

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
SEPTEMBER 19, 2006**

APPROVAL OF MINUTES:

The minutes of the July 18, 2006 RCC meeting were approved as mailed.

PROPOSED RCC MEETING DATES FOR 2007:

The RCC approved the proposed meeting dates for 2007.

RTC REPORT:

Loraine Brill reported that the PA Transportation Finance Reform Commission had met at DVRPC on September 15, 2006. She also reviewed RTC recommendations on action items.

ADDITIONAL BUSINESS:

Candace Snyder, DVRPC Director of Public Affairs, introduced Jane Meconi, the Commission's new Manager of Public Involvement and Title VI Compliance. Ms. Snyder also announced that county caucuses would be held prior to the October RCC meeting and a Nominating Committee appointed at that time. Elections for RCC Chair will take place at the November meeting.

SEAMLESS PUBLIC TRANSPORTATION ACROSS NJT-SEPTA-PATCO FRONTIERS AND BEYOND:

The RCC had approved the *Seamless Transportation* White Paper in July. Some minor tweaking still needs to be done on the document but it will be forwarded to the DVRPC staff and Board, and the region's transit operators for their consideration and will be a proposed Work Program project submission. The final copy of the paper will be included in the next RCC mailing. The RCC thanked John Pawson for all of the work that he has done on this subject.

INFRASTRUCTURE ISSUE:

John Pawson stated that he and Jim Farny and the 2030 Task Force are still discussing Mr. Farby's *Infrastructure* paper. Further discussion and possible action will be deferred until October.

TIP ACTION PA07-01: PENN'S LANDING WATER SHUTTLE RAMP INFRASTRUCTURE IMPROVEMENTS (PROPOSED NEW DEMO PROJECT), DRPA/PATCO:

John Boyle explained that DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Penn's Landing Water Shuttle Ramp Infrastructure project, using \$1 million DEMO funds provided through a SAFETEA-LU earmark. The Section 5309 Capital Bus discretionary funds were provided to Penn's Landing Corporation (PLC), and with coordination and concurrence from FTA, DRPA has agreed to serve as the public partner/sponsor of the project. The funding will be programmed in FY07 (\$500,000 Section 5309 Bus Discretionary funds/\$125,000 local match provided by PLC), with \$250,000 Section 5309/\$62,500 local match programmed in both FY08 and FY09.

The project will provide for the infrastructure improvements needed to build ramps into the river as part of the water shuttle/water taxi system planned for operation on the Philadelphia side of the Delaware River between Spring Garden and Catherine Streets. Four ramps will be built, and the water shuttles have already been purchased. PLC is already working with the Departments of Environmental Protection and Environmental Protection Agency regarding any required permits.

Discussion: Anne Carroll had submitted comments that generated answers and discussion. They included:

PA07-01:

1. Is an (federal) environmental impact study needed for the ramps? If so, how will it be funded? *DRPA is working with the EPA. No EIS is required.*

2. Who is expected to use this water taxi/water shuttle? Is it just a ride for tourists? *No.* Is it intended for casino/restaurant traffic?

If so, is DVRPC authorized to approve the spending of Federal transit funds for this purpose? *Yes. This is a federal earmark and the project is not for parking.*

3. Is there a documented need or demand for it by the community? If so, why do they need parking AND a water taxi to go from Spring Garden Avenue to South Philly? What is the "bus" angle?

4. If this water taxi/water shuttle is intended to cross the River, a better use for these funds would be to build similar ramps on the NJ side to make this earmark investment worthwhile. Then it could more reasonably be justified as a use of "capital bus" money because it would enable more integrated use of modes of transport for travel to jobs, higher education, medical services, etc. *The RCC reiterated the need to have all of these questions answered.*

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Cheryl Tumola) to recommend that the Board approve TIP Action PA07-01, DRPA/PATCO's request that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Penn's Landing Water Shuttle Ramp Infrastructure project, using \$1 million Section 5309 Bus Discretionary funds/\$250,000 local match.

MOTION CARRIED. (See Item A on voting record.)

TIP ACTION NJ07-01 (PROPOSED NEW SECTION 5340 PROJECT), DRPA/PATCO:

DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by adding a new project to the TIP, the Public Safety Security Equipment Project, using new FTA Section 5340 Growing States and High Density funds, newly provided through SAFETEA-LU. The \$80,000 a year (\$64,000 Section 5340 funds/\$16,000 Local match) would be programmed in Fiscal Years 2007 through 2010 for PATCO system safety improvements such as radios, security cameras, lighting, security vehicles, and computer equipment. As part of Section 5340 of the new SAFETEA-LU legislation, two new funding mechanisms were created; New Jersey was the recipient of funds for both the Growing States and the High Density programs. The Growing States and High Density Programs add a new method of distributing a small portion of transit funding. Growing States is distributed based on population forecasts and high density funding, which was made available to only 7 states in the country, is apportioned to urbanized areas based on population density.

DRPA and NJ TRANSIT have just recently agreed to the regional suballocation of these funds, and a total of \$264,188 federal 5340 funds (annually) have been suballocated to DRPA/PATCO for use on the PATCO system. \$200,188 Section 5340 combined with \$50,047 local match will be programmed as an annual increase in funds available to the PATCO existing Preventive Maintenance project, DB #DR034, with the remaining \$80,000 a year (\$64,000 Section 5340 funds/\$16,000 Local match) programmed in the new Safety Security Equipment project.

Discussion: The RCC reviewed the discussion that took place at the Transportation Subcommittee level, namely:

Again, Anne Carroll submitted comments as follows:

1. Since there are two scopes of work in this TIP that would be funded by new money, why is it called "Public Safety Security Equipment"? It also includes new funds for an old preventive maintenance project. Shouldn't these two pots of money/projects be approved separately? *Approval is only for the new project. The older existing project gets a slight increase that will be handled administratively.*
2. If an existing Preventive Maintenance project gets new funds, shouldn't there be a corresponding increase in the scope of work? Otherwise how will these funds be accounted for? *No. Presumably DB #DR034 (the original preventive maintenance project) was approved for a particular scope of work with a particular budget. How will they be able to tie each pot of money to specific work in an audit if the project is not also amended? In other words: What are the taxpayers buying with the additional money?*
3. For the Public Safety Security Equipment project, DVRPC should require that new radios, computers, cell phones, etc., be compatible with other state agencies' equipment (i.e., first responders, emergency preparedness agencies, etc.) and comply with state technology standards for inter-operability.
4. Cost and Source of Funds: \$320,000 (\$256,000/\$64,000): How were these figures arrived at? The TIP includes a confusing array of sets of figures which I couldn't make add up. In addition, it doesn't seem to be supported by the request in the supporting documentation from DRPA/PATCO. *Ms. Schoonmaker admitted that this is confusing but clarified that this is really NJ funding. All funds could have gone for preventive maintenance but it was decided to place a small amount under the security heading. Warren Strumpfer stated that the project should be retitled because this is misleading.*

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by John Pawson) to recommend that the Board approve TIP Action NJ07-01, DRPA/PATCO' request that DVRPC amend the FY2007-2010 TIP for New Jersey by adding a new project to the TIP, the Public Safety Security Equipment Project, using \$80,000 (\$64,000 Section 5340/\$16,000 local match) in FY07 through FY10. The RCC believes that DVRPC should strongly recommend that new radios, computers, cell phones, etc., be compatible with other state agencies' equipment (i.e., first responders, emergency preparedness agencies, etc.) and comply with state technology standards for inter-operability.

MOTION CARRIED. (See Item B on voting record.)

MEMORANDUM OF UNDERSTANDING (MOU) FOR PENNSYLVANIA:

Elizabeth Schoonmaker, DVRPC Manager of Capital Programs, explained that a Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon expedited procedures for modifying or amending the TIP for the Pennsylvania portion of the region, as permitted by federal regulations. The MOU is structured in a tiered manner, allowing some changes to occur without further action by DVRPC, other changes to occur by an administrative action of the Executive Director, while all other changes require a formal action by the Board. From time to time the MOU may require changes to respond to new situations, to improve its clarify or to streamline the process.

The recently adopted FY2007 TIP for Pennsylvania includes a new element, the Interstate Management Program, which lists the projects on the Interstate System that are to be managed on a statewide basis and funded through a new statewide formula program. The projects within our region must still be listed in the DVRPC TIP. However, because those projects are to be managed on a statewide basis, they are subject to the requirements of the MOU that exists between PennDOT, FHWA and FTA for the Statewide Transportation Improvement Program (STIP). Proposed wording for the new statewide Interstate Management Program is as follows:

E. Statewide Interstate Management Program

PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. Interstate maintenance projects will be the only projects under this program; it will not address interstate completion projects or any capacity adding projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success.

The parties agree that modifications and amendments to the Interstate Maintenance Program shall be governed by the *Memorandum of Understanding, Procedures for TIP and STIP Modifications* agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

ACTION TAKEN BY COMMITTEE:

MOTION (by John Boyle, seconded by Dennis Winters) to recommend that the Board approve the revised Pennsylvania Memorandum of Understanding on Procedures to Amend or Modify the TIP to include subsection E. to Section III entitled Statewide Interstate Management Program.

MOTION CARRIED. (See Item C on voting record.)

APPROVAL OF DRAFT DVRPC TITLE VI COMPLIANCE PLAN AND PUBLIC OUTREACH:

Candace Snyder, DVRPC Director, Office of Communications and Public Affairs, explained that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination under Title VI of the 1964 Civil Rights Act in federally funded activities. Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, national origin, sex, age or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance. During the past six years, a renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment to Title VI has, and continues to be, reflected in the Delaware Valley Regional Planning Commission's (DVRPC's) Work Program, publications, communications, public involvements efforts, and general way of doing business.

As the Metropolitan Planning Organization (MPO) for the Delaware Valley, DVRPC is required to adopt a Title VI Compliance Plan which addresses such issues as responsiveness to Title VI requirements for project selection in the DVRPC Work Program, the TIP and our Long-Range Plan, as well as providing evidence of public outreach techniques that encourage the involvement of all of the region's citizens. This document establishes a framework for DVRPC's efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination and Environmental Justice.

The Draft Plan should be released for a 45-day public comment period that is scheduled to begin on October 2 and end on November 16, 2006. This comment period would include public notification to @ 2500 citizens, business leaders, governments and organizations; documentation in regional libraries; legal notices; media outreach; public meeting(s); and placement on the Commission's Website. In the meantime, the Draft Plan, along with the Board's Self-Certification Resolution and a Title VI Assurance letter, will be submitted to the New Jersey Department of Transportation (NJDOT) and Pennsylvania Department of Transportation (PennDOT) as part of their Compliance Report to FHWA. In December, 2006, the Board will be asked to review comments received during the public comment period and to adopt a final Title VI Compliance Plan.

Discussion: Ajay Creshkoff submitted a paper on the subject that will be mailed to the entire RCC next month. He urged that this topic be placed on the next RCC agenda as a discussion item.

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Hans van Naerssen) to recommend that the Board authorize staff to open a 45-day public comment period on October 2, 2006 for the purpose of gathering public and agency comments on the Draft DVRPC Title VI Compliance Plan.

MOTION CARRIED. (See Item D on voting record.)

**DVRPC FY 2007 WORK PROGRAM AMENDMENT: PHILADELPHIA BICYCLING
AMBASSADOR PROGRAM:**

John Ward, DVRPC Associate Director, Intermodal Planning, noted that this project was one of the 34 projects selected by the Pennsylvania State Transportation Commission to receive funding under the 2005/2006 Transportation Enhancements/Home Town Streets/Safe Routes to School (TE/HTS/SRS) regional competition. The Philadelphia Bicycle Ambassador program involves distributing bicycle safety information on Philadelphia streets and at community events to reduce the number of bicycling-related injuries and fatalities. The objective is to help all road users (cyclists, motorists & pedestrians) better share the road and off-road trails as well as create more livable neighborhoods by helping to increase the number of trips made by bicycle.

ACTION TAKEN BY COMMITTEE:

MOTION (by Ajay Creshkoff, seconded by John Boyle) to recommend that the Board amend the DVRPC FY2007 Planning Work Program to include the *Philadelphia Bicycling Ambassador Program*.

MOTION CARRIED. (See Item E on voting record.)

**DVRPC FY 2007 WORK PROGRAM AMENDMENT: US 202 SECTION 700 TRAFFIC STUDY,
PHASE III:**

John Ward reported that PennDOT is preparing plans for a new US 202 Section 700 Parkway. Under phases I and II, DVRPC provided traffic forecasts within the study area for a No-Build and four Build alternatives. Under Phase III of this project, DVRPC will provide additional modeling services, as requested, in order to complete the environmental clearance document and proceed to final design. These include quantifying the impact of the Parkway on facilities north of the study area, including US 202 and other roads in the Section 800 and PA 611 corridors; and continuing to coordinate with PennDOT, their consultants, and members of the US 202 Community Task Force.

Discussion: Committee members voiced the thought that the impact on bicyclists and pedestrians should be part of this study. Mr. Ward explained that PennDOT had required this scope for the study. The RCC pointed out that a multi-use trail is just north of the project and will be impacted by it.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans van Naerssen, seconded by Dennis Winters) to recommend that the Board amend the DVRPC FY2007 Planning Work Program to include the *US 202 Section 700 Traffic Study, Phase III* only if the study is expanded to include impacts on bicyclists and pedestrians and if the impacts that are being studied are better defined.

MOTION CARRIED. (See Item F on voting record.)

**DVRPC FY 2007 WORK PROGRAM AMENDMENT: BUCKS COUNTY REGIONAL TRAFFIC
STUDY, PHASE II:**

Mr. Ward explained that in FY 05, DVRPC was asked by PennDOT to participate in and manage a regional traffic study in lower central Bucks County comprised of the following municipalities: Wrightstown Twp, Newtown Twp, Newtown Boro, Lower Makefield Twp, Upper Makefield Twp, Northampton Twp, and Yardley Boro. The objective of the study is to work with local stakeholders to identify viable immediate, short-term, and long-term recommendations to ensure regional safety and mobility, adequate accommodation of all legal road users, and the provision of regional access to and from the area's operating quarries. During the fourth quarter of FY 06 funds became available from PA DCED to engage technical consulting services. The FY 07 supplemental funds from PennDOT will provide for DVRPC's continued active participation in, and management and completion of the Bucks County Regional Traffic Study including management of the selected consultant; and completion of related commitments made as a result of our participation to date.

Discussion: Sue Herman updated the committee on the issue of a Veterans Cemetery that has been proposed for Upper Makefield and Newtown Townships. There has been a public outcry because of the lack of a study of traffic impacts and concerns that this will begin a trend toward reclassification local roads to arterials. Ms. Herman made this argument to the RTC earlier this month and they amended their motion to call for a traffic study. RCC members believe that all users, including bicyclists and pedestrians, will be impacted by this project. Dennis Winters and other committee members voiced the sentiment that "If we can't count on DVRPC to look out for bicyclists/pedestrians, who can we count on?"

ACTION TAKEN BY COMMITTEE:

MOTION (by Lorraine Brill, seconded by Sue Herman) to recommend that the Board amend the FY2007 Planning Work Program to include the Bucks County Regional Traffic Study Phase II. The RCC believes that the scope of work should include consideration of the trips generated by the veteran's cemetery as well as other upcoming developments. In addition, the committee believes that improvements are needed for bicycle and pedestrian facilities. The RCC also questions how congestion management is being handled and whether an evaluation of the outcome of these efforts is planned. Finally, the committee urges DVRPC to be vigilant in upholding its usual standards when undertaking this traffic study.

MOTION CARRIED. (See Item G on voting record.)

DVRPC FY 2007 WORK PROGRAM AMENDMENT: AMBLER TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID) PLAN:

Mr. Ward reported that the Borough of Ambler is proposing to undertake a transit-oriented development planning study for the area around their SEPTA Regional Rail station in accordance with the requirements of the Transit Revitalization Investment District (TRID) Act.

Although the Borough was not successful in obtaining a TRID planning grant from the Pennsylvania Department of Community and Economic Development, PennDOT has agreed to provide \$75,000 of PL funding, matched by local services in kind, to fund the planning study. The borough intends to retain a consultant to undertake the study and DVRPC staff may assist in the consultant selection process.

Discussion: The RCC requested that they be given regular updates on this project. There should be caution used when looking at this development.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Hans van Naerssen) to recommend that the Board amend the DVRPC FY2007 Planning Work Program to include the *Ambler TRID Plan*. Improvements should address multi-modal use and facilities in the “Task” description.

MOTION CARRIED. (See Item H on voting record.)

DVRPC FY 2007 WORK PROGRAM AMENDMENT: QUAKERTOWN RAIL RESTORATION ALTERNATIVES ANALYSIS:

Sarah Oaks, DVRPC Senior Transportation Planner, explained that The Bucks County Planning commission has submitted a request to relinquish the Bus Rapid Transit Phase II study, and use the \$60,000 allocated to them for this study in the Transit Support Program Special Study category for their work program for the Quakertown Rail Restoration Alternatives Analysis.

The rail line in question is a section of the Bethlehem branch of SEPTA’s Regional Rail system which was discontinued about twenty years ago due to a number of reasons. Recently, a feasibility study demonstrated that reactivation is possible. The overall study is currently funded at \$375,000 through a combination of federal and local funds granted to the Bucks County Planning Commission (DVRPC Board action in June 2006). Edwards and Kelcey has been selected as the consultant, and work is ready to proceed.

The Bucks County Planning Commission staff assures that once work is underway they will identify the work program element that would benefit the most from this additional funding, and will provide a detailed TSP work program at that time for the Commissioners to review. Until that time, a general work program for the overall study is attached.

Discussion: Dennis Winters requested that the RCC be informed of the final Work Program project description once it is defined.

ACTION TAKEN BY COMMITTEE:

MOTION (by Hans van Naerssen, seconded by Dennis Winters) to recommend that the Board amend the DVRPC FY 2007 Planning Work Program to include a Special Study for the Quakertown Rail Restoration Alternatives Analysis.

MOTION CARRIED. (See Item I on voting record.)

DVRPC FY 2007 WORK PROGRAM AMENDMENT: CAMDEN METRO-REGION TRAILS STRATEGY, CITY OF CAMDEN, GLOUCESTER AND BURLINGTON COUNTIES:

Christopher Linn, DVRPC Senior Environmental Planner, stated that once a vibrant rail hub, the City of Camden and the surrounding three-county area have a valuable network of inactive railroad rights-of-way, available to form the basis of a city- and region-wide system of greenways/trails.

These could give local residents green spaces for healthy recreation and non-motorized transportation, and foster economic and community revitalization with safe routes for recreation, errands and commuting.

Unused rail lines and other right-of-way opportunities will be studied for one year for a multi-use trails system to serve the City of Camden and connecting suburbs in Camden and Gloucester Counties, as well as western Burlington County. Trails could become part of the City and county parks systems. By working with key stakeholders, a database and vision will be developed to insure the resources and policy guidance needed for a sustainable effort. This work will establish a Camden Regional Trails Team to gather and share information and enhance working relationships among City agencies/ organizations and organizations in the three counties. For example, Camden Greenways, Inc. (CGI), a lead volunteer advocate group in the City, would be empowered by putting their project in a bigger context and giving it more resources and marketability. CGI has been hampered by limited assistance from the City and lack of common ground with the development community. As RTC experienced with the City of Detroit, a larger complementary regional effort in the suburbs is needed to spark inner-city efforts.

