

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 28, 2016

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
Pennsylvania Department of Transportation

Sean Thompson
Dave Kuhn
James Ritzman
James Mosca
Chris Howard
(not represented)
Nedia Ralston
Diane Ellis-Marseglia

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County

Lynn Bush
Michelle Kichline
Brian O'Leary
John McBlain
Linda Hill

Chester County

Delaware County

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

Jody Holton
(not represented)
Lou Cappelli
Christina Velazquez
Leslie Floyd
(not represented)
Denise Goren
Edward Williams
(not represented)

Non-Voting Members

Federal Highway Administration
New Jersey Division

Calvin Edghill

Pennsylvania Division

Dan Walston

U.S. Department of Housing and Urban Development,
Region III

(not represented)

U.S. Environmental Protection Agency, Region II

(not represented)

U.S. Environmental Protection Agency, Region III

(not represented)

Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Delaware River Port Authority
Port Authority Transit Corporation
New Jersey Office of Planning Advocacy
Pennsylvania Department of Community and
Economic Development

Tony Cho
(not represented)
Lou Millan
(not represented)
(not represented)
Barbara Holcomb
(not represented)
(not represented)

Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Andrew Bockis
Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Patty Elkis, Chris Puchalsky, Elizabeth Schoonmaker, Alison Hastings, Kwan Hui, Taghi Ozbeki, Tom McGovern, Van Doan, Zoe Neaderland, Sean Greene, Elise Turner, Chris Pollard, Karen Cilurso, Karin Morris, John Griffies, Shoshana Akins, Elizabeth Compitello, Stacy Bartels, Brett Fusco, Ted Dahlburg, Betsy Mastaglio, Greg Krykewycz, Mark Gatti, Kevin Murphy, Paul Smith, Paul Carafides, Dave Anderson, Amy Verbofsky, and Renee Wise.

Guests

PennDOT District 6
PennDOT District 6
PennDOT District 6
Philadelphia Inquirer
Pennoni Associates
PlanPhilly
Residents for Regional Traffic Solutions

Chuck Davies
Elaine Elbich
Jonathan Korus
Jason Laughlin
Don Shanis
Jim Saksa
Sue Herman

Call to Order - Chair's Comments

Chair Dr. Edward Williams called the meeting to order at 10:05 a.m. and asked if there was any press in the room.

Public Comments on Agenda and Non-Agenda Items

No public comments were received.

Action Items

1. Minutes of Meeting of December 9, 2015

The Board adopted the following **motion**:

MOTION by Ms. Goren, seconded by Ms. Holton, to approve the minutes of December 9, 2015.

2a. Transportation Improvement Program (TIP Actions)

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented the following TIP actions to the Board:

a. PA15-68: I-95, Columbia Avenue to Ann Street (GR1), (MPMS #79686), City of Philadelphia

PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by increasing the construction (CON) phase by \$14,145,000 (FY16: \$11,889,000 (\$8,889,000 NHPP/\$622,000 STP/\$2,378,000 State 581) FY17: \$2,256,000 (\$1,805,000 NHPP/\$451,000 State 581); and to increase the Right-of-Way (ROW) phase by \$361,000 NHPP in FY16. This results in a total increase of \$14,506,000 to the project.

I-95, Section GR1, which is in the DVRPC Regional TIP, is part of the very large I-95 reconstruction project between I-676 and Cottman Avenue. This regional project is for off-line local road reconstruction and relocation between Columbia Avenue and Ann Street. This section also includes the Girard Avenue trolley bridge, four bridges carrying Conrail over relocated Richmond Street and an associated retaining wall along Richmond Street. Furthermore, this section includes SEPTA's Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Line. Pedestrian and bicycle facilities will be expanded under this project as well, with wider sidewalks, a shared-use trail and other pathways. The estimated cost for I-95, Section GR1 is \$91.3 million. This project is already under construction.

The increase to the CON and ROW phases are due to numerous work orders during construction.

- \$4,905,810 for restoring the Lehigh Sewer to a usable condition, which would alleviate the flooding of Richmond Street.
- \$635,651 for more timber piles and support of excavation at Somerset Interceptor at Richmond Street.
- \$225,000 for additional office and equipment packages.
- \$1,863,450 for the relocation of a multi-duct bank for PECO.
- \$705,116 for SEPTA guarded rail on curved trolley track.
- \$688,856 for Conrail Items (timbers/ties, temporary bumpers, track, ties, ballast and sub-ballast).
- \$1,781,522 for the removal and disposal of contaminated material.
- \$422,409 for lighting upgrade to meet newer design and City of Philadelphia requirements, including changing to LEDs.

- \$194,839 for additional High Early Strength (HES) concrete. This was required to meet the City of Philadelphia's requirements for roadway and trench restorations on arterial and regular city streets.
- \$222,676 for the installation of two 22" x 34" pipes and two 10' x 4' inlets for the Cumberland Pipe Crossing for GR3 (I-95 Northbound Columbia Avenue to Ann Street).
- \$1,665,337 for additional drainage crossings and changes to gas and water lines.
- \$361,000 for ROW ongoing claim payments for relocations and legal settlements.
- \$833,750 for Accrued Unbilled Costs (AUC). AUCs are costs on a project that have been accrued, usually during construction, but have not yet been programmed nor paid

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

One public comment was received in support of this action from Leonard Fritz of Gloucester County.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Ms. Goren, seconded by Mr. Ritzman, that the Board approve the following TIP action:

PA15-68, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for by increasing the construction phase (CON) by \$14,145,000 (FY16: \$11,889,000 (\$8,889,000 NHPP/\$622,000 STP/\$2,378,000 State 581) FY17: \$2,256,000 (\$1,805,000 NHPP/\$451,000 State 581); and to increase the Right-of-Way (ROW) phase by \$361,000 NHPP in FY16. This results in a total increase of \$14,506,000 to the project.

2b. NJ16-003: CR 583, US 206 (Princeton Ave) and CR 645 (Brunswick Circle Extension) Roundabout, (DB# 04314), Mercer County

The DVRPC Board has requested to amend the FY2016 - 2019 TIP for New Jersey by including a new project from Mercer County, CR 583, US 206 (Princeton Ave) and CR 645 (Brunswick Circle Extension) Roundabout, to the Local Safety/ High Risk Rural Roads Program (DB #04314) in the total amount of \$1,140,000: \$190,000 HSIP funds for FY16 Final Design and \$950,000 HSIP funds for FY19 Construction.

In spring 2015, Mercer County submitted a roundabout project for the intersection of Princeton Avenue (CR 583/US 206) at Brunswick Circle Extension (CR 645) in Lawrence Township for consideration of federal Highway Safety Improvement Program (HSIP) funds.

Currently, this intersection's geometry is unusual and far from a standard "T" intersection. Designated pedestrian crossings exist only on Princeton Avenue at Mulberry Street to the south and at Freedom Boulevard to the north. With high vehicular speeds and uncontrolled traffic, crossing the Brunswick Circle Extension is hazardous for pedestrians and motorists. In addition to the intersection itself, crash statistics show a high rate of rear-end and same-direction sideswipe crashes. Converting this intersection to a single-lane modern roundabout would dramatically improve safety, such as reducing sideswipe and rear end crashes. The current high speed headon/angle hazard will be eliminated. Pedestrian crossings will also dramatically improve. The modern roundabout is an FHWA proven safety countermeasure that is effective at eliminating crossing conflicts that are common among conventional intersections. The highest goal of the federal Highway Safety Improvement Program (HSIP) is to implement modern roundabouts widely across the state, in systemic fashion, to drive down crash fatalities and injuries.

Financial constraint will be maintained as these are existing funds in the region. This project listed contributes to fiscal constraint.

A public comment was received from Leonard Fritz of Gloucester County questioning if any signals or flashers will be installed or if crossings would be timed and included in traffic signalization. A response from the project manager followed noting that most modern roundabouts have neither signals nor pedestrian warning flashers.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Ms. Floyd, seconded by Mr. Kuhn, that the Board approve the following TIP action:

NJ16-003, DVRPC's request to amend the FY2016-2019 TIP for New Jersey by including a new project from Mercer County, CR 583, US 206 (Princeton Ave) and CR 645 (Brunswick Circle Extension) Roundabout, to the Local Safety/ High Risk Rural Roads Program (DB #04314) in the total amount of \$1,140,000: \$190,000 HSIP funds for FY16 Final Design and \$950,000 HSIP funds for FY19 Construction.

**2c. PA15-70: Penn's Landing Project Development (Study) (MPMS #106264),
City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding a new study project, Penn's Landing Project Development (Study), to the TIP for \$10,000,000 in FY16 (\$8,000,000 SPIKE State 581/\$2,000,000 Local). \$1,000,000 of the local funds comes from the City of Philadelphia and the other \$1,000,000 of local funds comes from the William Penn Foundation. These are additional funds to the DVRPC region.

Charles Davies, PennDOT District 6, explained to the Board that this project will provide a detailed study, analysis and project development for the ultimate construction of improvements for the Penn's Landing area over I-95 from approximately I-676 interchange south to Washington Avenue in the City of Philadelphia. All of the submissions that are necessary for preliminary engineering will be completed up to environmental clearance. The study will determine the preferred alternatives for the major recommendations of the Master Plan for the Central Delaware developed by the Delaware River Waterfront Corporation and sponsored and supported by the City of Philadelphia, which includes:

- A bridge widening over I-95 and Columbus Boulevard between Chestnut and Walnut Streets;
- A riverfront trail from Washington Avenue to Spring Garden Street;
- Extension of the South Street Pedestrian Bridge across Columbus Boulevard to Penn's Landing Marina.

Financial constraint will be maintained as these are additional funds to the region.

A public comment was received from Leonard Fritz of Gloucester County who suggested combining studies and analysis already completed for this project idea. Public comments were also received from Dr. James E. Moylan, Pennsport Civic Association, Mark Kapczynski, Whitman Council, and Daniel J. Gallagher, International Longshoreman's Union – Local 1242, expressing concern about their community in South Philadelphia below the site. They expressed concerns about the environmental, economic, and transportation impacts on their community and urged the project manager to reconsider this project. A response from the project manager is anticipated.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Ms. Goren, seconded by Ms. Marseglia, that the Board approve the following TIP action:

PA15-70, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for PA by adding a new study project, Penn's Landing Project Development (Study), to the TIP for \$10,000,000 in FY16 (\$8,000,000 SPIKE State 581/\$2,000,000 Local).

3. Adoption of DVRPC Fiscal Year 2017 Unified Planning Work Program

John Ward, DVRPC Deputy Executive Director, explained that the Fiscal Year 2017 Unified Planning Work Program (UPWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction

provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations. Mr. Ward introduced John Griffies, DVRPC Contracts Manager, who noted that in order to support certain projects that the Board has selected for the DVRPC FY2017 UPWP, the attached TIP Actions will need to be made to the FY2016 TIP for New Jersey and the FY2015 TIP for Pennsylvania. The source of funds for projects in New Jersey and Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

TIP Action NJ16-006: FY2017 UPWP Projects Funded by NJ FY16 TIP Funds

DB #	Project Title	Current FY16 TIP Cost	Cost Increase/Decrease		Comments
X30A	New Jersey Supportive Regional Highway Planning Program	\$385,000 STP-STU	\$ 24,000	STP-STU	Cost Increases
		\$96,250 Local (SILOC)	\$ 6,000	Local (SILOC)	
X30A	Mt. Ephraim Avenue Concept Development Study	\$ -	\$ 300,000	HSIP	Add New Project to Local Concept Development Projects as part of DB #X30A
X30A	Update Travel Simulation Model	\$162,400 STP-STU	\$ (162,400)	STP-STU	Cost Decrease
D1601	NJ Regional Signal Retiming Initiative Project	\$ -	\$ 350,000	CMAQ	Add 2 New Projects to the TIP
D1602	NJ Regional Curve Inventory and Assessment	\$ -	\$ 500,000	STP-STU	
Note: Services in Lieu of Cash (SILOC) is a soft local match.		FY16 Total Cost Increase	\$1,017,600		
		Federal	\$1,011,600		
		State	\$ -		
		Local	\$ 6,000		

TIP Action PA15-69: FY2017 UPWP Projects Funded by PA FY16 TIP Funds

MPMS #	Project Title	Current FY16 TIP Cost	Cost Increase/Decrease		Comments
17891	RideECO Mass Marketing Efforts	\$160,000 CMAQ	\$ 40,000	CMAQ	Cost Increases
		\$40,000 Local	\$ 10,000	Local	

66460	TAP Project Engineering and Management - DVRPC	\$480,000 STU	\$ 40,000	STU	
		\$120,000 State	\$ 10,000	State 581	
72738	Intelligent Transportation Systems (ITS) including RIMIS - DVRPC	\$560,000 CMAQ	\$ 100	CMAQ	
		\$140,000 State	\$ 25	State 581	
97311	TCDI Administration (Strategies for Older Communities)	\$100,00 STU/Toll	\$ 20,000	STU	
86077	Update Travel Simulation Model	\$455,000 STU/Toll	\$ (455,000)	STU	Cost Decrease
104639	Travel Monitoring - Equipment & Supplies	\$ -	\$ 120,000	STU/Toll	Add a PRA phase in TIP
TBD	Hard Shoulder Running & ITS Enhancements on I-76, Phase 2	\$ -	\$ 140,000	TBD	Add 4 New Projects to TIP
TBD	East Callowhill Safety and Traffic Calming Measures	\$ -	\$ 150,000	TBD	
TBD	Bridge Feasibility Study in Pottstown	\$ -	\$ 90,000	TBD	
TBD	Local Asset Data Collection - Delaware County	\$ -	\$ 100,000	TBD	
Note: "TBD" is a fund type that is "To Be Determined."		FY16 Total Cost Increase	\$ 265,125		
		Federal	\$ 245,100		
		State	\$ 10,025		
		Local	\$ 10,000		

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Ms. Holton, seconded by Mr. McBlain, that the Board approve:

The FY 2017 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY16-004. Further, approve the actions to amend or modify the FY 2016 TIP for New Jersey (NJ16-006) and the FY 2015 TIP for Pennsylvania (PA15-69) as required.

DISCUSSION ITEMS

7. One Minute Reports

Aliyah Furman, PA DCED, reported that no decisions have been made regarding the multimodal fund applications and that PennDOT will make no decisions until the DCED makes theirs.

Leslie Floyd, Mercer County, thanked the Board for approving the roundabout project in Mercer County.

Lou Cappelli, Camden County, reported that the county acquired land on Mt. Ephraim Avenue and will be constructing a social services building on the site.

Michele Kichline, Chester County, reported that the county will be updating its comprehensive plan this year.

Jody Holton, Montgomery County, reported that the county will be doing a comprehensive facility master plan in Norristown. The plan will include an area for the new justice center, remove an older portion, and create a new vision. This justice center will be constructed in phases over 10 years in an effort to revitalize Norristown.

David Kuhn, NJDOT, congratulated Mercer County on their new roundabout project and noted that with HSIP funds these pilot roundabouts are possible. Mr. Kuhn thanked Kevin Murphy and DVRPC staff with their assistance on this program.

Dan Walston, FHWA PA, noted that new rulemaking from FAST Act would be released soon and asked the Board to stay tuned.

Tony Cho, FTA, reported that the FTA and FHWA have new FAST Act websites with information and resources available.

Lou Millan, NJ Transit, reported that there has been some turnover at NJ Transit and that programmatic work is being rebalanced among staff.

Barbara Holcomb, DRPA, reported that Ben Cornelius is no longer with PATCO. PATCO is up and running on a new weekday schedule with no outages except on the weekends. During the snow storm PATCO was able to run on a modified schedule.

Presentation Item

8. Cultivating Camden: The City's Food Economy Strategy

Amy Verbofsky, DVRPC Research Analyst, Office of Environmental Planning, explained that created in partnership with the Campbell Healthy Communities Program and The Reinvestment Fund, *Cultivating Camden: The City's Food Economy Strategy*, analyzes the city's current food system and food economy, acknowledging the challenges that residents face in accessing healthy food, while at the same time making recommendations to grow food as an economic sector; increase opportunities for food entrepreneurs; engage Camden's institutions; and support organizations already working to increase access to healthy food, healthcare, and job opportunities.

Dr. Edward Williams, City of Camden, asked if there is any other future work planned to advance this study. Ms. Verbofsky responded that DVRPC will be conducting workshops in the coming year and Barry Seymour, DVRPC Executive Director, reported that there is an interest in DVRPC exploring transportation access issues around food and healthcare in Camden. Calvin Edghill, FHWA NJ, thanked DVRPC for taking on an issue like this.

9. Executive Director's Report

a. Creation of DVRPC Local Subsidiary

Mr. Seymour called the Board's attention to the idea of creating a local subsidiary. Mr. Seymour noted that the Board briefly discussed this idea at the December Board meeting. Three examples of other MPOs creating a local subsidiary were provided to the Board, including Kansas City, Pittsburgh, and Hartford. Mr. Seymour noted that San Diego has also formed one but theirs acts as more of a consulting arm to their Board.

Ms. Goren, City of Philadelphia, noted that other metro area examples are smaller than Philadelphia. Philadelphia has many more organizations that might already fill this role. A concern would be if those organizations/entities get upset. On the other hand, the region could be missing out on funding opportunities. It is hard to tell what those might be before we create another entity. With the example of San Diego who mostly uses the subsidiary for consulting it seems DVRPC is doing that work more and more. However, a concern would be defining the role of the private sector in meeting those needs.

Calvin Edghill, FHWA NJ, expressed his support for the creation of a local subsidiary to pursue worthwhile endeavors. Mr. Edghill gave an example of working at the EDA and receiving a proposal for a hydroponic farm in Camden. He realized there was not a government entity that could respond to the proposal. Mr. Edghill gave another example of a food manufacturing

company that relocated from northern NJ to southern NJ, in Gloucester County at Pureland, specifically because of highway access. New Jersey does not have a statewide economic development planning agency and may be losing out on opportunities. He noted that the only organization is Southern New Jersey Development Council and that a local subsidiary such as this would be able to provide opportunities to take on varied projects.

Jody Holton, Montgomery County, asked if there are any examples of bi-state local subsidiaries. Mr. Seymour responded that Kansas City is an example. Ms. Holton noted that the subsidiary could be a way for the region to tackle large planning topics such as immigration and education. Mr. Seymour noted that he will come back to the Board for further discussion on this topic.

b. New Releases

Mr. Seymour noted that DVRPC has some new releases including: (1) The DVRPC Annual Report, (2) Cultivating Camden: The City's Food Economy Strategy, (3) Impact of Diesel Emissions from Port Facilities on Local Communities in the DVRPC Region, (4) Overview of the 2015 Congestion Management Process.

c. Energy Vision Working Group

Mr. Seymour noted that he attended an Energy Vision Workshop last month led by Penn and Drexel. The workshop included a mix of industry, utility, and environmental groups. The objective was to bring together a group around energy policy and reach a consensus about energy in the region. Some good questions were raised at the workshop but an energy vision strategy was not issued.

d. Traffic Club of Greater Philadelphia

Mr. Seymour called the Board's attention to the fact that DVRPC was honored as the Company of the Year at a dinner held by the Traffic Club of Greater Philadelphia on January 21 at the Westin Hotel in Philadelphia.

e. Transportation Research Board meeting highlights

Mr. Seymour reported that he attended the Transportation Research Board meeting earlier in the month. Several DVRPC staff members attended and led programs on modeling, greenhouse gas emissions, freight, and more.

f. Public Participation Task Force members

Mr. Seymour noted that the Public Participation Task Force (PPTF) is doing a solicitation for new members. The PPTF has 23 members and needs more representation as old members complete their terms. Mr. Seymour encouraged Board members to submit candidates for consideration, especially in Burlington and Mercer counties.

g. TIP Amendments and Air Quality Conformity public comment period

Mr. Seymour called the Board's attention to the fact that DVRPC will be amending the FY 2015 PA TIP to incorporate schedule changes to two regionally significant projects: I-95 & Aramingo Avenue, Adams Avenue Connector MPMS #17782 in Philadelphia and Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements MPMS #57851 in Montgomery County. Both projects will be advancing to the construction phase in FY16. As a result of changes, the TIP Amendments and Air Quality Conformity public comment period was opened on January 13, 2016 and will close on February 16, 2016.

h. DCED and PennDOT Multimodal Funds

Mr. Seymour reported that applications for the DCED and PennDOT multimodal funds were received. There is \$40 million available and \$35 million of that is required to be spent on bridge and highway projects statewide. The remaining \$5 million will be for everything else. There were 251 projects submitted, asking for \$283 million. In the Delaware Valley region there were 68 projects submitted, asking for \$95 million. About half of these requests are for bicycle, pedestrian, transit, or freight which will be competing for approximately \$2 million.

i. NJ HSIP

Mr. Seymour noted that there is \$3 million available in NJ HSIP funds. Projects are due March 16, 2016 and will be presented to the Board in May, 2016.

j. PA CMAQ

Mr. Seymour noted that there is \$20 million available in PA CMAQ funds. Applications are due April 21, 2016 and will go to the Board in June, 2016. There is a mandatory meeting to discuss projects and requirements on February 23, 2016 at 4:00 p.m. at DVRPC.

10. Committee Reports

The following committee reports were distributed to the Board for review:

- (1) Regional Technical Committee
- (2) Information Resources Exchange Group
- (3) Transportation Operations Task Force

- (4) Regional Safety Task Force
- (5) Public Participation Task Force
- (6) Goods Movement Task Force
- (7) SOS Roundtable

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:32 a.m. on a **MOTION** by Mr. McBlain, seconded by Ms. Ralston.

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) 238-2871 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary