June 20, 2025

Andrew Bomberger
Executive Director
Tri-County Regional Planning Commission
320 Market Street, Suite 301E
Harrisburg, PA 17101

Re: Response to TCRPC RFP On-Call Consultant Services

Dear Mr. Bomberger:

Larson Design Group (LDG) is pleased to submit this request for qualifications for the On-Call Consultant Services contract. LDG will serve as the lead firm for this contract and Ross Buchan, PE, will serve as our Agreement Manager and primary point of contact:

Ross Buchan, PE
4999 Louise Drive, Suite 100
Mechanicsburg, PA 17055
ross.buchan@larsondesigngroup.com | Direct: 717-985-8073 | Mobile: 717-514-8916

We have assembled an exceptional team of diverse and highly skilled technical experts with local, regional, and national experience. Our team consists of the following firms:

Larson Design Group, Inc. (LDG)	Project Management, Engineering, Planning, Public Involvement
WSP USA, Inc. (WSP)	Planning, Engineering, Travel Demand, Freight Modeling, GIS
Wallace Montgomery (WM)	Planning, Engineering, Local City/MPO expertise, contracts
Rockland Planning (RP)	Planning, Local Planning/Zoning, Public Involvement

At LDG, we recognize that a cohesive strategy is crucial for the success of regional projects. We recognize that successful planning goes beyond technical solutions, it requires meaningful public engagement, close collaboration with local and regional stakeholders, and delivering outcomes that directly respond to the requested scope of services. As TCRPC embarks upon future projects, you will need a trusted consultant partner who will effectively and expeditiously identify the right solutions that are cost-effective and can be implemented efficiently. That partner is the LDG team. Specifically, the LDG team offers:

Proven Agreement Manager: **Ross Buchan, PE** brings nearly 20 years of experience managing transportation engineering and planning open-end and on-call contracts. Across these contracts, Ross has managed diverse teams and delivered transportation planning and design work orders ranging from $20,000 to over $1 million, often under accelerated schedules.

Local Insight with National Expertise: Our team offers unmatched local and national expertise across all service areas combining deep knowledge of local policies with best practices from across the country.

Innovation and Value: Our team of innovation-driven firms is committed to delivering strategic, value-added solutions tailored to each client's unique goals and challenges as documented in our team's project experience. Guided by a client-centric approach, we ensure that every innovation is intentional, collaborative, and focused on achieving measurable outcomes and long-term impact.

Accurate and High-Quality Deliverables: Our team has a proven track record of delivering accurate and high-quality results that not only meet but exceed client expectations. We combine technical proficiency with innovative problem-solving, resulting in outstanding outcomes as documented in the past performance section by the fact that nearly 80% of our LDG's business is derived from repeat clients.

We hope to continue our long-standing partnership with TCRPC and would appreciate the opportunity to provide on-call services for this agreement.

Sincerely,

LARSON DESIGN GROUP

Ross Buchan, PE
Program Manager – Highway Engineering

At **Larson Design Group (LDG),** we recognize the importance of planning and programming cost-effective, impactful projects that enhance the Tri-County region and its local communities. Our team offers a proven blend of technical expertise and regional insight to support TCRPC in delivering federally and state-funded transportation projects that address safety, mobility, sustainability, and resiliency for all users. As PennDOT-registered business partners with deep experience across all requested service areas, our team is well-positioned to support the full scope of services. Our team is composed of trusted partners selected to serve as an extension of TCRPC's planning and engineering capacity.

Why the LDG Team?

Proven Contract Manager: **Ross Buchan, PE (LDG),** brings nearly 20 years of experience managing transportation engineering and planning open-end and on-call contracts. He has served as contract manager for Southwestern PA Commission's On-Call Consultancy Services (2012-2020 and 2023-2025), the PA Turnpike Roadway Engineering Open-End, and PennDOT's Bureau of Operations Safety Open-Ends. Across these contracts, Ross has managed diverse teams and delivered transportation planning and design work orders ranging from $20,000 to over $1 million, often under accelerated schedules.

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Local Insight with National Expertise: Our team offers unmatched local and national expertise across all service areas combining deep knowledge of local policies with best practices from across the country. With a proven track record and comprehensive team redundancy, we are fully equipped to deliver exceptional results across every aspect of the scope as observed in our organizational chart.

Innovation and Value: Our team of innovation-driven firms is committed to delivering strategic, value-added solutions tailored to each client's unique goals and challenges as documented in our team's project experience. Guided by a client-centric approach, we ensure that every innovation is intentional, collaborative, and focused on achieving measurable outcomes and long-term impact.

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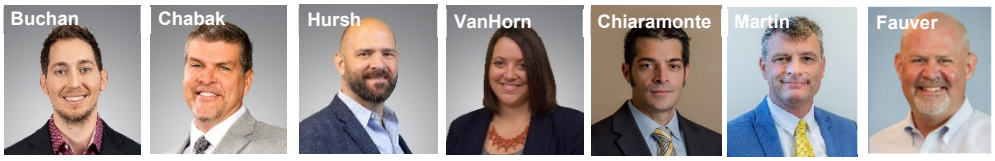
Key Staff



Ross Buchan, PE (LDG), Agreement Manager, will serve as the single point of contact, responsible for assembling the right team to ensure high-quality, efficient delivery while acting as a seamless extension of TCRPC. Ross brings nearly 20 years of experience serving planning partners and municipalities across the mid-Atlantic including TCRPC, Lancaster MPO, Centre County, SPC, and Northwest MPO. Ross offers extensive experience across all facets of transportation planning and design, including safety, operations, transit, land-use, local ordinances, environmental evaluations, and project programming as highlighted in his resume. Moreover, his practical and comprehensive approach to each project consistently earns stakeholder support leading to successful project implementation.

Gene Chabak (LDG), Project Manager, has 36 years of experience in transportation planning and engineering. He has extensive expertise working with municipalities, MPOs, PennDOT, and federal agencies, with a deep understanding of project development from planning through design and construction. Gene is currently engaged in the TCRPC and LEBCO 5-Year Open-End contracts and previously served in a similar capacity on the prior OE contract. His project portfolio includes the Riverlands Safety Study, Camp Hill to Capital Corridor Safety Study, RTP project management contracts, and Cleona Complete Streets, among others.

Jason Hursh, PE (LDG), Project Manager, has 20 years in design and project management of various traffic and engineering projects. Jason recently provided significant support to TCRPC regarding the 2020 RTP Implementation Projects, 14 local projects as a Consultant PM liaison between PennDOT and the Local Project Sponsors (LPS). Several of the 14 projects have additional and mixed funding sources including TASA Funding, Multimodal Transportation Funding, Community Development Block Grant Funding, and local match funding. Jason assisted TCRPC with evaluations and cost estimate validation for their 2022 RTP Grant awards. Jason was the lead researcher and author of PennDOT's 2020 "Publication 790 - Freight Planning Guidance" and was recently named as a member of Lancaster County Freight Advisory Committee.

Kristin VanHorn, AICP (LDG), Planning Lead, is an expert in the research, identification, and application for a variety of grant types – specifically, targeting those that allot construction dollars to help develop our communities. For example, she was able to identify and secure $5.5 million in grant funding for Clute Park in Watkins Glen, New York. Using four different grants sources, the village was able to use the grant funding to design and construct a year-round event space, bathhouse, as well as a splash pad which is converted to an ice rink in the winter months, at no cost to the village.

Stephen Chiaramonte, AICP (WSP) will provide LRTP, multimodal, active transportation, and freight planning support, all areas in which he specializes both locally and nationally. His work with TCRPC includes the Camp Hill to Capital Corridor Pedestrian and Bicycle Safety Study and managing freight-related intersection studies in Newville, New Bloomfield, and Halifax Boroughs. He also served as Project Manager for the Lebanon County Long Range Transportation Plan, guiding the full planning process from data analysis and mapping to public engagement and implementation strategies. In addition to his local expertise, Steve has managed large-scale regional and statewide freight studies such as the Eastern Pennsylvania Freight Infrastructure Plan and the New Jersey Statewide Freight Plan.

Wayne Martin, PE, (WM) will provide engineering, contracting, local municipal coordination, and public involvement support. Wayne recently served as City Engineer for the City of Harrisburg where he was responsible for maintaining grant compliance for 20+ grants valued at over $30 million while managing/delivering transportation projects. He also served as the Director of the Department of Engineering and Planning where he handled the review of land development plans as well as traffic, transit, and parking studies. He also worked with the Harrisburg Area Transportation Study (HATS), where he participated in developing long- and short-range capital/operational strategies for a three-county region.

Toby Fauver, AICP, (RP) has over 27 years of professional experience in executive leadership, planning, policy, legislative efforts and stakeholder involvement/communications. He was most recently PennDOT's Deputy Secretary for Multimodal Transportation.

TEAM'S TECHNICAL KNOWLEDGE AND EXPERIENCE OF TRANSPORTATION PLANNING SERVICES

- **Roadway and bridge design, including project cost estimating –** The LDG team brings a broad range of road and bridge design experience, from complex interstate projects to local roadway improvements. Our portfolio includes reconstruction of existing interstate lanes, I-81/I-84 Interchange, bridge replacements, and large-scale new alignment projects such as the Central Susquehanna Valley Transportation (CSVT) project and the State College Area Connector (SCAC). We are equally experienced in local improvements, including intersection upgrades with signals or roundabouts and the integration of pedestrian and bicycle facilities such as trails and shared-use paths. A local example is our SR 581/Creekview Road interchange upgrades in Cumberland County, which included constructability review; highway lighting plans; traffic control, pavement marking, and signal timing plans; permitting; and roadway and drainage design.
- **Planning and design of traffic management facilities –** Our team brings extensive experience in the planning and design of a wide range of transportation and traffic management facilities. This includes the planning and design of ITS (i.e. DMS, CCTV) and adaptive signal control systems that enhance real-time traffic operations and system reliability. Additionally, our team members have planned and designed transit signal priority systems and bus rapid transit (BRT) networks, as well as prepared systems engineering documentation for freight adaptive signal priority and other modal priority signal systems.
- **Travel demand modeling, supporting studies and data development –** The team's experience includes the Lebanon County Long Range Transportation Plan, an effort that resulted in an action-oriented transportation plan to help guide the MPO in implementing current and future transportation improvements. The plan included data analysis, mapping, and stakeholder and public involvement. Ross Buchan led the PA 283/230 Lancaster Corridor Study, which analyzed future travel demand using Census-based data to assess the capacity of the existing transportation network and identify potential constraints. The study applied data-driven methods to evaluate how land use changes would affect corridor performance and helped identify multimodal strategies—such as improved transit access, pedestrian connectivity, and shared-use paths—to reduce reliance on single-occupancy vehicles and minimize additional traffic demand.
- **Geographic information systems (GIS) analyses, visualization and/or scenario planning –** LDG brings extensive experience in applying GIS to transportation planning and engineering, with proven capabilities in spatial analysis, system performance visualization, and data-driven decision support. As an ESRI Gold Partner, we leverage industry-leading tools to create interactive web maps and dashboards that communicate complex information clearly, both for internal planning use and public engagement. LDG's experience includes providing traffic and transportation engineering as well as GIS services for the transportation management plan for Joint Base San Antonio, Texas. The overall effort included a sign management study, parking capacity and utilization study, turning movement counts and traffic engineering, and an operational improvement plan.
- **Planning studies relating emerging trends and issues to transportation project needs –** The team's experience includes leading and supporting studies that address evolving transportation challenges through a forward-looking, data-driven lens. This includes the development of PennDOT's Regional Freight Plan Guidance Handbook, a ground-breaking resource, designed to help MPOs and RPOs collect relevant data, engage stakeholders, and develop regionally responsive freight strategies aligned with statewide goals. Additionally, the team has supported Planning and Environmental Linkages (PEL) studies, which are increasingly being required to streamline project development and tie long-range planning decisions to NEPA. For example, WSP completed the Vergennes PEL Study in Vermont, which evaluated alternatives to reduce the impacts of large truck traffic on VT Route 22A and downtown Vergennes.
- **Safety, congestion management, freight planning, and related support –** Our team brings comprehensive expertise in transportation planning, combining data-driven safety analysis, operational assessments, land use integration, and freight strategy development to support both local and regional decision-making. The team's experience includes Camp Hill to Capital Corridor Safety Study, which included data collection, mapping, analysis of existing conditions, stakeholder engagement, and actionable safety recommendations. Ross Buchan also led the SS4A Allegheny County Safety Action Plan, which identified and prioritized high-risk locations, developed conceptual designs for the top 10 corridors, and established a Vision Zero countermeasure toolbox. On the freight side, our team prepared the Eastern Pennsylvania Freight Infrastructure Plan, a 10-county initiative that provides a long-term investment and policy roadmap to address freight-related impacts and support continued industrial growth. This included an in-depth review of zoning and land use trends across over 400 municipalities to help local governments anticipate and prepare for future freight development and make targeted zoning code updates aligned with regional priorities.
- **Planning and design services for non-motorized travel –** The LDG team has extensive experience in trail design, streetscape enhancements, and urban traffic calming, with a focus on creating safer, more accessible, and more inviting public spaces that support multimodal transportation and community development goals. Our experience includes the Cleona Complete Streets Study for the Lebanon County Planning Commission, which aimed to improve crosswalk visibility and safety, ADA compliance and accessibility, parking access and safety, street lighting, and traffic control systems for emergency vehicle access. The study also focused on promoting walking, bicycling, and access to public transportation; providing streetscape enhancements; reducing crashes and enhancing safety for all modes; and supporting local business access along the corridor. Additionally, through an on-call engineering support contract with the City of Harrisburg, our partner Wallace Montgomery provides ongoing traffic calming, vulnerable road user safety, and street planning and design services. Recent projects include the 3rd Street Traffic Calming Project and Division Street Complete Street Concept Designs.
- **Land use/growth management planning, including environmental studies –** Our team has worked on various land use/growth management studies that assessed the impacts that land use and zoning would have on transportation infrastructure. These studies resulted in a multitude of land use and zoning strategies, policy recommendations, and prioritized multimodal transportation improvements to be incorporated into the TIP that would encourage smart, sustainable growth by maximizing existing multimodal transportation infrastructure in lieu of traditional vehicle capacity adding projects. Our team has developed and updated comprehensive plans that establish frameworks for the future of localities and communities throughout the mid-Atlantic. These plans provide a blueprint that serves as the basis for decisions related to zoning, subdivision, land use, transportation and the environment. In the Central PA region, we prepared updates of comprehensive plans for the City of Harrisburg and West Lampeter Township.
- **Storm water management, modeling and design –** Storm water management modeling and design is a part of many transportation projects executed by the LDG team, from the improved hydraulics of a new bridge reducing upstream flooding to improved highway drainage that enhances driver safety. Our team has performed various post-construction storm water evaluations and designed related storm water control measures (SCM). Post-construction storm water management will follow PennDOT Design Manual 2, Chapter 13. The team has submitted plans, calculations, and modules to support NPDES permitting on multiple projects.

TEAM'S KNOWLEDGE AND EXPERIENCE IN APPLYING PLANNING CONCEPTS TO CONCEPTUAL DESIGN

Our team's primary focus over the past decade has been on advancing procedures that more effectively integrate transportation and land use planning. We understand that the success of any planning or engineering effort relies on clearly identifying the project purpose and needs as early as possible. This foundational step informs all subsequent planning and design decisions and is central to supporting regional goals, stakeholder expectations, and long-term implementation.

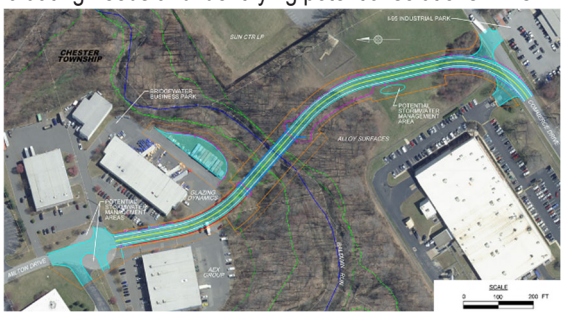
Our approach is rooted in collaboration with impacted stakeholders and facility owners throughout the process – not only during outreach milestones but continuously as concepts evolve. We have successfully led efforts across Pennsylvania that prioritize early and ongoing coordination with PennDOT, municipalities, transit agencies, and community representatives to align on shared outcomes and avoid late-stage rework.

We follow PennDOT's Results-Oriented Planning initiative and are actively supporting Central Office through planning open-end contracts. These efforts focus on integrating MPO/RPO plans with local land use planning while ensuring that transportation solutions are implementable. Our team is deeply familiar with planning processes such as Connects, Linking Planning and NEPA, and the LRTP development process. These are the same systems used by the HATS MPO and all Pennsylvania planning partners, and we understand how to apply them effectively.

To ensure that recommendations are grounded in reality, we apply a data-driven approach to evaluating needs and identifying potential solutions. This includes using crash data, travel demand forecasts, multimodal level-of-service metrics, land use trends, and equity analyses. Our team then uses this information to develop and refine conceptual alternatives that balance current conditions with future needs.

We also emphasize early documentation of potential implementation barriers such as environmental constraints, right-of-way impacts, utility conflicts, and permitting challenges during the concept development phase. This reduces risk and allows our clients to make informed decisions before investing in further design.

Our team routinely develops conceptual layouts and visualizations to illustrate options and support consensus-building. We integrate GIS-based tools, scenario planning, and cost-benefit analysis to clearly communicate trade-offs and guide stakeholders toward a preferred alternative. Whether the goal is improved safety, multimodal access, economic vitality, or congestion relief, our planning and engineering professionals work together to develop solutions that are feasible, fundable, and supported by the community.



An LDG conceptual plan alternative for the connector road between the I-95 Industrial Park and the Bridgewater Business Park in Delaware County, PA. The project is currently in design.

The LDG team has worked on more than 350 MPO projects, including more than 125 with small-medium sized MPOs.

TEAM'S QUALITY ASSURANCE PROCESS

Quality is a core value of the LDG team and is embedded into every step of our project delivery process. Our QA/QC approach is structured, collaborative, and multi-layered to ensure that all deliverables are technically sound, clearly written, and aligned with TCRPC's expectations. Our Agreement Manager, Ross Buchan, PE will be responsible for implementing and enforcing our quality process.

High-quality outcomes begin with thorough preparation and assigning the right people to the right tasks. Ross Buchan and Project Manager, Gene Chabak. will work closely with key staff from each team member to match the best-qualified individuals to each work order based on their technical expertise and availability. This deliberate staffing approach ensures an efficient workflow and on-time delivery of high-quality products. For each work order, Ross and Gene will deploy a consistent process:

1. **Establish Clear Objectives:** Define goals and expectations for each task from the outset.
2. **Assign Tasks:** Align responsibilities with staff skillsets and current capacity.
3. **Set Realistic Deadlines:** Develop realistic schedules that allow for internal QA/QC and client review, while identifying critical path items.
4. **Foster Effective Communication:** Maintain regular coordination across all task leads and disciplines.
5. **Monitor and Evaluate Progress:** Conduct debriefs and lessons-learned reviews after each work order to continuously refine internal processes.

Our QA/QC process formally begins with a project kickoff meeting that brings together key team members to define the scope, assign roles, establish schedules, and identify milestones. From there, each team member is responsible for performing their own QA/QC prior to submitting work to LDG, reinforcing a culture of shared accountability and proactive quality management.

To ensure consistently high standards throughout the project lifecycle, LDG will assume responsibility for all deliverables and will apply a **three-tier quality review** to all technical materials and deliverables:

- **Technical Review:** All project work undergoes structured technical checks during development. Planning and engineering staff work collaboratively to ensure accuracy, consistency with project goals, and compliance with applicable standards.
- **Editing and Style Review:** A writing specialist reviews all documents for clarity, grammar, formatting, and visual consistency, helping ensure that even the most complex technical content is understandable to the intended audience.
- **Independent Peer Review:** A third-party reviewer not directly involved in the project conducts a final review to provide a "fresh eyes" assessment from an entry-level or non-technical user's perspective, helping improve communication and usability of the final product.

Formal QA/QC reviews are conducted at key milestones and at the end of each major phase through internal team checks or peer reviews. This comprehensive, phased QA/QC structure reduces errors, improves efficiency, and ensures that every deliverable is both technically defensible and clearly aligned with TCRPC's priorities.

TEAM'S APPROACH TO ENSURE COST AND TECHNICALLY EFFECTIVE PROJECTS WILL BE PLANNED/DESIGNED

Our team will ensure cost-effective and technically sound project delivery through a structured process focused on identifying real needs, leveraging accurate data, integrating planning with design, and applying practical, scalable solutions. We begin each project by working collaboratively with stakeholders to establish a shared understanding of project purpose, needs, and challenges. Our team leverages readily available data—such as GIS-based land use and roadway networks, crash history, signal timing plans, traffic counts, and vehicle probe data—to better understand how the transportation system is functioning. By applying proven analysis methods, we identify real issues and focus on developing practical, cost-effective solutions that directly address community needs, avoiding overdesign or unnecessary project expansion.

Operational and modal strategies are considered early in the process and often present the most cost-effective opportunities for improvement. Solutions such as signal optimization, active traffic management, pedestrian/bicycle connections, ITS applications, and strategic transit enhancements are evaluated before recommending capital-intensive projects. These options frequently address capacity and mobility challenges without requiring major infrastructure investment, offering substantial benefits at relatively low cost.

Integrated planning is a critical, yet often overlooked, element in achieving long-term cost-effectiveness. Our experience working with PennDOT on Results-Oriented Planning and Corridor Planning initiatives has shown the importance of aligning infrastructure investments with local land use policies and growth patterns. LDG has provided training and technical support across Pennsylvania to help municipalities manage development in ways that support sustainable transportation systems. We carry this experience into each project to ensure that proposed improvements are supported by, and compatible with, the surrounding land use context.

Equally important to long-term cost efficiency is the maintainability and constructability of proposed improvements. Our designs emphasize practical materials, proven construction methods, and maintenance-friendly details that reduce the need for costly repairs or disruptive interventions. We consider access for maintenance personnel, durability of traffic control elements, and compatibility with agency equipment and standards during the design process. Constructability is also evaluated from the outset, ensuring that our concepts can be implemented efficiently with minimal impact on traffic operations and adjacent properties. We coordinate closely with construction and maintenance personnel, where possible, to validate staging, sequencing, and work zone safety.

Cost estimation is treated as a continuous and transparent process. Initial estimates are based on recent bid tabs and PennDOT cost references, then refined throughout project development using quantity-based methods. Our team assesses key cost drivers and uncertainties – such as right-of-way needs, environmental impacts, and utility conflicts – to support accurate budgeting and reduce the risk of change orders or funding gaps. This approach is applied consistently across both planning and design projects.

Meaningful stakeholder engagement is central to our project development approach. We work closely with agencies, municipal partners, and the public early and throughout the process to confirm needs, validate assumptions, and build consensus around feasible solutions. This early coordination minimizes the risk of late-stage revisions, scope changes, or public resistance, reducing the potential for costly rework. By aligning expectations from the start, we help ensure smoother project delivery.

TEAM'S KNOWLEDGE OF MPO OPERATIONS, FEDERAL REGULATIONS, PENNDOT'S ROLES IN TRANSPORTATION PROJECT PLANNING.

Our team brings extensive experience working directly with planning partners throughout Pennsylvania, paired with a deep understanding of the federal and state regulations that guide their operations. We recognize that MPOs play a central role in coordinating regional transportation planning and ensuring compliance with federal requirements outlined in the 23 CFR Part 450, including the development of Long Range Transportation Plans (LRTPs), Transportation Improvement Programs (TIPs), and Unified Planning Work Programs (UPWPs).

We understand that MPOs serve as the nexus between local priorities and statewide programming, ensuring regional voices are represented in decision-making and that planning is aligned with federal performance measures and fiscal constraint requirements. Our team is also well-versed in the cooperative, continuing, and comprehensive (3C) planning process that underpins all MPO activities.

We are equally familiar with PennDOT's oversight and partnership role, including how MPOs interface with District Planning Partners and Central Office during TIP development, project scoring, and fiscal constraint analysis. Our team regularly coordinates with PennDOT staff through tools such as PennDOT Connects, the Statewide Planning and Research (SPR) Program, and the Project Development Process (PDP), ensuring that local priorities are elevated while meeting state and federal documentation requirements.

Our project managers and planners have assisted MPOs in:

- Developing and updating LRTPs and TIPs in full compliance with federal FAST Act and IIJA requirements.
- Facilitating public engagement processes in alignment with MPO Public Participation Plans.
- Integrating performance-based planning and asset management into regional project selection.
- Coordinating with local municipalities and transit agencies to ensure multimodal needs are reflected in regional plans.

Our team's understanding of these roles ensures that our planning work is not only technically sound and data-driven, but also compliant, realistic, and positioned for implementation within both the MPO and PennDOT frameworks.

TEAM'S PERFORMANCE ON PAST PENNDOT AND FEDERALLY FUNDED PROJECTS

The LDG team has an excellent track record with respect to cost control, work quality and the ability to meet schedules. With LDG's extensive and varied experience on PennDOT projects, LDG's staff is familiar with the MPOs expectations. **Our team consists of high-performing firms who have earned our client's trust across Pennsylvania and in the TCRPC Region** as noted in the PennDOT Performance Ratings matrix below. Our team has worked closely and successfully with PennDOT, various planning organizations, and municipal clients to develop improvements using Transportation Alternative Set-Aside Program Funding (TASA) and Multi-Modal Transportation Funds (MTF). These projects have included road improvements, sidewalks, pedestrian accommodation enhancements, and multi-use trails where our team has been both the Design Engineer and Consultant Project Manager. These projects were advanced from design to implementation/construction with proven results by this team! A prime example from our recent TCRPC 5-year Open End contract is shown below.

CAMP HILL BOROUGH SIDEWALK ACCESS TO ELEMENTARY SCHOOL

PennDOT Performance Ratings			
RATING	LDG	WSP	WM
CE	77	26	1
EE	160	64	7
EP	579	182	4

LDG has served as PennDOT's primary design and planning services consultant, either as the contract lead or primary subconsultant for over the past 25 years. Our performance on a wide range of assignments was the key factor in being successful with various consecutive contract renewals during that period. LDG has held multiple consecutive open-end contracts for numerous clients including PennDOT Districts 3, 4, and 5 as well as PennDOT's Bureau of Maintenance and Operations.

Our team is well-positioned to continue supporting TCRPC under this agreement, building on the strong foundation established through our recent work on the current TCRPC 5-Year Open-End contract. We have successfully completed multiple assignments and maintain an active, collaborative relationship with Andrew Bomberger. In addition, our team is currently serving the Lebanon County MPO under its 5-Year Open-End which we have successfully held for a decade. We also recently delivered the Franklin County MPO's 25-Year LRTP and have supported several other planning efforts across the region. This ongoing work reflects our deep familiarity with MPO operations, PennDOT planning processes, and the unique needs of central PA. Our team is ready to provide seamless, responsive, and high-quality service to TCRPC from day one.

Some quotes from both Steve and Jon are presented below:

> ***"Just wanted to pass along my sincere thanks for an excellent Cleona Boro Complete Streets study. I am so glad to see the great turnout from local stakeholders supporting the document!"***
>
> ***Mr. Jonathan W. Fitzkee***
> ***Assistant Director/Senior Transportation Planner***
> ***Lebanon County Planning Department***

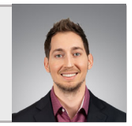
> ***"Communication from Gene Chabak and Jason Hursh is very good. I never feel out of the loop on the status of any of the projects."***
>
> ***Steven Deck***
> ***Former Executive Director***
> ***Tri-County Regional Planning Commission***

Project Organization Chart

Tri-County Regional Planning Commission
Engineer/Planner for Federal Aid Projects

Tri-County Regional Planning Commission
Andrew W. Bomberger, AICP

Agreement Manager
Ross Buchan, PE



Project Manager
Gene Chabak

Key:
( ) – Years of experience
*** – Resume provided*
DBE – DBE Firm

	Larson Design Group											WSP				Wallace Montgomery										Rockland Planning DBE			
Services:	**Ross Buchan, PE (20) ****	**Gene M. Chabak (36) ****	**Brad D. James, PE, CBSI (31)**	**Jason E. Hursh, PE (20) ****	**Jason F. Jackson, PE, PMP, CPESC (17)**	**Lauren N. Carlson (10)**	**Kristin VanHorn, AICP, LEED GA (17) ****	**Matthew A. Kalcich (24)**	**Ashleen L. Starr, RLA (14)**	**Kenneth Stockert (35)**	**Wade R. Pryor, PE, CPESC (25) ****	**Stephen Chiaramonte, AICP (25) ****	**Andrew Batson, AICP (15) ****	**Andrew Levecchia, AICP (25) ****	**Claire Hutchinson, AICP (5) ****	**Wayne Martin, PE (26) ****	**Sonia Marichic-Goudy, PE (25) ****	**Jason Wiggins, RSP1 (22) ****	**John Rectanus, PE, PTOE (24)**	**Seth Darlington, PE (18)**	**Angela Fleck (7)**	**Nicole Wiley (15)**	**Jaime Vargas, PE (22)**	**Mike Steimer, PE (16)**	**Hunter Withers (4)**	**Toby L. Fauver, FAICP (31) ****	**Morgan Ruziecki (6) ****	**LaVerne Collins (40)**	**Sara Lizambri (8)**
Roadway and bridge design, including project cost estimating	X	X	X	X	X	X		X		X	X					X	X	X	X	X	X		X	X	X				
Planning and design of traffic management facilities	X	X		X	X	X		X	X		X					X	X	X	X	X	X	X	X	X	X	X			
Travel demand modeling, supporting studies and data development	X	X		X		X		X					X			X	X	X	X	X			X	X	X			X	X
Geographic information systems (GIS) analyses, visualization and/or scenario planning	X						X	X				X			X	X	X			X	X	X		X	X		X		
Planning studies relating emerging trends and issues to transportation project needs	X	X	X			X	X		X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Safety, congestion management, freight planning, and related support	X	X		X		X		X				X	X	X		X	X	X	X	X	X	X	X	X	X	X			
Planning and design services for non-motorized travel	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
Land use/growth management planning, including environmental studies	X						X		X	X			X	X	X	X	X				X	X		X	X				X
Storm water management, modeling and design				X	X					X	X					X				X				X					

Ross Buchan, PE

Program Manager

Ross Buchan brings 19 years of specialized experience in **transportation event management, traffic operations, safety planning, and stakeholder coordination**, with deep roots in Central Pennsylvania. Ross has successfully led multidisciplinary teams on transportation projects ranging from **$1M to $5M** in construction and planning value, often under **accelerated schedules** requiring extensive public engagement, interagency coordination, and data-driven decision-making. His hallmark is an ability to drive consensus across diverse stakeholders, municipal agencies, emergency services, transit providers, and advocacy groups, resulting in implementable and cost-effective solutions.

Years with LDG: <1
Years with other Firms: 19

EDUCATION

Pennsylvania State University, Bachelor of Science, Civil Engineering, 2006

PROFESSIONAL REGISTRATION

Professional Engineer:

Pennsylvania (PE079029), 2011

Maryland (59471)

NON-LDG PROJECT EXPERIENCE

On-Call Operations & Safety Support. *Southwestern Pennsylvania Commission (SPC).* Agreement Manager responsible for developing and managing task orders for the on-call consulting services contract for SPC (2014-2025). Specific task orders included:

- **Liberty Bridge Capacity Analysis:** Project Manager responsible for conducting a comprehensive traffic operations analysis of the Liberty Bridge/Tunnel and PJ McArdle Roadway to investigate five alternatives. Final deliverable summarized each alternatives impact on traffic flow, safety, and capacity of both inbound and outbound traffic.
- **Road Safety Audits:** Project Manager and RSA Team Member responsible for conducting formal safety performance examinations of existing and future roads and intersections using FHWA 8 step RSA Process. To date, Ross conducted over 40 RSAs within SPC region on rural, suburban, and urban corridors.
- **Environmental TIP Documentation:** Project Manager responsible for overseeing the development of initial environmental analysis documentation for planning and programming of bridges projects for the SPC TIP. Final deliverable included summary memos with environmental findings to be included as part of the TIP and project programming.
- **Operations & Safety Audits:** Project Manager for SPC's first Operations and Safety Audit, evaluating multimodal mobility and safety along major corridors. He led key stakeholder interviews, on-site assessments, crash and operations analysis, and prepared final report with actionable recommendations.
- **Regional Operations Plan (ROP) Update:** Project Manager for the update to the Regional Operations Plan (ROP) for the southwest region of Pennsylvania, which outlined the strategic transportation operations program for the region by identifying, defining, and prioritizing operationally focused projects. The project focused on integrated travelsheds (multiple corridor) management solutions and was coordinated with the Pennsylvania Department of Transportation's (PennDOT) Corridor Modernization Program.
- **Traffic Incident Management Facilitation:** Project Manager responsible for assisting the SPC in the facilitation and coordination of regional and local traffic incident management teams. Key responsibilities include facilitation, technical assistance, and program outreach/coordination.
- **Regional Safety Action Plan (2015 & 2020):** Project Manager responsible for developing the original 2015 and updating SPC's 2020 Regional Safety Action Plans. New initiatives as part of the 2020 update included integrating PennDOT's HSM Network Screening data with high crash cluster data to develop District/County maps using ArcGIS to identify HSIP Projects for the SPC Region. Top priority sites were identified for each county for vehicular and vulnerable road users.

On-call Support Services; Dauphin, Perry, Cumberland Counties, PA. *Tri-County Regional Planning Commission.* Project engineer responsible for developing methodology for various safety analyses which included:

- **Task 1 & 2:** Developed a GIS enabled state and local road network screening process that can be applied annually to assess safety locations and projects.
- **Task 3:** Developed methodology for determining high crash pedestrian and bicycle locations using GIS, land-use, and demographic data.
- **Task 4:** Developed methodology to evaluate over-represented crash types within the 3-county region. A toolbox of proven safety counter measures was developed in conjunction with the over-represented crashes identified.

South Whitehall Township, Transportation Plan Phase II, South Whitehall Township, PA. Project manager response for developing CLASS, FREIGHT, and TRAFFIC chapters for a transportation plan using data-driven analyses. The CLASS chapter refined roadway classifications by integrating functional and contextual characteristics using PennDOT and Township data. Applied segment/offset analysis for state roads and desktop review for local roads to define context-sensitive breaks. The FREIGHT chapter identified high truck traffic corridors and proposed restrictions using truck O-D data, land use projections, and infrastructure constraints. The TRAFFIC chapter leveraged RITIS tools to assess congestion patterns and recommend mitigation strategies. Deliverables included technical chapters, a classification matrix, maps, and funding guidance.

Southwestern Pennsylvania Commission (SPC), Allegheny County Safety Action Plan. Project manager responsible for spearheading the development of Allegheny County's Safety Action Plan. The project included an in-depth analysis of the county's high-injury and high-risk networks across state, county, and local roads. It also featured an equity analysis focused on underserved communities and vulnerable road users without access to vehicles or transit. Public and stakeholder outreach was conducted through an interactive project website, stakeholder interviews, 8 public meetings, and pop-ups events coordinated with local, regional, and state plans. As part of the effort, a Vision Zero countermeasure toolbox and 10 concept-level improvement plans for high-priority corridors, with detailed cost estimates and funding opportunities are being developed.

Lancaster County Planning Commission, Route 283 and 230 Corridor Study, Lancaster, PA. Project manager responsible for the development of a planning study to address land-use and transportation needs for PA 283 and PA 230 from the Dauphin County Line to the City of Lancaster. The study took an innovative approach to assess the impacts that land use and zoning have on transportation infrastructure and vice versa by developing custom metrics for a post processor which was applied to the Lancaster County Travel Demand Model. The study resulted in a multitude of land use and zoning strategies, policy recommendations, and prioritized multimodal transportation improvements to be incorporated into the TIP that would encourage smart, sustainable growth by maximizing existing multi-modal transportation infrastructure in lieu of traditional vehicle capacity adding projects.

Capital Area Cross-River Connections Study, Harrisburg Area Transportation Study Open-End Contract for Planning and Engineering Services, Work Order #3; Dauphin, Perry, and Cumberland Counties, PA. *Tri-County Regional Planning Commission.* Project Engineer responsible for the 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.

Gene M. Chabak

Senior Project Manager – Traffic

Years with LDG: 7
Years with other Firms: 29

EDUCATION

Pennsylvania State University, Bachelor of Science, Civil Engineering, 1989

CERTIFICATES

AEC Project Management Certificate, 2019

Mr. Chabak has over 30 years of experience in the field of traffic engineering on transportation projects for a variety of clients ranging from PennDOT, the Pennsylvania Turnpike, county and municipal governments, as well as state and federal agencies. His experience includes preparation and oversight of signing and pavement marking plans; traffic control plans, ITS engineering projects; traffic signal design, adaptive traffic signal system design, traffic simulation modeling, traffic impact studies; roadway safety studies; trail design, bicycle and pedestrian planning and feasibility studies, traffic calming design and deployment; complete streets design and collection and summarization of traffic volume information.

PROJECT EXPERIENCE

Camp Hill to Capital Corridor Safety Study, Harrisburg, PA. *Harrisburg Area Transportation Study.* LDG was a member of a project team that provided traffic engineering and planning on behalf of the Harrisburg Area Transportation Study (HATS) for the Camp Hill to Capital corridor safety study along US Routes 11 and 15 from Camp Hill to Harrisburg, Pennsylvania. The study process included data collection; mapping and categorizing the existing conditions; analyzing the findings; conducting stakeholder outreach; developing recommendations; and preparing a final report. The final report included a priorities matrix outlining the timing, cost, funding sources, and responsible parties for each recommendation as well as providing conceptual level cost estimates and identified funding opportunities for the improvements.

Transportation Study, Hamburg, PA. *Hamburg Borough*. LDG conducted a comprehensive transportation study for Hamburg Borough in Berks County, Pennsylvania. LDG was responsible for completing data collection, performing analysis and evaluations of existing conditions, conducting a significant public involvement process, and developing both short-term and long-term improvement concepts for the final report. The primary objective of the study was to make recommendations for traffic pattern changes.

Access Control Point Intersection Traffic Study, Letterkenny Army Depot, Franklin County, PA. *KZF Design.* Project Manager. LDG provided traffic engineering and project coordination services for the planning and design of a new intersection involving the Letterkenny Army Depot (LEAD) Access Control Point (ACP) and PA State Highway 0997. The project started with a traffic impact study (TIS) to determine the type of traffic signal device, if any, required at the intersection, and to fulfill the requirements for a Highway Occupancy Permit (HOP).

Transportation Management Plan, Joint Base San Antonio, TX. *US Army Corps of Engineers, Tulsa District.* LDG provided traffic and transportation engineering as well as GIS services to develop transportation management plans (TMP) for Camp Bullis, Lackland AFB, Fort Sam Houston, and Randolph AFB, Texas; the four installations collectively referred to as Joint Base San Antonio (JBSA). The overall TMP effort included a sign management study, parking capacity and utilization study, turning movement counts and traffic engineering, and operational improvement plan.

Regional Freight Plan Guidance Handbook Development. *PennDOT Bureau of Planning and Research*. LDG served as a subconsultant in the development of a regional freight plan (RFP) for the Pennsylvania Department of Transportation (PennDOT). LDG worked on a team to develop a handbook for publication intended to be a high-level resource compiling the best practices of freight planning in Pennsylvania and other areas. This new guidance, available to metropolitan planning organizations (MPOs) and regional planning organizations (RPOs), serves as a guide for collecting relevant information, engaging stakeholders, and developing regional freight networks.

Liberty Trail System Design, Fort Liberty, NC. *The Schreifer Group-JG&A JV.* LDG is providing preliminary and final design services for the design of a complete $10 million trail system at Fort Liberty (formerly Fort Bragg), North Carolina. Known as the Liberty Trail, the 12-foot-wide trail will widen and extend existing sidewalks to enhance connectivity and create a continuous pathway. The trail will include benches, water fountains, waste receptacles, graphic iconography, and new tree and wildflower meadows proposed as pocket parks at 1-mile intervals along the trail. Design services include topographic land surveying, landscaping, select demolition, existing sign relocation, traffic control plans, erosion control permitting, and bridge design to span streams and wetlands.

I-95 Industrial Park Access Improvement Study, Delaware County, PA. *PennDOT, District 6.* LDG provided engineering services to develop alternatives to improve access from the business/industrial parks on Concord Road to I-95 in Delaware County, Pennsylvania. LDG's services included traffic engineering; safety, congestion, and mobility analysis; corridor improvement concept plans; right-of-way and land use impact analysis; utility impact analysis; and extensive public and stakeholder engagement. Alternatives were studied to provide a more direct route to I-95, reduce trucks and major traffic in residential and school zones, and improve safety and congestion. A traffic simulation model including over 60 intersections and reaching into four municipalities was used to identify where current problems exist and demonstrate effectiveness of proposed alternatives. The draft project purpose and need was developed from current issues/future development information from the traffic model and gathered at numerous stakeholder meetings.

Cleona Complete Streets Study, Cleona Borough, Lebanon County, PA. *Lebanon County Planning Commission.* Project Manager. LDG provided traffic engineering and transportation planning services as a member of a team for the US/SR 422 Complete Streets study in Cleona Borough. LDG was responsible for the data collection and analysis of the existing traffic conditions along the Route 422 corridor between Mill Street and Dairy Road. The goals of the study included improving crosswalk visibility and safety, ADA compliance/accessibility, parking access and safety, street lighting, and traffic control systems for emergency vehicle access; promoting walking, bicycling, and increased access to public transportation opportunities; providing streetscape enhancements; reducing crashes and enhancing traffic safety for all modes; and maximizing business opportunities and access along the corridor.

Tri-County Regional Planning Commission Liaison Services, Cumberland, Dauphin, and Perry Counties, PA. *Tri-County Regional Planning Commission.* LDG is currently contracted by Tri-County Regional Planning Commission (TCRPC) to deliver 14 local projects as a Consultant Project Manager liaison between District 8 and the local project sponsors, who were awarded a grant through the Regional Transportation Plan Implementation program. The projects range in scope and several have additional and mixed funding sources including TASA Funding, Multimodal Transportation Funding, Community Development Block Grant Funding, and local match funding. LDG is coordinating with the project owner and consultant to develop and monitor project parameters and schedules, performing reviews of deliverables to ensure deliverables are satisfactory, reviewing bids, and preparing the notices of awards for the projects.

Jason E. Hursh, PE

Project Manager – Highway

Years with LDG: 10
Years with other Firms: 10

Jason's experience includes the design of highway and transportation facilities. Jason's engineering expertise includes geometric roadway design, pavement design, drainage design, work zone traffic control, signing and pavement markings, and three-dimensional digital terrain modeling. He is responsible for the preparation of all highway plans, generation of design reports, calculation of quantities, estimation of costs, and preparation of construction specifications.

EDUCATION

University of Pittsburgh, Bachelor of Science, Civil Engineering, 2005

PROFESSIONAL REGISTRATION

Professional Engineer: Pennsylvania, (PE080413), 2012

CERTIFICATIONS

AEC Project Management Certificate, 2019

PROJECT EXPERIENCE

PennDOT District 8 Highway Occupancy Permit (HOP) Review Assistance Contract. Responsibilities included review of highway occupancy permit (HOP) plans, traffic control plans, stormwater reports, and associated documents for compliance with PennDOT standards and policies. Additional responsibilities included serving as PennDOT's agent in meetings with HOP applicants and coordination of permitting issues with each applicant's design engineer.

Camp Hill to Capital Corridor Safety Study, Harrisburg, PA. *Harrisburg Area Transportation Study*. LDG was a member of a project team that provided traffic engineering and planning on behalf of the Harrisburg Area Transportation Study (HATS) for the Camp Hill to Capital corridor safety study along US Routes 11 and 15 from Camp Hill to Harrisburg, Pennsylvania. The study process included data collection; mapping and categorizing the existing conditions; analyzing the findings; conducting stakeholder outreach; developing recommendations; and preparing a final report. The final report included a priorities matrix outlining the timing, cost, funding sources, and responsible parties for each recommendation as well as providing conceptual level cost estimates and identified funding opportunities for the improvements.

Regional Freight Plan Guidance Handbook Development. P*ennDOT Bureau of Planning and Research*. LDG served as a subconsultant in the development of a regional freight plan (RFP) for the Pennsylvania Department of Transportation (PennDOT). LDG worked on a team to develop a handbook for publication intended to be a high-level resource compiling the best practices of freight planning in Pennsylvania and other areas. This new guidance, available to metropolitan planning organizations (MPOs) and regional planning organizations (RPOs), serves as a guide for collecting relevant information, engaging stakeholders, and developing regional freight networks.

CMAQ Intersection Improvement, Chester County, PA. *PennDOT District 6*. LDG led a team on an intersection improvement project federally funded by a DVRPC Competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant. The project addresses queuing issues at the intersection of PA 401 Conestoga Road at SR 1021 Valley Hill Road in Chester County, Pennsylvania. The project sought to improve traffic flow at the intersection and preserve the suburban country-like setting by minimizing impacts to the adjacent properties. LDG managed the Agreement and led design efforts to provide improvements to the intersection.

Tri-County Regional Planning Commission Liaison Services, Cumberland, Dauphin, and Perry Counties, PA. *Tri-County Regional Planning Commission.* LDG is currently contracted by Tri-County Regional Planning Commission (TCRPC) to deliver 14 local projects as a Consultant Project Manager liaison between District 8 and the local project sponsors, who were awarded a grant through the Regional Transportation Plan Implementation program. The projects range in scope and several have additional and mixed funding sources including TASA Funding, Multimodal Transportation Funding, Community Development Block Grant Funding, and local match funding. LDG's experience with both federally funded and non-federally funded projects ensures the appropriate level of project oversight. LDG is coordinating with the project owner and consultant to develop and monitor project parameters and schedules, performing reviews of deliverables to ensure deliverables are satisfactory, reviewing bids, and preparing the notices of awards for the projects.

Bannister Street (SR 3048) Congestion Mitigation, West Manchester Township, York County, PA. *PennDOT District 8.* LDG provided engineering services for the improvements to the intersection of Bannister and Adams Streets in West Manchester Township, York County, Pennsylvania. This project involves safety and congestion improvements at the intersection, where significant crash history is experienced every year. While the traffic volumes are not significant, the nearby congestion at SR 0024 and proximity to a school are contributing factors for peak hour crash history. The project will provide a left turn lane on Adams Street and a signalized intersection and turning lanes at the Bannister Street. The alternatives considered included the realignment of Adams Street, a roundabout, a mini-roundabout, and a traffic signal. The traffic signal was most desirable alternative due to proximity to SR 0074.

Buffalo Valley Rail Trail US Route 15 Crossing, Lewisburg, PA. *Union County Trail Authority*. LDG provided an alternatives assessment, conceptual design, and cost estimates for establishing the Buffalo Valley Rail-Trail (BVRT) crossing of US Route 15 in Lewisburg, Union County, Pennsylvania. This study was initiated to consider current and future traffic conditions along the US 15 corridor as well as pedestrian and bicycle volumes along the Buffalo Valley Rail Trail to determine if a mid-block, at-grade crossing was feasible. The project involved collecting data; assessing current and future traffic conditions; developing and evaluating alternatives with a final recommendation; and developing conceptual designs and cost estimates.

Interchange Improvements, Hampden Township, Cumberland County, PA. *PennDOT District 8*. LDG provided preliminary engineering, final design, and construction phase services for the SR 581/Creekview Road interchange upgrades in Hampden Township, Cumberland County, Pennsylvania. The project included adding traffic signals to the interchange; expanding the on and off ramps to accommodate existing traffic volume; full-depth bituminous and concrete reconstruction; and the mill and overlay of the project area. Design activities included constructability review; highway lighting plans; traffic control, pavement marking, and signal timing plans; permitting; and roadway and drainage design.

Lycoming College Gateway Signals, Williamsport, Lycoming County, PA. *City of Williamsport.* Project Engineer for traffic signal design of a unique multi-phase project developed through PennDOT Connects to combine PennDOT reconstruction project (SR2014 84L, SR2060-02M), City of Williamsport streetscape improvements/signals upgrades, and improvements to the streets and entrance Lycoming College. The project involved converting sections of three different roads from one-way traffic to two-way traffic, subsequent lane, and radius reconfigurations, all new traffic signal equipment at three intersections, signal coordination and retiming, and right-of-way impacts. Responsible for design of the lane reconfigurations and the three major intersection improvements including traffic signals and ADA pedestrian accommodations.

Kristin VanHorn, AICP, LEED GA

Director – Operations

Years with LDG: 1
Years with other Firms: 16

Kristin is an expert in the research, identification, and application for a variety of grant types – specifically, targeting those that allot construction dollars to help develop our communities. For example, she was able to identify and secure $5.5 million in grant funding for Clute Park in Watkins Glen, New York. Using four different grants sources, the village was able to use the grant funding to design and construct a year-round event space, bathhouse, as well as a splash pad which is converted to an ice rink in the winter months, at no cost to the village.

EDUCATION

Penn State University, Bachelor of Landscape Architecture, 2008

PROFESSIONAL REGISTRATION

American Institute of Certified Planners (AICP): #286116

LEED Green Associate, (0010484892), 2010

PROJECT EXPERIENCE

Downtown Revitalization Initiative (DRI), Village of Watkins Glen, NY. Developed the application and presentation that lead to the Village of Watkins Glen being selected as a Round 2 winner and awarded $10 million. Worked with state officials, the consulting team, and the local planning committee on executing the development of the strategic plan and project selection. Was the point-of-contact for the department of state on the awarded county and village projects. Was the project manager for the implementation of all public projects.

NY Forward Strategic Plan, Village of Montour Falls, NY. Developed the application and presentation that lead to the Village of Montour Falls being selected as a Round 1 winner and awarded $4.5 million. Worked with state officials, the consulting team, and the local planning committee on executing the development of the NY Forward strategic plan and project selection.

County-wide Comprehensive Plan & Municipal Comprehensive Plans, Schuyler County, NY. Worked with local committee to formulate an updated comprehensive plan for Schuyler County. This plan was created to allow each municipality to have a starting point for the creation of a comprehensive plan or update an existing plan, in a manner that would be cohesive throughout the county. Assisted multiple municipalities in the update of their comprehensive plans. These plans incorporated the goals of the county-wide comprehensive plan.

Local Waterfront Revitalization Plan (LWRP), Village of Watkins Glen, Schuyler County, NY. Prepared a comprehensive land and water use plan and strategy to implement the New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act at local level and protect the municipality's natural, public, and developed waterfront resources. The plan includes a includes an inventory of local conditions, examines local issues, and articulates waterfront development policies and objectives and outlined specific projects to encourage environmental protection, foster economic development, protect valuable water resources, and improve public waterfront accessibility.

Village of Watkins Glen – Zoning Law. Worked with local committee to formulate an updated zoning for the village. The new zoning laws was developed to encourage compact infill development, address challenges with parking, short-term rentals, and signage.

Town of Hector – Zoning. Helped to facilitate the creation of the first zoning law in the town, working with Southern Tier Central Regional Planning and Economic Development Board (STC). Zoning was a controversial issue with the town that required strong communication with residents and innovative thinking to address the unique characteristics of the town that include very rural portions of the town against a thriving agri-tourism industry and waterfront housing development pressure along the lake.

Clute Park Redevelopment, Village of Watkins Glen, NY. Project managed the $5 million Clute Park redevelopment project. Including managing the budget and change orders, while ensuring compliance with all state grant requirements on four grant sources. Project included the construction of a year-round pavilion and bathhouse, splash pad, and ice rink and icehouse facility. Wrote and secured consolidated funding application (CFA) for the Clute Park ADA playground redevelopment. Continue to assist with implementation of grant funding.

US Army Garrison Fort Drum Real Property Master Plan (RPMP). This project was a complete real property master plan update for Fort Drum that included the development of a vision and regulatory plan, long range component (LRC), short range component (SRC), capital investment strategy (CIS), RPMP programmatic environmental assessment (EA) and digest. The project included data collection, existing conditions assessment, identification of constraints and opportunities that lead to the development of a future development framework, and land use alternatives. Area development plans for future development were created that included short and long-range development alternatives. A base wide circulation plan was developed to include troop trails, bicycle trails, and walking trails.

Aberdeen Proving Ground Real Property Master Plan (RPMP). This project was a complete real property master plan update for Aberdeen Proving Ground (APG) that included the development of a long-range component (LRC), short range component (SRC), capital investment strategy (CIS), RPMP programmatic environmental assessment (EA) and digest. The project included data collection, existing conditions assessment, identification of constraints and opportunities that lead to the development of a future development framework, and land use alternatives. Area development plans for future development were created that included short and long-range development alternatives for multiple sites including density planning, open space planning and circulation planning.

Franklinville Water System Improvements. Franklinville, NY. *Village of Franklinville.* LDG provided system survey and mapping, permitting, preliminary and final design, funding coordination, bid phase services, construction administration, and resident inspection services for water system improvements for the Village of Franklinville, Cattaraugus County, New York. The project included minor well house improvements and approximately 19,000 linear feet of water main replacement aimed at improving drinking water quality, fire suppression capabilities, and water supply security.

Watkins Glen Water System Improvements, Phase II, Village of Watkins Glen, Schuyler County, NY. *Village of Watkins Glen.* LDG provided survey, topographic mapping, funding assistance, permitting, preliminary and final design, construction administration, and resident inspection services for water system improvements in the Village of Watkins Glen, Schuyler County, New York. The phased improvements are being made to address the age and condition of the system and included rehabilitation of the Steuben Street storage tank and pump station as well as the replacement and upsizing of 34,000 linear feet of the water distribution system throughout the village.

Wade R. Pryor, PE, CPESC

Principal Engineer

Wade is a specialist in NPDES permits and stormwater erosion sedimentation control. His knowledge in these areas helps projects run smoother and more efficiently. His project experience includes drainage design, traffic control, roadway geometry, cost estimates, special provisions, design calculations for item quantities, plan and cross-section preparation, and topographic surveying.

Years with LDG: 25
Years with other Firms: 0

EDUCATION

Pennsylvania College of Technology, Bachelor of Science, Civil Engineering, 2005

Pennsylvania College of Technology, Associate of Science, Surveying Technology, 2003

Pennsylvania College of Technology, Associate of Science, Civil Engineering, 2002

PROFESSIONAL REGISTRATION

Professional Engineer: Pennsylvania, (PE083803), 2015

CERTIFICATES

Certified Professional Erosion and Sediment Control, Pennsylvania, (7973), 2014

PROJECT EXPERIENCE

Interchange Improvements, Hampden Township, Cumberland County, PA. *PennDOT District 8*. LDG provided preliminary engineering, final design, and construction phase services for the SR 581/Creekview Road interchange upgrades in Hampden Township, Cumberland County, Pennsylvania. The project included adding traffic signals to the interchange; expanding the on and off ramps to accommodate existing traffic volume; full-depth bituminous and concrete reconstruction; and the mill and overlay of the project area. Design activities included constructability review; highway lighting plans; traffic control, pavement marking, and signal timing plans; permitting; and roadway and drainage design.

Miller's Run Greenway Bike/Ped Path, Loyalsock Township, Lycoming County, PA. *Loyalsock Township.* LDG provided survey, environmental, geotechnical, bridge and transportation design, and construction services for Phases 1 and 2 of the Millers Run Trail. The overall Millers Run Greenway Trail connects the Susquehanna River Walk from Interstate 180 to Bruce Henry Park in a suburban area of Loyalsock Township in Lycoming County, Pennsylvania. The entire proposed trail is approximately 1.5 miles long. Phase 1 connects Bruce Henry Park with Northway Road, and Four Mile Drive with James E. Short Park. Phase 2 connects the Susquehanna River Walk to Bruce Henry Park. Phase 3 was a pedestrian bridge that spanning both Millers Run and East Third Street. Phase 4 connects Bruce Henry Park to the North Section of Phase 1 at Four Mile Drive.

Market Place District Transportation Improvements, Moon Township, Allegheny County, PA. Moon Transportation Authority. LDG provided engineering and design services for the Market Place District improvements for the Moon Transportation Authority in Moon Township, Pennsylvania. The Market Place District improvements project consists of two projects, the Montour Run Road improvements, and the Market Place Boulevard extension project. LDG provided preliminary engineering, survey, permitting, traffic engineering, roadway design, surface and subsurface utility engineering, right-of-way planning, and final design services.

Buffalo Valley Rails to Trails, Union County, PA. *Buffalo Valley Recreation Authority*. LDG provided preliminary and final design for the 10.3-mile finished Buffalo Valley Rail Trail, which follows the former West Shore Railroad right-of-way from Lewisburg to Mifflinburg, in Union County, Pennsylvania. The trail features vehicle parking and restroom facilities at the Mifflinburg, Lewisburg, and Vicksburg trailheads.

LDG's services included wetland delineation, agency permitting, utility coordination, phase I environmental site assessment, the final trail and bridge design, and developing the construction plans for the bridges. The trail includes two bridges, both of which are transverse glued laminated timber deck bridges with timber railings built on the existing single-span riveted steel girder superstructure resting on large stone masonry abutments with new reinforced concrete caps.

Tri-County Regional Planning Commission Liaison Services, Cumberland, Dauphin, and Perry Counties, PA. *Tri-County Regional Planning Commission.* LDG is currently contracted by Tri-County Regional Planning Commission (TCRPC) to deliver 14 local projects as a Consultant Project Manager liaison between District 8 and the local project sponsors, who were awarded a grant through the Regional Transportation Plan Implementation program. The projects range in scope and several have additional and mixed funding sources including TASA Funding, Multimodal Transportation Funding, Community Development Block Grant Funding, and local match funding. LDG's experience with both federally funded and non-federally funded projects ensures the appropriate level of project oversight. LDG is coordinating with the project owner and consultant to develop and monitor project parameters and schedules, performing reviews of deliverables to ensure deliverables are satisfactory, reviewing bids, and preparing the notices of awards for the projects.

Bannister Street (SR 3048) Congestion Mitigation, West Manchester Township, York County, PA. *PennDOT District 8.* LDG provided engineering services for the improvements to the intersection of Bannister and Adams Streets in West Manchester Township, York County, Pennsylvania. This project involves safety and congestion improvements at the intersection, where significant crash history is experienced every year. While the traffic volumes are not significant, the nearby congestion at SR 0024 and proximity to a school are contributing factors for peak hour crash history. The project will provide a left turn lane on Adams Street and a signalized intersection and turning lanes at the Bannister Street. The alternatives considered included the realignment of Adams Street, a roundabout, a mini-roundabout, and a traffic signal. The traffic signal was most desirable alternative due to proximity to SR 0074.

Traffic Signal Timing Optimization, Williamsport and South Williamsport, Lycoming County, PA. *PennDOT District 3*. LDG provided PennDOT with traffic signal optimization timing for 10 locations in Williamsport and South Williamsport. Turn movement counts were completed for weekday and Saturday conditions at each of the intersections. Pedestrian and vehicular change intervals were recalculated to satisfy the latest guidelines. Signal cycle lengths, splits, and offsets were optimized using the Synchro software and measures of effectiveness were identified through SimTraffic simulation. The proposed timings were found to provide statistically significant benefits. The project was completed on schedule and within budget.

SR 220-179 Safety Improvements, Towanda Township, Bradford County, PA. *PennDOT District 3.* LDG provided project management and full design services for the safety improvements at the intersection of SR 220 and SR 2027 in Towanda Township, Bradford County, Pennsylvania. The design incorporated a Florida T-type intersection with two 12-foot lanes with 8-foot shoulders. This project enhanced traffic flow and safety by adding a channelized acceleration lane for left turns from SR 2027 to SR 220 southbound and a dedicated right turn deceleration lane from SR 220 northbound to SR 2027.

STEPHEN M. CHIARAMONTE, AICP, PP

Senior Program Manager

Years with WSP

24

Years total

25

Education

B.A., Political Science, History, Urban Studies, Canisius College, Buffalo, New York, May 1999; M.U.P., Urban Planning, State University of New York at Buffalo, New York, February 2003

Professional Registrations

American Institute of Certified Planners, 2004

New Jersey Professional Planner, 2013

Professional Associations

Transportation Research Board; Association of Pedestrian and Bicycle Professionals

CAREER SUMMARY

Stephen Chiaramonte has worked for more than two decades at the nexus of freight and goods movement analyses and urban design and local and regional planning. He has worked extensively in the planning and engineering program management, bicycle and pedestrian and other micro-mobility facility studies, and traffic safety and congestion management planning. For the last few years, Stephen has been working with NJDOT on its Statewide Freight Plan, where he served as project manager investigating opportunities to advance the needs of goods movement statewide; and on various Statewide Freight Strategies, where he led a team that investigated the advancement of freight planning projects for highway improvements and connected freight with Complete Streets. He has also managed municipal or corridor-focused bicycle and pedestrian plans for numerous municipalities within the Northeast. He uniquely understands this hand-in-hand relationship between freight – both large and small – and safe and equitable urban design and Complete Streets and has worked to implement this harmonious relationship on many projects throughout his experience with WSP.

PROFESSIONAL EXPERIENCE

Freight Planning

- **Eastern Pennsylvania Freight Infrastructure Plan, Eastern Pennsylvania Freight Alliance:** Project Manager for a 10-County regional plan centered on one of the largest and fastest-growing freight handling regions in the country. The Plan is a blueprint for future investments and policies aimed at mitigating the impacts of freight traffic within the region, while also managing the expected continued expansion of freight uses within Eastern Pennsylvania. Alliance members are comprised of five Metropolitan Planning Organizations, which have joined to address the unique opportunities and challenges associated with freight industry growth, focused on impacts to mobility, safety, land uses, and overall state of good repair of the transportation infrastructure.
- **New Jersey Statewide Freight Plan 2023, Statewide, NJDOT:** Project Manager for the update to New Jersey's 2017 Statewide Freight Plan. This update resulted in an actionable plan aimed at providing NJDOT with a toolbox of opportunities to advance the needs of the goods movement industry within the state. Steve managed all project activities, leading the analysis of highway performance and project identification, internal and external programmatic outreach, and served as the coordinator for New Jersey's Freight Advisory Committee.
- **Union County Truck Mobility Study, Union County, New Jersey.** Project Manager for a project to review conditions for truck traffic on the county's roadway network. A key focus of the study is to identify planning-level improvements that can address truck circulation concerns, with a particular focus on locations where conflicts with cyclists or pedestrians are most prevalent. The project included outreach with municipal and freight stakeholders, aimed at providing critical locally-based input on project processes.
- **Freight-Related Intersection Studies, Tri-County Regional Planning Commission:** Project Manager for a traffic study aimed at improving conditions for large trucks at key intersections within three rural centers (Newville, New Bloomfield, and Halifax). Each study focused on identified existing constraints (safety, geometric, capacity) and developing implemental short and long-term solutions that positively impact the movement of truck traffic while minimizing negative impacts to each community.

Bicycle and Pedestrian Planning

- **Camp Hill to Capital Corridor Plan, Tri-County Regional Planning Commission:** Project Manager for a corridor-focused pedestrian and bicycle safety analysis along an approximately 7 mile study area primarily in Camp Hill Borough and the City of Harrisburg. The effort included an analysis of existing circulation and safety concerns within and connecting to the corridor. The project included substantial community and stakeholder outreach and resulted in an incremental implementation matrix that included numerous improvement concepts that, when implemented, will result in improved conditions for pedestrians and cyclists.
- **AAA Bicycle Network Workshop, City of Philadelphia:** Project Manager for a two-day workshop to provide City staff with the tools and information to create a city-wide All Ages and Abilities (AAA) Bicycle Network. This included the creation of curriculum and mapping, data analyses, and facilitation of the two-day workshop. The workshop culminated in an interactive working session, led by WSP, that allowed the group to collectively highlight specific routes or desire lines that will allow the city to better plan for future bicycle-specific roadway improvements.

Corridor Studies

- **Vergennes Planning and Environment Linkages Study, Vergennes, Vermont:** Transportation Planning Lead for a PEL Study that evaluated transportation alternatives that reduce the impact of large truck traffic on VT Route 22A and Downtown Vergennes, while seeking ways to enhance the quality of life and economic vitality for residents in the City and surrounding towns. These alternatives will be carried into a future environmental review which is required under the National Environmental Policy Act (NEPA) when federal funds are used, along with the identification of integrated land use plans for communities potentially impacted by transportation improvements.

Transportation Planning

- **Lebanon County Long Range Transportation Plan, LEBCO MPO:** Project Manager for an effort that resulted in an action-oriented transportation plan that will help guide how the MPO and County implements current and future transportation improvements. For this effort, Steve led all elements of the plan, including stakeholder and public involvement, data analysis and mapping, and document development.
- **Franklin County Long Range Transportation Plan, Franklin County MPO,** Franklin County, PA: Deputy Project Manager for this effort that resulted in an action-oriented transportation plan that will help guide how the MPO and County implements current and future transportation improvements. For this effort, Steve led two key modal elements: Freight, critical due to the growth of Chambersburg as a nationally-recognized freight hub, and Bicycle/Pedestrian, which aimed to better link the county's urban areas, while improving circulation for cyclists and pedestrians within each.
- **Martin State Airport Land Use Analysis, Baltimore County, Maryland**: Project Manager for a project aimed at providing guidance to the Maryland Aviation Administration on the potential to create revenue-generating parcels on currently MAA-owned vacant sites on or adjacent to Martin State Airport. The analysis included a review of potential land uses, including residential, commercial (restaurant), and marine-based. The analysis also reviewed environmental constraints and necessary mitigation, impacts on existing utilities and infrastructure, as well as an analysis of compatibility with adjacent land uses and FAA requirements.

ANDREW BATSON, AICP

Principal Director – Mid-Atlantic Rail & Transit

Years with the firm

1

Years total

15

Professional registrations

American Institute of Certified Planners: US

CAREER SUMMARY

Andrew Batson (Andy) is a transit and rail consultant with more than 15 years of experience in public transportation for both public and private-sector employers. He has managed public transportation design and construction projects, environmental reviews, capital planning activities, and transit and multimodal planning initiatives focused on providing real-world solutions that can be implemented by agency staff. Andy has worked closely throughout his career with stakeholder groups, modal organizations such as FHWA, FTA, and FRA, and consulting companies to shepherd projects from planning and concept development through environmental and design to construction. Prior to joining WSP, Andy led the Transit Planning and Project Delivery division at PennDOT, where he supported the Commonwealth's transit agencies in planning and prioritizing transit projects, including leading the development of a state-wide guidebook to promote accessibility within public transportation networks. Andy also served as Acting Deputy Secretary for Multimodal Transportation in 2022 and 2023, where he served on the Northeast Corridor Commission and worked closely with executives at transit agencies, across Commonwealth Departments, and with the FRA, FTA, and Amtrak.

EDUCATION

BA, Political Science, University of Florida	2008
MA, Urban and Regional Planning, University of Florida	2009

PREVIOUS EXPERIENCE

SPC Coordinated Public Transit-Human Services Transportation Plan (Southwestern PA) Andy supported the SPC update to the Coordinated Transportation Plan (CTP) as a subject matter expert. He has participated in stakeholder and steering committee meetings, assisted in the development of the public survey, and identified implementable projects for inclusion in the updated CTP.

Glassboro-Camden Light Rail (GCL) Program Management Oversight (PMO) (Camden, NJ) WSP project manager in support of AECOM/STV Joint Venture providing program management support to DRPA and partners in the development of the GCL, a proposed 18-mile light rail line nearing the end of Preliminary Engineering. PMO activities include property acquisition and right-of-way, alternative delivery support (DBOM), and quality reviews.

SEPTA Key 2.0 Program Support (Philadelphia, PA): Public Involvement Manager. WSP supported SEPTA in identifying a Vision, creating a Concept of Operations, and developing a Request for Proposals (RFP) for its next-generation fare payment and collection system, also referred to as SEPTA Key 2.0.

PANYNJ Newark Liberty Train Station Concept of Operations (Newark, NJ) Served as Project Manager for WSP in support of Ernst and Young to develop a concept of operations for a new, multimodal train station at Newark Liberty Airport. The project including identifying safe and efficient concepts for pedestrians, buses, rideshare, and shuttles to access a new train station, and developed the operations framework for the new station, including anticipated annual operating and maintenance expenses.

Johnstown RAISE Grant Program Oversight and Technical Assistance (Johnstown, PA) Currently serving as project manager to provide oversight, technical assistance, and FTA and local grantee coordination for a RAISE grant awarded to the City of Johnstown,

PA. The project is complex as it consists of four separate projects, with three participating organizations leading the projects: City of Johnstown, Cambria County Transit Authority (CamTran), and the Johnstown Area Heritage Association (JAHA). WSP is coordinating with FTA on environmental clearance, grant obligation, and will assist in the procurement and construction of the individual component projects.

Erie-Western Pennsylvania Port Authority Erie Coke Site Reuse Strategy and Master Plan Update (Erie, PA): Project Manager. WSP is developing a reuse strategy for the 130-acre former Erie Coke site, adjacent to the Port of Erie. The abandoned Erie Coke site had been a continuously operated heavy industrial site for more 100 years with severe environmental contamination. WSP is working with the Port, PennDOT, and the Department of Environmental Protection (DEP) to develop a preliminary re-use plan for the site to reinvigorate a significant site on the Erie Lakeshore and return it to public use. Along with the re-use strategy, WSP is updated the Port master plan to incorporate the Erie Coke site and re-evaluate priorities in a post-covid world.

Prior to joining WSP

Building Better Bus Stops Resource Guide (Statewide, PA) Served as the PennDOT Project Manager for the development of a first-of-its-kind statewide resource guide to promote safe access to fixed route public transportation (bus) services across the Commonwealth. The resource guide provides municipalities, transit agencies, planners, and designers with tools to encourage the consideration and incorporation of transit in both planning and design. It identifies best practices for ADA-compliant bus stop design elements and contains a menu of options based on stop utilization and site context. The guide also includes model ordinance language and a plan review checklist for bus stops for municipalities to use. The guidebook was developed using a broad cross-section of stakeholders, including planning partners (MPOs and RPOs) and transit agencies of all sizes.

Pittsburgh Multimodal Hub Feasibility Study (Pittsburgh, PA) *Department Project Manager.* PennDOT conducted a study to identify potential impacts and effects on current and programmed future transportation facilities, services, and local circulation network that would result from the implementation of the redevelopment concepts presented for the Pennsylvanian building in downtown Pittsburgh. The area surrounding the Pennsylvanian includes the Amtrak Station, PRT busway station, parking garages, the convention center, and federal and other office buildings. Work included evaluating and summarizing existing safety studies conducted in the area, conducting stakeholder outreach, identify existing and future safety concerns, and developing a plan for a future project in the vicinity to improve pedestrian and transit rider safety.

Pittsburgh Airport Corridor High-capacity Transit Feasibility Study (Pittsburgh, PA) Served as the PennDOT Project Manager for a study to assess the feasibility of high-capacity transit (BRT /LRT) between downtown Pittsburgh and the Pittsburgh airport. The overall goal is to provide a vision and steps to achieve a rapid, dedicated transit connection at the airport. This study identifies and evaluates 12 potential transit corridors, including BRT and LRT alignment alternatives.

Statewide Asset Management System Enhancements (Statewide, PA) Served as the PennDOT Project Manager for upgrades to the statewide Transit Asset Management System (Capital Planning Tool) to create a scenario planning tool at both the individual agency and statewide level to enhance capital program planning and delivery. The effort included a data validation effort to assess the data quality reported by individual agencies (more than 40) and fix errors to improve FTA reporting. Andrew also led the development of the state-wide Transit Asset Management (TAM) target setting process, as well as performance management reporting to MPOs, FTA, and NTD.

ANDREW LEVECCHIA, AICP, PP

Project Manager/Urban Planner

Years with WSP

2.5

Years Total

25

Education

Master of Public Administration, Rutgers University 2005
BA Geography, Rowan University 199

Professional Registrations

American Institute of Certified Plar (AICP) (15753), since 2011

Professional Planner, New Jersey

Professional Organizations

Cross County Connection TMA
President, 2017–2022

Delaware Valley Regional Plannin Commission, member of:
Executive Committee
Board and
Regional Technical Committee from 2009–2022

NJ County Planners Association

President, 2015
Treasurer, 2014
Secretary, 2013

CAREER SUMMARY

Andrew is a project manager and urban planner with over 25 years of experience managing regional and municipal master planning studies, Concept Development, and Preliminary and Final Design of roadway, light rail, transit and trail projects. His technical expertise includes GIS based asset management systems, right-of way-acquisition, and grant writing. As a former NJ County Planner, he performed design and engineering review for planning board site plan and subdivision applications and assisted several municipalities build capacity and write technical reports like Master Plan Elements, Reexamination Reports, and Redevelopment plans. In addition to his planning expertise, Andrew spent 12 years representing Camden County, NJ on the Delaware Valley Regional Planning Commissions Board and Executive Committee, where he successful captured over $50 million of NJ TIP funding for roadway and infrastructure projects. He has considerable experience working with steering committees, statewide and local agencies, TMAs, and MPO's developing strategies to maximize the relationship between new and improved transportation infrastructure and economic development.

WSP PROFESSIONAL EXPERIENCE

- South Jersey Transportation Planning Organization (MPO) Staff Augmentation – on going
  Leading a group of experienced professionals Andrew is managing and participating in a staff augmentation task that is fulfilling several key roles focusing on the writing and development of the FY26-FY35 TIP and meeting with member governments to create a list of local development priorities to be vetted in the next Long-Range Plan. Additional tasks include, the evaluation of safety and transit performance measures, writing 4 Coordinated Human Services Transportation Plans (one for each member government), contributing to the regional resiliency plan and aiding with the NJ ITS Architecture.

- Glassboro To Camden Line (South Jersey Transit Partners) | 10% and 30% Design - on going
  As the Project Manager for WSP, Andrew is managing the daily activities of all technical staff working on 30% design services for the Glassboro-Camden Line (GCL), which is a proposed 18-mile light rail line connecting 11 municipalities between Camden and Glassboro. Staff is leading the civil/site and MEP design for 13 stations and parking lot layouts, including multimodal station access design and conceptual renderings, roadway profile design for 46 at-grade crossings, including active/passive warning control devices, stormwater management throughout the rail corridor, traffic analysis/design, and fare collection evaluation. Environmental services include extensive field surveys for fish, wildlife, and vegetation as well as calculating noise and vibration impacts of the line.

- Johnson Trolley Trail Corridor Study (Mercer County) completed June 2025
  Andrew led a team of skilled staff and the Mercer County Planning Dept. through the public participation and stakeholder process and an alternative analysis culminating with a locally preferred alternative and report outlining conceptual development of connecting and extending two existing trail segments to create a bicycle and pedestrian corridor between the City of Trenton and Princeton. Total length of new trails is 12.1 miles.

- West Hudson Circulation and Connectivity Study (Hudson County, NJ) complete June 2025
  As Project Manager for WSP, Andrew organized the efforts of a multi-disciplined team including transportation planners, traffic analysts and modelers to assess existing conditions for multi-model travel, complete GIS mapping, prepare an Equity Assessment, and analyze the high injury network crash data for the three municipalities of Hudson, Kearney and East Newark and NJTPO. Additional work completed includes analysis of existing travel patterns such as origin and destination, congestion and safety crash hotspots. Using the North Jersey Regional Transportation Model-Enhanced (NJRTM-E) WSP looked at two scenarios: a baseline for 2023 and a future 2050 to help make informed recommendations to the transportation system.

CLAIRE HUTCHINSON, AICP

Planner

Years with WSP

1

Years Total

5

Education

Master of Science in Sustainability Science, Urban Sustainability Concentration, University of Massachusetts Amherst

Bachelor of Science in Biology (Ecology, Evolution, and Conservation Concentration) University of Washington Seattle

Software Proficiency

ArcGIS
Microsoft Office Suite
Adobe Suite

CAREER SUMMARY

Claire Hutchinson is a dedicated and knowledgeable planner. Her expertise includes transportation, land use, and community planning. She has experience with data analysis, alternatives development, outreach planning and coordination, meeting facilitation, grant writing, and capital improvement planning. Prior to joining WSP in 2024, Claire worked for LSC Transportation Consultants, Inc., a transportation planning firm based out of Tahoe City, California. Claire also previously worked as Associate Planner for Teton County (Wyoming) and as Planning Intern for the City of Chicopee (Massachusetts).

WSP PROFESSIONAL EXPERIENCE

- **Staff Augmentation Services, South Jersey Transportation Planning Organization (SJTPO), Vineland, NJ:** Claire is currently serving as a *Planner* on the SJTPO Staff Augmentation Team. For this project, Claire is the Task Lead for Transit/Human Services Planning. She has organized stakeholder meetings, engaged with regional partners, conducted technical analyses, and participated in committee meetings to help advance conversations and projects that will ultimately improve transit access across the SJTPO region.
- **Access for All Transit Plans, SJTPO, Vineland, NJ:** As *Planner*, Claire is helping develop updated Coordinated Public Transit-Human Services Transportation Plans, which SJTPO refers to as Access for All Transit Plans, for each of the four counties in the SJTPO region. This project will build upon the work Claire completed as part of the SJTPO Staff Augmentation Team. For the Access for All Transit Plans, Claire will write plan sections, conduct outreach, and develop the coordination goals, strategies, and projects.
- **Freedom Transit Transit Development Plan, Freedom Transit, Washington County, PA**: As *Planner*, Claire assisted with demographic research and reporting, including developing demographic maps using Microsoft Office Suite and ArcGIS. Additionally, Claire has assisted with public outreach, including stakeholder interviews, stakeholder meetings, and a public meeting. For the final plan, Claire is helping analyze and develop alternatives for the Shared Ride program to improve efficiency while also preserving transit access for rural residents.
- **Abington Separated Bike Lanes Action Plan, Delaware Valley Regional Planning Commission, Abington, PA**: Claire is serving as *Planner* for this ongoing effort. She is also the Deputy Project Manager. So far, Claire has facilitated ongoing coordination with the client, developed public outreach materials, conducted outreach meetings, and written plan sections. She also led the analysis of the relative connectivity and safety benefits of different proposed separated bike lanes. Going forward, she will identify relevant grant opportunities for the Township to pursue to implement the plan recommendations.
- **City of Harrisburg Comprehensive Parks, Recreation, and Open Space Plan, City of Harrisburg, Harrisburg, PA:** As *Planner*, Claire compiled data on existing conditions in Harrisburg, including relevant demographic data. Claire also identified potential grant opportunities that could be utilized to implement the recommended projects and assisted with the peer system comparison.

OTHER PROFESSIONAL EXPERIENCE

LSC Transportation Consultants, Inc. – Transportation Planner

- **Shasta Coordinated Transportation Plan, Shasta Regional Transportation Agency, Redding, CA:** As *Planner*, Claire completed major portions of the 2024 update to the Shasta Coordinated Transportation Plan. Claire led the review of demographic and economic data, and inventoried existing transportation providers. She also developed, advertised, and analyzed the results of the stakeholder survey. She contributed to the development of coordination goals, strategies, and projects for the region to use to prioritize projects for FTA Section 5310 funding. Claire prepared meeting materials and led three public meetings to discuss the coordinated planning process and findings. She developed the majority of written deliverables and graphics throughout plan development.
- **Yuma Metropolitan Planning Organization (YMPO) Regional Coordination Plan, YMPO, Yuma, AZ:** As *Planner*, Claire was responsible for analyzing demographic data to assess areas of high transit need. She also gathered information on existing transportation providers in the YMPO planning jurisdiction and coordinated with stakeholders to identify upcoming FTA Section 5310 project requests. Claire developed the stakeholder survey and distributed the survey to regional transportation providers. She later analyzed the survey results.
- **Ukiah Transit Center Feasibility Study, Mendocino Council of Governments (MCOG), Ukiah, CA:** MCOG commissioned a study to identify potential sites in Downtown Ukiah to construct a transit center. The future transit center will improve the passenger experience and provide a central transfer point for regional bus passengers. As Transportation Planner, Claire analyzed the community survey results to determine residents' preferences for the location of the future downtown transit center, as well as their preferences for potential amenities. She reviewed previous studies to identify recommendations relevant to the siting of the transit center.

WALLACE MONTGOMERY

Wayne Martin, PE

Transportation Planner

Education

Juris Doctorate / 2008 / Law
BS / 1998 / Civil Engineering

Registrations

MD Registered Professional Engineer #59225 / 2022
PA Registered Professional Engineer #PE073636 / 2006
PA Attorney I.D. 208078 / 2008

Years of Experience: 26

Wayne Martin has over 26 years of experience in the transportation industry as both an Engineer and Attorney. Wayne recently served as City Engineer for the City of Harrisburg where he was responsible for 147 miles of roads, 100 signalized intersections, 6,127 streetlights, 13 bridges, and other city-owned infrastructure and maintaining grant compliance for 20+ grants valued at over $30 million while managing/delivering transportation projects. Between May 2014 and November 2021, Wayne was also the Director of the Department of Engineering and Planning (DEP) where he handled the review of land development plans, traffic studies, transit studies, and parking studies. He also served on both the Coordinating and Technical Committees of the Harrisburg Area Transportation Study (HATS), the regional MPO, where he participated in developing long- and short-range capital/operational strategies for a three-county region.

Transportation Planning and Engineering Services Open-End, City of Harrisburg DEP, Harrisburg, PA (Ongoing): Engineer/Planner/Project Manager. Managing multiple short duration design/planning services including grant support services, standards and policy updates, safety studies, update to the Vision Zero Action Plan, bridge repair projects, routine paving and ADA Ramp projects, pedestrian and sidewalk feasibility studies, intersection, and traffic signal improvements and miscellaneous consulting services.

MD-272 Corridor Plan, WILMAPCO, Cecil County, MD (Ongoing): Transportation Planner/Project Manager. Examined transportation improvement opportunities along the MD 272 corridor using the FHWA Planning and Environmental Linkage (PEL) approach focused on enhancing connectivity, safety and accessibility. Prepared conceptual plans, renderings, major quantity conceptual construction cost estimates, facilitated steering committee meetings, public surveys, public workshops, prepared a concept report, and gained consensus from stakeholders on proposed improvements.

Water Street Pedestrian and Bicycle Boulevard, Lancaster Bureau of Engineering, Lancaster, PA (Ongoing): Transportation Planner/Project Manager. 1.6-mile north-south bike route to promote a livable environment for all modes of transportation through bike/ped and traffic calming measures. Consisted of on- and off-street facilities. Assisted with concept development and engineering, including trail and retaining wall design, utility / environmental clearances / permitting, and public outreach. To fit the trail section within narrow right-of-way, used an iterative process to determine the best horizontal/vertical alignments to minimize impacts to adjacent property owners.

Herr Street Pedestrian Route, 15th to Arsenal Study, City of Harrisburg DEP, Harrisburg, PA (Ongoing): Transportation Planner/Project Manager. ADA and sidewalk improvements along Herr Street (SR 3018) between 15th Street and Arsenal Boulevard (US 22). Project is funded by TA Set Aside Funds. Key upgrades include bus stop improvements and curb extensions at intersections to improve sight distance and shorten crosswalks. The primary goal is to enhance pedestrian facilities with ADA compliant ramps, sidewalks, bulb-outs, and enhanced signal equipment and timing, ensuring proper pedestrian clearances to meet the goals of the City's Vision Zero Initiative. Project also includes environmental, utility coordination, ROW clearances, and traffic signal design. Design is ongoing.

E05144 SR 3023 State Hill Road Projects (MPMS 105954, 117603, 105954), PennDOT District 5-0, Berks County, PA (Ongoing): Lead Highway Engineer Projects consist of congestion management and corridor safety improvements involving replacing multiple signalized intersections with multi-lane roundabouts; roadway widening and lane reconfiguration; access management; traffic signal upgrades; drainage improvements; guide rail and barrier replacement; ADA shared use path; and railroad coordination for 1.3 miles of SR 3023 from Colony Drive to Penn Avenue SR 422 (Business) in Wyomissing Borough. Responsible for roadway and roundabout design, multiuse path design, access management, utility, and railroad coordination.

Capital Gateway Project, City of Harrisburg DEP, Harrisburg, PA (Ongoing): Project Manager. Developed scope, purpose and need, budget, and grant application to secure $762,939.73 in federal funding for a $1M project to improve public safety and create safe/continuous pedestrian access routes along and crossing Front Street at Forster Street and Second Street at Forster. Includes creation of pedestrian refuge medians, shortened crosswalks using curb extensions, and elimination of underutilized channelized right-turn lane.

North Second Street Multimodal Project, City of Harrisburg DEP, Harrisburg, PA (2022): Project Manager/Owner Representative. Developed scope and grant application to secure over $2 million in Pennsylvania Department of Transportation (PennDOT) multimodal funds to convert a three-lane one-way street into two directional traffic. Included replacing three traffic signals with urban mini- roundabouts, raised crosswalks, a raised intersection, and speed cushions. Local ASHE Project of Year Award winner. (**WM** Prime Engineer)

East Elkton Traffic Circulation Study, WILMAPCO, Cecil County, MD (2024): Transportation Planner/Project Manager. Investigated pedestrian, vehicular and safety improvements to Delancy Road (MD 781), Muddy Lane, and Belle Hill Road in Elkton, MD. Prepared improvement alternatives, conceptual plans, major quantity conceptual construction cost estimates, facilitated steering committee meetings, public surveys, public workshops, prepared a concept report, and gained consensus from stakeholders on proposed improvements.

Sonia Marichic-Goudy, PE

Project Manager

Education

BS / 1999 / Civil Engineering

Registrations

DE Registered Professional Engineer #13171 / 2003

Year of Experience: 25

Sonia Marichic-Goudy is Vice President of **Wallace Montgomery**'s (**WM**) Planning Division. She is experienced in managing and preparing planning studies and conceptual development plans to improve communities through the study of regional and localized truck movements. She has extensive experience preparing feasibility and conceptual plan studies including improvements for safety, urban planning, equity, resiliency, and emissions. Studies have included environmental justice communities. Sonia has extensive experience in public involvement, agency coordination, and constructability analysis. Sonia is bilingual in Spanish and English.

Southbridge Transportation Action Plan, WILMAPCO, Wilmington, DE (2023): Project Manager. Transportation Action Plan development for an environmental justice community within the heart of Wilmington, DE. The plan's purpose was to address speeding, truck movements, pedestrian safety, lighting, beautification, road diets, flooding, bicycle infrastructure improvements, and connectivity. As part of this Plan, Sonia worked with two community members as neighborhood liaisons and, hired one community member, Dora Williams, to provide door to door survey canvassing. Public involvement included two community surveys, three community workshops, civic association attendance, pop-up events within the study area, and two community events for the neighborhood's youth. Plan developed an extensive list of short- to long-term recommendations to meet the goals of the study, including the recommendation for an additional study to focus on a truck bypass plan to reduce or remove trucks from Southbridge. Presented to the Southbridge Civic Association, the South Wilmington Planning Network, and Wilmington Initiatives throughout the Study to assist in developing project consensus.

Dover Freight Management – Air Cargo Ramp Study, Dover/Kent County MPO, Dover, DE (2021): Transportation Engineer. Identified improved connections to Garrison's Oak Industrial Park to improve the movement of goods between the Civil Air Terminal and the Industrial Park, improvements to local roads, "the first and final miles" to address these connections, and addressed truck routing options, travel time, origin / destination, and geometric layout of routes. Worked closely with the MPO, Kent County, City of Dover, the Kent Economic Partnership, as well as stakeholders in determining the improvement priorities of the area. Prepared a PEL document at the culmination of this study to ensure approvable improvements are developed.

Impact/Benefits Analysis of Truck Access Improvements in The Port of Wilmington Area, WILMAPCO, New Castle County, DE (2022): Transportation Engineer. Identified improvements to truck access in and around the Port of Wilmington, including routing options, travel time, origin / destination, and geometric layout of routes to support the goals and objectives of the previous planning efforts including the SR9 Corridor Study and the 2008 Southbridge Circulation Study. Used a series of measures to identify the effectiveness of the alternatives studied. One of the measures was how effective each alternative was in reducing the number of trucks that would utilize the SR9 corridor. Produced a series of alternatives that would improve truck circulation in and around the Port of Wilmington.

Transportation Alternatives Program (TAP), DelDOT, Wilmington, DE (2010-2018): Project Manager. Provided transportation concepts, final design, cost estimates, and construction services on numerous projects at Elbert Palmer Elementary School, Heald Street, New Castle Avenue, A Street, B Street and Bradford Street. Provided conceptual roadway and sidewalk designs, ADA compliance, lighting, streetscapes, landscaping, lighting, traffic counts, traffic analysis, cost estimates and feasibility/PEL reports. Public involvement included numerous public workshops, pop-up events, and Southbridge Civic Association meetings.

Town of Newport Transportation Study and Monitoring Committee, WILMAPCO, Newport, DE (2020-2024): Project Manager. Oversaw the management and development of an area wide study to make Newport more walkable, bikeable, and transit friendly. Prepared short-, medium-, and long-term recommendations including bicycle infrastructure, pedestrian access, connectivity, lighting, signalization, transit (bus) stops and amenities, parking, and a train station feasibility analysis. Extensive Public involvement led to project consensus.

Pedestrian Safety Action Plan (PSAP), State Highway Administration, Montgomery County and Washington County, MD (Ongoing): Senior Advisor/QAQC. Overseeing the development of two Safety Action Plans to improve safety for vulnerable road users especially pedestrians and bicyclists along Maryland State High Injury Networks (HIN). The Action Plan uses a data and context driven approach to identify improvements to enhance safety for all users, especially pedestrians, bicyclists, and other vulnerable users along the MD 193 corridor from US 29 (Colesville Road) to MD 97 (Georgia Avenue) and US 40 corridor from Garland Groh Boulevard and All-Star Court. Reviewed a corridor level traffic and safety assessment which includes developing heat maps, assessing crash patterns, identifying high crash locations and crashes involving vulnerable users, traffic model development, and countermeasure condition corridor operational analyses. Reviewed the Action Plan's environmental inventory and assessment which informed corridor needs to include communities and neighborhoods, low income and minority populations/Environmental Justice, historic sites and archeological resources, and natural resources.

Jason Wiggins, RSP[1]

Traffic/Signal Designer

Education

Roadway Safety Professional (RSP) #896 / 2022

Years of Experience: 22

Jason Wiggins has significant experience working with the Pennsylvania Department of Transportation (PennDOT) Traffic Unit staff developing signal, signing, pavement marking, lighting, and maintenance and protection of traffic (MPT) plans. Jason's expertise includes conducting studies and preparing designs for intersections related to safety, capacity, and operational deficiencies. He served as Lead Traffic Designer for all City of Harrisburg multimodal improvement projects. Jason is a certified RSP and has designed over 40 new/reconstructed traffic signals, 150+ traffic signal modifications, and six traffic signal system (new/modifications) including traffic adaptive control, interconnected control (closed loop), and time base coordination. He has completed the advanced level course certification in Trafficware's Synchro 11 capacity analysis software and uses this software to develop traffic signal timings and coordination. Jason has conducted transportation impact, feasibility, pedestrian access, traffic calming, signal warrant, and concept development studies and reports.

E05144 SR 3023 State Hill Road Projects (MPMS 105954, 117603, 105954), PennDOT District 5-0, Berks County, PA (Ongoing): Traffic Designer. Projects consist of replacing multiple signalized intersections with multi-lane roundabouts, roadway widening and lane reconfiguration, access management, traffic signal upgrades, drainage improvements, guide rail and barrier replacement, ADA and pedestrian accommodations, and railroad coordination for 1.3 miles of SR 3023. Responsible for all traffic elements, including modeling, signing and pavement marking, lighting, and maintenance and protection of traffic plans.

North 2nd Street Multimodal, City of Harrisburg Department of Engineering and Planning, Harrisburg, PA (2022): Traffic Designer. Designed safe, sustainable, accessible, and equitable transportation improvements in midtown and uptown Harrisburg. Tasks involved traffic analysis and modeling; traffic design; and public outreach to implement cutting-edge National Association of City Transportation Officials and Vision Zero policies and design elements. Assignments included *Forster Street Signal Retiming*: Performed traffic analyses and modeling; developed construction, signal permit, and coordination plans; and pre/post-studies for a responsive and adaptive traffic signal system encompassing eight signals between Front and 7th Streets; *Fourth and Maclay Street Intersection Improvements*: Designed traffic signal upgrades, signing and pavement marking, and MPT to support pedestrian and signal upgrades. Design accommodated bicycles on a variety of road types in a dense urban environment. Team recommended bicycle accommodations ranging from mixed traffic-bike lanes, separated bike lanes, shared-use paths, and bike boulevards; 7th Street *Multimodal Improvements*: Conducted a traffic study for the project study area that included two unsignalized and two signalized intersections reporting a comparison of capacity analyses and queue lengths. An intersection control evaluation was used to determine roundabout feasibility. Prepared and submitted PennDOT form TE-151 to remove the traffic signal and replace it with roundabout operations. Prepared lighting plans in accordance with IES DG-19-08. Prepared traffic signal construction and permit plans; and *State Street Rapid Response*: Conducted a traffic study identifying traffic patterns, vehicle speeds, crash trends, and capacity analyses of the existing and proposed conditions. Evaluated existing light levels based on field conditions and compared with lighting analysis software model. Explored different pedestrian lighting alternatives based on a value engineering perspective and presented the alternatives to the City. Prepared traffic signal construction and permit plans for the five signalized intersections, incorporating the traffic signal improvements associated with the proposed safety recommendations.

3rd Street Multimodal Project, City of Harrisburg DEP, Harrisburg, PA (2020): Traffic Designer. Roadway enhancement project along three non-contiguous sections of 3rd Street (a total of 1.7 miles) that improved safety and mobility for all users Conducted traffic signal removal and permit analyses; capacity analysis; and left-turn lane analysis to evaluate the impacts of intersection capacity reductions and pedestrian safety improvements. Used Synchro models to analyze signal timing revisions. Developed design plans for pedestrian lighting improvements, signing and marking improvements, and MPT. Revised the roadway plans and intersection details to incorporate the proposed green stormwater infrastructure (GSI) elements. Undertook several rounds of reviews to ensure that the GSI facilities worked within the larger sidewalk network. Efforts resulted in intersections that meet the project objectives while being enhanced by the landscaped GSI.

North 6th Street, North 7th Street, and Division Street, City of Harrisburg DEP, Harrisburg, PA (2019): Traffic Designer. Performed study to evaluate the feasibility of pedestrian and intersection improvements including road diet and access management strategies; signalized, unsignalized, and roundabout intersection alternatives; mid-block pedestrian crossings; and landscaped green spaces. Resulted in innovative intersection alternatives, such as roundabouts and recommendations for safe and efficient pedestrian, bike, and vehicular/transit movement. Conducted traffic data collection, field investigations, and crash history analysis. Developed future traffic volume forecasts and analyzed bus ridership and operational performance. Developed Synchro and SIDRA models for evaluating alternative intersection configurations and control, including roundabout alternatives.

E03030 Traffic Unit Assistance Open End, PennDOT District 8-0, PA (2020): Traffic Designer. Reviewed roundabouts under construction; evaluated 60+ miles of median for cable median barrier installation; assisted with a road safety audit for portion of SR 116 in Adams County; completed holiday volume/class counts at rest areas and welcome centers along I-81 and I-83; and completed a signal timing study along US 22 in Dauphin County to analyze impacts to signal operations if an incident along I-81 detours traffic onto US 22.

ROCKLAND PLANNING

Toby L. Fauver, FAICP

Consultant

Years with Rockland Planning, Inc: 6
Years with Other Firms: 25

Degrees

Certificate, 1999, Traffic Engineering, Northwestern University Traffic Institute

M.R.C.P., 1995, Community Planning, Kansas State University

B.A., 1993, GeoEnvironmental Studies, Shippensburg University

Licenses/Certifications

Fellow American Institute of Certified Planners, 013832

General Qualifications

Mr. Fauver has over 27 years of professional experience in executive leadership, planning, policy, legislative efforts and stakeholder involvement/communications. He was most recently the Deputy Secretary for Multimodal Transportation and the Pennsylvania Department of Transportation.

Experience

Crawford Area Transportation Authority. Provided assistance to CATA's executive leadership to conduct a shared ride fare increase analysis for both Crawford and Venango. This analysis included analyzing ecolane data for the agency, developing a new consolidated fare structure, analyzing the impacts on sponsors and MATP and completing the fare increase application for PennDOT.

Pennsylvania Public Transportation Association. Provided technical assistance to the executive director on Pennsylvania Public Transportation legislation and the Pennsylvania legislative process.

Cumberland County, PA. Provided technical assistance to analyze transit investment return on investment for Cumberland County. Organized a multimodal employers breakfast meeting. Assisted the Commissioners with analysis on opportunities for Capital Area Transit and Rabbit Transit to merger their management functions.

Washington County Transportation Authority. Provided analysis of the state's medical assistance program brokerage costs and provided lobbying services to educate legislators and the Governor's office on the cost and impacts to public transit authorities if the MATP program is given to a broker to manage the trips.

Westmoreland County Transportation Authority. Provided assistance to Westmoreland Transit to analyze option to bring their fixed route and paratransit service in house for delivery and management versus it being contracted out. Provided assistance to develop a revised organization chart, job descriptions, policies, budget and funding plan to bring service in house. Provided strategic advice to the Executive Director and Board. Provided analysis of the state's medical assistance program brokerage costs and provided lobbying services to educate legislators and the Governor's office on the cost and impacts to public transit authorities if the MATP program is given to a broker to manage the trip

Freight Goods Movement Study, Statewide PA, Transportation Advisory Committee to the Pennsylvania Department of Transportation. Planner for this statewide freight study to discover ways to upgrade the transportation system to improve freight goods movement in the commonwealth. The study provided an analysis of statewide freight goods movement data, a state-of-the-practice survey, and a forum with shippers and carriers. Recommendations were developed for training personnel, implementing intelligent transportation systems (ITS), corridor planning, and state transportation improvement projects.

SEPTA Microtransit Study, SEPTA. Transit Technical Exert assisting Nelson Nygaard to develop a Microtransit Service Plan for SEPTA. Specifically, we assisted the team to help evaluate labor considerations, and we prepared an analysis and recommendations for improving the Frontier Maintenance and Bus storage facility to meet the requirements to store and maintain microtransit vehicles at the facility.

Luzerne County Transportation Authority. Provided assistance to the Board of Directors to evaluate the organization structure, management and staffing and assess opportunities to improve efficiency as well as assist the general manager and chief financial officer to evaluate and manage the agency while in a management transition. Provided assistance to LCTA to conduct and develop a transit development plan including microtransit as part of the future service improvement. Assisting LCTA with implementation of their microtransit service plan.

Bowling Green Public Transportation Efficiency and Management Study: Project Manager for this transit study in Bowling Green, Kentucky. The study had three phases, phase 1 was a Service plan for the Topper Transit system at Western Kentucky University, Phase 2 was a management performance study for GoBg Transit for the City of Bowling Green and Phase 3 evaluated the feasibility of consolidating the two systems.

Bus Propulsion Benefit and Cost Assessment, PennDOT. Transit Technical Expert assisting the Whitehouse Group team with the development of a bus propulsion technology benefit cost assessment tool for PennDOT. Specifically, we conducted research on the vehicle propulsion technology through interviews with transit agencies and manufacturer research. In addition, we assisted with reviewing and testing of the benefit cost tool.

ROCKLAND PLANNING

Morgan Ruziecki

Consultant

Years with Rockland Planning, Inc: 2
Years with Other Firms: 4

Degrees

B.S., 2018, Environmental, Geological, & Geographic Studies, Bloomsburg University

B.A., 2018, Anthropology, Bloomsburg University

General Qualifications

Morgan has a Bachelor of Science in Environmental, Geographical, and Geological Sciences/Geography & Planning and a Bachelor of Arts in Anthropology from Bloomsburg University of PA. Morgan's planning experience covers multiple aspects of the field, with an emphasis on community, geospatial, and multimodal transportation planning. Morgan has built an extensive portfolio of project experience including bike/ped planning, public outreach, and data analysis. She is also skilled at GIS and leveraging ESRI products for data communication and analysis.

Experience

Crawford County Safety Action Plan, *Crawford County, PA*
Planner involved in the development of a Comprehensive Safety Action Plan for Crawford County. The Safety Action Plan will identify high-risk locations and implement measures to those reduce risks. It will also identify strategies to protect all road users, including drivers, pedestrians, cyclists, and transit riders, and propose improvements to road design, signage, lighting, and other critical infrastructure elements. A critical component of the plan development is engaging the community and leveraging key stakeholder input by holding public meetings, distributing a map-based interactive survey, and conducting a series of focus groups. Additionally, an ArcGIS Hub site will serve as a central platform for tracking project progress and public participation opportunities and eventually presenting the plan's findings and implementation updates.

Ernst Trail Connection Feasibility Study, *Northwest Commission*
GIS support involved in fieldwork, data collection, and concepts and alternatives development for the proposed Ernst Trail Extensions. An evaluation of barriers to active transportation modes as well as public and stakeholder outreach was also conducted.

Ernst Trail-Meadville Connection Action Plan, *Economic Progress Alliance of Crawford County*
Planner involved in development of an Action Plan to connect existing segments of Ernst Trail to the City of Meadville's Bicentennial Park. The project consisted of stakeholder engagement and development of a conceptual strategy to make the extension of the trail a reality.

Lackawanna & Luzerne Joint Long-Range Transportation Plan (LRTP), *Luzerne County*
Planner assisting in the development and update of the counties' LRTP through public engagement support and GIS analysis. The updated LRTP will be in alignment with recent federal requirements related to freight, air quality, performance measures, and new planning factors that are currently in progress.

Air Quality, Climate Change, and Technical Planning Support. *Pennsylvania Department of Transportation Central Office*
Planner providing support to PennDOT to conduct CMAQ emissions analyses, performance measure analysis, and other climate change and greenhouse gas emission assessments. Performed GIS data migration and map development in PennDOT's PennShare database. Tasks leveraged technical programs including FHWA Congestion Mitigation and Air Quality Emissions Calculator Toolkit Tools, ArcGIS Pro, and Microsoft Excel.

ATV Feasibility Study, *Lackawanna County Department of Planning and Economic Development*
Lead planner involved in the development of Lackawanna County's ATV Feasibility Study. Currently in progress, the ATV Feasibility Study is engaging the public, property owners, and other stakeholders to identify possible land areas that may be amenable to motorized uses in Lackawanna County and the respective parcels/property owners. Suitability analysis, user data, and other GIS related tasks help to further refine identified land areas. The report will include a representative conceptual site plan, planning level cost estimates, management and operation strategies, and implementation approaches compiled from an extensive public engagement process, physical inventory, assessment, and feasibility analysis.

Unified Environmental Justice (EJ) Analysis 2025-2028 TIP, *Pennsylvania Department of Transportation Central Office*
Lead planner for implementation of statewide EJ evaluation and analysis standards for multiple MPOs and RPOs across the state (including LLTS MPO) as applicable for the 2025-2028 TIP. The project included a variety of EJ data processing tasks based on county-by-county identification of traditionally underserved populations at the block group level using Census data and ArcGIS mapping. The project also assessed conditions and identified needs by analyzing bicycle and pedestrian crashes, fixed route bus stops, poor and excellent pavement conditions, and bridge conditions in relation to underserved populations.

Transportation Performance Measures Dashboard, *SEDA-COG MPO.* Lead planner and GIS expert responsible for building ESRI-based Transportation Performance Measure Dashboard to allow the MPO to track transportation performance and present progress to the public. Emerging from the MPO's latest LRTP update, the dashboard compiled a suite of data products and ArcGIS applications (including Story Maps, Dashboards, Experiences, and Survey123) into a presentable ArcGIS Hubsite.

Transit Shared-Ride & PwD Reviews: Compliance Review Reports. *Pennsylvania Department of Transportation Central Office*
Planner and GIS resource assisting in compliance reviews of each Shared-Ride and PwD Program managed by transit agencies throughout the Commonwealth. The reviews ensure transit agencies administer the programs within the guidelines and policies set forth by the PennDOT Bureau of Public Transportation (BPT). Tasks included service area analysis and GIS mapping of Lottery, ADA, and PwD trips, report writing, and verifying copayment collection and grant agreement compliance.