



moving FORWARD

SPRING 2021

A quarterly review of news and information about Pennsylvania local roads.

LTAP Recognizes First Class of Graduates in Administrative and Police Roads Scholar Program

Congratulation to the first group of Roads Scholar Administrative and Police graduates! These municipal police officers, administrative employees, and elected officials recently became certified Roads Scholars under the two new certifications added to the LTAP training program in 2020.

Roads Scholar Administrative:

- Autumn D. Barszczowski, Alcosan, Allegheny County
- David M. Bentz, Exeter Township, Berks County
- Eric A. Boyer, Kutztown Borough, Berks County
- Bryan S. Cumberledge, Waynesburg Borough, Greene County
- Charles Dearnley, Plymouth Township, Montgomery County
- Steven W. Desalva, Easton City, Northampton County
- Thomas Dunmire Jr., Erie City, Erie County
- Robert Faust, Port Carbon Borough, Schuylkill County
- Chad E. Felty, Walker Township, Schuylkill County
- Shawn D. Garrette, Penn Township, York County
- Mark Green, East Pennsboro Township, Cumberland County
- Greg Hertzler, Monroe Township, Cumberland County
- David J. Hillard, Upper Leacock Township, Lancaster County

Police and/or Administrative Roads Scholar Courses

- Asset Management (*Administrative*)
- Curves on Local Roads (*Police and Administrative*)
- Introduction to Traffic Studies (*Police and Administrative*)
- Local Road Safety Plan (*Police and Administrative*)
- Managing Utility Cuts (*Administrative*)
- Pavement Markings (*Police*)
- Project Oversight: Quality by Asking the Right Questions (*Administrative*)
- Posting & Bonding of Local Roads V. II (*Administrative*)
- Risk Management Strategies (*Police and Administrative*)
- Road Safety Audit (*Police*)
- Road Surface Management (*Administrative*)
- Roadside Vegetation Control (*Administrative*)
- Salt and Snow Management (*Administrative*)
- Stormwater Facilities Operations & Maintenance (*Administrative*)
- Safe Driver V. II (*Police and Administrative*)
- Speed Limits and Speed Management (*Police and Administrative*)
- Stop Signs and Intersection Control (*Police and Administrative*)
- Traffic Calming (*Police and Administrative*)
- Traffic Signs Basics (*Police and Administrative*)
- Work Zone (Temporary) Traffic Control (*Police and Administrative*)

ALSO IN THIS ISSUE

Emergency Preparedness2
 Street Sweeping Disposal4
 Transportation Briefs5
 STIC Spotlight6
 Virtual Training7
 Archived Training7
 Roads Scholars I, II8
 LTAP Advisory Committee8

Continued on page 8

EMERGENCY PREPAREDNESS

Planning for the Unexpected in Public Works

by Jason Dailey, Cranberry Township, Butler County

Municipalities have high expectations for their public works departments. When snow and ice hit, the roads must be cleared. When storms bring heavy precipitation, the basins and pipes must be open. How prepared is your municipality when an unexpected natural or manmade disaster occurs?

Public works employees play a vital role in disaster prevention, preparedness, mitigation, response, and recovery. To ensure success during emergencies, municipalities should invest in their public works operations through planning, training, and equipment.

Training and Preparedness

Think back to how you learned something or became better at a particular activity. After first learning how to do it properly, it took performing the task repeatedly to get good at it. The same holds true for your public works employees. Investing in their continual learning will help to ensure that your municipality is prepared for whatever disaster comes its way.

Public works employees have access to some good training resources, including the following:

- **PennDOT LTAP** offers two tracks called Roads Scholar I & II. These designations require the student to take a certain number of courses and pass a test after each course. These free classes are offered online and in-person on a variety of topics, including drainage, winter maintenance, and asphalt road maintenance. The courses lay the foundation for sound maintenance practices that help employees understand how to resolve issues before they become catastrophic. A list of training topics can be viewed at gis.penndot.gov/ltap.
- **American Public Works Association (APWA)** is a national association of public works professionals with three regional chapters in Pennsylvania: Western, Central, and Eastern. Members can take advantage of local education offerings, equipment shows, and other networking events through these chapters. The national organization also offers classes and professional certifications in public works management, winter maintenance, and fleet management. More information can be found at www.apwa.net.
- **Federal Emergency Management Agency (FEMA)** developed the National Incident Management System (NIMS) to provide a common framework for incident command centers. During times of crisis, it is important that workers responding to an event know how the command center is operating and what their role is in an emergency. Public works employees are encouraged to take the 100- and 700-level NIMS courses. More information can be found at training.fema.gov.

Communicating Externally

Because today's residents have more ways to gather information than ever before, it can be overwhelming to determine what is the most effective during an emergency. Fortunately, mass notification systems

exist to provide access to nearly every form of communication and can do so in a rapid fashion. Staff can access these programs through their mobile devices to make sure the information that is relayed is current.

Most mass notification systems have the ability to interpret text that you enter, such as "Avoid Main St. – Roadway Flooded – Seek Alternate Route," and convert that message to an email database, a text, or a voice message to target individuals in the manner that they wish to be contacted. Such systems can also post messages to your municipality's Facebook, Twitter, Instagram, NextDoor, Snapchat, and TikTok pages, if so desired.

Many different fee-based systems are on the market. Some alert programs in use by municipal operations across the state include Swift911, CodeRed, and CivicReady. To be effective, these systems require that the database be regularly updated.

Risk Assessment

Disaster planning involves assessing a community's vulnerabilities and exposures and matching up resources to determine readiness. Various resources are available to help in identifying risks and providing professional recommendations for implementation. Workers' compensation insurance carriers, for example, are a great resource to help evaluate public works' readiness.

Risk managers are trained to look at accidents and incidents, typically after the fact, and determine how they could be avoided in the future. These individuals can evaluate jobs performed by your public works department, both routine and in an emergency, and offer low- or no-cost professional recommendations to improve the response and safety of your employees.

A risk manager who is evaluating your flood response plan, for example, will likely inventory the personal protective equipment (PPE) that your employees should use when working in flood waters and consider if it meets reflectivity requirements for when they are called out at night. The risk manager may also examine barricades, signage, and specific tools that your employees would likely access during a flood. Recommendations may include replacing or updating PPE, improving the storage of signs and barricades, or purchasing a piece of equipment to help save the backs of employees when lifting heavy grates and lids.

Helping the Helpers

Public works employees respond to a variety of urgent calls, which may require them to spend hours away from their families. As employers, municipalities should be mindful of the mental and emotional stress placed on their employees during these times and how it could affect their health, availability to report to work, and overall productivity.

How do you make your public works employees' lives easier and show appreciation for what they do? In one municipality, the elected

Continued on page 3

Disaster planning involves assessing a community's vulnerabilities and exposures and matching up resources to determine readiness.



Responding to a natural disaster, whether it's a flood or a snowstorm, is when public works crews are expected to shine.

Emergency Preparedness *continued from page 2*

officials worked with some local faith-based organizations to supply meals for public works personnel who were spending more than 12 hours on the road during a large snowstorm. The gesture helped to boost morale while also providing nourishment to the workers.

Think about what your crews may face during a crisis and establish a plan upfront to help meet some of their basic needs. While providing prepared meals is a concrete action that can be implemented during an emergency, it may be tougher to recognize the needs that can't be seen and perhaps don't lend themselves to a direct way to help. Emotional and mental issues can mount over time and if left unchecked, can demoralize an employee who may feel helpless with nowhere to turn.

Your health insurance carrier most likely offers an employee assistance program (EAP) to which your municipality can direct or confidentially refer employees. Such a program provides guidance for everything from financial management planning assistance to resources that may help an employee who is dealing with an aging parent or sick child. Employers and supervisors should be aware of their EAP and know how to recommend it to an employee.

Natural Disasters

If you have spent any time at all in public works, you know that responding to a natural disaster is when you are expected to shine. During such an emergency, public works crews are called upon to react with expediency, the right equipment and manpower, and the proper know-how and attitude to get the job done.

Since natural disasters primarily originate with recent or forecasted weather, subscribing to a good weather resource is vital for real-time and accurate forecasts that can help you prepare. The National Weather Service (www.weather.gov) provides free briefings by regions with subsequent updates as conditions develop.

During high-water events, crews need to know the location of

stormwater basins and access to the proper equipment to dislodge clogs and debris, while also keeping themselves and the motoring public safe. Updated maps of basin locations and outlet structures can assist in directing crews to underwater facilities that need cleared.

Employees also need ready access to proper PPE, including rubber gloves, rain suits, and rubber boots. Depending on the nature of the disaster, they also may need hand tools, such as digging bars, rakes, and shovels, to help clear debris and an adequate inventory of barricades and signage so they can communicate effectively with motorists.

In the event of a community-wide disaster, municipalities should have a plan in place to ensure that debris management is covered. Municipalities may want to consider contracting with an outside company, which can be placed on standby in case clogged pipes need to be jetted or vacuumed.

Elected officials can also help their public works department by driving planning exercises and verifying that employees have access to the proper equipment and inventory resources to meet their needs.

Manmade Disasters

Unlike natural disasters, which may have rather predictive outcomes, manmade disasters are far more unpredictable. They often require public works employees to think creatively about the world around them, be in tune with what is happening in various industries, understand social and political tempers, and evaluate risks differently.

During these types of events, public works operations may serve in a supporting role to the fire, police, and EMS professionals. During a chemical spill, for example, public works employees may be able to provide knowledge of the stormwater system and maps that aid in the isolation of the spill. In the event of a house fire that occurs in the cold of winter, public works crews have a vital role to play in salting any roads that may freeze over from water used in the firefighting.

As you think through response activities and resources that your public works operations may need, what becomes clear is that you should focus on preparing for any number of likely scenarios that could take place in your community.

Terrorism and Political Unrest

Whether it's a weekly garbage truck through a neighborhood or a snowplow in the winter, public works operations are visible. Those employees become familiar with the roads, homes, businesses, and people on their routes, and they may be the first to notice changes or suspicious activity. Public works, therefore, can be a valuable asset to counter terrorism.

Terrorism acts are typically plotted over time as individuals gather intelligence on their targets. The national campaign, "See Something Say Something," encourages the reporting of suspicious activity. Public works employees, as well as members of the public, should be directed to report suspicious activity to the Pennsylvania Criminal Intelligence Center (PaCIC), which works to prevent, protect against, mitigate the effects of, respond to, and recover from emergencies and disasters. The center's phone number is 888-292-1919.

How resilient your community is following a disaster of any kind will depend, in part, on how well prepared its public works department is. No matter what emergency comes your way, a well-trained and equipped department will position your municipality for the best possible outcome. 🚧

What to Do with Material from Street Sweeping and Stormwater Maintenance

by Jeff MacKay, PE, CPESC, NTM Engineering

As municipal road maintenance crews begin planning their spring activities, it is a good time to review some guidelines for removing and disposing of materials that have accumulated on and along roads, in catch basins, and in stormwater control measures.

Throughout the year, small particulate matter accumulates on roads from wear and tear of vehicles, mud tracking, wind erosion, and other sources. Rain will wash the material into adjacent areas where runoff concentrates. The accumulation of material is even more significant in the winter when antiskid is mixed with salt and applied to roads.

As soon as winter operations have ceased, municipal road departments should plan to remove this material before it affects the flow of stormwater away from roads or causes harm to the nearby environment.

Street Sweepings

Many municipalities will sweep their streets, parking lots, and sidewalks to improve the appearance and safety of public roads and prevent pollution of local waterways. These street sweepings will gather antiskid (cinders, coal ash, rock, and sand), salt, leaves, plastic, broken glass, small pieces of metal, litter, and debris.



As soon as winter operations cease, municipal road departments should remove sediment from the road before it affects the flow of stormwater or causes harm to the nearby environment.

Municipalities can reuse any antiskid that has been screened and separated from the sweepings. All nonreusable debris, such as silt, trash, litter, and leaves, must be disposed of at a landfill.

Under the state Department of Environmental Protection's Management of Fill policy, municipalities must perform "environmental due diligence" (EDD) by visually checking for contaminants, staining, or odors. If none is detected and there is no other evidence of contaminants, the antiskid may be managed as clean fill and used in an unrestricted manner.

Some potential uses of the recycled material include:

- Reuse as antiskid,
- Remix with new salt mixture for winter application to roads,
- Subgrade beneath a paved municipal road or parking lot,
- Fill in potholes, and
- Shoulder repair material along roads.

Clean fill may be commingled with other clean fills and stored at maintenance stockpiles before it is placed in a fill area.

For more information on clean fill and the EDD process, refer to PennDOT Publication 23, Maintenance Manual; Publication 281, *Waste Site Evaluation Procedures Handbook*; and the PA Department of Environmental Protection's Management of Fill policy.

Treating Sediment

Any sediment that is removed from stormwater control measures (SCMs) during maintenance activities is considered fill and is subject to an EDD clean fill determination.

Small amounts of sediment may simply be treated as municipal waste and disposed of with collected trash and debris. Material removed from catch basins usually contains a combination of sediment, antiskid, trash, and organic debris, which must be disposed of at a landfill.

When it comes to reporting requirements, municipalities with a municipal separate storm sewer system (MS4) permit should



Sediment accumulates at the end of a storm pipe.

document the dates, locations, and approximate amounts (by weight or volume) of any materials collected during street sweepings and catch basin cleaning. Keep in mind that the U.S. Environmental Protection Agency may request this information when auditing the municipality's compliance with its MS4 permit. 🚧

Transportation News Briefs

LATEST INFORMATION FROM PENNDOT & OTHERS

FHWA Launches a 'Do It Yourself' Website for Municipalities to Create Road Safety Plans

The Federal Highway Administration (FHWA) recently unveiled a website to help communities reduce serious and fatal crashes on their roads. The Local Road Safety Plan Do-It-Yourself (DIY) website includes resources that municipalities and their partners can use to create their own safety plans.

Approximately 40% of the nation's fatalities occur on locally owned roads, resulting in an average of 12,000 deaths each year. Local road safety plans are an FHWA proven safety countermeasure that municipalities can use to identify at-risk locations on their roads and deploy cost-effective safety solutions. You can learn more about these plans at safety.fhwa.dot.gov/provencountermeasures/local_road.



FHWA, in cooperation with the National Association of County Engineers and the National Local Technical Assistance Program, has spent the last five years helping communities create these plans, but with more than 23,000 local agencies in the country, it is impossible to

deliver in-person training to all of them. FHWA developed the site to connect with municipalities more efficiently.

“Local road safety plans get results, and we have great interest in them from across the country,” Jerry Roche, FHWA safety engineer and project manager for the website, says. “We designed the site to be as personable and intuitive as possible to emulate an in-person training in the virtual environment.”

The DIY site begins with an introduction page to orient users and follows with subsequent pages that walk them through the steps of the process for creating a local road safety plan: 1) Identify stakeholders; 2) Use safety data; 3) Choose proven solutions; and 4) Implement solutions. The site contains training videos, downloadable templates, “local agency insight” videos for practitioners to learn from their peers, and sample plans from other municipalities.

“Our goal is to connect FHWA to America's 3,000 counties and 20,000 cities and towns that could benefit from a local road safety plan,” FHWA Administrator Nicole R. Nason says. “This innovative new tool includes everything local agencies need to develop a local road safety plan to help reduce fatalities on their local roads.”

The site can be accessed at safety.fhwa.dot.gov/LRSPDIY/. Watch an animated overview video on local road safety plans at youtu.be/Wzdm798MoI8? For more information about the website or safety plans, contact Hillary Isebrands at hillary.isebrands@dot.gov or Jerry Roche at jerry.roche@dot.gov.

PennDOT Issues Revised Pub 213 on Temporary Traffic Control at Work Zones

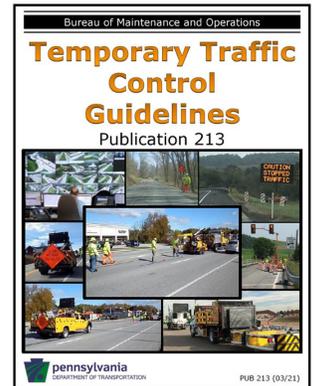
PennDOT recently updated Publication 213, *Temporary Traffic Control Guidelines*, which supplements FHWA's *Manual on Uniform*

Traffic Control Devices (MUTCD) and provides the minimum standards for temporary traffic control at work zones.

The latest edition of Publication 213 incorporates recommendations from a working group and previously issued amendments, such as shadow vehicle use during mowing operations and signing and pavement markings for seal coat and surface treatment operations.

To avoid excessive time lapses between publication updates, PennDOT intends to continue regular meetings with the working group, which will evaluate and recommend suggested enhancements to be incorporated as a yearly update to Publication 213. The 2021 edition took effect March 1, 2021. It can be viewed at www.dot.state.pa.us/public/PubsForms/Publications/PUB%20213.pdf.

LTAP recently held a drop-in session and webinar about work zone traffic control and the updated Publication 213. Go to gis.pennndot.gov/ltap to view the on-demand recordings.



Partner with PennDOT While Bettering Your Community

PennDOT is committed to improving the state's transportation system and expanding mobility through creative solutions and collaborative planning. As an example, the department and the state's metropolitan and rural planning organizations (MPOs and RPOs) have a long-standing relationship of jointly preparing transportation studies, plans, and programs to ensure the best possible investments with available resources.

This strategic alliance takes on greater importance when implementing PennDOT Connects, a statewide initiative focused on collaboration in the planning and delivery of transportation projects. PennDOT Connects attempts to build projects from the ground up by bringing local stakeholders together at the start of a project to ensure that a community's needs are considered.

Through PennDOT Connects, PennDOT and the MPO/ RPO planning partners collaborate and communicate with municipalities — and other community stakeholders, such as transit operators and economic development agencies — to improve transportation system performance and achieve more livable communities.

To learn more about PennDOT Connects, go to www.pennndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx, where you can watch an overview presentation and access other details under “Online Training.”



Continued on page 6

STIC Spotlight 2020 RECAP: STIC Efforts Highlight Market-Ready Innovations

The Pennsylvania State Transportation Innovation Council (STIC) was focused in 2020 on marketing and promoting transportation innovations that can be used at the state and local levels.

Following the development of an aggressive marketing strategy, an innovations catalog was added to the STIC website. This resource serves as a "one-stop shop" for STIC and Federal Highway Administration (FHWA) Every Day Counts (EDC) innovations that have been advanced or are being developed for statewide deployment. Users can search the catalog by key words and filter innovations by category.

Following on the heels of a complete overhaul of the STIC website in 2019, numerous innovation-specific webpages were added last year to highlight deployed innovations and those currently under development. The webpages include information on how the innovation works, the benefits of using the innovation, and an "Innovation in Motion" section, which highlights projects where the innovation was used.

To further promote innovations to local governments and other partners, several STIC and EDC innovations were presented as part of PennDOT's first-ever Virtual Innovation Week in November 2020. Nearly 1,000 individuals participated in the five-day event, which featured 10 different virtual sessions focused on such topics as pavement and bridge preservation; technology and digital project delivery; innovative maintenance techniques, tools, and materials; innovative design approaches; multimodal planning; and traffic and safety planning and management.

In addition to the sessions, the week featured a virtual exhibit hall that highlighted more than 50 tools, materials, applications, and technologies, including several STIC and EDC innovations.

"STIC is playing an important role as we seek to offer timely, efficient, and effective mobility for the people of Pennsylvania,"



STIC has been advancing hot pour mastics for use as a stable, flexible road repair that bonds firmly with existing pavements. This innovative technique can be used year-round and applied to both large cracks and small potholes on concrete and asphalt pavements when surface temperatures are 40 degrees Fahrenheit and above. Hot pour mastics is featured on the STIC website and in the innovations catalog and was presented at several events in 2019 and 2020.

Secretary of Transportation Yassmin Gramian says. "Being open to and aggressively pursuing innovations will serve us all very well."

Turning to 2021, the STIC Management Team plans to further develop and deploy promotional items and tactics that highlight the innovative work being done at the state and local levels. As technical advisory groups (TAGs) work on developing new innovations, the STIC will continue to be a source for innovative advancements in transportation moving forward.

More information about STIC innovations, including access to the innovations catalog, can be found at www.penndot.gov/stic. To get involved in the STIC or one of its TAGs, email penndotstic@pa.gov. For more information about the PennDOT Virtual Innovation Week and to access session recordings, visit www.penndot.gov/innovationsweek.



**State Transportation
Innovation Council (STIC)**

(717) 772-4664

RA-pdPennDOTSTIC@pa.gov

www.penndot.gov/about-us/PennDOT2020

Transportation Briefs continued from page 5

13 Municipalities Receive Funds to Improve Traffic Safety

PennDOT will distribute \$8.2 million in Automated Red Light Enforcement (ARLE) funding to 13 municipalities to fund 16 safety projects across the state. Using money supplied by fines from red-light violations at 31 intersections in Philadelphia, the ARLE program funds projects that improve safety, enhance mobility, and reduce congestion safety.

Municipalities submitted 123 applications, totaling almost \$39.5 million in requests, and projects were selected based on criteria, such as safety benefits and effectiveness, cost, and local and regional impact. This latest round of grants brings the total dollars awarded through the ARLE funding program to \$99.79 million, funding 473 transportation enhancement projects since 2010.

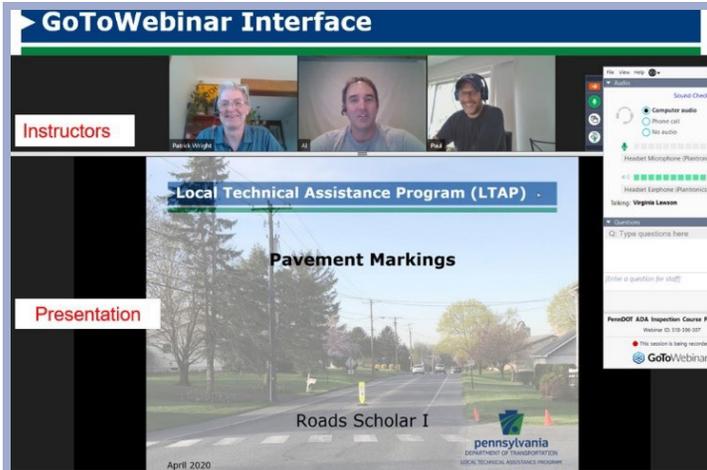
The approved projects are as follows:

- Penn Hills, Allegheny County: \$328,803 to modernize and update traffic and pedestrian signals and equipment.
- Reading City, Berks County: \$812,416 to replace outdated traffic signals with new signals with multiple heads and improved traffic

control features and to install ADA curb ramps and crosswalks.

- Taylor Township, Blair County: \$60,000 for the installation of warning signs with advisory speed plaques and solar-powered flashing warning devices.
- Bristol Township, Bucks County: \$199,315 for replacement of signal equipment.
- Town of Bloomsburg, Columbia County: \$359,231 to retime nine existing signals, modernize the existing signal system, and establish remote connectivity that can be accessed by the traffic management center.
- Borough of Hatboro, Montgomery County: \$74,028 for upgrades to a pedestrian crossing by installing an overhead flashing beacon.
- Hatfield Township, Montgomery County: \$300,000 to improve accessibility and safety at four existing traffic signals in alignment with a recently completed a sidewalk connections plan.
- Trappe Borough, Montgomery County: \$607,314 to improve intersection pedestrian safety, including signal upgrades.
- Upper Moreland Township, Montgomery County: \$288,750 for safety and operation modifications to traffic signals located at at-grade SEPTA rail crossings.

Continued on page 7



2021 Virtual Classes

The PennDOT LTAP Instructor Team has been busy planning virtual classes. New classes for 2021 include the following:

- Erosion and Sediment Control (Half-day, Roads Scholar I)
- Winter Maintenance 101 (Half-day, Roads Scholar I)
- Principles of Paving V. II (Full-day, Roads Scholar I)
- Asset Management (Half-day, Roads Scholar I and Administrative)

Check the website, gis.penndot.gov/ltap, for the latest listing.

Transportation Briefs continued from page 6

- Borough of Wilson, Northampton County: \$717,691 for traffic signal upgrades at 23rd Street and Butler Street, including push buttons for pedestrians, new traffic signals, pedestrian crossing signs, and ADA ramps.
- City of Philadelphia, Philadelphia County: \$4 million for various activities involving the Broad, Germantown, and Erie (BGE) Transportation Safety Project; the high-quality bicycle network; neighborhood slow zones; and citywide intersection modifications.
- Penn Township, Westmoreland County: \$325,000 to existing obsolete signal equipment at an intersection.
- Springettsbury Township, York County: \$143,539 to modernize an intersection.

For more information, visit the traffic signals page under "Travel In PA" at www.penndot.gov or email ARLE@pa.gov.



SAVE THE DATE!

Roadway Management Conference

October 6-8
Rehoboth Beach, Del.

Watch a promo video here: www.youtube.com/watch?v=eMHqa-4czPs&feature=youtu.be

Archived Training: Catch Up Online!

Virtual Drop-ins

Recorded sessions and handouts from previously held drop-ins are available at connect.psats.org/trainingevents/ltapresourcepage. There is also a link on the homepage of gis.penndot.gov/ltap/.

- Accident Reporting for CDL and Non-CDL Drivers
- Asset Management
- COVID-19
- COVID-19 and Special Events/Needs on State Routes
- Curves
- Mastics
- Safety Tips for Flagging
- Salt Brine
- Sign Inventory Management
- Speed Limits
- Traffic Calming
- Trail Crossings
- Traffic Poles
- Trucks

Webinars

Previously recorded webinars are available on the LTAP website, gis.penndot.gov/ltap (under "Webinars"). The following titles can be viewed there:

- ABC's of Asset Management
- ADA Transition Plans
- Crosswalks
- Curves on Local Roads: Issues and Safety Tools
- Emergency Preparedness from the Road Crew Perspective
- GRS Bridges
- Municipal Bidding
- Municipal Responsibilities on State Roads
- PennDOT Pennsylvania Crash Information Tool
- Principles of Paving
- Roadside Safety Features
- Speed Limits on Local Roads
- Stop Signs and Intersection Traffic Control
- Truck Restrictions

Congratulations to the following Roads Scholar I recipients*(Certified between November 1 and December 31, 2020)*

- Gerald L. Bilger, Upper Leacock Township, Lancaster County
- Nathan Briggs, Sewickley Heights Borough, Allegheny County
- Thomas J. Drakeford, West Whiteland Township, Chester County
- Chad E. Felty, Walker Township, Schuylkill County
- Barry L. Geltmacher Jr., Mt Joy Borough, Lancaster County
- Ian R. Hammer, Horsham Township, Montgomery County
- Andrew K. Lake, North Union Township, Fayette County
- Kevin S. Martin Jr., East Petersburg Borough, Lancaster County
- Robert A. Mastrippolito Jr., Newlin Township, Chester County
- George A. Matis, Redstone Township, Fayette County
- Allen L. Spaw, Georges Township, Fayette County

Congratulations to the following Roads Scholar II recipients*(Certified between November 1 and December 31, 2020)*

- Robert Faust, Port Carbon Borough, Schuylkill County
- Chad E. Felty, Walker Township, Schuylkill County
- Justin Johnson, Turbot Township, Northumberland County
- Jeffrey K. Kinsey, Elizabethtown Borough, Lancaster County
- Justin L. Klingenberg, Ohio Township, Allegheny County
- Brian A. Krul, Pittsburgh City, Allegheny County
- Robert "Bert" H. Lahrman, Ridgway Township, Elk County
- George A. Matis, Redstone Township, Fayette County
- Craig Whipkey, Upper Tyrone Township, Fayette County
- Daniel J. Yelito, Pittston City, Luzerne County

Roads Scholars, Share the News! LTAP has a press release you can modify and use to announce your accomplishment to your local media. To obtain a copy of the release, go to gis.penndot.gov/ltap and look for the release under "Roads Scholar Program."

Administrative and Police Roads Scholar *continued from page 1*

Shane P. Kinsey, London Grove Township, Chester County
 Eli Kosanovich, West Mayfield Borough, Beaver County
 Todd R. Lachenmayer, Upper Merion Township,
 Montgomery County
 Ken Lichtenstein, Plumstead Township, Bucks County
 Kevin S. Martin Jr., East Petersburg Borough, Lancaster County
 George A. Matis, Redstone Township, Fayette County
 Laura S. McLeod, Keating Township, Potter County
 Lonnie Miller, Silver Spring Township, Cumberland County
 Joseph P. O'Donnell, Upper Merion Township,
 Montgomery County
 Larry Piersol, Exeter Township, Berks County
 Mike Tome, London Grove Township, Chester County
 Daniel J. Yelito, Pittston City, Luzerne County
 Jeffrey Zavinski, Warren City, Warren County

Roads Scholar Police:

Katelyn M. Basalla, Patton Township, Centre County
 David M. Bentz, Exeter Township, Berks County
 Luis J. Bills, Willistown Township, Chester County
 Eric A. Boyer, Kutztown Borough, Berks County
 Thomas Dunmire Jr., Erie City, Erie County
 Alan Freed, Abington Township, Montgomery County
 Mark Green, East Pennsboro Township, Cumberland County
 Brian McIntyre, Lower Paxton Township, Dauphin County
 Joseph H. Murton Jr., Port Carbon Borough, Schuylkill County
 John M. Stephens, Erie City, Erie County

**LTAP Contact Information:**

400 North Street, 6th Floor, Harrisburg, PA 17120
 1-800-FOR-LTAP (367-5827)
 Fax: (717) 783-9152 Email: ltap@pa.gov
 Web: gis.penndot.gov/ltap

The certifications in police and administration are designed to encourage new groups to attend LTAP training and learn about road-related safety and maintenance topics. Both certifications require the successful completion of six courses within a three-year period. Successful completion means attending the course and passing a quiz consisting of 12 questions. Any classes taken in the last three years will qualify. In addition, successful completion of an approved CPR training can earn the participant one workshop credit toward certification.

Anyone interested in obtaining the certifications must sign up ahead of time. Either email LTAP@pa.gov or mark the program you are interested in the next time you are taking a Roads Scholar quiz during a course. When emailing LTAP, please provide your name, title, municipality, county, and the program you are interested in completing, and the LTAP Team will sign you up for the certification.

To learn more, go to the "Roads Scholar Program" tab (click "Read more" in the description) on the LTAP website, gis.penndot.gov/ltap/.

Meet the LTAP Advisory Committee

The PennDOT LTAP Advisory Committee is comprised of an appointed group of municipal government (elected and/or appointed) officials who serve a critical role as program advocates and assist PennDOT by attending training courses, reviewing course materials and content, and functioning in an advisory role on a variety of LTAP issues. The following officials currently serve as members of the Advisory Committee:

- **Glenn Coakley**, Patton Township, Centre County
- **Chris Goetz**, PennDOT District 4-0
- **Steve Herman**, MPO/RPO Representative
- **Greg Hertzler**, Monroe Township, Cumberland County
- **Jeff Kinsey**, Elizabethtown Borough, Lancaster County
- **Charles Muth**, Brady Township, Clearfield County
- **Doug Roth**, Penn Township, Butler County
- **Don Sirianni**, Springfield Township, Montgomery County
- **Dave Williams**, Ross Township, Luzerne County