STATEMENT OF INTEREST

TRI-COUNTY REGIONAL PLANNING COMMISSION
ENGINEER/PLANNER FOR FEDERAL AID PROJECTS

GFT

Under Legal Entity Gannett Fleming, Inc.

JUNE 2025

COVER LETTER

GFT

June 20, 2025

Mr. Andrew W. Bomberger, AICP
Executive Director
320 Market Street, Suite 301E
Harrisburg, PA 17101

QUALIFICATIONS FOR ENGINEER/PLANNER FOR FEDERAL AID PROJECTS

Dear Mr. Bomberger:

Transportation demand across the Capital Region continues to grow due to expanding development, changing demographics and modal preferences, and the influence of technology. By selecting Gannett Fleming, Inc., dba GFT, the Tri-County Regional Planning Commission (TCRPC) can leverage ingenuity—our relationships, our expertise, our nimble approach—to address your most complex challenges with tailored, one-to-one service.

This contract will be led by **Project Manager Michelle Brummer, AICP**. With more than 20 years of community and transportation planning experience, as well as on-call contract management experience for three MPOs in Pennsylvania, Michelle has the necessary experience and qualifications to lead this contract. A discussion of other key personnel is included in this Statement of Interest, including our **Deputy Project Manager Stephen Rozyckie, PE, PTOE**. Many of these key personnel have worked on the previous contracts. The staff proposed herein are available to work on this project.

To provide comprehensive service, we have teamed with **Rockland Planning (DBE); Whitehouse Group, Inc. (SBE); Wordsworth Communications (DBE); Karla Schweitzer Farrell & Associates, LLC (DBE); and Imperial Traffic & Data Collection, LLC (DBE/SBE)**. These five firms offer complementary, niche expertise and will provide us with additional capabilities and capacity. At GFT, we are committed to good faith efforts and have included four disadvantaged businesses on our team.

Please note that on May 30, 2025, Gannett Fleming, Inc. began the process of legally changing its name to GFT Infrastructure, Inc. This name change does not impact the entity's corporate structure or obligations. The Federal Employer Identification Number (FEIN) remains the same. **Any contract issued as a result of this proposal would be executed by, and all related contractual obligations would be held exclusively by Gannett Fleming, Inc. (now known as GFT Infrastructure, Inc.).**

We value TCRPC as the metropolitan planning organization serving the Capital Region where our headquarters is located and as our client. We look forward to providing our continued commitment and expertise in support of TCRPC planning efforts.

If you have any questions, please contact Michelle at 717.886.5295 (mbrummer@gftinc.com) or Steve at 717.886.5303 (srozyckie@gftinc.com).

Sincerely,

Gannett Fleming, Inc.
(Now known as GFT Infrastructure, Inc.)

David A. Hamlet

David Hamlet, PE
Vice President

TEAM QUALIFICATIONS

TEAM QUALIFICATIONS

With extensive experience collaborating with both the Tri-County Regional Planning Commission (TCRPC) and the Pennsylvania Department of Transportation (PennDOT) District 8, our team brings deep institutional knowledge and a strong track record in regional transportation planning. Our headquarters is strategically located within the region, and a significant number of our staff reside in the TCRPC area, ensuring firsthand familiarity with local needs and priorities. The recent merger has further enhanced our capacity, allowing us to offer expanded resources and expertise.

TEAM INTRODUCTION

Gannett Fleming, now GFT, has served Tri-County Regional Planning Commission (TCRPC) since 1971. We are offering a multi-disciplinary team that is aligned with the unique needs of TCRPC. We have established a strategically strengthened team to assist TCRPC in planning and designing Federal aid projects. Assisting GFT with this project are five firms offering complementary, niche expertise that provide us with additional resources. Our project management approach ensures a unified team regardless of staffing from one or more firms

KEY STAFF

Our Team is aligned with the diverse needs and challenges of TCRPC. Our Team will be led by **Michelle Brummer, AICP**, as Project Manager. Michelle's past experience in this region includes: assistance to TCRPC's growth management plan; comprehensive plans for East Pennsboro Township, Lower Paxton Township and Lower Swatara Township, New Cumberland's revitalization plan; and numerous engagements with TCRPC staff as stakeholders to PennDOT and peer MPO planning efforts.

Assisting Michelle with management is our Project Principal, **Laurie Matkowski, PMP**. Laurie has served as Project Principal for numerous projects in Pennsylvania, as well as federal and other locations nationally. She spent nearly 20 years at the Delaware Valley Regional Planning Commission (Philadelphia, PA), managing planning and traffic studies. She will also be leading our Technology efforts. Our Deputy Project Manager, **Stephen Rozyckie, PE, PTOE,** will also serve as the lead Traffic Engineer. He performed as Project Manager on TCRPC's prior Open-End Federal Aid Transportation Projects Engineering and Planning Services projects, where he managed the traffic, highway, bridge, and environmental disciplines and subconsultants for the Capital Area Cross-River Connections Study and the Market Street Bike/Pedestrian Accommodation Study (Lemoyne Bottleneck). In this role, he managed the schedule, budget, and action items.

Supporting Michelle is a team of experienced discipline leaders. Leading our Multi-Modal efforts is **Timothy Smith**. Tim was Task Manager for the recent Lemoyne Road Diet project and he was previously a project planner for the TCRPC Bicycle-Pedestrian Study and Municipal Outreach project. Previously, Tim was the Transportation Coordinator at TCRPC. **Dave Hamlet, PE**, will lead our highway design efforts. Dave has extensive experience in managing all sizes of highway projects and was the Highway Design Manager for the Capital Area Cross-River Connections Study for the Commission.

Leading our Grant Writing and Funding/Finance efforts is **Paul Carafides.** Paul is currently the deputy PM for PennDOT's open end contract supporting Pennsylvania's Infrastructure Investment and Jobs Act (IIJA)-Bipartisan Infrastructure Law (BIL) Discretionary Grants program. Previously, Paul worked for the Lehigh Valley Planning Commission. Leading our Regional Planning efforts is **Keith Chase.** Keith is currently serving as a senior planner on the PennDOT planning open end and the project manager on the IIJA-BIL open end. He previously worked with TCRPC on the Regional Bicycle and Pedestrian Study. Additionally, he was the Contract Manager responsible for the on-call preparation of grant applications to the United States Department of Transportation for BIL grant programs.

Rounding out our Team is our QA/QC Manager, **Patrick Son, PE.** Patrick has served as QA/QC of task order-based contracts and project deliverables for planning and engineering services. He routinely QA/QCs task order scopes, project schedules, budgets, and deliverables to ensure that GFT's rigorous quality process is followed. Patrick brings expertise in planning, engineering, and operations through his over 20 years of experience.

For further information about their experience and expertise, please see their Resumes located at the end of this SOI.

Subconsultants	
Rockland Planning (RP)	Research and Analytic Capacity, Coordination with Transit Services/Providers
Whitehouse Group (WHG)	Planning/Modeling, Performance Measurement
Wordsworth Communications (WC)	Document Design and Editing
Karla Schweitzer Farrell and Associates, LLC (KSF)	Streetscape and Stormwater Design
Imperial Traffic & Data Collection, LLC (IDC)	Traffic Data Collection

SELECTION CRITERIA

1. Technical knowledge and experience across the technical areas listed in the RFQ

GFT has provided consulting planning and engineering services for decades, continuously adapting to the evolving community, economic, and transportation planning needs of our clients. Our planning group prepares a variety of technical and organizational plans for state and local government across the Commonwealth. We have worked with many of our clients for two and three decades. Our clients stay with us because of our meticulous attention to detail, thorough processes, and high-quality work delivered on-time.

Our planning processes and products engage citizens, inspire leadership, and inform decision-making.

The following represents projects that reflect specific GFT Team experience within the transportation services listed.

Roadway and Bridge Design, including Cost Estimating. GFT structures staff have provided a wide range of bridge engineering support services to PennDOT District 8 including I-83 South Bridge repairs, design of a major rehabilitation for the Market Street Bridge East Spans in Harrisburg, Palmyra Emergency Sinkhole Repairs, and design or repair of many smaller structures. GFT structures staff assisted PennDOT in the development of the structures portion of the Inventory and Condition and the Lifecycle Planning for PennDOT's 2019 Transportation Asset Management Plan. GFT roadway and bridge staff also assisted the York County Planning Commission by providing roadway and structural square-foot costs that account for recent inflation to support updated project cost estimates in its 2050 Metropolitan Transportation Plan. Additionally, GFT staff provided design services for the Renovation of I-83 Diverging Diamond Interchange; U.S. 422 River Crossing Complex Projects; and Penn Street Historic Bridge Rehabilitation, Reading for PennDOT.

Planning and Design of Traffic Management Facilities. For TCRPC, our firm previously provided Traffic Incident Management (TIM) support and team facilitation in three separate areas within the region. Planning efforts were coordinated between PennDOT District 8, the Pennsylvania Turnpike Commission, and the South Central Task Force, as a consortium of emergency response agencies and homeland security officers. Additionally, our firm has served as the PennDOT Central Office Liaison for three TMCs in eastern Pennsylvania, as well as operating the District 3 Northwest Florida Regional TMC.

Travel Demand Modeling, Supporting Studies, and Data Development. GFT performed two separate studies for the TCRPC, each of which involved extensive public involvement: Duncannon SR 11/15/274 Traffic Analysis and an Access Road Evaluation in Watts Township. The project involved two parts. The first part focused on evaluating traffic impacts in Duncannon due to the planned closure of a key left-turn movement at the SR 22/322 and SR 849 intersection. It recommended improvement alternatives to mitigate impacts resulting from redirected traffic expected to use SR 11/15 and SR 274. The second part assessed potential access road designs in Watts Township near SR 22/322 and SR 11/15 to support anticipated warehousing development. Costs were estimated for the alternatives presented for both studies.

GIS Analyses, Visualization, Scenario Planning. GFT helped develop a transit-oriented plan for the Millbourne Station in Millbourne, PA. As part of this project, we used a market study to develop site plans and renderings for proposed development schemes, which included a new street grid; residential, commercial, and mixed-use development; parking; open space; and a regional recreational path along Cobbs Creek.

Planning Studies Relating to Emerging Trends and Issues to Transportation Project Needs. GFT is leading the way by helping public and private organizations plan, develop, and implement creative and reliable solutions for EV infrastructure. We have EV experience across the country, including a Bus Conversion Study and Design for the School District of Philadelphia and New Jersey's National Electric Vehicle Deployment Plan for the New Jersey Department of Transportation and the New Jersey Turnpike. For CAV, we are involved with leading national CAV efforts, including Laurie Matkowski being a contributing author on USDOT's FHWA "Roadway Automated Driving Systems Integration Concept of Operations for Transportation Agencies", and Society of Automotive Engineers "Automated Vehicles and Infrastructure Enablers". Laurie is on the Board of Directors for Intelligent Society of America (ITSA), driving national direction for planning with public/private partnerships in mobility and technology.

Safety, Congestion Management, Freight Planning, and Related Support. Under a similar contract with York Area Metropolitan Planning Organization (YAMPO), GFT examined two intersections for potential improvements eligible for funding under the federal Highway Safety Improvement Program as well as a half-dozen high-frequency crashes involving commercial vehicles. We also continue to support the PennDOT Center for Program Development and Management and its Planning Catalyst Team in exploring ways to improve safety planning.

Freight planning's value and importance for the TCRPC region will only increase over time. GFT continues to build on its deep freight planning experience as both public sector practitioners and consultants. Our technical expertise and effectiveness working with freight stakeholders will be an invaluable asset for TCRPC. Over the past few years, we have carried out key roles in completing the present Commonwealth freight plan, developing PA Transportation Advisory Committee landmark studies on truck parking and e-commerce, and effectively integrating freight in numerous successful grant pursuits, including the $500,000,000 grant award for the South Bridge replacement. GFT supported the

development of York County's first comprehensive freight plan with the designation of a county core freight network integrating both transportation planning and land use elements. GFT has supported the organization and effective startup of York County's Freight Advisory Committee (FAC).

Planning and Design Services for Non-Motorized Travel. Under a similar contract with the Susquehanna Economic Development Agency-Council of Governments (SEDA-COG) Metropolitan Planning Organization (MPO), GFT prepared a Complete Streets Policy and Checklist for the MPO and a model municipal Complete Streets Policy and Checklist. We also assessed bicycle and pedestrian accessibility and safety along a busy, one-mile suburban corridor, Hogan Boulevard, on the outskirts of Lock Haven for the SEDA-COG MPO and recommended policy and capital improvements. Finally, we reviewed the Town of Bloomburg's draft Pedalcycle Ordinance. Other recent GFT-led active transportation projects include an Active Transportation Plan for Mifflin County and Route 30 Bicycle and Pedestrian Crossing Study for Lancaster County.

Land Use/Growth Management Planning, including Environmental Studies. With recognition for the York County Planning Commission's growth management policy, the proposed and adopted Core Freight Network was designed to serve the commercial and industrial use areas within the urban growth areas as illustrated on the future land use map. GF led the I-83 Exit 26 Land Use Plan, prepared as a planned scenario in advance of the proposed interchange at SR 921 north of York.

On the Sunnyside Drive Intersection Improvements for PennDOT District 8, our firm prepared environmental studies and documentation in support of intersection improvements. The environmental documentation included the development of a Level 1b CEE using PennDOT's CE/EA Expert System, a Section 4(f) evaluation, and the preparation of an application for a Pennsylvania Department of Environmental Protection General Permit 11. Our firm also worked on the Project-Level Environmental Justice (EJ) Guidance project for PennDOT. We developed policies and procedures for project-level EJ guidance for PennDOT staff, planning partners, and consultants associated with transportation improvements in the preliminary engineering phase of project development, serving as the primary author.

Storm Water Management, Modeling, and Design. Our firm helped develop an initiative to conduct a field inventory of Hanover Borough's storm water system of inlets, outlets, pipes, culverts, channels, and best management practices. This project involved collecting thousands of features with sub-meter GPS accuracy, updating with relevant storm water attribution, and photographing for the inventory.

TCRPC may also benefit from our Team's corridor planning and transit planning experience below.

Corridor Planning. TCRPC's Congestion Management Plan (CMP) provides a clear definition of the corridors within the region where excessive traffic volumes collide with available infrastructure to create traffic congestion and air quality concerns. GFT can assist TCRPC in further evaluation of CMP corridors with more focused attention on implementable cost-effective improvements that can be prioritized for inclusion on the Long Range Transportation Plan and Twelve Year Program.

Multi-Modal Planning. Our Team also has varied experience in multimodal transportation planning including bike and pedestrian safety improvements and transit-oriented planning. GFT previously conducted a Bicycle and Pedestrian Study, the Cross River Connections Study, and more recently, the "Lemoyne Bottleneck" road diet/bike lane conceptual design study. GFT is currently conducting the first-of-its-kind districtwide bicycle study for PennDOT District 1 in Northwest PA. HATS has significantly advanced its bicycle and pedestrian planning activities within the three counties and has become known as a leader in working with bicycle and trail groups, the City of Harrisburg, and surrounding municipalities to collect data, identify performance measures, and incorporate bicycle and pedestrian safety improvements into roadway projects.

Transit Planning. Rockland Planning assisted STV and Huitt Zollars to organize and conduct a series of public meetings and workshops to gather input from the public and stakeholders on a range of transit corridors to consider increasing service including reducing headways and improving the bus stops for the rabbittransit High Intensity Mobility Corridor Study. GFT also conducted the I-81 Corridor Employer Transportation Forum to assist rabbittransit in assessing the potential for service and Pennsylvania Rides to Wellness for PennDOT.

2. Integrating Planning Concepts with Transportation Needs and Conceptual Designs

Planners today have access to more data than ever before and more sophisticated tools with which to identify needs, gauge system performance, interact effectively with stakeholders and make balanced transportation choices that affect various types of transportation modes. GFT is well versed in the available information sources and applications to effectively assist TCRPC in their planning needs.

Our approach to each project or work order applies the following planning principles:

Conduct meaningful client, stakeholder, and public involvement to articulate a shared vision, collaborate in problem-solving, and build collective ownership for planning and implementation. Our work for the SEDA-COG MPO and York County/York Area MPO epitomizes this principle. For the Hogan Boulevard Safety Study in the SEDA-COG region, we walked the corridor with the county planning staff who requested the study, discussing conditions as we observed them, and conducted a pop-up public meeting along the corridor to intercept travelers and ask for feedback on our safety assessment

and recommendations. Our freight planning work for York County laid the groundwork for a Freight Advisory Committee (FAC) through stakeholder workshops during the plan's development. We continue to engage FAC participants in problem-solving through task forces, currently addressing truck parking and municipal planning and land use.

Perform relevant research to support realistic goals and implementable action plans. We carefully determine what data helps to make the case and to build support for projects. For IIJA-BIL grant applications, we quantify economic and environmental factors, as required, and describe the critical relationship between improved mobility and economic opportunity as documented in long-range transportation plans, comprehensive plans, and economic development strategies. In our development of MPO/county freight plans, we examine existing land use data, future land use policy, and municipal zoning maps to understand potential freight generation and movement patterns.

Employ modeling to inform scenarios for land use and transportation. For York County, we prepared a truck parking forecast based on the recently released county-level data from the US Bureau of Transportation Statistics Freight Analysis Framework (FAF). We projected freight volume increases and forecast additional truck parking demand by corridor, providing a gap in truck parking to be closed by public and private freight stakeholders.

Integrate technology into analysis and problem-solving. Technology is increasingly playing a larger role on travel modes. Real time user data for traffic management systems, digital infrastructure planning, last mile drone package delivery, e-mobility programs, connected and automated vehicles (CAV), intelligent transportation systems (ITS), social media outreach and crowdsourcing methods, and smart work zone elements are examples. The GFT Team proactively incorporates these available technologies, for example in PennDOT's Smart Mobility Plan. We are a leader in the advancement of smart cities and CAVs, and are currently contracted by FHWA to develop a national digital infrastructure framework.

Build capacity building among planning agencies and municipalities for implementation. A technical memorandum prepared for Lancaster County provided objective guidance to MPO members to position applicant projects through PennDOT's process and build concurrence rather than competing against other Pennsylvania applicants. The client thanked us for our clarity. Our work for York, primarily in freight planning, has developed a variety of tools and templates for regular messaging and reporting to stakeholders and the public at-large.

Integrate a performance-based approach to implementation. Our development of the Middle Susquehanna Bicycle and Pedestrian Plan for SEDA-COG included a rich matrix of mobility and safety needs, each classified by type, length, development status, community and economic benefits, etc., enabling the MPO to report the status and progress of network development. SEDA-COG staff have reported that the Strategic Plan tracker is indeed easy to use and has requested a similar tracker for the recently adopted Local Coordinated Transit Plan, prepared by Rockland Planning, a member of GF's team.

Leverage GFT staff experience gained during prior experience working at planning commissions and specifically for the TCRPC. GFT staff have a variety of professional experience, including work experience as MPO staff (Tim, Laurie, Paul), National Operations Center of Excellence staff (Patrick), and airport authority board member, township planning commission member, and Legislative Budget and Finance Committee staff (Keith). Additionally, Toby Fauver served as PennDOT Deputy Secretary for Multi-Modal Transportation. Our team regularly consults one another to ensure that our analysis, reports and presentations clearly address the client's project objective.

3. Quality Assurance

Our approach to quality management begins with executing WO-specific quality development plans that consist of a project execution plan (PEP), peer review, standard operating procedures, and peer review and edit verification. This is required of projects and WOs by our corporate Quality Management System (QMS). A QMS requirement is that work products, whether prepared internally by GFT staff or externally by subconsultants, be thoroughly reviewed and verified before delivery to the client.

At the onset of assignments, we define and document with the client: project requirements, success factors, and unique communication needs. This ensures results are achieved and to promote a "no surprises" atmosphere. Patrick Son, PE, will provide QA/QC review of deliverables.

4. Planning/Design of Cost-Effective Projects

The TCRPC, like other MPO's and RPO's around the Commonwealth, has insufficient funding resources to appropriately address the vast maintenance and improvements our regional transportation system requires. The need for effective transportation planning is even more heightened since FHWA has mandated that states shift more federal transportation funding toward improving the interstate network. Optimizing the development and priority of regional transportation improvements becomes critical to maximizing the benefit with limited transportation funds. The GFT Team is ready to assist the MPO in meeting this challenge by focused development of more cost-effective alternatives within transportation plans, studies and design concepts. The GFT Team can offer proven expertise developing grant applications for a variety of transportation, economic and land use related funding sources.

We take a logical approach to projects and use smart transportation principles for their planning and design. Once we clearly define the problem, practical solutions are developed which consider feasibility and

the assumption that funding may be constrained. Short-term solutions may be an important first step on the way to an ultimate solution. We effectively implemented this process on the Lemoyne Road Diet Study, where we developed a phased solution that started with short-term improvements contained within the existing roadway. At the Army Installation at Fort Carson, GFT data collection and traffic analysis identified practical short-term solutions to significantly reduce congestion. After implementation, GFT was thanked for this proven solution.

We understand the principles involved in constructing a cost-effective project. We will develop meaningful milestones that will give TCRPC the assurance that project progress is satisfactory at various stages of the project. In our roadway and bridge designs, we consider impacts to utilities, right-of-way, limits of construction, and environmental impacts. We have a wealth of experience gained from our design projects, allowing us to make recommendations that are practical and beneficial.

5. Knowledge of MPO Operation, Regulation, and Roles in Transportation Planning

GFT has worked for regional and state transportation planning agencies in Pennsylvania for decades. We are attuned to the always cooperative and often collaborative planning efforts for which each agency is responsible including federal regulations to which both regional and state transportation planning agencies must comply. For MPOs, this includes the preparation and implementation of Unified Planning Work Programs, which establish the range of planning inquiry and study to identify transportation needs; the Long-Range Transportation Plan or Metropolitan Transportation Plan, which prioritizes needs for future funding; and the Transportation Improvement Program, which commits dollars to address specific needs. Of all transportation planning agencies, the MPO has the greatest knowledge of community and economic conditions that generate transportation demand, travel behavior, and system improvement needs.

6. Past Performance

Our recent work includes planning and facilitation for local governments, regional planning agencies, and several state agencies looking to improve their programs to strengthen Pennsylvania's communities. We have had multiple assignments with regard to bicycle/pedestrian planning, project programming, identifying performance measures and mobility goals, and performing other targeted activities to address specific concerns.

PennDOT Consultant Evaluations	
Exceeds Expectations	665
Consistently Exceeds	365

Specific project experience with PennDOT and federally funded projects are listed below:

Federal Aid Projects Engineering and Planning Services Open-End: *"The Gannett Fleming team and York County Planning Commission have led a great [freight planning and advisory committee] process, which makes it easy on my end."* Silas Chamberlin, PhD – Freight Advisory Committee Chair and Chief Strategy Officer, York County Economic Alliance.

"I appreciate all of your time and effort on this work, and Tom's willingness to speak about the challenges of e-commerce with the FAC. Something which I don't want to lose sight of as we continue into 2025." Chris Caba, Senior Transportation Planner, York County Planning Commission.

I-83 South Bridge Grant Application and Award: *"Rich Reisinger was at an event with Secretary Mike Carroll, who said that all of the South Bridge material was very well prepared and he was able to have a number of very high level conversations in Washington, DC about the project. No guarantees or anything, but it sounded like his trip went well."* Derek Mitch, PE, District Bridge Engineer, PennDOT, District 8.

Land Use Transportation Planning: *"Thank you for the work your team put into this [bridge funding research] effort. It provided the LCPD with a credibility during the [MPO] meeting."* Will Clark, AICP, Director for Land Use & Transportation, Lancaster County Planning Department.

Our firm solicits Client Satisfaction Evaluations (CSEs) from clients, and approximately half of those solicited voluntarily respond. Our CSE form includes five individual performance measures (see below), and one "overall performance" rating. Clients evaluate our performance on a scale of 5 (highest) to 1 (lowest). In addition, clients are invited to add narrative comments to the CSE form. CSE statistics for 2024 are shown below:

Our clients rated GFT on a scale of 1 to 5 in the following areas:

Communication	4.8
Technical Ability	4.8
Cooperation	4.8
Timeliness and Cost	4.7
Dependability	4.8
Overall Performance	4.8

ORGANIZATIONAL CHART

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

Project Principal
Laurie Matkowski, PMP*

QA/QC Manager
Patrick Son, PE*

Project Manager
Michelle Brummer, AICP*

Deputy Project Manager
Stephen Rozyckie, PE, PTOE*

TRAFFIC
Stephen Rozyckie, PE, PTOE*

Modeling
Mark Radovic
Scott Holcomb, PE, PTOE

Data Collection
Lindsey Klein (IDC)

Traffic Signal/ Synchronization
Steven Palmer, PE

Safety Studies
Steven Palmer, PE

Traffic Analysis
Cory Bloom, PE

Corridor Studies
Steven Palmer, PE

ROADWAY
David Hamlet, PE*

Bridge
Thomas Leckrone, PE, CBSI, PMP

Stormwater/Site Design
Andrew Kibler, PE
Karla Farrell, RLA, AICP, LEED AP (KSF)

Survey
Seboh Galestanian, PE, PLS

Constructability
Mark Weller, PE

TECHNOLOGY
Laurie Matkowski, PMP*

GIS
Surbhi Kamboj, AICP

CAV
Laurie Matkowksi, PMP*
Patrick Son, PE*

Visualization
Surbhi Kamboj, AICP

Smart Cities
Laurie Matkowksi, PMP*
Patrick Son, PE*

MULTI-MODAL
Timothy Smith*

Intermodal/Connectivity
Timothy Smith*

Bike/Ped/Micromobility
Surbhi Kamboj, AICP
Michelle Brummer, AICP*

Land Use
Michelle Brummer, AICP*

Transit
Nicholas Torres, AICP (WHG)

Freight
Thomas Phelan, PE

Aviation
Keith Chase*

Human Service Transportation
Wade White (WHG)

REGIONAL PLANNING SERVICES
Keith Chase*

Stakeholder/ Public Engagement
Morgan Ruziecki (RP)

Policy
Wade White (WHG)

Economic Impact Analysis
Kathryn Malarich
Kshama Harpankar

Grant Writing/Funding/ Finance
Paul Carafides
Thomas Bradenstein (WHG)

Performance Measurement
Wade White (WHG)

Strategic/ Organizational Planning
Keith Chase*
Laurie Matkowski, PMP*

Training and Development
Keith Chase*

Incident/ Emergency Management
Charles Yorks II

Active Community/ Public Health
Michelle Brummer, AICP*

Community Planning
Michelle Brummer, AICP*

Environmental
Scott Duncanson, AICP, ENV SP, LEED Green Associate

Social Media
Karla Farrell, RLA, AICP, LEED AP (KSF)

Document Editing/ Proofreading
Julia Johnson (WC)

LEGEND
(RP) Rockland Planning (DBE)
(WHG) Whitehouse Group, Inc. (SBE)
(WC) Wordsworth Communications (DBE)
(KSF) Karla Schweitzer Farrell & Associates LLC (DBE)
(IDC) Imperial Traffic & Data Collection LLC (DBE/SBE)
Key Personnel
* Resume Included

RESUMES

Michelle Brummer, AICP

Project Manager

GFT

YEARS OF EXPERIENCE:
28

REGISTRATIONS:
American Institute of Certified Planners

EDUCATION:
BS, Landscape Architecture, Virginia Polytechnic Institute, 1994

MS, Landscape Architecture, The Pennsylvania State University, 2001

AFFILIATIONS:
- American Planning Association
- American Planning Association Pennsylvania

Michelle will use her planning experience and long-standing record of successful project delivery, having effectively managed more than 30 projects for planning organizations, to meet Tri-County Regional Planning Commission needs. Michelle conducts comprehensive, land-use, transportation, greenway and open-space, and master planning studies, prepares resource inventory reports and needs analyses, develops and evaluates alternatives, develops plan recommendations and action plans, develops and facilitates public involvement activities, and presents recommendations to public officials. She has managed on-call service contracts for the Susquehanna Economic Development Agency-Council of Governments (SEDA-COG) Metropolitan Planning Organization (MPO) and York Area Metropolitan Planning Organization (YAMPO), as well as projects for transportation planning agencies such as the Centre County MPO the Northern Tier Regional Planning and Development Commission and Cambria County Planning Commission.

RELEVANT PROJECTS

Model Development for Regional Growth Management Plan Scenarios, 2020-2040, Harrisburg, PA, *Tri-County Regional Planning Commission (TCRPC).* Task Manager supporting the client in development and performance measurement of four regional growth scenarios based on trends in recent development, existing highway and transit corridors, existing sewer service areas, and existing highway and expanded transit corridors. Each scenario was prepared, documented, and delivered in ArcGIS ModelBuilder to enable future updates of data inputs using the same methodology. Summary reporting of the model processes suitable for presentation to municipal officials and the public were also prepared.

South Central Pennsylvania Regional Action Plan, Camp Hill, PA, *TCRPC.* Project Planner responsible for socioeconomic trend analysis; compilation of existing plans, studies, and policies; interviews; and focus groups with stakeholders on the advantages, barriers, criteria, and strategies to coordinate land use, transportation, and economic development; interim project communications; and draft-document preparation.

Land Use and Transportation Planning and Multimodal Transportation Engineering Services, 2023-2026, Lancaster, PA, *Lancaster County Planning Department.* Project Planner for this on-call service contract, which has had one assignment: preparation of a memorandum exploring the eligibility and feasibility of USDOT discretionary grants for major bridge projects.

On-Call Engineering/Planning Services for Federal Aid Projects, 2023-2026, York, PA, *York County Planning Commission/York Area MPO.* Contract Manager and lead planner for this contract, currently spanning six assignments:

- Preparation of the York County Freight Plan, 2023.
- Safety Audit and HSIP Evaluation (2 locations).
- Freight Plan Implementation Support, 2023-2024, which encompassed development of a Freight Advisory Committee, planning and facilitation of monthly Committee meetings, and technical assistance for Committee task forces.
- Preparation of a successful Safety Streets for All (SS4A) grant application (by subconsultant).
- Preparation of cost estimate updates for carryover highway and bridge projects and preparation of cost estimates for planning studies for 36 corridors identified in the York County Bike-Ped Plan, 2023.
- Freight Plan Implementation Support, 2024-2025, for continued planning and facilitation of monthly Freight Advisory Committee meetings and task forces, a Municipal Freight Summit (Sept 2024), a 2024 Annual Freight Report, and a 2025 Regional (Multi-County) Freight Summit.

On-Call Plan Maintenance, Updates, and Support Services, 2021-2025, Lewisburg, PA, *Susquehanna Economic Development Agency-Council of Governments (SEDA-COG) MPO.* Project Manager for open-end planning contracts, 2017-2020 and 2021-2024 extended. Assignments under the current contract have included:

- A Vision Zero Plan for Hogan Boulevard on the outskirts of Lock Haven;
- Editing and public review of Title VI updates;
- An MPO Complete Streets Policy and Checklist, a model municipal Complete Streets Policy and Checklist, and related technical assistance to municipalities;
- 2024-2029 MPO Strategic Plan
- Preparation of Local Coordinated Transit Plan for the combined SEDA-COG MPO and Williamsport MPO region.

Bicycle and Pedestrian Policy Study, Harrisburg, PA, *Pennsylvania Department of Transportation (PennDOT).* Project Planner performing a quality review of the study report, which presented a comprehensive policy for statewide bicycle and pedestrian transportation and recommended implementation actions that will better integrate bicycle and pedestrian modes into PennDOT's project delivery process and overall transportation system.

Transportation Planning Services, 2018-2025, Statewide, PA, *PennDOT, Program Center*. Contract Manager responsible for development, administration, and monthly reporting of 31 work orders to support PennDOT's planning priorities and practices; MPO and Rural Planning Organization (RPO) planning assistance; and municipal technical assistance. Projects spanned a broad range of categories including policy development, training development and delivery, geographic information system (GIS)/information technology for application development, program evaluation and revision, strategic planning-risk management, and special studies. During the last two years of the contract, our firm played a key role in the development and execution of Secretary Richards' PennDOT Connects Policy, which aims to align transportation improvements with community development priorities. Three work orders focused on this topic:

- Support for the Planning Catalyst Team and its first initiatives: funding options for locally requested project elements and safety.
- Regional Long-Range Transportation Plan guidance, which addressed how Metropolitan Planning Organizations and regional planning organizations can adapt their planning practices to more specifically and accurately reflect community development priorities.
- Planning and Engineering 360, a three-module training series that was delivered in five venues across the state. The training was designed to teach planners and engineers to collaborate on community planning, transportation planning, and transportation project development in varied community types. By Fall 2017, an evaluation was completed for Planning and Engineering 360 with very positive results. Gannett Fleming had instructors and facilitators in all 3 course modules and provided subject matter expertise in content development.

Additional Engineering District, MPO/RPO, and transit asset management studies included:

- District 1 Bicycle Network Study, Oil City, PA.
- Northern Tier Long Range Transportation Plan 2045 Update, Towanda, PA.
- Airport Corridor Multimodal Study, Suburban Pittsburgh, PA.
- Centre County Long Range Transportation Plan (LRTP) Update Assistance, State College, PA.
- Route 30 Bicycle and Pedestrian Crossing (Prioritization) Study, Lancaster, PA.
- I-83 (Proposed) Exit 26 Land Use Plan, York, PA.
- Bicycle and Pedestrian Count Program, Lancaster County, PA.

Long-Range Transportation Plan (LRTP) 2040 Update, Harrisburg, PA, *Northern Tier Regional Planning and Development Commission.* Project Manager responsible for preparing the 2014-2040 LRTP for Northern Tier Regional Planning and Development Commission in compliance with MAP-21 and PennDOT guidance. Sought local input to transportation needs through county outreach sessions. Sought coordinating agency input to environmental context and potential avoidance and mitigation through presentation at the August 2014 agency coordination meeting.

Integrated Corridor Planning Addendum to Long Range Transportation Planning Guidance, Harrisburg, PA, *PennDOT*. Work Order Manager for the development of planning guidance for Metropolitan Planning Organizations and rural planning organizations that identifies best practices in integrating land use planning and management into transportation plans and project development, specifically addressing the use of authorized municipal planning tools, planning guidance for municipalities that addresses similar topics in local comprehensive plans, and outreach and training to both audiences to present the guidance material.

Troy Mobility Analysis, Bradford County, PA, *PennDOT*. Transportation Planning and Programming. Project Planner for a transportation analysis of this community in western Bradford County. The study was the fourth of its kind done by our firm in rural northern Pennsylvania. The study evaluated the safety and operations of the Borough of Troy's roadway network, as well as investigating strategies for dealing with increases in truck traffic being generated by activities related to Marcellus Shale drilling. Study recommendations addressed needed improvements to traffic operations, signing, downtown parking, safety, and access management.

North Central Regional Public Transportation Needs Assessment, Lewisburg, PA, *SEDA-COG.* Project Planner responsible for assisting in analysis of population, demographic, and socioeconomic data in this seven-county regional public transportation study designed to assess public transportation and human service transportation needs.

Transportation Advisory Committee Support, Multiple Locations, PA, *PennDOT, Transportation Advisory Committee (TAC).* Project Planner responsible for research of best practices in driver education in the United States and reporting findings to the TAC for potential policy and program proposals.

Eastern Adams County Joint Comprehensive Plan and PA Route 194 Corridor Study, Gettysburg, PA, *Adams County Board of Commissioners.* Project Manager responsible for the preparation of a multi-municipal comprehensive plan for three boroughs and three townships in eastern Adams County. The plan addresses the vitality of the region's historic small town communities and its working agriculture landscapes. It defines growth areas from open-space areas and outlines general land use patterns, local and regional transportation improvements, and water/sewer service appropriate to both designations. The PA Route 194 corridor was the focus of detailed analysis and recommendations, due to its significance as a major connector to employment and retail centers in the Hanover area.

Stephen Rozyckie, PE, PTOE

Deputy Project Manager, Traffic Lead

GFT

YEARS OF EXPERIENCE:
32

REGISTRATIONS:
Professional Engineer in PA, MD, NC, OH

Professional Traffic Operations Engineer

EDUCATION:
BS, Civil Engineering, The Pennsylvania State University, 1992

ME, Civil Engineering, The Pennsylvania State University, 1994

AFFILIATIONS:
- Society of American Military Engineers
- Transportation Research Board

Steve will use his previous working relationship with the Tri-County Regional Planning Commission and successful project management experience to guide the team to provide quality deliverables. Steve has successfully managed 75 projects, providing leadership for the traffic disciplines on a majority of these. In his 32 years of traffic engineering experience, Steve has accumulated an extensive depth and breadth of knowledge in traffic engineering studies. His experience includes providing traffic engineering for numerous PennDOT projects; transportation studies for planning agencies such as the Tri-County Regional Planning and York County Planning Commissions; and transportation and congestion studies for government agencies.

RELEVANT PROJECTS

Duncannon Traffic Impact Analysis and SR 22/322/11/15 Access Alternatives, Open-End Service Agreement No. 2, Duncannon Borough and Watts Township, PA, *TCRPC.* Project Manager, for this two-part transportation study focused on improving traffic flow and access in the Duncannon area. Multiple public meetings were held to gather community feedback and present findings and recommendations. Part 1 involved collecting traffic data and evaluating the impacts of rerouted traffic in Duncannon, resulting from the planned installation of a median barrier along SR 22/322 at Clark's Ferry. Both short-term and long-term improvement strategies were developed, including a roundabout at the intersection of SR 274 and the southbound ramps of SR 11/15. Additionally, SR 274 was assessed to ensure safe and convenient access to nearby services off Business Campus Way for Appalachian Trail hikers. Part 2 focused on evaluating access for potential future industrial development at the SR 22/322/11/15 interchange. Using "Concept Station" software, the most feasible alternatives that minimized earthwork and maximized safety for access to SR 11/15, were identified. Three alternatives were developed, incorporating several jug handle configurations. Planning-level cost estimates were also prepared. The study also included identifying potential park-and-ride locations in both Watts Township and Duncannon.

Market Street (Lemoyne Bottleneck) Bicycle and Pedestrian Improvement Analysis, Open-End Service Agreement No. 2, Lemoyne, PA, *TCRPC.* Project Manager for this study which included traffic data collection and evaluating corridor operations along Market Street in Lemoyne to determine if one lane of travel could be eliminated such that bicycle lanes and compliant sidewalk widths could be provided. A conceptual design showing this road diet was developed along with costs for improvement phases to include restriping, sidewalk, and traffic signal improvements.

Capital Area Cross-River Connections Study: Harrisburg Area Transportation Study Open-End Contract for Planning and Engineering Services, Dauphin and Cumberland Counties, PA, *TCRPC.* Project Manager for a study of alternatives to improve the connection between the east and west shores of the Susquehanna River at Harrisburg, Pennsylvania. The study involved an assessment of the Harvey Taylor Bridge, Walnut Street Bridge, Market Street Bridge, and Capital Area Transit Bridge; development of alternatives to enhance the connectivity between the east and west shores; public and agency involvement; and a summary report. Responsibilities included management of the traffic, highway, bridge, and environmental disciplines and subconsultants; development and analysis of roadway/bikeway/pedestrian alternatives; development of public meeting materials; and management of schedule, budget, and action items. An interesting and well-received outcome of the study was an alternative to convert a former railroad bridge to an elevated park with a pedestrian and bike path.

Traffic Engineering Services, Various Basewide Installation Studies, Multiple Locations, DC, *Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA), the Army Service Component Command of the U.S. Transportation Command (USTRANSCOM).* Project Manager overseeing and performing field surveys for multiple studies focused on GIS-based data collection using the ESRI Field Maps app. Responsibilities included the inventory of pedestrian infrastructure assets such as crosswalks, signage, curb ramps, lighting, pedestrian signals, and sidewalks. Field teams collected detailed attribute data for each asset, including condition, placement, deficiencies, and recommendations. Collected GIS data was used to generate data-driven pedestrian plan sheets that visually communicate recommended improvements. These plan sheets serve as a critical tool for installation public works, guiding them in addressing deficiencies and ultimately working towards ADA-compliant pedestrian infrastructure.

SR 4022, Section 16, Safety Improvement Study, Athens Township, Bradford County, PA, *PennDOT, District 3.* Project Traffic Engineer for evaluating predicted crashes along SR 6 for various interchange alternatives including signal control, roundabout, and relocated ramps. Evaluated existing data (using actual crash data), and No Build and Build conditions using PennDOT's HSM Tool A, as applicable. Tool B was used for the alternatives analysis along with the appropriate Crash Modification Factors (CMFs). Benefit-cost ratios were calculated for use in selection of a preferred alternative.

SR 220, Section 122, Access Management Study: Open-End Engineering/Environmental Services, Lycoming County, PA, *PennDOT, District 3.* Traffic Project Manager for an access management study on US Route 220 in Lycoming County. The project included analyzing the existing roadway; traffic, environmental, and planning data collection; alternatives development and analysis; a summary report; and extensive public involvement including focus group meetings and public meetings. Responsibilities included identification of safety issues and the development of safety audit recommendations; access management research; traffic analysis and development of alternatives; and the preparation of focus group and public meeting materials for the traffic engineering components of the study.

Road Safety Audits (RSAs), Pittsburgh, PA, *Southwestern Pennsylvania Commission (SPC).* Consultant Road Safety Audit Team Member responsible for conducting a formal safety performance examination of existing and future roads/intersections. This RSA program, modeled after the Federal Highway Administration's 8-step RSA process, was developed by SPC as part of its Transportation Operations and Safety Planning efforts. Each RSA lasted several days and consisted of a kickoff meeting with key personnel, field reviews, analysis, and development of findings and recommendations.

Northern York County Region Comprehensive Plan Transportation Amendment, York County, PA, *York County Planning Commission.* Project Traffic Engineer responsible for conducting a study to identify immediate, short-term, mid-term, and long-term needs for the SR 0015 corridor in York County. The study corridor encompassed a four-lane, limited-access highway at its north and south ends with signalized and unsignalized access in between. The study addressed existing and future congestion, identified access management strategies for the corridor, evaluated high-crash segments, identified transit service and facility deficiencies, and evaluated pedestrian and bicycle accommodations. Identified immediate improvements during the study process so that municipalities could address minor needs such as signing and marking deficiencies. Evaluated an adaptive control signal system along with interconnect of all corridor signals. Mid-term considerations included corridor widening, while long-range improvements evaluated several interchange alternatives.

Congested Corridor Improvement Program – SR 0150, Bellefonte, Centre County, PA, *PennDOT, Bureau of Highway Safety and Traffic Engineering.* Project Traffic Engineer on the PennDOT initiative to reduce congestion on targeted corridors by 20 percent. Data collection activities included turning-movement counts, automated traffic recordings, travel-time and delay studies, and a corridor safety audit. Directed improvements at components such as roadway geometry, signal operations, access management, ITS, traffic regulation techniques, transportation demand management measures, and planning and zoning practices appropriate for a particular transportation corridor. Considered three major improvement scenarios: immediate, short-term, and long-term. Corridor stakeholders were involved throughout the process through stakeholder meetings that were held during each stage of the study.

Traffic Signal and Safety Study Support Services, King of Prussia, PA, *PennDOT, District 6.* Project Manager as a subconsultant on this project for the onsite evaluation of Highway Safety Improvement Program (HSIP) and Intersection Safety Improvement Program (ISIP) locations and plans development. Preliminary and final engineering was performed at approximately 25 locations for minor safety improvements and development of plans, specifications, and estimates (PS&E) plans. Recommendations were focused on signing and marking treatments including delineation, chevrons, intersection warning treatments, and curve signing with advisory speeds.

Laurie Matkowski, PMP

Project Principal, Technology Lead

GFT

YEARS OF EXPERIENCE:
28

REGISTRATIONS:
PMI Project Management Professional

Engineer-in-Training

EDUCATION:
BS, Civil Engineering, Clemson University, 1997

AFFILIATIONS:
- ITS America, Board of Directors
- MPact, National Steering Committee
- Young Professionals in Transportation (YPT), Board of Advisors
- National Operations Center of Excellence (NOCoE), Technical Advisory Committee Chair
- WTS Philadelphia, Woman of the Year

Laurie is GFT's Planning Practice Leader, focusing on building upon innovation to develop a robust and comprehensive planning practice for the firm. She is internationally recognized as a subject matter expert and brings more than 25 years of experience with the majority of her career spent in the public sector at the Delaware Valley Regional Planning Commission. She directs GFT's planning services corporate-wide, spanning areas such as comprehensive planning, transportation modeling, and preparing for advanced mobility, smart cities and transportation digital infrastructure. Her expertise includes planning for operations in the areas of connected and automated vehicles (CAV), transportation systems management and operations (TSMO), traffic and transportation engineering, multimodal connections, electric vehicle implications, intelligent transportation systems (ITS), traffic incident management (TIM), and AI integration.

RELEVANT PROJECTS

Intelligent Transportation Systems Resource Center (ITSRC) Program Support, Newark, NJ, *New Jersey Department of Transportation (NJDOT).* Project Manager for research, development, and planning activities to support New Jersey Department of Transportation. Tasks include extensive CAV strategic planning, roadway automation research and evaluation, policy research, and coordination efforts with various NJDOT departments, academic institutions, and other consultants. This is a multi-year general contract where tasks are assigned based on categories of research including CAV, TSMO, ITS, Advanced Mobility, mobility-as-a-service (MaaS), mobility on demand (MoD), TIM, and multi-modal planning. Work has included the development of a CAV Strategic Plan for NJDOT, providing an annual review of best practices related to TSMO Performance Measures and Traffic Incident Management, development of an Advanced Mobility Pilot Concept, and an Automated Transportation Readiness Assessment for a NJ corridor which was evaluated for implementation of Transit Signal Priority.

Open-End Fiber Program Support, Smart Mobility Plan, Multiple Locations, PA, *PennDOT, Bureau of Maintenance and Operations (BOMO).* Task Project Manager developing a plan to optimize the value of public service delivery, including mobility and clean energy applications through a statewide broadband buildout in Pennsylvania. This plan will serve to guide hundreds of millions of dollars in critical broadband investments over the coming decade while leveraging innovative connected and internet of things (IoT) technologies to optimize the efficiency and sustainability of the Commonwealth's mobility network. The Statewide Smart Mobility Plan has a forward-looking vision and mission for smart mobility that improves interoperability, equitable access, accelerated innovation, and maximized value. It was developed through broad engagement with PennDOT's diverse working groups and partners including the department's Office of Transformational Technology (OTT), BOMO, Technology Business Office (TBO), transportation district representatives, the Office of Administration, Pennsylvania Turnpike Commission, and others.

CAV Program Support, Multiple Locations, MD, *Maryland Department of Transportation (MDOT), State Highway Administration (SHA).* Project Manager providing CAV program support for the Office of Coordinated Highways Action Response Team (CHART) and ITS Development. The scope of the task includes development of process improvement strategies through transportation planning Capability Maturity Models, planning evaluation of priority for deployment of technology-based projects, roadway automation and automated vehicle (AV) readiness assessment, safety, and transportation engineering support to the Connected and Automated Transportation Systems (CATS) Division in the Office of CHART &

ITS Development. Key projects include: CAV Technologies Safety Analysis, CAV Countermeasure Information Report, and Workforce Impacts of Connected and Automated Maintenance Vehicles White Paper.

Roadway Automated Driving System (ADS) Integration Concepts of Operations (ConOps) for Transportation Agencies, Multiple Locations, US, *U.S. Department of Transportation (USDOT), FHWA*. Project Manager as a subconsultant to develop the first iteration national Roadway/Transportation ADS ConOps describing the integration of ADS-equipped vehicles – or AVs – into the roadway environment, including their interaction with roadway infrastructure and, at this initial stage of deployment, with non-automated traffic. The ConOps is serving as a basis for identifying future actions that roadway infrastructure owner-operators (IOOs) will need to take in order to ready their organizations, physical assets, and policy for the integration of AVs.

Automated Vehicle Readiness – Infrastructure Funding and Timing Challenges and Solutions, Washington, DC, *FHWA*. CAV Subject Matter Expert on the team to study quantifying funding impacts of a Department of Transportation (DOT) making systemic changes (in design and/or maintenance) to any physical infrastructure element with a focus on pavement markings and asset management. Responsibilities include contributing to literature review, research, and a needs assessment in order to produce a technical brief and dissemination of the information via webinars and presentations.

ITS/Smart City Master Plan and ConOps, Atlantic City, NJ, *City of Atlantic City*. Subconsultant and Subject Matter Expert helping Atlantic city develop an ITS Master Plan through evaluating the existing infrastructure based on various factors like documents, stakeholder interviews, and field investigation, understanding the current transportation system and identifying the gaps or deficiencies. After evaluating the existing infrastructure and new technologies, developing an intelligent transportation system deployment plan that outlines necessary software and hardware. The plan included a communication system deployment plan that can ensure a seamless communication between various systems and vehicles and an ITS software deployment plan that will ensure the necessary software deployed effectively and utilized at its maximum potential, as well as a concept of operations (ConOps).

New Brunswick Innovation Hub Smart Mobility Testing Ground (SMTG) Project, New Brunswick, NJ, *NJDOT, Bureau of Research*. Project Manager as a subconsultant to Rutgers University, supporting NJDOT to establish the SMTG. The SMTG will establish a living laboratory for smart mobility and smart city technology research and development (R&D), and will create a dedicated testing ground and data infrastructure on a 2.4-mile multi-modal corridor, supporting a vision towards building an innovation hub to promote an innovative economy. The SMTG corridor will be equipped with self-driving-grade, high-resolution roadside sensors and computing devices to enable smart mobility services for all travelers on the corridor.

Freight Studies for Improved Mobility and Safety, Multiple Locations, FL, *Florida DOT, District 5*. Advanced Mobility Strategist identifies existing ITS infrastructure assessment, needs, and gaps, and TSMO and connected vehicle (CV) strategist to deploy a Districtwide CV freight initiative. The study also includes a literature review of the current state of the practice for freight technologies related to TSMO strategies, CV, and automated vehicle (AV) applications, identifies needs and gaps in infrastructure, and develops a ConOps and concept plans.

Connected Vehicle Pilot Program, Multiple Locations, US, *USDOT, FHWA*. Project Specialist and Principal Investigator providing evaluation support for the connected vehicle pilot program, a multimodal initiative of the USDOT that aims to enable safe, interoperable networked wireless communications among vehicles, infrastructure, and travelers' personal communication devices. Deployment and evaluation locations include Wyoming, Tampa, Florida, New York City and Columbus, Ohio for the Smart Columbus Project. The scope of work includes the creation of an evaluation methodology, development of site-specific evaluation plans, conducting the evaluation, and evaluation results reporting. Other activities include the creation of a specific evaluation plans including a data plan, safety management plan, training and evaluation outreach plan, equipment acquisition and installation plan, and other site-specific plans.

Manager, Office of Transportation Operations Management, Philadelphia, PA, *Delaware Valley Regional Planning Commission*. Developed and directed TSMO, ITS, TIM, and traffic signal optimization programs within the agency and for the MPO's bi-state nine county region. Developed expertise in marketing projects for new and continued funding while creating nontraditional partnerships. Work involved determining and selecting the office's program objectives, projects, methodologies, and techniques and being accountable for program results, including working with budgetary constraints.

Patrick Son, PE

QA/QC Manager

GFT

YEARS OF EXPERIENCE:
20

REGISTRATIONS:
Professional Engineer in TN, CA

EDUCATION:
BS, Civil Engineering, California State Polytechnical University, 2006

MS, Civil Engineering, California State Polytechnical University, 2010

MS, Leadership Business Administration and Management, Georgetown University, 2019

AFFILIATIONS:
- Institute of Transportation Engineers
- National Operations Center of Excellence
- Transportation Research Board

Patrick is a proven leader in bringing together multiple industries, stakeholders, and topics to advance the state of the Transportation Systems Management and Operations practice. Patrick is a well-rounded, creative leader of high-performing teams, with 20 years of experience delivering solutions for clients. He has been at the forefront of transferring knowledge on evolving ITS and Transportation Planning and TSMO solutions. With a traffic and ITS foundation, Patrick has been leading national TIM, Emergency Response and workforce initiatives. He is a proven leader to align organizational activities with strategic goals that led to amplified value, delivering high quality work with an empathy and principled approach to solving complex challenges.

RELEVANT PROJECTS

TP252 Quality Assurance Quality Control Services Operations Support, Various Locations, NJ, *NJDOT.* TSMO Subject Matter Expert providing policy guidance, research, EV infrastructure analysis, program review, strategic planning, and plan development services. Supported the public outreach to stakeholders, including state agencies and the governor's office, MPOs and Transportation Management Associations (TMAs), electric vehicle supply equipment developers, environmental advocates, equity and environmental justice advocates, energy providers and regulators, labor and workforce representatives, toward developing a comprehensive state electric vehicle infrastructure deployment plan, approved by the FHWA. Assisted and led various aspects for the development and update of the state's National Electric vehicle infrastructure (NEVI) plan, a virtual public outreach center, and preliminary contract documents for review. The scope also included studying the highway design, geometric design, traffic engineering, and right of way engineering limits at interstate interchanges for determining GIS information for potential bidders in choosing electric vehicle charging stations within one mile of an alternative fuel corridor. This project included employing construction engineering to develop a contracting approach where the contractor is responsible for planning, designing, constructing, operating, and maintaining the charger stations in accordance with NEVI guidelines and Department requirements. Supported the review of RFP development documents, including special provisions, estimates, contractor questions and answers, and initial site location identification.

Statewide Highway and Bridge Projects Design and Review Services, Various Locations, MA, *Massachusetts DOT - Highway Division*. Task Manager for all technical and management aspects related to completing a market scan, capability maturity framework assessment, and providing recommendations for the department. Managed and coordinated site visits, interviews with stakeholders, data collection, and workshop planning and execution, which involved assessment of the management, staffing, operational responsibilities, and communication functions within the Highway Operations Center.

Transportation Management Systems Virtual Operations, Washington, DC, *FHWA*. Principal Investigator, currently leading a team of traffic management systems (TMS) experts to assess the capacity of TMSs that can be managed and operated virtually. Understanding an agency's functions and capacities to manage and operate TMSs virtually is critical in developing plans, training, testing, and verification methods to ensure that the transition to virtual TMS operation will be comprehensive and reliable. The project will produce two key technical reports: one focusing on assessing and improving TMSs for virtual functionality and the other guiding agencies in the preparation, planning, design, construction, and operation of TMSs in a virtual environment. The research will evaluate the capacity of TMSs to support day-to-day traffic management and special events virtually, identify issues and potential

improvements for TMS planning and development, assess agency functions and capacities for virtual TMS management and operation, and explore methods for virtual TMS operation.

Traffic Operations Assessment Systems Tool Studies, Statewide, OH, *Ohio DOT*. Project Manager supporting the Ohio Department of Transportation for TSMO planning and corridor studies, traffic signal, crash, capacity, and data analysis. Directly responsible for all contract delivery and financial aspects of the project. Oversaw the successful and high-quality delivery of projects led by task leads. Directly led multi-disciplinary teams on complicated tasks involving emerging technology and TSMO operations beyond a normal traffic analysis. Patrick also led the planning and operations study to implement Queue Warning Systems throughout the state to improve traveler information and reduce congestion. Recommendations included considerations for the Districts, operations, maintenance, prioritization, executive briefings, and public communications. Tasks also included the update of the Traffic Management Center manual to be utilized internally by the operators and management with enhanced search capabilities. Performing benefit cost analysis as needed for traffic and ITS devices. Studies include identifying causal factors for congestion, safety issues, and operational challenges along the roadway.

On-Call Transportation Systems Management and Operations (TSMO) Services, Various Locations, TN, *Tennessee DOT*. Project Manager for the management of TSMO on-call services for the Tennessee Department of Transportation. Tasks include Infrastructure Investment and Jobs Act grant development support, Transportation Management Center Training Program Development, and coordination with Advanced Traffic Management Software (ATMS) upgrade projects. Services for tasks also include traffic management center (TMC) and ATMS systems support, operational management support, workforce development assistance, software release support, operations report development, visualizations, and maintenance, and overall program management support and oversight. Operational improvements to improve travel time reliability through the TN SmartWay map. Engineering-related tasks included ITS architecture review, systems engineering review, and program implementation support.

OPS No. A3776, On-Call Engineering Services, Various Locations, NJ, *New Jersey Turnpike Authority (NJTA)*. Subject Matter Expert providing electric vehicle charging station planning and conceptual design services for facilities owned and operated by the NJTA. Developed a comprehensive white paper that included a literature review, fleet assessment and validation transition to electric vehicles, charging station needs, enterprise-wide considerations, and implementation planning. Provided coordination with NJDOT and other state agencies on the requirements for NEVI compliant station requirements as the turnpike's roadways are designated alternative fuel corridors. Reviewed available EV charging station products and capabilities, assisting NJTA in evaluating various elements of charging technologies available. briefings. The development of conceptual site layout was also developed to determine the number of charging stations, power requirements, and facility considerations was included for the NJTA headquarters, statewide TMC, central services, and maintenance facilities. Future considerations for medium and heavy-duty fleets were also considered.

Intelligent Transportation Systems Resource Center Program Support, Newark, NJ, *NJDOT*. Deputy Project Manager and QA/QC support for research, development, and planning activities. Tasks included special event planning, extensive CAV strategic planning, TSMO plan development, development of a CAV strategic plan, and providing updated best practices related to TSMO performance measures and TIM. Developed and conducted training for Artificial intelligence and machine learning in TSMO.

National Highway Institute Intelligent Transportation Systems Awareness Training Course Update, Washington, DC, *FHWA*. Subject Matter Expert providing expertise in ITS and TSMO for the development of an update to the National Highway Institute (NHI) course on ITS Awareness. Developed sub-chapter outlines, reviewed content, and authored various sections to be delivered through the latest e-learning best practices. The chapter included content on TSMO, TIM, work zone management, traveler information management, safety management, and active transportation and demand management.

On-Call Engineering Design Services, Framingham, MA, *MetroWest Regional Transit Authority*. Planning Services Lead for a bus stop inventory assessment to evaluate the existing infrastructure. The project considered what infrastructure should be considered for a bus stop and the establishment of design standards for various bus stop configurations. GIS was used to map existing bus stops, analyze bus stop clusters, and develop tiered recommendations. This document will act as both a vision document for the agency, as bus stop development is prioritized over the coming decade, and a tool to help key stakeholders understand the value and options of improved bus stop infrastructure.

Connected and Automated Vehicles Technologies Impact Assessment on Traffic Incident Management, Nationwide, VA, *National Academies of Sciences, Engineering and Medicine*. Project Manager and Co-Principal Investigator conducting research to include emergency responder (ER) stakeholders in the CAV technology development process. The project will engage ERs, including first responders, public dispatch, towing and recovery, TMC operations, public information officers, emergency communications, ER vehicle original equipment manufacturers (OEM) and supplies, and CAV technology developers. The project will develop guidance materials, documents, and strategies to prepare and include emergency responders that will help promote acceptance and facilitation between ERs and the CAV technology fields.

Keith Chase

Regional Planning Services Lead

GFT

YEARS OF EXPERIENCE:
44

EDUCATION:
BA, Political Science, The Pennsylvania State University, University Park, 1980

MPA, Public Administration, The Pennsylvania State University, University Park, 1981

AASHTO Executive Institute, 1993

Penn State Harrisburg Downtown Center Project Management Certificate, 1990

AFFILIATIONS:
- Susquehanna Area Regional Airport Authority
- Fairview Township Planning Commission

Keith will use his extensive planning experience to provide quality technical guidance to the team to achieve the transportation planning goals of this project. With 44 years of experience and previous service on his local planning commission, Keith has extensive experience in public policy and strategic and organizational planning at state, county, and local levels throughout Pennsylvania. He has worked on 60+ transportation planning projects throughout PA which have included consulting support for long-range transportation plans, municipal comprehensive and revitalization plans, agency strategic plans, PennDOT Connects, workforce development initiatives, and infrastructure grant applications.

RELEVANT PROJECTS

Professional Engineering and Planning Services, Harrisburg, PA, *TCRPC*. Deputy Project Manager providing open-end assignments for engineering and planning services through the Tri-County Regional Planning Commission for the Harrisburg Area Transportation Study (HATS). Work orders have included:

- Park-n-Ride Study, which evaluated seven potential locations for future park-n-ride lots through GIS data and field reconnaissance with consideration for parking lot layout, right-of-way, utilities, drainage, traffic, and access/egress concerns; preliminary cost estimates and probable environmental studies for each location were also prepared.
- Regional Bicycle and Pedestrian Plan, which surveyed bicycle and pedestrian issues across the three-county region and developed a vision and goals for improved active transportation; example strategies for municipalities to improve local conditions and a municipal outreach program were among the final products.

South Central Pennsylvania Regional Action Plan Consulting Services, Harrisburg, PA, *TCRPC*. Project Director incorporating working knowledge of community and transportation planning data source, current county policies and comprehensive plans as well as a significant facilitation of county planning directors working groups and stakeholder focus groups to complete the plan. Throughout the planning process, we designed framework for project success with leadership, conducted focused data analysis, prepared baseline evaluation documents, facilitated leadership workshops and conducted targeted interviews and topical focus groups amongst key decision makers. The final plan outlined major initiatives in the areas of transportation, land use, economic development, and management or administrative tasks.

PennDOT Connects Municipal Outreach, Training, and Technical Assistance Program, Multiple Locations, PA, *PennDOT*. Project Strategist providing consulting support to PennDOT's Program Center for policy implementation and evaluation and to the PA State Association of Township Supervisors (PSATS) for the administration of the PennDOT Connects Municipal Outreach, Training, and Technical Assistance Program. Current work includes an evaluation of the policy and program and technical assistance services to municipalities for land use and transportation planning topics.

Support Services to the PA Transportation Advisory Committee, Harrisburg, PA, *PennDOT*. The following work orders were completed under this project:

- Expanding Truck Parking in Pennsylvania. Keith served as senior policy analyst for this landmark TAC study that built on TAC's first evaluation of truck parking issues and needs done in 2007. The 2023 study identified feasible solutions to the truck parking shortage. Keith helped to shape the overall strategy, resulting in nineteen recommendations for

varied actors. Immediately following study completion, PennDOT formed a Truck Parking Task Force to begin implementation. The General Assembly has referred to this study in present legislation in the House for truck parking.

- Transportation and Land Use Implications of E-Commerce. Keith served as senior policy analyst for this study to address how transportation agencies and local government can adapt to the growth of e-commerce facilities (i.e. fulfillment centers). The study produced guidance on land use policy and management and addressed the potential for using package delivery fees as a transportation funding source, leveraging Keith's experience with transportation funding and finance. He helped to design and organize a virtual stakeholder workshop with panelists spanning the various key stakeholders, including Amazon and others, that drew 175 participants.
- Pennsylvania Transportation Workforce. Keith was the technical lead for this study analyzing various trends (demographic, economic, technological) and their impact on the transportation workforce. Keith provided strategic leadership for an in-depth assessment of transportation workforce needs spanning all modes, freight and passenger, public and private, state and local. He designed and facilitated three stakeholder workshops with approximately 75 participants from transportation and workforce organizations. The study, its five major findings, recommendation and supporting data analysis is expected to be approved by the TAC on July 16, 2025 and the State Transportation Commission on September 10, 2025

Support for PennDOT BIL Grant Applications, Harrisburg, PA, *PennDOT*. Contract Manager responsible for the on-call preparation of grant applications to the USDOT for BIL grant programs. Work began with the development of a grants toolkit to ensure than each grant team followed the same preparation process. As of mid-May 2025, the team has supported submission of 22 grant applications to more than 10 BIL programs. Eight grant applications have been awarded, including $500M for the I-83 South Bridge.

MPO Strategic Plan, Lewisburg, PA, *SEDA-COG*. Project Manager for a five-year strategic plan for the MPO Board. The planning process explored existing and emerging transportation planning topics, established goals, and identified practices, tools, activities, and speakers to enhance the Board's understanding and inform its decision-making in line with established goals.

Freight Plan and Implementation Support, York, PA, *York County Planning Commission*. Project Strategist for the development of York County's and its MPO's first freight plan, including the designation of a core freight network and a freight needs inventory tool. Following MPO adoption of the plan, consultant support continued for the development of a Freight Advisory Committee, its monthly meeting program, and various task forces to advise staff on annually selected plan initiatives, including truck parking, truck safety, and municipal freight planning and management.

Strategic Plan for the TMA of Chester County, Harrisburg, PA, *PennDOT*. PennDOT provided consultant technical assistance through its planning open end contract to help the Transportation Management Association of Chester County (TMACC) to prepare a strategic plan. GFT designed and facilitated the process and prepared the strategic plan with active involvement of staff, Board/strategic planning steering committee. An innovative approach to external stakeholder engagement was conducted.

Johnstown Redevelopment Strategy: Vision Together 2025, Johnstown, PA, *PennDOT, Bureau of Public Transportation*. Project Manager to prepare a unified, implementable redevelopment strategy, resulting in the Vision Together 2025 – The Johnstown Strategy. The strategy was organized around nine priority goals including infrastructure, public health, marketing and communications, improved governance, housing, blight remediation, youth and young adults among others. Also supported the first year of strategy's implementation and the hiring of an implementation director.

Borough Revitalization Plan, New Cumberland, PA, *Borough of New Cumberland.* Project Principal for the development of a comprehensive revitalization strategy for this diverse borough. The revitalization strategy entailed formation and facilitation of a leadership team, development of priority goals with supporting projects and initiatives, public and stakeholder engagement and the development of an implementation framework with active participation of leadership. Communication elements included the use of social media including a Facebook page, an essay contest for students, and an ideas competition for short-term implementable community projects.

The 3P Ride Strategic Plan, York, PA, *rabbittransit*. Designed and facilitated a strategic plan. Designed and led the strategic planning process, including meeting with the board of directors, facilitating a strategic planning workshop with major stakeholders, drafting and vetting the strategic plan with all 3P Ride owners, and establishing the implementation framework and reporting process.

Strategic Plan, Harrisburg, PA, *Susquehanna Area Regional Airport Authority (SARAA).* Facilitated the process and helped SARAA to establish linkages with the budgeting, individual goal setting, and other processes. The strategic plan included a wide range of elements related to commercial service, general aviation, customer service, economic development, and financial components. Co-led development of a Strategic Plan for the Pennsylvania Senate Aviation Caucus.

Timothy Smith

Multi-Modal Lead

GFT

YEARS OF EXPERIENCE:
42

EDUCATION:
BS, Civil Engineering, University of Pittsburgh, 1982

AFFILIATIONS:
- American Planning Association

Tim will use his extensive transportation planning experience for PA clients to provide deliverables to Tri-County Regional Planning Commission that will help them plan for the future transportation needs of their region. Tim will provided planning services including evaluation of transportation needs. He has significant experience assisting agencies in the evaluation of planning activities including strategic and policy planning; transportation studies, plans, and projects; project development; and freight and multimodal initiatives. Tim has provided strategic and policy planning to PennDOT for various efforts, including the Transportation Advisory Commission Bike/Pedestrian Policy study and worked 5 years as Transportation Coordinator for the Tri-County Regional Planning Commission as well as Transportation Planning Manager for the PA Turnpike for 26 years managing the development of strategic, long-range, and 10-year Capital Plans

RELEVANT PROJECTS

Market St. Bicycle and Pedestrian Accommodation Study, Cumberland County, PA *TCRPC.* Project Manager responsible to evaluate a segment of Market St. corridor in Lemoyne, PA and identify potential improvements to provide safer movements of bicyclists and pedestrians including existing conditions assessment, roadside safety audit, traffic volume count data collection, crash data analysis, intersection analysis, preliminary improvement concepts, cost estimates and report.

Bicycle-Pedestrian Study and Municipal Outreach, Dauphin, Perry, and Cumberland Counties, PA, *TCRPC.* Project Planner responsible for assisting with project finalization. The final plan provided a set of strategic actions and practical strategies for action implementation to achieve the overall vision and goals of the plan. Led the development of a municipal outreach kit, which included presentation, speaker notes, and handouts for the agency to solicit interest in bicycle and pedestrian planning as well as project development at the local level.

Various Open-End Engineering Services, Harrisburg, PA, *TCRPC.* Project Planner assisting with the updating of existing and development of new chapters for PennDOT's Design Manual, which included review and research of information and development of draft chapter documents, graphics, tables, charts for clearance transmittal for freight facilities, wildlife crossings, lighting, and rest areas.

Transportation Planning Open-End, Northern Tier Long-Range Transportation Plan Update, Bradford County, PA, *PennDOT, Program Center.* Project Planner assisting in the development of the Northern Tier Regional Planning and Development Commission Long Range Transportation Plan 2045 Update. Our firm is assisting in implementing PennDOT's Connects policy, transportation planning and land use policies, long-range transportation planning, statewide planning, freight planning, innovative finance, and other activities. Responsibilities include transportation performance; public input; financial projections; and project identification, evaluation, and prioritization.

Transportation Planning Open-End, District 1 Bicycle Study, Venango County, PA, *PennDOT, Program Center.* Project Planner assisting the consultant team to collect and analyze data on state-owned roadways district-wide. Our firm is assisting in implementing PennDOT's Connects policy, transportation planning and land use policies, long-range transportation planning, statewide planning, freight planning, innovative finance, and other activities. The scope of work includes a focus on bicycle usage that includes levels of bicycle stress; crash data; core bike routes; public outreach; potential improvements; example locations;

development of planning strategies and programs; bike safety maintenance and improvements; and report development.

Transportation Planning Open-End, Route 30 Bike-Pedestrian Crossing, Lancaster, PA, *PennDOT, Program Center.* Project Planner assisting in the data collection, evaluation and prioritization of 28 roadway crossings for potential multimodal safety improvements including field views of existing conditions, traffic data, usage demand, level of bike and pedestrian stress analysis, crash history, implementation priority ranking and improvement concept development.

Intelligent Transportation Systems Infrastructure Development Open-End, Traffic Engineering and Permitting Support, Various Locations, PA, *PennDOT, BOMO.* Project Planner assisting PennDOT Central Office staff to update content of Pub 282 including request for District comments through Department Clearance Transmittals, research and incorporation of updated and additional data and guidance information, comment resolution, formatting of document for acceptance and publication.

Traffic Incident Management Support Open-End, Capital Area Transit Intermodal Projects, Harrisburg, PA, *PennDOT, District 8.* Project Planner responsible for providing project delivery assistance to the Capital Area Transit (CAT) intermodal projects for both preliminary and final design and construction phases of various bridge and pedestrian safety improvements on Susquehanna River bridges in the city of Harrisburg, including the conversion of the unused CAT bridge into a bike and pedestrian promenade.

Connected and Automated Vehicles Program Architectural and Engineering Services, Various Locations, MD, *MDOT, SHA.* Project Planner assisting consultant team in developing a framework and methodology to identify the readiness elements needed to be prepared to integrate the advancement of connected and automated vehicles safely and efficiently into the MDOT transportation network including the physical, digital, and operational infrastructure over all five levels of automation utilizing government and industry best practices and strategies.

Automated Work Zone Speed Enforcement, Various Locations, PA, *PennDOT, Bureau of Design.* Project Planner assisting in the implementation and administration of the statewide pilot program to reduce speeding in active roadway construction work zones by automatically assessing vehicle speeds and distributing violation notices to vehicle owners whose vehicle was detected to have been traveling above the legal posted work zone speed limit, including identification of projects suitable for deployment of work zone speed detection units, coordination with project managers, scheduling of unit deployment units, and quality control of program.

Bicycle-Pedestrian Plan Update, Towanda, PA, *Northern Tier Regional Planning and Development Commission.* Project Planner assisting in development of the Northern Tier Regional Planning and Development Commission Bicycle and Pedestrian Plan to identify existing and planned bike and pedestrian routes and route gaps including data collection and analysis; vision and goals development; safety performance analysis; stakeholder and community involvement; and implementation strategies.

Long-Range Transportation Plan, Cambria County, PA, *Cambria County Planning Commission.* Project Planner responsible for assisting development of the Johnstown Area Transportation Study (JATS) Long Range Transportation Plan 2040 Update, which included financial projections, project identification, evaluation, and prioritization.

Transportation Advisory Committee Open-End Services, Funding Gap Study, Harrisburg, PA, *PennDOT, Program Center.* Project Manager responsible for consultant team to review existing PA transportation funding sources, analyze data, identify gaps in potential revenues in terms of PA infrastructure needs and develop report of risks associated with future available transportation funding for the State Transportation Commission.

Transportation Advisory Committee Open-End Services, Intercity Passenger Rail Study, Harrisburg, PA, *PennDOT, Program Center.* Project Manager responsible for consultant team to review existing passenger rail service in PA, research case studies, analyze data and develop a report to identify potential transportation corridors throughout PA that would benefit from investment in new or expanded passenger rail service for the State Transportation Commission.

Transportation Advisory Committee Open-End Services, Transportation Performance Report, Harrisburg, PA, *PennDOT, Program Center.* Project Manager responsible for consultant team to develop biannual PennDOT performance measure report including the identification of performance measures and current performance trends and targets in all transportation related areas and prepare a web-based report utilizing charts, tables, graphics to effectively present the federal and state performance requirements as a prerequisite to the PA Long Range Plan update for the State Transportation Commission.

Transportation Advisory Committee Open-End Services, Automated Red Light Enforcement Program, Harrisburg, PA, *PennDOT, Program Center.* Project Manager responsible for consultant team to review current ARLE program administration, collection of relevant data and analysis, review of other state programs, identification of operational expansion, and development of report for State Transportation Commission.

David Hamlet, PE

Roadway Lead

GFT

YEARS OF EXPERIENCE:
33

REGISTRATIONS:
Professional Engineer in PA

EDUCATION:
BS, Civil Engineering, Rensselaer Polytechnic Institute, 1992

ME, Engineering Science, The Pennsylvania State University, 1995

AFFILIATIONS:
- American Society of Civil Engineers
- American Society of Highway Engineers
- Institute of Transportation Engineers

Dave will use his 33 years of roadway and project management experience with transportation projects to provide technical guidance and oversight of the roadway discipline and guide them in providing quality transportation planning services. Dave's experience includes overseeing highway projects including preliminary and final design, conducting roadway studies, and coordinating with clients and stakeholders. He has served on 80 roadway projects throughout PA including studies for new roadways, congestion relief, traffic, and park-and-ride facilities. Previously, Dave has provided transportation services to Tri-County Regional Planning Commission on the Capital Area Cross-River Connections Study and the Park-and-Ride Study.

RELEVANT PROJECTS

Capital Area Cross-River Connections Study: Harrisburg Area Transportation Study Open-End Contract for Planning and Engineering Services, Dauphin and Cumberland Counties, PA, *TCRPC*. Highway Design Manager for a study of alternatives to improve the connection between the east and west shores of the Susquehanna River at Harrisburg, Pennsylvania. The study involved an assessment of the Harvey Taylor Bridge, Walnut Street Bridge, Market Street Bridge, and Capital Area Transit Bridge; development of alternatives to enhance the connectivity between the east and west shores; public and agency involvement; and a summary report. Responsibilities included leading the development and analysis of roadway/bikeway/pedestrian alternatives and preparing for and presenting at agency meetings.

Upper Dauphin, Cumberland, and Perry County Park-and-Ride Study, Cumberland, Dauphin, and Perry Counties, PA, *TCRPC*. Project Manager responsible for overseeing the preparation of site location alternatives with preliminary design analyses and documentation for a regional park-and-ride study covering portions of Dauphin, Perry, and Cumberland counties. Engineering activities included the use of field reconnaissance and available GIS data layers for mapping potential sites and identifying physical constraints associated with the development of park-and-ride facilities with capacity for a minimum of 50 parking spaces and a bus turnaround. The engineering evaluation included the study of potential geometric, traffic, right-of-way, and utility impacts and preparation of an overview for each possible park-and-ride lot location. The documentation process augmented the preliminary and secondary screening of alternative locations. A report summarizing the results of the evaluation process was prepared.

Central Susquehanna Valley Transportation (CSVT) Southern Section, Shamokin Dam, Selingsgrove, and Sunbury, PA, *PennDOT, District 3.* Senior Project Manager providing final design and construction services for the Central Susquehanna Valley Transportation Southern Section project. The work spans approximately 6 miles of a 4-lane limited access highway, interchanges at Selinsgrove and Shamokin Dam, the SR 61 connector, and modifications to the existing SR 11/15 intersection/alignment in Shamokin Dam. Also making possible improvements to the Veterans Memorial Bridge between Shamokin Dam and Sunbury, Pennsylvania. SR 0015, Section 088 work includes the final design of the CSVT Southern Section, a 5.7 mile, four-lane, limited-access highway on new alignment. The project included 3 interchanges and 15 bridges. Unique aspects of the project included acid rock remediation, the study of constructing over top of coal fly ash impoundments followed by an extensive engineering and public involvement effort to move the highway off the impoundments, designing to minimize impacts to several electric transmission and distribution lines, and conducting a Value Engineering/Accelerated Construction Technology Transfer (VE-ACTT)

conference. The project involved extensive coordination with the public, PennDOT, Federal Highway Administration, various resource agencies, municipalities, and utilities. Responsibilities included serving as the main contact with the client; leading a six-firm design team; coordinating with outside agencies, businesses, and other institutions; and leading presentations for public, municipal and agency meetings.

I-83 and I-283 Interchange Reconstruction Open-End Services, Dauphin County, PA, *PennDOT, District 8*. Project Principal overseeing preliminary engineering to plans development for reconfiguring and reconstructing the Eisenhower Interchange. The complex project includes two interchanges, many complex bridges, and retaining walls. Our firm's role in the project includes roadway design support, bridge design support, leading geotechnical design, traffic design support and leading utility coordination. This contract is the second section of the I-83 Master Plan to be advanced to final design.

Engineering and Environmental Services, SR 220, Section 120, Congestion Relief Study, Lycoming County, PA, *PennDOT, District 3*. Senior Project Manager for an alternatives study at the intersection of US Route 220 and PA Route 405 in Hughesville, Pennsylvania. Study responsibilities include traffic, environmental, and utility data collection; analyzing the existing intersection; developing and analyzing a multitude of alternatives; and managing extensive public involvement, including municipal official meetings and public meetings. Personal responsibilities included coordinating with District 3; managing traffic, highway, environmental, and geotechnical disciplines and a subconsultant; developing presentations for, attending, and presenting at municipal officials meetings and public meetings; and managing schedule, budget, and action items. Alternatives studied include adding turning lanes, intersection reconfiguration, all-way stop, roundabouts, and signalization.

SR 220, Section 122, Access Management Study: Open-End Engineering/Environmental Services, Lycoming County, PA, *PennDOT, District 3*. Senior Project Manager for an access management study on US Route 220 in Lycoming County. The study involved a 6-mile section of US Route 220 in Lycoming County that is a 4-lane, divided highway with at-grade intersections and no existing access control. The project includes analyzing the existing roadway; traffic, environmental, and planning data collection; alternatives development and analysis; a summary report; and extensive public involvement including focus group meetings, stakeholder meetings, a local business meeting, public officials' meetings, and public meetings. Responsibilities include coordination with District 3; management of the traffic, highway, and environmental disciplines; development and presentation of materials at focus group and public meetings; and management of schedule, budget, and action items.

I-99 Study: Open-End Engineering/Environmental E01722, Work Order No. 16, District 3, Columbia County, PA, *PennDOT*. Senior Project Manager for the completion of a study to designate the US Route 15 corridor as I-99 between Williamsport, Pennsylvania, and the New York State line. Work to date has involved collecting, organizing, and analyzing data for the entire 60-mile corridor. Evaluated and cataloged all roadway and bridge features that did not meet current criteria and summarized the information in a comprehensive report.

SR 0056 Truck Routing Study, Cambria, Indiana, and Westmoreland Counties, PA, *PennDOT, Districts 9, 10, and 12*. Project Manager for a study to evaluate the feasibility of prohibiting truck traffic along PA Route 56 between Johnstown and Armagh and establishing a truck route along PA Routes 403 and 711. The feasibility study involved an environmental overview; collecting existing traffic and geometrical data; identifying needs for the truck route; identifying, developing, analyzing, and recommending potential improvements to PA Routes 403 and 711 to accommodate truck traffic; and preparing a summary report.

I-83, Section 074, Exit 4 Bridge and Culvert Replacement, York County, PA, *PennDOT, District 8*. Senior Project Manager for the preliminary design, final design, and construction services for improvements to I-83, Exit 4. The project started with a study of a diverging diamond interchange (DDI) alternative, diamond interchange with reversible lanes alternative, and ramp lengthening alternative; and a presentation to local officials. Preliminary engineering included conceptual design and comparison of the DDI and diamond alternatives followed by the preliminary design of the DDI. The project also included, environmental studies, preparing National Environmental Policy Act (NEPA) documentation for approval, roadway design, bridge design, culvert design, right-of-way studies, cost estimates, traffic signal design, utility coordination, and a public meeting. Responsibilities include coordination with District 8-0; overseeing traffic, highway, bridge, and environmental disciplines and four subconsultants; developing and delivering presentations to municipal officials; and management of schedule, budget, and action items.

Transportation Planning Open-End, Interstate 99 Potential Study, Lycoming and Tioga Counties, PA, *PennDOT, BOMO*. Senior Project Manager for a study for re-designating US Route 15 to be Interstate 99 in Lycoming and Tioga Counties, Pennsylvania. The project included determining the upgrades needed in the corridor for interstate designation to occur, evaluating possible access options for eliminating an at-grade intersection and completing partial interchanges, writing a report, and holding a stakeholders meeting. Responsibilities included coordinating with PennDOT District 3, PennDOT Central Office, FHWA, internal staff, and a subconsultant; leading the study of the Route 15 corridor and writing the report; and presenting at project meetings, a field view, and a stakeholder meeting.

GFT

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