

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Draft Minutes of Meeting December 8, 2021

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

Sean Thompson  
Mike Russo  
Andrew Swords

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

Rudy Rodas  
Jim Mosca  
Gina Burritt  
Brenda Rios  
Robert Harvie  
Evan Stone  
Rich Brahler

Chester County

Marian Moskowitz  
Brian O'Leary

Delaware County

Christine Reuther  
Thomas Shaffer

Montgomery County  
Burlington County

Val Arkoosh  
Tom Stanuikynas  
Carol Thomas

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

(not represented)  
Jackie Huston  
Matthew Lawson  
Peter Rykard  
Mark Squilla  
Chris Puchalsky  
Eleanor Sharpe  
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

Brian Goodson  
Gene Porochniak  
  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
Jody Holton

New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Tonyelle Cook-Artis
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	Jonathan Bloom
New Jersey Co-Counsel	Tom Coleman
<u>DVRPC Staff</u>	

Barry Seymour, Patty Elkis, Karin Morris, Greg Krykewycz, Mike Boyer, Will Stevens, Karen Cilurso, Katie Nash, Jesse Buerk, Maridarlyn Gonzalez, Alison Hastings, Rick Murphy, Kwan Hui, Najah Jackson, Elise Turner, Betsy Mastaglio, Shoshana Akins, Spencer Gober, Beth Wichser, Shawn Megill Legendre, Van Doan, Taghi Ozbeki, Chris Linn, Karen Cilurso, Elizabeth Compitello, Sonia Lee, Kim Dean, Ian Schwarzenberg, Kevin Murphy, Logan Axelson, Brooke Garcher, Kelly Meehan, Ryan Gallagher, Thom Stead, Stacy Bartels, John Coscia, Jr., and Renee Wise.

Guests

Montgomery County	Matthew Popek
City of Philadelphia Planning Commission	David Kanthor
Public Participation Task Force	Lee Wolfe
Public Participation Task Force	Mary Sandone
Office of Senator Casey	Lara Flynn
Resident of Burlington County	Mark Remsa
City of Philadelphia	Nick Baker

Call to Order - Chair's Comments

Board Vice Chair, Gina Burritt, called the meeting to order at 11:03 a.m. Chair Cappelli asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated, however, DVRPC Executive Director Barry Seymour noted that a public comment on a non-agenda item was received by Jacqueline Bayard from the City of Camden regarding a concern on a project on South 27th Street. The Street has been torn up but not fully repaved. DVRPC did some research on this and found out that New Jersey American water had opened the road to upgrade water mains and they did a temporary close up of this street. The City of Camden is going to be connecting and upgrading sewer and storm water lines this coming spring and summer and once that work is done, Camden County will come in and repair the entire road.

## ACTION ITEMS

### **1. Minutes of Meeting of October 28, 2021**

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Ms. Morton*, to approve the minutes of October 28, 2021.

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

### **2. Transportation Improvement Program (TIP) Actions**

Jesse Buerk, DVRPC Manager, Capital Programs, presented the following TIP actions to the Board:

#### **a. PA21-60: US 1, Baltimore Pike Widening (MPMS #14541), Chester County**

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Construction (CON) and Utility (UTL) phases of the US 1, Baltimore Pike Widening project, MPMS #14541, back into the TIP in the amount of \$7,338,000 for CON (FY22: \$4,500,000 NHPP/Toll Credit; FY23: \$2,838,000 STU/Toll Credit) and \$350,000 State 581/Toll Credit for UTL in FY22, for a total of \$7,688,000 for both phases. The total estimated cost of this project is \$14,199,000 for the pre-construction and construction phases.

This project was programmed for construction in the previous FY2019 TIP. The construction phase was expected to be obligated during the FY2021 TIP update and was subsequently not programmed. Due to the delay in the Right-of-Way clearance related with the COVID-19 pandemic and complications with the negotiations, the project could not be obligated under the previous TIP.

This project involves the widening and overlay of US 1 from the end of the Kennett Bypass to the Longwood Gardens overpass in East Marlborough Township, Chester County. The project includes 3,000 feet of widening on northbound US 1 and 2,400 feet of widening on southbound US 1, including at the intersections of Bayard Road and Schoolhouse Lane, in order to provide a consistent third through lane in both directions as currently exists on either end of the project limits. Rumble strips will be constructed on northbound US 1 approaching the Schoolhouse Lane intersection. New sidewalk totaling 1,100 feet will be constructed adjacent to southbound US 1. Milling and overlay work is included on both sides of US 1 within the project location, as well as the construction of 54 inlets, 5,400 feet of pipe, and upgrades to the five signalized intersections within the corridor. As this project did not obligate funds in 2019, additional items were added to the scope that caused the cost to increase from the original construction estimate under the FY2019 TIP. These items include thermal detection, signal head upgrades, uninterruptible power supplies, signal controller upgrades, dilemma zone detection, optical pre-emption, 150 linear feet of moment slab barrier,

vibration monitoring, additional milling and pavement, and additional costs due to change in unit prices.

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.

The Board adopted the following motion:

MOTION by *Ms. Reuther*, seconded by *Ms. Moskowitz*, to approve TIP action:

PA21-60, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Construction (CON) and Utility (UTL) phases of the US 1, Baltimore Pike Widening project, MPMS #14541, back into the TIP in the amount of \$7,338,000 for CON (FY22: \$4,500,000 NHPP/Toll Credit; FY23: \$2,838,000 STU/Toll Credit) and \$350,000 State 581/Toll Credit for UTL in FY22, for a total of \$7,688,000 for both phases. The total estimated cost of this project is \$14,199,000 for the pre-construction and construction phases.

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

**b. PA21-61: Southeast Region Traffic Signal Maintenance 2020 (MPMS #116226), Various Counties**

PennDOT has requested that DVRPC accept the Southeast Region Traffic Signal Maintenance 2020 project, MPMS #116226, into the FY2021 TIP for Pennsylvania in the amount of \$2,158,000 State A-073 funds for construction in FY22. State appropriations 073 are Green Light-Go funds. The \$2,158,000 for this project are additional funds to the region.

Act 101 of 2016 provides PennDOT with the ability to install, replace, synchronize, time, own, operate, and maintain traffic signals along both state and local roadways. Act 101 also allows the Secretary of Transportation to identify a Pilot Program for PennDOT managed traffic signals, with a notification in the PA Bulletin. A pilot program for District 6-0 to take over signals in the Philadelphia metropolitan area is currently being implemented along adjacent arterials to I-76 between King of Prussia and Philadelphia. The I-76 adjacent arterials will benefit from PennDOT's focus on the operation and maintenance of signals along the entire corridor, as necessary ITS enhancements can be designed and implemented as one project in order to improve operations along the corridor as a whole. The signals will be connected to the Southeastern RTMC and integrated into the ATMS system. Pre-planned diversion routes, signal timings and signal operations will be developed for possible events and incidents that occur on I-76. Phase 1 of the project (MPMS #109844) is currently updating approximately 57 signals, which will transition to PennDOT ownership at the end of the active construction project.

This project (MPMS #116226) is to provide for on-going maintenance of these signals as well as others which will be added to PennDOT ownership in the coming years.

This project is for the maintenance and/or repair of the existing and planned Department-owned Traffic Signal equipment along Integrated Corridor Management (ICM) corridors parallel to I-76 in Philadelphia and Montgomery counties.

The Green Light-Go Program is a competitive statewide program established by Act 89 of 2013 to provide state grant funds for the operation and maintenance of traffic signals along critical and designated corridors on state highways. Act 89 allocated up to \$10 million for state fiscal year 2014/15, up to \$25 million for state fiscal year 2015/16 and up to \$40 million for state fiscal year 2016/17 and beyond. Critical corridors are defined as state highways with AADT greater than 10,000 and/or a traffic signal at the end of a Limited Access Ramp. Designated corridors are state highways with AADT of less than 10,000. Eligible projects for the program include: study and removal of unwarranted traffic signals; traffic signal retiming; development of detour, special event and operations plans; LED replacement; asset management; traffic signal operations (real-time monitoring); traffic signal maintenance; innovative technologies (e.g. adaptive signals); communications; connections back to a Traffic Management Center; detection, controller, or modernization upgrades (poles, etc.); and other traffic signal improvements. Financial constraint will be maintained as these are additional funds to the region.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Ms. Arkoosh*, to approve TIP action:

PA21-61, PennDOT's request that DVRPC accept the Southeast Region Traffic Signal Maintenance 2020 project, MPMS #116226, into the FY2021 TIP for Pennsylvania in the amount of \$2,158,000 State A-073 funds for construction in FY22. State appropriations 073 are Green Light-Go funds. The \$2,158,000 for this project are additional funds to the region.