South Jersey has considerable rail-trail potential, with Camden its historic hub. Thus it will also be the hub for the future rail-trail system. Five years after completion of the one-year Trail Strategy project, it is expected that there will be at least 35 trail projects (either built or under development), 55 miles of trails completed and 300 miles of in-progress trails. Work in the Camden metro area could be Phase I of a larger South Jersey initiative. While a multiple-year project is eventually anticipated, this one-year initiative will create a trails vision that is compelling, clear and memorable, and a strategy that will produce a regional trails system.

Discussion: Sheikh Gardrie urged Mr. Linn to include Camden residents and citizen groups in the study.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Greg Bremser) to recommend that the Board amend the DVRPC FY 2007 Planning Work Program to include the Camden Metro-Region Trails Strategy project.

MOTION CARRIED. (See Item J on voting record.)

AN OVERVIEW OF THE OFFICE OF TRAVEL MONITORING:

Scott Brady, DVRPC Manager, Transportation Data, outlined the role of this department by stating that DVRPC collects travel counts throughout the Delaware Valley to monitor traffic growth, to improve efficiency in the transportation system, and to prepare the region for the travel demands of tomorrow. Accurate counts are essential input for policy-makers who are charged with making sound decisions concerning the planning, design, and environmental impact of new transportation facilities. The information collected by DVRPC is available to everyone through our website. Some vital facts about the DVRPC traffic counts include: Counts are collected every year at selected locations determined by the Pennsylvania and New Jersey departments of transportation. Counts are collected for twenty-four continuous periods in order to account for daily travel demand.

Classification counts are also taken in order to quantify the usage of a transportation facility by various types of vehicles. Manual turning counts are collected for traffic engineering studies. (i.e., the need for a traffic signal, demand for a dedicated left turn lane, to change a signal cycle, etc).

DVRPC's Traffic Counting Department often receives requests for counts. Staff, in turn, prepares field forms, schedules and assigns field personnel. The field crew then sets counters at requested locations or travels to a site to take manual counts. In case of a volume count, personnel pick up equipment forty-eight hours later. Field personnel then transfer data from the counter to a module that is taken to the office where it is electronically downloaded to a computer. Data is processed, verified and analyzed through a series of computer programs; it is then finalized, stored in a database file, and used to determine historical trends, statistical trends and as a record of the survey. Finally, copies of data are transmitted to the various funding agencies.

Discussion: Mr. Brady clarified that bicycles are not counted by his department. Separate counts are done for this mode by planning staff. The RCC reiterated its concern that bicyclists and pedestrians are not given due consideration. Air quality issues were also discussed.

DRAFT DVRPC FY 2008 WORK PROGRAM DISCUSSION:

John Griffies, DVRPC Contracts Manager, outlined crucial dates regarding the development of the DVRPC FY 2008 Work Program. He also reviewed the new "mega-project" concept.

Further development of the draft Work Program will take place at the September 28th Board Retreat. The RCC should submit its input in October. Mr. Pawson reiterated the viability of the *Seamless Transportation* issue as a proposed Work Program project.

SUBCOMMITTEE REPORTS AND ACTIONS:

Environmental Justice:

DVRPC staff will continue to discuss ideas for revitalizing the Environmental Justice Task Force, utilizing the input received from a meeting of RCC members earlier on September 18, 2006.

OLD/NEW BUSINESS:

Dennis Winters invited everyone to attend the Green Buildings Open House on October 7, between the hours of 10 a.m. and 4 p.m. A pamphlet was available with details.

Ernest Cohen discussed the issue of fossil fuel and sustainability.

Hans van Naerssen thanked DVRPC for its support for bike traffic on the Scudders Falls Bridge.

