Garage project, from the highway portion of the TIP (MPMS #111005), which has already been FLEXed and will be moved from FY2019 to FY2020, in the Transit TIP, so that the funding may be obligated in a grant. This garage has a construction estimate of

\$37,450,000. \$10,000,000 CMAQ funds on the highway TIP - \$2,000,000 FLEXed/CMAQ (this action) and \$8,000,000 CMAQ in FY23. \$15,000,000 is from PennDOT Bureau of Public Transit (BPT) (this action), \$6,000,000 is from PennDOT BPT's State Capital Funding (future action), and \$6,450,000 is from SEPTA matching funds.

Direct Bus Phase B:

SEPTA has also been awarded competitive funds for the Federal Transit Administration's (FTA) 2019 Bus and Bus Facilities Grant Program to advance the next phase of SEPTA's Direct Bus service in the City of Philadelphia, called Direct Bus Phase B. This phase includes the design and construction of eight (8) enhanced bus stations along Hunting Park and Ridge Avenues. The enhanced bus stations will improve overall site conditions at each location, including accessibility enhancements, lighting, landscaping, and real-time information. The total cost of this project is \$2,500,000.

30th Street Station Project:

Lastly, SEPTA is shifting \$15,000,000 BUILD funds for the 30th Street Station project from FY19 to FY20, so that funding may be obligated in a grant. For FTA to approve placing funds into a grant, the funds must be shown in the current fiscal year of the TIP. The Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program is a federal competitive program that enable the federal DOT to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in the Nation's infrastructure. The 30th Street Station Project provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements at SEPTA's 30th Street Market-Frankford Line Station. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Elizabeth Smith, SEPTA, thanked Ms. Schoonmaker and her team. She thanked her for providing the flow chart to explain things. DVRPC Executive Director Barry Seymour asked Ms. Smith to comment on how things have gone for SEPTA with the Direct Bus service. Ms. Smith commented that Direct Bus Phase A has been a glimmer of hope compared to decreasing ridership that has been seen on other routes. This will now connect that successful section on the Boulevard to Wissahickon Transportation Center and SEPTA expects to see good ridership on Phase B as well.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Edmond*, seconded by *Mr. Squilla* that the Board adopt the following TIP action:

PA19-106, SEPTA's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing the funding, adding a new project, and changing the scope of the Transit and Regional Rail Station Program (MPMS #77183) by increasing the funding for the Conshohocken Parking Garage project by \$17,000,000 (\$15,000,000 Federal Section 5307 /\$2,000,000 FLEX/CMAQ) in the Engineering/Right-of-Way/Construction (ERC) phase in FY20; adding the Direct Bus Phase B project (\$2,000,000 Section 5339B) in the ERC phase in FY20; and shifting \$15,000,000 BUILD funding for the 30th Street Station Project from ERC phase in FY19 to ERC phase in FY20.

Motion passed. All votes were cast in favor of the motion.

c. PA19-110: PA 796/Old Baltimore Pike Realignment (MPMS #103746), Chester County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, PA 796/Old Baltimore Pike Realignment (MPMS #103746), to the TIP in the amount of \$800,000 State 581D - Discretionary to the Construction phase in FY20 for reimbursement to Penn Township. These are additional funds to the region.

Several years ago, PennDOT was considering a program, HOP Assist, that would provide funding for additional highway improvements as a means of both facilitating economic development and partnering with private/municipal entities to complete worthwhile transportation system improvements. There was only one candidate project that was advanced as a pilot project under this program, PA796/Old Baltimore Pike Realignment (MPMS #103746). The HOP Assist program did not move forward because the Multimodal Transportation Fund program came into existence and accomplishes the same purpose that the HOP Assist program was intended to.

This project was for the construction of auxiliary lanes on PA 796 at its intersection with Old Baltimore Pike. The purpose of the project was to improve mobility in the project area. Prior to the construction of the project, the intersection operated at a poor level of service and recurring queues from the intersection where traffic backed up to and past the PA 796/US 1 interchange. The proposed construction realigned the northern leg of PA 796 to improve the offset and included the construction of left and right turn lanes. Additionally, the project included the construction of a left-turn lane on the southern leg of PA 796. This project is now complete and closeout paperwork for reimbursement, to the township, is proceeding.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. All projects listed contribute to fiscal constraint.

Brian O'Leary, Chester County, thanked PennDOT for their flexibility on this and noted that though this was a relatively minor investment it has been very effective.

Favorable recommendation was received from the Regional Technical Committee.

MOTION by *Mr. O'Leary*, seconded by *Mr. Madden* that the Board adopt the following TIP action:

PA19-110, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, PA 796/Old Baltimore Pike Realignment (MPMS #103746), to the TIP in the amount of \$800,000 State 581D - Discretionary to the Construction phase in FY20 for reimbursement to Penn Township. These are additional funds to the region.

Motion passed. All votes were cast in favor of the motion.

PRESENTATION ITEMS

3. RSTF 2020: Focus on Safety Culture

Kevin Murphy, DVRPC Manager, Office of Safe Streets, explained that during calendar year 2020 the Regional Safety Task Force will break from its regular program with four meetings focused specifically on safety culture. Traffic Safety Culture refers to how organizations and society view crash risk and prioritize road safety in decision-making. The first meeting will focus on the concepts that underlie traffic safety culture, and the subsequent meetings will explore how it overlaps with each of these three important sectors: media, the law, and health care.

Kevin Madden, Delaware County, asked if the law that was passed in New York City regarding the right of way of pedestrians and cyclists was a city or state law. Mr. Murphy responded that it was a city law. Mr. Madden asked if something similar could be passed in Pennsylvania either locally or statewide. DVRPC Executive Director Barry Seymour responded that we can look into this. Valerie Arkoosh, Montgomery County, asked if there is any data looking at the results of this law and its effectiveness. Mr. Murphy noted that we have not seen the data but can look into it.

4. Update on PennDOT Connects Bike-Friendly Resurfacing Program

Greg Krykewycz, DVRPC Associate Director, Multimodal Planning, explained that DVRPC has collaborated with PennDOT District 6 and numerous other partners--county planning departments, the Bicycle Coalition of Greater Philadelphia, City of Philadelphia OTIS, Streets Department and Planning Commission--on opportunities to evaluate and install in-street bike facility improvements as part of PennDOT resurfacing projects. Board members were briefed on this growing Bike-Friendly Resurfacing Program, including impacts to date on expanding the regional bicycle network.

Mark Remsa, Burlington County, asked if DVRPC has a one page summary on this. Mr. Krykewycz responded that we do have a Municipal FAQ on this. Andrew Swords, NJDOT, noted that his bicycle and pedestrian staff will follow up and would love to learn more about this. Chris Puchalsky, City of Philadelphia, thanked Mr. Krykewycz and his team for helping the City with this. DVRPC Executive Director Barry Seymour thanked Board members for their assistance and especially PennDOT. Kevin Madden, Delaware County, thanked Mr. Krykewycz and his team and asked how to deal with connectivity issues and if there are alternative roads to look at. Mr. Krykewycz responded that if there is a road that is being resurfaced and we cannot accommodate something that will make it comfortable for regular bicycle users we may look at signage or pavement markings or other low cost options. Regular connectivity analysis is all about this and identifying medium stress segments that are still important for connectivity. Sometimes the network does not lend itself to bicycling and we have to look to other trails or other options. Mr. Madden asked about funding options for the program. Mr. Krykewycz responded that for areas where there is no funding available if something can be accommodated with paint it should be, especially since PennDOT repaves every 10-12 years. There is a pipeline of roads where paint is not enough and we could figure out costs for those roads. Mr. Madden noted that the visibility of seeing signage, markings, and other things has an impact for cyclists and drivers. He noted that it seems important to keep visibility in mind and whether visibility is top of mind here. Mr. Krykewycz responded that it is part of the thinking and that getting those people that could be biking out on the roads and trails is the real goal. Valerie Arkoosh, Montgomery County, thanked Mr. Krykewycz and PennDOT and noted that there has been a real culture change at PennDOT and that the agency has been checking with local communities to talk about trails and development.

5. Local Trip Generation for TOD

Brad Lane, DVRPC Principal Engineer, Office of Travel Trends and Forecasts, presented recently collected data estimating the reduced traffic impacts of Transit Oriented Development (TOD). AM Peak Hour and Daily vehicle trip generation data was collected at mid-rise apartment buildings. The data compares sites located next to rail stations, to other sites with no rail access. An overview of conclusions, caveats, and recommended next steps was presented.

Brian O'Leary, Chester County, commented that the low traffic generation rates at the Pointe at Chester was likely due to the fact that much of the population residing at that location are students from West Chester University. Mr. O'Leary asked if ITE's rates were compared with these rates. Mr. Lane responded that they were and that ours were much lower. He noted that there is more detail on that in the full report and that DVRPC wants local communities to use this information. DVRPC Executive Director Barry Seymour commented that we looked at higher density at transit locations and we see that they are overstated. Mark Remsa, Burlington County, asked how the data was collected. Mr. Lane responded that they used pneumatic tubes, cameras, and did manual counts. Mr. Remsa

commented that this was a low sample size and is really not statistically significant. Mr. Seymour commented that any assistance from Board members with the numbers would be useful. Ms. Floyd noted that she knows a young woman who lives in Mercer County without a car and she wondered how she managed to live there without a car. The woman shared that she gets a shuttle to work and gets her groceries delivered to her home. Lou Millan, NJ Transit, commented that a lot more needs to be known and he asked if collaboration with NJTPA would be helpful. Mr. Millan commented that it would be useful to know how much TOD encompasses development in the state. Mr. Millan noted that we have no right to ask people what they do but that a broader view would be useful here. Mark Remsa, Burlington County, noted that it would be helpful to do a survey of driving habits. Andrew Levecchia, Camden County, commented that today's presentation showed that many of the apartments have garages and that these apartments are next to train stations and that this seems counterproductive to promoting transit. Mr. Remsa commented that TOD parking rates are lower than suburban parking rates. Mr. Seymour noted that municipalities have rules about residential development and parking requirements and that can be a hindrance to promoting transit. Jeffrey Wilkerson, City of Trenton, asked if urban locations have been identified. Mr. Lane responded that the study includes some but they were not part of today's presentation, and that Roebing Lofts in Trenton was included in the study.

DISCUSSION ITEM

6. One Minute Reports

Aliyah Stanger, PA DCED, reported that the Greenways Trails Program is accepting applications until May 31. There is a total of \$250 million available for this program. The CFA's Multimodal Program applications are being accepted starting March 1 with a July 31 deadline.

Donna Rendeiro, NJ Office for Planning Advocacy, reported that the State Planning Commission has four new members and three new planners have been hired.

Rohan Hepkins, PATCO, reported that in 2019 PATCO experienced its highest ridership in 25 years. This could be partly due to an increase in weekend ridership, demographic changes, station renovations, and convenience and reliability. The Franklin Square Station reopening is on track and the grant that PATCO received is due to the hard work of Barbara Holcomb (DRPA).

Barbara Holcomb, DRPA, reported that she moderated a panel for WTS recently and that Barry, Jody Holton, Elizabeth Schoonmaker, and Andrew Svekla all participated. We talked a lot about funding, project selection, and more. Each of the three transit agencies at this table will all see reductions in funding and it is important to look at different funding options. Ms. Holcomb noted that in April she will be retiring and will really miss DVRPC and being a part of the work.

Lou Millan, NJ Transit, reported that NJ Transit will be releasing its strategic plan and then in the spring will be a five year capital plan that looks at funding needs and other items.

Elizabeth Smith, SEPTA, reported that SEPTA will be holding open houses on its annual service plan, capital budget, and operating budget. There will be no new route proposals in the annual service plan because of the new bus network redesign initiative.

Andrew Swords, NJDOT, thanked DVRPC for their letter of support for the INFRA grant. He thanked DVRPC and partners for their assistance with the Strategic Highway Safety Plan. There is a Safety Summit scheduled for April 21 and he encouraged Board members to attend.

Larry Shifflet, PennDOT, thanked DVRPC for their presentation on PennDOT Connects today. The update of the Statewide Long-Range Plan is underway.

Chris Puchalsky, City of Philadelphia, reported that the city is holding a Vision Zero Conference at Temple University on March 7.

Leslie Floyd, Mercer County, reported that at the March Planning Board meeting the adoption of the bike plan will become part of the County's Master Plan.

Kevin Madden, Delaware County, thanked Mr. Seymour for putting all of these interesting presentations on the agenda and really considering climate change. Mr. Madden reported that the county adopted the \$5 free for local use.

Diane Ellis-Marseglia, Bucks County, introduced the county's new Commissioner, Bob Harvie. A re-entry coalition has been started for individuals coming out of jails. There are at least 80 participants so far.

Brian O'Leary, Chester County, reported that the county has appointed an Environmental and Energy Advisory Board.

Valerie Arkoosh, Montgomery County, congratulated Barbara Holcomb on her upcoming retirement. Ms. Arkoosh noted that due to Jody Holton's departure Matt Edmond has stepped in until a replacement can be found.

Mark Remsa, Burlington County, reported that the county's Highway Master Plan is working out well and he thanked DVRPC for their assistance.

Andrew Levecchia, Camden County, congratulated Barbara Holcomb on her retirement and wished her well.

Jeffrey Wilkerson, City of Trenton, reported that in December the city adopted its TOD plan for three developments.

7. Executive Director's Report

a. Long Range Plan Public Outreach

Alison Hastings, DVRPC Manager, Office of Communications and Engagement provided a presentation on DVRPC's outreach efforts over the next year and asked Board members for their assistance with hosting events.

b. INFRA Grants Funding Opportunity

Mr. Seymour called the Board's attention to a funding opportunity through the INFRA grant program. He noted that in addition to the NJDOT application, DVRPC also supported Burlington County and two applications under the Diesel Emissions Reductions Grant. The applications are due May 25. Information on this is in the Board folders.

c. BUILD Grants

Mr. Seymour noted that applications are open for the next round of Build grants and that they are increasing the allocation to rural areas. He noted that more information on the program is in the Board folders.

d. NJ CMAQ Funding

Mr. Seymour reported that NJDOT is launching its CMAQ funding opportunity and that roughly \$5 million in our region will be available. The application period opens in March and the deadline is May.

e. DVRPC Fellowship Program

Mr. Seymour called the Board attention to DVRPC's Fellowship Program which is about to start its third year. He noted that more information is available in the Board folders.

9. Committee Reports

The following committee reports were provided for the Board's review:

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force
- (3) Central Jersey Transportation Forum

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:54 a.m. on a

MOTION by *Mr. Remsa*, seconded by *Mr. Puchalsky*.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a [Title VI Complaint Form](#), please call (215) 592-1800 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary