



NOACA Planning and Programming Committee
Meeting Minutes
April 11, 2025
NOACA Offices

Present: Please see the attached attendance record.

Mr. Michael Dever, Vice Chair of Planning and Programming Committee, convened the meeting at 11:50 a.m.

Meeting Minutes

Mayor Sam Alai made a motion to approve the meeting minutes of January 31, 2025. Mr. Alan Exley seconded the motion.

The Committee voted. Mr. Skip Claypool abstained from voting. The motion passed by voice vote.

Subcommittee Updates

The Planning and Programming Committee received updates on the subcommittee meetings that took place in March 2025.

Public Comments on Agenda Items

No one signed in to provide public comments.

Chair's Report / Executive Director's Report

No report was presented at this meeting.

Action Items

SFY 2026 Annual Priority List

Mr. Jim Thompson presented information on the following:

- NOACA Project Planning Process
- NOACA-Administered Funds
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternative Program (TAP)
 - Carbon Reduction Program (CRP)
 - Statewide Congestion Mitigation & Air Quality (CMAQ)
- Annual Priority List
 - All have met NOACA's project evaluation criteria and are on the Plan and the TIP
 - Staff, sponsors, and ODOT concur projects are ready to advance the funds in SFY 2026
 - Basis for NOACA Capital Programs Performance Measures
- Annual Priority List Funding

- 25 projects totaling \$68 million
- Any additional funds made available in SFY 2026 will be expended considering the hierarchy approved by the Board
- Funding Distribution by Project Work Type (chart)
- Project Listing
 - Bridge, intersection improvement, traffic control (safety), roadway, bicycle/pedestrian, and transit

Mr. Thompson stated that pending Board approval, NOACA will manage the SFY 2026 program to ensure the expenditure of all available funding during the fiscal year, including the advancement of additional projects should funding become available. Staff will continue to report to this Committee on the status of the projects.

Ms. Mary Cierebiej made a motion to recommend the SFY 2026 Annual Priority List to the Executive Committee for placement on the June 2025 Board of Directors agenda. Mayor Kirsten Holzheimer Gail seconded the motion.

The Committee voted and the motion passed by voice vote.

Functional Classification Amendment Recommendation (Berea Freeway/SR-237)

Mr. Derek Taylor stated that NOACA received a request to revise 2.5 miles of the Berea Freeway/SR-237 on Eastland Rd. to I-71 from a “Principal Arterial-Other” to a “Principal Arterial-Freeway/Expressway.”

Mr. Taylor explained that every decade, the FHWA, in coordination with state DOTs and MPOs, reviews the functional classification network to correct technical and GIS data errors. This includes updates for realigned roads or changes at intersections. Planners can also propose road reclassifications during this review. All corrections and reclassification proposals are submitted to the FHWA for final approval.

Mr. Taylor presented information on the following:

- FHWA Functional Classification Review
- Functional Classification Request and Location Details
- Mobility and Accessibility
- Principal Arterial Classifications and Examples
 - Interstate
 - Other Freeways/Expressways
 - Other
- Roadway Characteristics
 - Berea Freeway was originally built in 1968 as an expressway
 - Converted to a freeway between 1983-1987
 - Entire 2.5 mi length has only 3 access points at interchanges
 - No access via driveways to neighboring properties
- Evaluation Criteria
 - Board approved process (Resolution 2014-025)
 - Functional Classification Modification Request Criteria
 - Roadway Characteristics
 - Class Network Share – Region and County
 - Accessibility – Density Analysis
- Roadway Characteristics: Meets all the necessary criteria of an Other Freeway
- Class Network Share

- Region: Other Freeways/Expressways (FC=2) are not over-represented in NOACA Region
- County: Other Freeways/Expressways (FC=2) are not over-represented Cuyahoga County
- Trip Density Analysis: Not applicable to Berea Freeway's proposed classification of Other Freeway or Expressway

Mr. Taylor stated that pending Board approval, staff will forward recommendations to ODOT and FHWA for final review and approval.

Mr. Dever made a motion to recommend the Functional Classification Amendment Recommendation to the Executive Committee for placement on the June 2025 Board of Directors agenda. Mayor Gail seconded the motion.

Mr. Dever asked Mr. Taylor to explain why the proposed change did not extend from Eastland Road to Sheldon Road, noting that IX Center Drive functions as an expressway entering the area.

Mr. Taylor explained that NOACA staff had originally proposed the change from Sheldon Road to I-71. ODOT consulted with the City of Brook Park, which chose to keep the section between Sheldon and Eastland Roads as a principal arterial. The City has plans to lower the speed limit on that stretch from 50 mph to 35 mph, which would make it inconsistent with freeway standards.

Ms. Cierebiej asked for confirmation that the Berea Freeway currently has a 50 m.p.h. speed limit and inquired whether the traffic light is at Snow Road or Sheldon Road.

Mr. Taylor confirmed that there is a traffic light at Sheldon and Eastland Roads, and noted that between Eastland Road and I-71, the road has only interchanges and no traffic lights.

Ms. Cierebiej mentioned she was thinking ahead about signage, noting that the intersection near Sheldon Road can be confusing, and asked if signs like "reduced speed ahead" would be posted as drivers exit the expressway into the next community.

Mr. Taylor responded that, according to ODOT, the City of Brook Park is still in the early stages of considering such changes, which is why they preferred not to reclassify that portion of the road yet.

Mr. John Picuri said he would be abstaining from voting on this agenda item because the functional classification change will go to ODOT.

The Committee voted. Mr. Picuri abstained from voting. The motion passed by voice vote.

2025 Public Transportation Agency Safety Performance Measure Targets

Ms. Kessa Turnbull presented information on the following:

- Background on the Public Transportation Agency Safety Performance Measures (PTASP)
- Performance Targets: Fatalities, Injuries, Safety Events, and System Reliability
- MPO Responsibilities & Target Update Process
- Lake and Geauga Counties Targets
- Lorain County Targets
- Medina County Targets
- GCRTA Updated Methodology
- GCRTA Targets

Ms. Turnbull stated that NOACA staff will continue to coordinate with transit agencies in the development of PTASP and target setting. Targets will be included in NOACA's TIP and Long Range Plan (LRP).

Ms. Cierebiej made a motion to recommend the 2025 Public Transportation Agency Safety Performance Measure Targets to the Executive Committee for placement on the June 2025 Board of Directors agenda. Trustee Mark Cunningham seconded the motion.

The Committee voted and the motion passed by voice vote.

Wadsworth FPA Prescriptions Modification Request in Sharon Township – Highlands of Sharon Phase 3

Ms. Sarah Stanzi presented information on the modification request. The applicant, City of Wadsworth, submitted a modification request to transfer a portion (15.5 acres) of one parcel (50.65 acres, west side of State Route 94, north of Greystone Drive, Sharon Township) from "Areas Served by On-Site Systems" to "Sewers Expected Within 20 Years." The modification will allow the extension of sanitary sewers. The affected parties are the City of Wadsworth and Sharon Township. The notification requirements have been fulfilled and all parties are in agreement.

Ms. Stanzi referenced FPA maps to show the current prescriptions and the proposed changes.

Ms. Stanzi noted that, pending Board approval, NOACA will forward the modification to the Ohio EPA for certification by the Governor. Following Board approval, copies of the resolution will be transmitted to the appropriate agencies.

Commissioner Regovich made a motion to recommend the Wadsworth FPA Prescriptions Modification Request in Sharon Township – Highlands of Sharon Phase 3 to the Executive Committee for placement on the June 2025 Board of Directors agenda. Mr. Paul Magovac seconded the motion.

The Committee voted and the motion passed by voice vote.

LaGrange FPA and Lorain County & LORCO FPA Boundary & Prescriptions Modification Request in Village of LaGrange and LaGrange Township – North Pointe

Ms. Stanzi presented information on the modification request. The applicant, Village of LaGrange, submitted a modification request to transfer two parcels (36.56 acres) from Lorain County and LORCO FPA to LaGrange FPA and transfer prescriptions from "Areas Served by On-Site Systems" to "Sewers Expected Within 20 Years."

Ms. Stanzi stated that one parcel is located in the Village of LaGrange and the other parcel is located in LaGrange Township.

Ms. Stanzi stated that the modification will allow the extension of sanitary sewers. The affected parties are Village of LaGrange, Lorain County, LORCO, and LaGrange Township. The notification requirements have been fulfilled and all parties are in agreement.

Ms. Stanzi referenced FPA maps to show the current FPA boundary and prescriptions and the proposed changes.

Ms. Stanzi noted that, pending Board approval, NOACA will forward the modification to the Ohio EPA for certification by the Governor. Following Board approval, copies of the resolution will be transmitted to the appropriate agencies.

Mayor Gail made a motion to recommend the LaGrange FPA and Lorain County and LORCO FPA Boundary & Prescriptions Modification Request in Village of LaGrange and LaGrange Township – North Pointe to the Executive Committee for placement on the June 2025 Board of Directors agenda. Mr. Klaiber seconded the motion.

The Committee voted and the motion passed by voice vote.

Medina County FPA Prescriptions Modification Request in Sharon Township – Windfall Road

Ms. Pam Davis presented information on the modification request. The applicant, Medina County Sanitary Engineer, submitted a modification request to change the prescriptions in Sharon Township as follows:

- Change a portion (0.62 acre) of parcel 034-12A-45-004 from “Areas Served by On-Site Systems” to “Currently Sewered” for the entire parcel
- Change the entire parcel (2.07 acres) 034-12A-45-005 from “Areas Served by On-Site Systems” to “Local Prescriptions”

Ms. Davis stated that the reason for the modification is to allow the extension of sanitary sewers. Medina County’s preference is to use “Local Prescriptions” in place of “Areas Served by On-Site Systems.” The affected party is Sharon Township. The notification requirements have been fulfilled and Sharon Township is in agreement.

Ms. Davis referenced FPA maps to show the current prescriptions and the proposed changes.

Ms. Davis noted that, pending Board approval, NOACA will forward the modification to the Ohio EPA for certification by the Governor. Following Board approval, copies of the resolution will be transmitted to the appropriate agencies.

Ms. Cierebiej made a motion to recommend the Medina County FPA Prescriptions Modification Request in Sharon Township – Windfall Road to the Executive Committee for placement on the June 2025 Board of Directors agenda. Councilman Kerry McCormack seconded the motion.

The Committee voted and the motion passed by voice vote.

Avon Lake – LORCO Phase I FPA and French Creek FPA Boundary & Prescriptions Modification Request in North Ridgeville – Burns Road

Ms. Davis presented information on the modification request. The applicant, LORCO, is requesting a boundary modification to transfer one parcel (6.20 acres) in North Ridgeville from the French Creek FPA to the Avon Lake-LORCO Phase I FPA and a prescription change from “Sewers Expected Within 20 Years” to “Currently Sewered.”

Ms. Davis stated that the property owner negotiated a free tap-in fee in exchange for an easement for a LORCO force main. The property will be subdivided with the parent parcel remaining served by an on-site system. The affected parties are North Ridgeville, Avon Lake, LORCO, and Lorain County. The notification requirements have been fulfilled and all parties are in agreement.

Ms. Davis referenced FPA maps to show the current boundary and prescriptions and the proposed changes.

Ms. Davis noted that, pending Board approval, NOACA will forward the modification to the Ohio EPA for certification by the Governor. Following Board approval, copies of the resolution will be transmitted to the appropriate agencies.

Mr. Klaiber made a motion to recommend the Avon Lake-LORCO Phase I FPA and French Creek FPA Boundary & Prescriptions Modification Request in North Ridgeville – Burns Road to the Executive Committee for placement on the June 2025 Board of Directors agenda. Mayor Gail seconded the motion.

Mr. Klaiber asked Mayor Kevin Corcoran if he had been involved in any discussions regarding how the modification would be carried out.

Mayor Corcoran said he was unaware of any discussions regarding the modification. He noted that North Ridgeville had no objections, as a sewer line already runs near the property in question. The homeowner had negotiated the connection years ago. North Ridgeville currently has no plans to sewer the area.

The Committee voted and the motion passed by voice vote.

Presentation/Discussion Items

Long Range Transportation Plan (LRTP) Update (eNEO 2050+)

Director Grace Gallucci stated that the Long Range Plan is updated every four years. In 2021, NOACA developed *eNEO2050*, a major overhaul of the prior Long Range Plan. This time it is a minor update, primarily for things that have changed as a result of the census, as a result of COVID, and with new information that NOACA has received from the Household Travel Survey.

Mr. Ali Makarachi presented information on the following:

- Long Range Transportation Plan
 - NOACA LRTP Update Three Planning Elements
 - Long Term Transportation Planning, Policy and Investments
 - Short Term Transportation Improvements
 - Public Involvement: December 2024, April 2025, and May 2025
 - Timeline & Objectives
 - LRPT Process Flow Chart
- Data Update
 - 2050 Population Projection
 - Telecommuting
 - Online Shopping
 - Virtual Meetings
 - Household Travel Survey
- Scenario Planning
 - 2025-2050: Present Trend and Risk Analysis
 - Scenario 1: MAINTAIN
 - Scenario 2: Car
 - Scenario 3: Transit
 - Scenario 4: Total
 - Modeling Scenarios
- Congestion Management Plan (CMP)
 - CMP Overview & Steps

- Congestion Management Objectives
- Congested Highway Corridors
- Congested Interchanges/Intersections
- Performance Measures
 - Zero-Car Household Density
- Accessibility & Mobility
 - Access to Transit
 - Annual Transit Ridership
 - Freeway & Arterial Delay
 - Work Commute Time
- Transportation Safety
 - Safety Performance Measures
 - Safety Performance Measure Targets
- Air Quality
 - Emissions per Million Residents
 - PM_{2.5} per Million Residents
- Infrastructure
 - Pavement Maintenance Costs
 - Bridge Conditions
 - Bridge Rehabilitation & Maintenance Costs
 - Nonmotorized Infrastructure
- Freight Planning
 - Required Truck Spaces
 - Truck VMT Percent
 - Truck Routes
- Future Technology
 - EV Adoption by State in 2023
 - Estimated Number of EVs by 2050
 - Estimated Number of L2 Ports by 2050
 - Estimated Number of DCFC Ports by 2050
 - Estimated Required Budgets
 - Technology Adoption
- Scenario Costs & Revenue
 - Project Categories
 - Revenue Summary
 - Total Scenario Costs & Revenues
 - Roadway Costs & Revenue
 - Transit Costs & Revenue
 - Nonmotorized Costs & Revenue
 - Scenario Measure of Effectiveness Value
 - MOE & Cost

Mr. Makarachi stated that staff will provide updates of *eNEO2050+* to the Committees, the Transportation Subcommittee, Councils, and the Board over the next few months.

Mr. Picuri stated that he knows that there are objectives in the Congestion Management Plan, but he did not feel there was anything actionable in it. He believed that this type of plan should show what people will see in the future. He said ODOT is starting to see a lot of congestion in Lake County on I-90. A future study validating this would be nice. Although this is a minor update, it would be beneficial in the future if this regional planning model could validate the work of other agencies.

Mr. Makarachi stated that NOACA staff must evaluate the Congestion Management Plan every three years. NOACA is required to send a report to the FHWA and update the Long Range Plan. NOACA must also submit it to ODOT. ODOT staff are aware of the congestion issues in the region. NOACA has reports available on congestion. The goal is to reduce congestion in the region.

Mr. Makarachi noted that traffic congestion has decreased since COVID, attributing the change to altered travel patterns and behaviors. People are generally traveling less than before the pandemic.

Mr. Picuri expressed concern that the current plan appears to focus on present conditions. He emphasized that since it is a plan, it should also account for future developments as well.

Director Gallucci suggested to Mr. Makarachi that breaking up the information by decades could be useful. She referenced the previous plan, which included future high occupancy vehicle (HOV) lanes due to anticipated congestion, but noted those have been removed, as current analysis shows congestion no longer justifies them. She added that HOV lanes might still be considered for other reasons, but not specifically for congestion relief. She requested Mr. Makarachi to highlight major individual corridors, such as I-90 from Lake County to Cuyahoga County or Cuyahoga County to Lorain County and asked whether the model could support extracting such corridor-specific data.

Mr. Makarachi explained that NOACA staff can analyze road segments using the *select link approach*. This involves identifying the segment, tracing original destinations, and assessing congestion levels. For ODOT's Innerbelt application last year, staff applied this method specifically to single-occupancy vehicles (SOV) and used the same technique when more than one vehicle was involved.

Mr. Picuri expressed that he believed ODOT is aware of where congestion currently exists. While there are future objectives, he emphasized that the only way to improve the situation is by acting on specific projects. He felt that the projects should be identified as part of the planning process, and he questioned whether this is being addressed in NOACA's plan.

Director Gallucci confirmed that the issue is being addressed. She pointed out that Mr. Makarachi has the information in the NOACA model but did not present it in terms of specific projects. She referenced elements from the current plan, such as ramp metering in the third decade, due to anticipated traffic increases. Director Gallucci recommended that Mr. Makarachi be more explicit in the plan by including project-specific details organized by decade.

Mr. Claypool reiterated his comments from the earlier Policy Committee meeting, expressing concern that Geauga County was not acknowledged in the plan. He specifically noted the absence of any mention of buggy lanes, which are important due to the growing Amish population. He expressed concern that ignoring this issue could lead to a traumatic incident and emphasized that nothing addressing this concern is currently in the plan.

Mr. Claypool noted that Mr. Makarachi discussed cost calculations, four scenarios, and EV charging stations. He expressed a preference for private enterprise to fund EV charging stations rather than the government. He questioned whether the NOACA model's calculations are based on government funding or if they also account for private investment in EV charging infrastructure.

Mr. Makarachi explained that in Scenario 4, the region requires a specific number of EV charging stations to support electric vehicles. He noted that 2% government funding alone is insufficient

and emphasized that the private sector should contribute investment toward EV charging infrastructure. He shared the example that NOACA proposed installing an EV charging station at a library in Geauga County, but the library declined the offer. When asked the reason, the library representative explained the refusal was due to a nearby gas station already installing four fast charging (DCFC) stations just 200 yards away, making additional chargers unnecessary.

Mr. Makarachi stated that the government alone cannot do more to expand EV charging infrastructure. He emphasized that, like traditional gas stations, which are privately owned and located at most intersections, the private sector will need to step in. He noted that if EV charging is to grow as part of the transportation system, it must be supported by the public sector and by private enterprise, but someone must take the lead in pioneering and supporting the development of EV charging stations.

Mr. Claypool questioned whether the data might be compromised by assumptions or calculations that may not materialize as expected. He sought clarity on the reliability and accuracy of the data being used in NOACA's modeling.

Director Gallucci clarified that when evaluating EV charging needs, both public and private infrastructure are considered. She emphasized that the majority of EV charging occurs at home, using privately-owned plugs that are not tied to government subsidies. The figures included in NOACA's Long Range Plan reflect a combination of public and private EV charging resources.

Mr. Claypool expressed concern that the graphs and charts used for decision-making may be distorted, as they include financial figures that could ultimately come from private investment, not just government funding. He questioned how much government funding is actually needed, noting that this remains unclear because the visual data likely overrepresents government spending compared to the anticipated role of private dollars.

Director Gallucci confirmed that the document already reflects significantly more private investment than government funding for EV charging. She stated that the draft version of the plan will clearly outline the assumptions regarding government involvement in the initial stages of implementation. She directed Mr. Makarachi to ensure that this point is made explicit in the plan and noted that this information was already included in the presentation.

Mr. Makarachi pointed out that the current plan on NOACA's website shows a higher number of electric vehicles than projected in the updated plan, leading to a reduced need for EV charging stations. He highlighted that 78% of EV charging happens at people's homes, so it is mostly handled by the private sector. Less than 20% of EV charging stations are publicly provided, as many EV owners charge their vehicles overnight in their garages.

Mr. Claypool questioned the reliability of the presentation's data, suggesting it might be skewed since NOACA included the total cost of EV charging stations from a government perspective without distinguishing the portion funded by the private sector.

Director Gallucci clarified that the figures presented only reflect the governmental share of EV station costs and assured that this will be made clear. In response to Mr. Claypool's concern about potentially flawed assumptions, she noted that such issues were previously raised by Mr. Makarachi and are the reason the plan is updated every four years to review and revise data as needed.

Mr. Makarachi explained that the number of required EV chargers is not tied to cost but is based on a ratio of one charger per two cars. Costs are considered separately when determining the

budget. He noted that NOACA updates its numbers using data from the Department of Energy. Compared to four years ago, the government's projected costs have decreased, with updates made in 2023. Staff analyzed various scenarios, such as one charger per two or more cars, to determine the regional charging needs.

Mr. Dever said that staff will clarify the information in the presentation to be given to the Board in June.

Director Gallucci added that staff will also ensure the draft document clearly presents the information.

Mr. Claypool expressed concern that transportation planning hasn't addressed the growing number of delivery vehicles due to increased online shopping. He highlighted safety issues with trucks from companies like Amazon, UPS, and FedEx parking on streets, putting drivers at risk of being hit and creating obstructions. He suggested this is an important safety topic the Board should consider discussing in the future.

Mr. Dever noted that the Board has previously heard discussions about evolving delivery models, including the potential future use of drones.

Ms. Calley Mersmann asked for clarification on the meaning of the term "revenue" as used in the presentation. She asked if those were funds coming to NOACA specifically.

Mr. Makarachi said yes.

Ms. Mersmann noted that in one scenario where transit service increases, commute times on transit also appear to increase. She wondered why that scenario results in a higher average commute time rather than shorter ones.

Mr. Makarachi explained that in Scenario 4, the region is projected to lose population by 2050, for example, a 20% loss in Cuyahoga County (about 200,000 people). However, if people move closer to transit stops, such as through transit-oriented development (TOD), the population loss could be less severe. He noted that while transit investment may slightly increase average travel time by one or two minutes, this is because more people would be served, which is reflected in the data.

In response to Ms. Mersmann's question about revenue, Director Gallucci clarified that Mr. Makarachi was referring to revenue specific to the NOACA region. This includes federal funding allocated to ODOT, transit agencies, and NOACA itself.

Ms. Mersmann asked if the federal transportation funding is distributed to all entities in the region.

Director Gallucci said yes, adding that the entities receive both federal formula and discretionary funds.

Reports/Updates

No reports/updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

No new business was presented at this meeting.

Adjournment

Mr. Dever made a motion to adjourn the meeting at 1:18 p.m. Mayor Gail seconded the motion. The motion passed by voice vote.

The next regular meeting will be held at the NOACA offices on Friday, July 11, 2025, at 11:30 a.m. – 1:30 p.m.

Note: Additional information on the agenda items can be found on [NOACA's website](#) and [YouTube channel](#)



**NOACA Planning and Programming Committee
Attendance Record**

| Meeting Dates | 1/31/25 | 4/11/25 | 7/11/25 | 10/10/25 |
|---|---------|---------|---------|----------|
| ALAI , Samuel J. David Schroedel, Alternate | X | X | | |
| BOBST , Pamela Bill Schneider, Alternate | A | | | |
| BRENNAN , Michael Dylan Deanna Bremer Fisher, Alternate | X | A | | |
| CARNEY , Ken P. Robert C. Klaiber, Jr., Alternate | A | A | | |
| CIEREBIEJ , Mary Annie Pease, Alternate | X | X | | |
| CORCORAN , Kevin Bob Markovich, Alternate | X | X | | |
| CUNNINGHAM , Mark Neil Lynch, Alternate | | X | | |
| DEGEETER , Timothy J. Scott Wangler, Alternate | | A | | |
| DEROSA , James Keshia Chambers, Alternate | X | A | | |
| DEVER , Michael Nichole English, Alternate | A | X | | |
| EMERMAN , David TBD, Alternate | | X | | |
| EXLEY , Alan Kirk Dimmick, Alternate | X | X | | |
| MERSMANN , Calley Tom McNair, Alternate | X | X | | |
| GAIL , Kirsten Holzheimer Dan Knecht, Alternate | X | X | | |
| GEORGE , Meghan Angela Byington, Alternate | A | | | |
| GRIFFIN , Blaine A. Kevin Bishop, Alternate | X | | | |
| HARRISON , Aaron M. Stephen D. Hambley, Alternate John Kalas, Alternate on 4/11/25 | | A | | |
| MAGOVAC , Paul Matt Hiscock, Alternate | X | X | | |

| Meeting Dates | 1/31/25 | 4/11/25 | 7/11/25 | 10/10/25 |
|--|---------|---------|---------|----------|
| McCORMACK , Kerry Charles Slife, Alternate | | X | | |
| PICURI , John Bob Weaver, Alternate | X | X | | |
| SEREN , Kahlil Eric Zamft, Alternate Karen Knittel, Alternate on 4/11/25 | A | A | | |
| REGOVICH , Richard Robert Fiala, Alternate | X | X | | |
| SPIDALIERI , Ralph Walter "Skip" Claypool, Alternate | | A | | |
| Ex-Officio Members | | | | |
| FEKE , Maribeth Air Quality Subcommittee Chair David G. Hearne, Alternate | | | | |
| HAJJAR , Shane Transportation Subcommittee Chair Robert Duncan, Alternate | | X | | |
| WARNOCK , George Water Quality Subcommittee Chair Jeremy Sinko, Alternate | | | | |

X = Member A = Alternate