

**ONE PAGE OVERVIEW**  
**Central Jersey Transportation Forum**  
**October 20<sup>th</sup>, 2015 Meeting**

Welcome and Introductions

There were over 64 participants, including representatives from eleven municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Bill Neary, Forum Chair and Executive Director of Keep Middlesex Moving TMA, welcomed everyone and introduced David Maski, Director of Planning for Hillsborough Township. Mr. Maski thanked everyone for attending and welcomed the Forum to Hillsborough.

Achieving Stable, Adequate Transportation Funding

Tom Bracken, Chairman of Forward NJ, offered reflections on the business community's view of transportation funding and discussed possible approaches to coordinating on a positive result in this cycle of refinancing the Transportation Trust Fund (TTF). Phil Beachem, President of the NJ Alliance for Action, added his perspective on the transportation funding issue, including a historical perspective on the TTF. Mr. Neary called for a vote on a draft letter in support of stable, adequate transportation funding, included in the meeting folders. A vote was held and the Forum approved sending the letter with 12 ayes, 0 nays, and 1 abstention.

Coordinated Community Transit Planning

Greg Krykewycz, Manager of Transit, Bicycle, and Pedestrian Planning at DVRPC, discussed innovative techniques being used to identify gaps in transit access for a range of populations as part of the update of DVRPC's Coordinated Human Service Transportation Plan (CHSTP), called "Equity Through Access." Steve Fittante, Director of Local Programs and Minibus Support at NJ Transit, highlighted relevant CHSTP routes from Mercer, Middlesex and Somerset counties and suggested strategies to leverage the CHSTP to help develop transit solutions.

Forum Business

Tom Vigna, North Brunswick Township Planner and Chair of the Rt1RGS Action Team, introduced an effort to develop a best practices piece on implementing transportation smart growth policies. This will be discussed further at an upcoming Joint Action Teams meeting. Jack Kanarek, Senior Project Manager at Dewberry and Chair of the Transit Action Team, provided a summary of the Transit Action Team meeting held on October 2<sup>nd</sup>, including ongoing work to develop further elements of the Transit Supportive Toolbox and participate in CHSTP updates. The Transit Funding Sources Guide has been updated and will be distributed to the Forum.

Brief Updates and Dialogue

Aaron Hyndman, Communications Coordinator for the NJ Bike & Walk Coalition, announced that the next NJ Bike and Walk Summit will take place on February 27<sup>th</sup>, 2016 and invited Forum members to participate. Barry Seymour, Executive Director of DVRPC, mentioned that DVRPC is celebrating its 50<sup>th</sup> anniversary and invited Forum participants to attend a celebration dinner on December 9<sup>th</sup> in Philadelphia.

**Meeting Summary  
Central Jersey Transportation Forum  
October 20<sup>th</sup>, 2015**

**ATTENDEES:** over 64 participants – Please advise if you attended but are not on the list.

Mayors			
Frank	Gambatese	Mayor	South Brunswick Township
Shing-Fu	Hsueh	Mayor	West Windsor Township

Other Municipal Staff			
Theodore	Chase	Councilman	Franklin Township Council & Planning Board
David	Maski	Director of Planning	Hillsborough Township
Gene	Strupinsky	Business Advocate	Hillsborough Township
James	Parvesse	Township Engineer	Lawrence Township
Ed	Cohen	Transportation Specialist	Monroe Township
Gail	Smith	Engineer	Montgomery Township
Tom	Vigna	Township Planner; Chair, RT1RGS Action Team	North Brunswick Township Community Development - Division of Planning
Arthur	Lehrhaupt	Planning Board Chair	Plainsboro Township
Les	Varga	Director of Planning and Zoning	Plainsboro Township
Marvin	Reed	Chairman - Master Plan Committee	Planning Board of Princeton
Jenny	Crumiller	Councilwoman	Princeton
Ann	Bell	Administrative Officer	Robbinsville Township
Bryan	Bidlack	Director of Planning	South Brunswick Township
Jerry	Lutin	Planning Board Member	South Brunswick Township
Pat	Ward	Director of Community Development	West Windsor Township

Counties			
Matt	Lawson	Principal Planner	Mercer County Planning Division
Marty	DeNero	Director	Mercer County TRADE
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Office of Planning
George	Ververides	Director	Middlesex County Office of Planning
Adam	Bloom	County Engineer	Somerset County Engineering Division
Ken	Wedeen	Principal Transportation Planner	Somerset County Planning Division

Metropolitan Planning Organizations			
Jesse	Buerk	Senior Transportation Planner	Delaware Valley Regional Planning Commission
Greg	Krykewycz	Manager, Office of Transit, Bicycle, and Pedestrian Planning	Delaware Valley Regional Planning Commission
Zoe	Neaderland	Manager, Transp. Safety & Congestion Mgmt.	Delaware Valley Regional Planning Commission
Barry	Seymour	Executive Director	Delaware Valley Regional Planning Commission
David	Behrend	Director, Dept. of Communications and Government Affairs	North Jersey Transportation Planning Authority
Megan	Kelly	Principal Planner, Subregional Planning Studies	North Jersey Transportation Planning Authority

Other Regional Bodies			
Chad	Dixson	Mobility Manager	Greater Mercer TMA

Cheryl	Kastrenakes	Executive Director	Greater Mercer TMA
Morteza	Ansari	Senior Transportation Coordinator	Keep Middlesex Moving TMA
Bill	Neary	Executive Director; Forum Chair	Keep Middlesex Moving TMA
Basil	Giletto	Chair of Transportation Committee	Mercer Regional Chamber of Commerce (MRCC)
Lina	Llona	President	Middlesex County Regional Chamber of Commerce
Donna	Allison	Executive Director	Ridewise of Raritan Valley
Ed	DiFiglia	Watershed Policy Specialist	Stony Brook - Millstone Watershed Association
Janna	Chernetz	New Jersey Advocate	Tri-State Transportation Campaign

State Departments			
Robert	Tessier	Project Specialist	NJ Department of Community Affairs, Local Planning Services
Barry	Ableman	Principal Planner	NJ Department of State, Office for Planning Advocacy
Alan	Miller	Redevelopment Coordinator, Brownfields Program Manager	NJ Department of State, Office for Planning Advocacy
Gerard	Scharfenberger	Director	NJ Department of State, Office for Planning Advocacy
Danielle	Graves	Project Manager	NJ Department of Transportation, Bureau of Statewide Strategies
Tom	Houck	Transportation Planner	NJ Department of Transportation, Bureau of Statewide Strategies
Jim	Lewis	Manager	NJ Department of Transportation, Bureau of Statewide Strategies
Neha	Galgali	Principal Engineer	NJ Department of Transportation, Division of Statewide Planning
Tom	Clark	Regional Manager, Gov. & Community Relations	NJ Transit
Steve	Fittante	Director of Local Programs and Minibus Support	NJ Transit
Matt	Safer	Senior Director of Demand Forecasting & Research	NJ Transit

Other			
Rikki	Massand	Journalist	
Jim	Hess	Project Manager	AECOM
Tushar	Patel	Senior Project Manager	AECOM
Jack	Kanarek	Senior Project Manager; Chair, Transit Action Team	Dewberry
Katherine	Kish	Chairman	Einstein's Alley
Tom	Bracken	Chairman	Forward NJ
John	Simone	Transportation Coordinator	Mercer County Community College
Phil	Beachem	President	NJ Alliance for Action
Chris	Hartman	Assistant Vice President	NJ Alliance for Action
Aaron	Hyndman	Communications Coordinator	NJ Bike & Walk Coalition
Michael	Vieira	President	NJ Council on Special Transportation
Curt	Emmich	Associate	Picus Associates
Sheldon	Sturges	Managing Director	Princeton Future
Alain	Kornhauser	Directory	Princeton University, Transportation Program
Jim	McKenna	Realtor	Realty of Princeton

## **1. Welcome and Introductions**

There were over 64 participants, including representatives from eleven municipalities, three counties, two MPOs, and various agencies and organizations (for-profit and non-profit). Bill Neary, Forum Chair and Executive Director of Keep Middlesex Moving TMA, welcomed everyone. He introduced David Maski, Director of Planning for Hillsborough Township. Mr. Maski thanked everyone for attending and welcomed the Forum to Hillsborough. He explained that although he just started working for Hillsborough Township in July, he has worked as a planner in New Jersey for many years and is familiar with the issues the Forum is working to address.

Everyone introduced himself or herself.

## **2. Achieving Stable, Adequate Transportation Funding**

Mr. Neary began the discussion by listing some of the achievements the Forum has accomplished, including the passage of numerous smart growth resolutions by municipalities following the Rt1RGS Smart Growth Road Show presentation. He stressed how important it is for planners and transportation professionals to work outside of their typical silos, and in particular, to engage in more open dialogue with the business community. He said that the recent Forward NJ conference had been eye-opening in terms of the widespread agreement about the need for adequate, stable transportation funding.

Mr. Neary introduced Tom Bracken, Chairman of Forward NJ. Mr. Bracken began his remarks by stating that while infrastructure was one of New Jersey's greatest strengths 25 years ago, it has become a major weakness for the state. He described the Transportation Trust Fund (TTF) crisis, and how it has led to deficient bridges, deteriorating roads, and substandard rail infrastructure. New Jersey's gas tax is currently among the lowest in the country. Forward NJ is working to get the word out about the issues surrounding the transportation funding crisis, including the scope and depth of the problem, as well as defining some potential solutions. Mr. Bracken acknowledged that raising the gas tax is typically viewed as unpopular with voters. However, Forward NJ found that when surveys were worded to ask whether people would support a gas tax if it was guaranteed that the funds would be dedicated to transportation improvements, levels of support rose to over 50 percent. Mr. Bracken said that one element that's missing from much of the discussion about transportation funding is safety. Every day, every resident of New Jersey uses the state's deteriorating infrastructure, putting everyone at risk. He also emphasized that infrastructure is an essential foundation of the state's economy. Transportation infrastructure is critical for business attraction and retention. He said New Jersey is currently ranked in the bottom five states in the nation by a number of national indexes rating infrastructure.

Mr. Bracken said that as the head of the NJ Chamber of Commerce, his top priority is to fix the TTF. He listed several key issues that must be part of a successful solution. The first is that the language in the state constitution requiring gas tax revenues to be spent on transportation is too vague, and must be clarified and better defined so that gas tax money can't be used for other purposes. The second is that there needs to be a sustainable, long-term funding source for transportation, which probably needs to come from increasing the gas tax, at least for now. One reason that the gas tax should be very appealing is that about one-third would be paid by drivers from other states. Mr. Bracken also said it was important to put the increased tax into context. He cited analysis by AAA that found that a ten to twenty percent increase in the gas tax would only cost the average household an average of \$200 per year. At the same time, AAA found that the average damage to vehicles in New Jersey was about \$600 per year. A third key issue in fixing the TTF crisis is the length of the renewal period, which is critical for enabling long-term planning. Mr. Bracken recommended at least a ten-year renewal period.

Mr. Bracken summarized the recent summit held by Forward NJ in Atlantic City, which was intended to address the fragmentation of the business community's voice on the transportation funding issue. The goal of the summit was to bring organizations together, along with legislators, and learn to speak with one voice. The event had an excellent turnout, with over 500 attendees. Mr. Bracken said he's hoping to have quarterly meetings with legislators to continue discussing the issue. He noted that the two biggest issues facing New Jersey are the TTF fix and estate tax reform. Although these two issues are both extremely

important to the future economic health of the state, Mr. Bracken said they should not be linked and that it would be most effective to address them separately.

Mr. Bracken opened the floor for discussion, which included the following highlights:

- Zoe Neaderland, Manager of the Office of Transportation Safety and Congestion Management at DVRPC, asked what the Forum could do to help secure stable, adequate transportation funding. Mr. Bracken encouraged members of the Forum to participate in any way they can, saying that the more voices speak out on this issue, the more likely a solution will become.
- Katherine Kish, Chairman of Einstein's Alley, asked Mr. Bracken for his thoughts about the impact of shifting trends on the viability of the gas tax, including the preference of millennials for other modes than driving, and steadily increasing gas mileage in vehicles. Mr. Bracken acknowledged that these trends would seem to indicate that the gas tax will become less effective over time, but said that in the near term an increase in the gas tax seems like the most possible way to address the problem.
- Sheldon Sturges, Managing Director of Princeton Future, asked if privately sponsored services, such as the Amazon Z-Line, will become a more common option in the future. Mr. Bracken said he thought there would be more services of this nature, although probably only for larger companies such as Amazon and Black Rock.
- Frank Gambatese, Mayor of South Brunswick Township, asked what the business community was doing to put pressure on the legislature in regards to transportation funding. Mr. Bracken said that businesses don't vote, but you (members of the Forum) do. He added that Forward NJ is building a coalition to engage in an ongoing dialogue with legislators. Mayor Gambatese said that Mr. Bracken's efforts had his support and that the Forum would back Forward NJ in pushing for transportation funding.
- Marty DeNero, Director of Mercer County TRADE, asked if any legislation to address the transportation funding issue had been introduced in the state assembly. Mr. Bracken said there had been a couple of proposals, including the proposal by Assemblyman Wisniewski, but no bills have been introduced yet. Mr. Neary mentioned that Assemblyman Wisniewski spoke to the Forum about his proposed legislation at the November 12<sup>th</sup>, 2014 meeting. He also noted that the Forum had prepared a letter of support for stable, adequate transportation funding, which would be discussed at the end of the current agenda item.

Mr. Neary introduced Phil Beachem, President of the NJ Alliance for Action. Mr. Beachem praised Mr. Bracken's efforts and provided more background on the history of the TTF, saying that not everyone understands how and why it was established. He explained that in the 1980's, transportation funding in New Jersey came from federal sources or bond issues. Bonds required legislative action to gain approval, which made it very difficult to proactively design projects and to identify matching funds when federal funds became available. New Jersey found that it was losing federal dollars to other states because the required match was difficult to identify in a timely manner. As a result, Governor Brendan Byrne launched a commission to study the issue and make recommendations. This effort helped make the case for the economic benefits of a stable, dedicated transportation funding source, such as the fact that transportation projects usually employ local engineering and construction firms. The Kane administration took the commission's recommendations and began putting them into law. Once implemented, New Jersey's TTF became a national model. It succeeded in helping the state secure more federal transportation dollars and also helped more county and local projects get done. While it was certainly not an easy lift politically, there was a general recognition that funding transportation improvements was critical for the state's economic health. In 1988, the gas tax was increased by two cents, but it hasn't been increased again. Since then, any growth in the state's transportation program has been achieved through bonding. Mr. Beachem highlighted the risk of losing local, county, and federal resources, while noting that the federal TTF also needs work. He spoke about the inefficiency of the current overreliance on Single Occupancy Vehicles, as well as the growing cynicism of the general public, who increasingly question the value of investments made by the state. At the same time, the public is growing frustrated with increasing levels of overcrowding on transit services, as well as road congestion.

In summary, Mr. Beachem said that finding a solution to the transportation funding issue is an even bigger lift today than it was in the 1980's. While most legislators are relatively safe in terms of the fact that most incumbents end up winning re-election, they still fear that coming out in favor of a gas tax increase

will be used against them. At the same time, many people in the general public do not realize the extent of the problems caused by inadequate transportation funding. As a tool to increase public awareness, the NJ Alliance for Action has created a website [[www.stokescg.com/alliance](http://www.stokescg.com/alliance)] with photos of crumbling transportation infrastructure and/or congestion in every legislative district. The hope is that this resource can be leveraged to help drive home the serious need for stable, adequate transportation funding. Mr. Beachem asked for the Forum's help getting the word out about this issue. He said municipal resolutions are one way to help, citing a recent example of a town that passed a resolution opposing any increase to the gas tax. He said that those in favor of increasing transportation funding need to be loud and supportive, and must demand accountability from legislators to force them to take a position.

The floor was opened to discussion, including the following highlights:

- Barry Seymour, Executive Director of DVRPC, described the strategy used in Pennsylvania to gain support for a recent transportation funding bill (Act 89) that was ultimately approved. PennDOT's Commissioner posted weight limit restrictions on 1,000 bridges throughout the state, forcing every community to see the severity of the issue. At the same time, a list of projects that could be funded if there were adequate transportation funding was assembled to show that increased funding would result in positive improvements. After the bill was passed, none of the legislators that voted for it lost their primaries or regular elections.
- Tom Vigna, North Brunswick Township Planner and Chair of the Rt1RGS Action Team, asked if Mr. Beachem was serious about posting pictures of infrastructure in every legislative district. Mr. Beachem confirmed that the NJ Alliance for Action has assembled a database with thousands of photos searchable by town, county, or legislative district. It will launch on November 10<sup>th</sup>. The website includes a feature to allow users to directly email legislators.
- Ted Chase, Franklin Township councilman and Planning Board member, asked if legislation or a constitutional amendment would be required to ensure that revenues from the gas tax are dedicated to transportation improvements. Mr. Bracken said both would be required. Mr. Beachem added that the language would need to be carefully crafted to avoid extraneous flexibility. Mr. Bracken noted a proposal that includes definitions of infrastructure and eligible projects, and specifically states that no politicians could redirect the funds, including the governor and members of the legislature.
- Pat Ward, Director of Community Development for West Windsor Township, asked if this type of language would prevent the state from borrowing to supplement the TTF. Mr. Bracken said that the state needs to find over \$2 billion per year for transportation, and that it will probably not be possible to get that much from an increase in the gas tax. So in the end, additional debt to supplement the TTF will probably be necessary, but Forward NJ is advocating for keeping the amount of additional debt to a minimum.

Mr. Neary drew everyone's attention to the draft letter in support of stable, adequate transportation funding, which was included in the meeting folders. A roll-call vote was held and the Forum approved sending the letter with 12 ayes, 0 nays, and 1 abstention (3 voting members were not present).

### **3. Coordinated Community Transit Planning**

Greg Krykewycz, Manager of Transit, Bicycle, and Pedestrian Planning at DVRPC, discussed an ongoing update of DVRPC's Coordinated Human Service Transportation Plan (CHSTP), called "Equity Through Access" (ETA). He said that DVRPC has typically used the CHSTP for last-mile shuttles and services for elderly or disabled people. However, MAP-21 consolidated many funding programs and effectively eliminated the federal JARC program, so for this update of the CHSTP, DVRPC decided to change its approach to be broader, more outcome-focused, and funding source neutral. He said the update process is just getting underway and will involve significant outreach.

While still interested in some of the issues historically addressed by the CHSTP, such as providing job access, and serving elderly and disabled people, DVRPC decided to also examine issues such as access to medical care, healthy food, open space, safe pedestrian access to transit, and more. Mr. Krykewycz noted that other parts of the country have been more creative with their CHSTPs, thinking beyond shuttle services to fund projects including bike share programs and building sidewalks. DVRPC'S ETA project will

identify opportunities, prioritize needs, and identify potential projects. The hope is that the plan can inform and support applications for other discretionary funding sources such as TAP, TIGER, and various FTA grants.

Development of the plan will involve three key components. There will be significant technical analysis and mapping, including a toolkit with updated Environmental Justice (EJ), transit score, bus and rail walkshed analysis, and transit gap analysis. Secondly, a fresh set of goals, objectives, and priorities will be developed, relying on extensive stakeholder outreach. This effort will help establish the policy umbrella to guide the outcomes of the plan. Finally, the project will include several case studies at different scales, including county, multi-municipal, and corridor level. Mr. Krykewycz shared examples of some of the maps that will be included in the toolkit, including the transit gap analysis and analysis of access to various amenities. He said the project officially kicks off on October 28<sup>th</sup> and that a final plan will be adopted by the DVRPC Board within about a year.

Jesse Buerk, Senior Transportation Planner at DVRPC, noted that he has been working with DVRPC GIS staff to extend the transit walkshed analysis, and hopefully also the transit gap analysis, into the Forum area as part of the Transit Action Team's Transit Supportive Toolbox. Mr. DeNero praised Mr. Krykewycz's work and the analysis that will be included with the ETA project and added that Mercer County is engaged in similar work. Mr. Krykewycz said he would reach out and that his intent is for the ETA project to support the great work that Mercer County is doing.

Steve Fittante, Director of Local Programs and Minibus Support at NJ Transit, gave a presentation about the role of the CHSTP in developing transit solutions. He began by recognizing the challenge that NJ Transit simply doesn't have enough funding to support all of the needs throughout the state. The majority of its resources are devoted to urban and commuter transit services, leaving few resources to address the needs in suburban and rural areas. At the same time, there has been an increase in the transit needs in these areas, in part sparked by recent growth in transit dependent populations such as millennials, who tend to prefer transit over driving, and elderly people. However, he noted that there are opportunities to use community transit funding sources more creatively to serve more people. For example, NJ JARC funds can be paired with other funding sources to help meet match requirements, and services using JARC funds can be used for more than just job access, as long as they are also providing that service. Similarly, 5311 rural transit funds can be used to serve more than that narrow definition, as long as rural trips are also served.

Mr. Fittante reviewed services in each of the Forum's Counties, highlighting creative uses of transit funding. In Somerset County, the DASH service has been extended to North Brunswick, and although it was initially focused on job access, now provides important peak period connections for a much broader set of riders. Similarly, the SCOOT and CAT routes have expanded beyond serving senior citizens to also provide transit to students and others within the county, becoming the de facto transit services for Somerset County. In Mercer County, the Route 130 Connector has expanded since its creation in 2007 to include additional medical access, serving the Robert Wood Johnson hospital in Hamilton, as well as providing improved bus quality and capacity. Tiger Transit's Forrestal Line, serving Princeton and Plainsboro, recently added a stop at Nassau Street to help fill the gap left by the cancellation of the Route 655 bus. The Z-Line service has been a great example of a Public Private Partnership, using NJ JARC funds and receiving a 50 percent match from Amazon. The service helps more than just the Amazon employees, providing transit access to all employees who work at the Matrix Office Park. The Z-Line opened in 2014 and now carries close to 300 trips per day. In Middlesex County, the M1-M3 routes now run all day and provide nearly 400 trips per day to a range of users and destinations. Mr. Fittante noted that these routes demonstrate a key principle, which is that excess capacity can be open to the general public as long as the intended need is being served.

Going forward, Mr. Fittante speculated that it will only be more difficult to fund transit services. But, by thinking carefully about which services are more suited to a community transit model, many local needs could potentially be addressed. These services can be provided at much lower cost than if NJ Transit was providing a similar service with 40-foot buses, for example.

Les Varga, Director of Planning and Zoning for Plainsboro Township, asked about the impacts of decreasing Casino revenues. Mr. Fittante acknowledged that it's a major problem, but said there is ongoing work to find solutions. Potential sources to fill the gap include an increase in the gas tax, Public Private Partnerships, particularly with medical providers, and mandatory fares. Tony Gambilonghi, Supervising Planner for Transportation for the Middlesex County Office of Planning, noted that the services described by Mr. Fittante provide crucial links and connections, effectively extending the capacity and usefulness of core NJ Transit services.

#### **4. Forum Business**

Mr. Neary asked for approval of the July 2<sup>nd</sup>, 2015 meeting summary; it was unanimously approved.

Mr. Vigna provided an update on the activities of the Rt1RGS Action Team. He said that the Road Show had mostly run its course and that the action team was working to develop a brief summary of smart growth best practices, including real-world examples. The idea is to develop something short and digestible and get it into the hands of local planning board and council members. Jack Kanarek, Senior Project Manager at Dewberry and Chair of the Transit Action Team, provided a summary of the Transit Action Team meeting held on October 2<sup>nd</sup>, including ongoing work to develop further elements of the Transit Supportive Toolbox and participate in CHSTP updates. Mr. Buerk added that the Transit Funding Sources Guide has been updated and will be distributed to the Forum.

#### **5. Brief Updates and Dialogue**

Aaron Hyndman, Communications Director for the NJ Bike and Walk Coalition, announced that the coalition's annual bike summit will be held on February 27<sup>th</sup>, 2016 and invited Forum members to attend. Anyone who is interested can contact Aaron, email the coalition at [info@njbwc.org](mailto:info@njbwc.org), or visit the coalition's website ([www.njbwc.org](http://www.njbwc.org)).

Mr. Seymour announced that DVRPC is celebrating its 50<sup>th</sup> anniversary. He invited Forum participants to attend a celebratory dinner on December 9<sup>th</sup> in Philadelphia. He said more information would be emailed out to the group.

There were no further comments and the meeting was adjourned.

*The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).*