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

**c. PA21-62: PA 309 Connector: Allentown Road to Souderton Pike (HT2) (MPMS #77211), Montgomery County**

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the construction (CON) funding of the PA 309 Connector: Allentown Road to Souderton Pike (HT2) project, MPMS #77211, by \$5,360,000 (\$4,288,000 STU/\$1,072,000 State 581) in FY22 due to a low bid cost increase.

The low bid cost increase is due to increases in the following items: increased cost for two retaining walls, two culverts, a single face barrier and moment slab, geomembrane, seed mix and aggregates, utility cost for North Penn Water Authority items, asphalt pavement, clearing and grubbing, mobilization, decorative right-of-way fence and gates, and decorative traffic signals.

The PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Montgomery County. Phase one (HAT), which created a bypass around Mainland Village in Montgomery County and reconstructed and widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438, completed in 2012, and is open to traffic. Phase two (HT2), MPMS #77211, was recently advertised for construction and bids came in high, resulting in this action (PA21-62). Phase three (HT3), MPMS #105803, will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass and make a physical connection to PA 309. It is scheduled to be let for construction in December 2026.

HT2 will include the following improvements: extension of Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road; reconstruction and widening of Township Line Road from Cowpath Road to Souderton Pike; realignment and signalization of the intersection of Penn Street and Township Line Road; signalization and realignment of the offset intersection at Township Line Road and Souderton Pike; installation of traffic signals at major intersections; installation of left-turn lanes at applicable signalized intersections; upgrade and coordination of signals in the corridor; installation of ITS devices; striping crosswalks and installing pedestrian countdown timers at all signalized intersections; and construction, realignment, and extension of sidepaths to connect to local trails, to extend to Cowpath Road, and to extend from Elroy Road to Allentown Road.

In June 2021, this project was presented to the Board (action PA21-43) to increase CON funding in the 1<sup>st</sup> Four Years by \$6,250,000 and reprogram \$9,662,000 of the CON phase. The cost increase was due to increased cost for noise walls, the multi-use path, stormwater management facilities, drainage items, amended soils necessary to acquire the National Pollutant Discharge Elimination System (NPDES) permit, Erosion and Sediment (E&S), the retaining wall and culvert, additional Intelligent Transportation System (ITS) facilities, and temporary Signals along the Detour Route. The reprogramming of funding was because NHPP funds were programmed on the project but it had been discovered that this project is not eligible to use NHPP funding, as this project is not on the National Highway System (NHS), so eligible STP/STU funding was used instead for the federal source of funding.

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

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Harvie*, to approve TIP action:

PA21-62, PennDOT's request that DVRPC amend the FY2021 TIP for Pennsylvania by increasing the construction (CON) funding of the PA 309 Connector: Allentown Road to Souderton Pike (HT2) project, MPMS #77211, by \$5,360,000 (\$4,288,000 STU/\$1,072,000 State 581) in FY22 due to a low bid cost increase.

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

### **3. FY2022 Unified Planning Work Program Amendment – Expanding Access to the Circuit Trails**

Shawn Megill Legendre, DVRPC Manager, Regional Trails Program, explained that in October and November 2021 DVRPC applied for and was awarded a two-year \$1.26 million grant from the William Penn Foundation for the planning, design and construction of the Circuit Trails as well as the planning, design, and construction of supportive infrastructure in underserved communities.

Of the \$1.26 million, \$1 million will be re-granted to construct, design, or plan Circuit Trails and supportive infrastructure in underserved communities and \$260,000 will support DVRPC administration of the grant program, management of awarded grants, and continuing efforts to provide technical assistance to the larger trail-building community, particularly in support of projects in underserved communities. Implementation of the Circuit Trails is identified as a regional priority in *Connections 2050: Plan for Greater Philadelphia*. The grant period will begin in December 2021 and run through March 31, 2024. Cost and Source of Funds is \$1,260,000 from the William Penn Foundation.

The Board adopted the following motion:

MOTION by *Mr. Stanuikynas*, seconded by *Mr. Puchalsky*, to:

Amend the DVRPC FY2022 Unified Planning Work Program to include the project Expanding Access to the Circuit Trails and authorize the Executive Director to enter into a contract with the William Penn Foundation to accept funds for this project.

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

### **4. Release of Draft FY2023 DVRPC Unified Planning Work Program for Review and Comment**

Patty Elkis, DVRPC's Deputy Executive Director, explained that authorization is being

sought to distribute for review and comment the Draft FY2023 Unified Planning Work Program consisting of: (1) DVRPC's Regular Work Program; (2) Supportive Regional Highway Planning Program (SRHPP); and (3) Transit Support Program (TSP). This document covers the time period from July 1, 2022 to June 30, 2023 and reflects the policy direction provided by the Board's Work Program Committee and the input from member governments, operating agencies and other regional organizations. The draft document will be posted on the DVRPC website at [www.dvrpc.org/workprogram/](http://www.dvrpc.org/workprogram/), notices will be sent to tribal governments and regional libraries, and hard copies will be made available upon request.

Val Arkoosh, Montgomery County, commented that while she deeply appreciates DVRPC's hard work to assemble the fiscal year 2023 Work Program and does intend to vote in favor of releasing it for comment today she wants to voice a concern with how the Work Program is proposing to once again draw the county's Supportive Regional Highway Planning program pass through funding mostly from the TIP rather than the traditional source, which is the planning funds source. Before our final vote on the Work Program in January, Montgomery County is requesting that additional information be made available to the Board. The planning funds or PL funds are dedicated planning monies that come from the federal government to MPO's to do their crucial planning work and for many decades DVRPC shared a small portion of these funds with their Pennsylvania member counties who use them to defray the cost of their planning staffs. Starting with the current fiscal year, 2022, DVRPC moved up the almost \$700,000 dedicated to the Supportive Regional Highway planning program into the TIP instead. That is freeing up those planning funds to help balance DVRPC's current FY 2022 Work Program budget. DVRPC made their case for the need and the counties reluctantly, but understandably agreed with the caveat that DVRPC would revisit that need again in late 2021. Montgomery County recognizes that DVRPC staff feel it is necessary to again use the maximum allotment of PL funds to fund the draft Work Program but we don't have a full picture of the agency's actual need or the implications of reverting back to passing through those funds to the counties. We also do not yet know the impact on DVRPC's budget of the increase in PL funds allocated in the Federal Infrastructure Investment and Jobs act. Until this full picture becomes clearer it is hard for us to carry out our fiduciary duty as Board members on this particular matter. I raised this because it is important that our TIP be used as much as possible for its intended purpose, which is funding improvements to our region's roads, bridges and trails. The public expects this and we are accountable to them. In addition, it is problematic for the county to approve that a portion of the TIP also be used to fund our own operating budgets. Ms. Arkoosh noted that while she supports releasing this draft Work Program for public comment, we would benefit from a better understanding of the implications under alternative funding scenarios before committing to a second year of change in this regard.



Mark Squilla, City of Philadelphia, noted that he does not think it is a lack of information here but that there is a concern as to how we move forward in uncertain times. We need to look at this holistically and then make that decision.

The Board adopted the following motion:

MOTION by *Mr. Mosca*, seconded by *Mr. Lawson*, that the Board:

Authorize distribution of the DVRPC Draft FY2023 Unified Planning Work Program for review and comment.

Motion passed with an abstention from the City of Chester.

## **DISCUSSION ITEMS**

### 5. One Minute Reports

Bob Harvie, Bucks County, reported that the county will be hiring a sustainability officer, in an effort to create a better sustainability program in the county. The County looks forward to a bigger discussion about the formula funding and a more permanent long-term solution to that.

Val Arkoosh, Montgomery County, reported that the county just awarded their Local Transportation Improvement Grants in the amount of \$1 million to eight municipalities. The county transportation program is an innovative program that utilizes the county's five dollar motor vehicle registration revenue to fund local transportation improvements throughout the county. This fee was installed to generate funds to use towards county owned roads and bridges, however, about half of our municipalities don't contain a county owned road or bridge. As a matter of equity, the county created alternative funding, available to all of our municipalities with a portion of that registration fee revenue. This is the fourth year for the program and it has been proven to be very successful and very popular to our municipalities. We hope that this is a precursor to future transportation funding mechanisms, out of the state legislature, that can be utilized at the local and regional level.

Mark Squilla, City of Philadelphia, reported that the city has released its 2020 Parking Inventory Report which is produced every five years. COVID has had some major impacts on parking demand and the report also details the total number of available spaces, parking costs, and recommendations for future parking in Center City.

Peter Rykard, City of Chester, reported that in November the city began converting all of our streetlights under the Regional Streetlight Procurement Program. So far, to date, the city has converted 348 of the 3,800 streetlights. Mr. Rykard thanked DVRPC's Elizabeth

Compitello, Delaware County for their financial support, and state representative Brian Kirkland for his financial support.

Jody Holton, SEPTA, reported that SEPTA will be releasing a new regional rail schedule on December 19 which will include an increase in service.

Lou Millan, NJ Transit, reported that in terms of ridership for our bus, light rail, and access link modes, they are all either at or slightly above 70 percent of our pre-pandemic levels. On the rail system, the ridership is at 44 percent and the rail lines in the DVRPC region are performing well and are carrying roughly two out of every three riders that were taking NJ Transit prior to the pandemic.

Rohan Hepkins, PATCO, reported that bridge traffic is at 90 percent of pre-pandemic levels. PATCO ridership is now over 43 percent of pre-pandemic levels. This morning the DRPA Board just approved no fare increase. That totals 11 years of no fare increase on DRPA bridges. That is actually an aggregate fare decrease, because if you are a regular rider you can get a discount of \$1 from the original \$5.

Tonyelle Cook-Artis, DRPA, reported that DRPA received all of the bids for the Franklin Square project and we will let everyone know who is selected.

Brian Goodson, FHWA NJ, reported that FHWA is under the Continuing Resolution until February 18. There are several requests for information under the Federal Register.

Aliyah Stanger, PA DCED, reported that in late November PA DCED gave out a little north of \$84 million in transportation projects through multimodal transportation funding as well as over \$8 million in our Greenways Trails and Recreation programs.

## 6. Executive Director's Report

### a. Board Retreat and Next Steps

Mr. Seymour commented that he felt that the Board Retreat went very well and that we greatly appreciate our four keynote speakers who put together the presentations and made themselves available, along with the staff that ran the breakout groups. Mr. Seymour recognized DVRPC's Alison Hastings who handled the logistics for the retreat and a lot of the work there. DVRPC will be taking all those comments from today and write them up and get back to you with some clear direction for us in terms of what you want us to be focusing on in the years ahead. We are looking forward to seeing this money rolling out.

### b. TDM Program Changes

Mr. Seymour reported on some changes to our TDM program and a lot of discussion we are having around those programs. We will still be directing funding to the TMAs but that will now be directly through DVRPC but at a lower base level. That is being offset in part by creating and continuing a competitive grant program we started last year, called the Travel Options Program (TOP). The TMAs will be eligible to compete for specific funding and for specific projects and others across the region will be able to compete to find the best way to reduce travel demand and single occupancy vehicle travel. One important swap change is that we are going to swap what has been funded via CMAQ which has a lot of constraints in terms of its use, and were able to partner with PennDOT to swap the funding source for that to regular STU funding which gives a lot more flexibility for good, creative ideas. DVRPC will administrator both of those programs (the TMA and TOP programs) and these are now part of our Work Program. Because this is something new, we will try this for two years and then be open to future changes on that.

c. Staff Transitions

Mr. Seymour called the Board's attention to the fact that two of DVRPC's longtime employees are both retiring at the end of this month. Mr. Seymour acknowledged Will Stevens, who has served DVRPC for 37 years and is currently Associate Director for Data Services and began our GIS program. Taghi Ozbeki who is our Director of Information technology and has been with DVRPC for almost 29 years is also retiring. He is really the one who has kept us up to speed and made sure our Zoom and Cloud operations are in place.

d. Return to Office

Mr. Seymour noted that he is not sure when DVRPC's official return to office will take place and hopes that we will all feel safe enough to gather again back in our office soon. Mr. Seymour noted that all of the DVRPC staff are vaccinated and we will ask anyone coming in to be vaccinated and currently we are still wearing masks in our office.

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

- (1) Regional Technical Committee
- (2) Public Participation Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:58 a.m. on a

MOTION by *Mr. Rykard*, seconded by *Ms. Reuther*, to adjourn the Board meeting and move into the Executive Committee meeting.

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

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) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary

