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moving FORWARD

SUMMER 2007

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

Roads Scholar Training Provides Up-to-Date Roadway Information

Roads Scholar Recipients from Springfield Township Montgomery County. Front row (Left to right): Jim Donofry, Ed Serianni (Foreman), Don Sirianni (Asst. Director), Ray Dawes; Second row: Joe Mellon, Pat DePaul, Jerry Edwards, Dave McDugall, John McClinton, John Casciano; Third row: Tony Wallace, John Corley, Mike Grove, Frank Aversa, Ed Brower, Derek Donofry



Through the Roads Scholar program, municipal employees are trained by LTAP's professional team in the latest roadway technologies and innovations. The Roads Scholar workshops, which are conducted at convenient locations throughout the state, save municipalities tax dollars by providing opportunities to learn about up-to-date road and street maintenance and safety information.

To receive your certificate, you must complete 10 approved courses in a three-year period. You can track your progress by logging in to your account at www.ltap.state.pa.us and using the View My Schedule feature. Just clear out the start date and click on the search button.

Since 1989, LTAP Roads Scholar training has helped participants improve their road and bridge maintenance and safety skills with the latest proven methods and procedures. Roadmasters, road superintendents, road crews, public works personnel, managers, and elected officials are shown how techniques and technologies are applied to their maintenance and safety programs.

Officials and managers in Pennsylvania's municipal governments are responsible for maintaining over 75,000 miles of roadway. In addition, roads

and streets account for an average of 32 percent of municipal budgets. Roads Scholar courses help to stretch those budgets, providing information that squeezes the most out of dollars invested. LTAP's technical experts, who have extensive knowledge in the transportation field, conduct the courses.

The following courses are approved for credit toward a Roads Scholar certificate. This list is updated as new courses are developed. Visit the LTAP Web Site, www.ltap.state.pa, for the most current list of courses.

Maintenance Courses:

- Asphalt Roads Common Maintenance Problems
- Bridge Maintenance
- Drainage
- Managing Utility Cuts
- Posting and Bonding of Local Roads
- Roadside Vegetation Control
- Unpaved and Gravel Roads Common Maintenance Problems
- Winter Maintenance

Safety Courses:

- Engineering and Traffic Studies
- Equipment and Worker Safety
- Risk Management and Tort Liability
- Roadway Safety Improvement Program
- Signing and Work Zone Rules for Local Governments
- Traffic Signs
- Work Zone Traffic Control

You also may earn one class credit by completing CPR training through the American Red Cross. To receive this credit, you must submit a copy of your certification to LTAP within your three-year window.

LTAP Advisory Committee: Conversations with Three Outgoing Members

For three members of the LTAP Advisory Committee, 2007 marks the end of their service to the committee, which functions as a program advocate and advisor to PennDOT on issues related to LTAP.

Shirl Barnhart, township supervisor and roadmaster in Morgan Township, Greene County, Ray D'Agostino Jr., manager of West Lampeter Township, Lancaster County, and Gerry Borovick, chairman of the board of supervisors in Monroe Township, Clarion County, will wrap up their service to the LTAP Advisory Committee at the end of this year. Recently, the Pennsylvania State Association of Township Supervisors (PSATS) spoke to these men and asked them to reflect on their years spent with the PennDOT LTAP Advisory Committee.

Why is LTAP important and how does it help local governments?

Borovick: Anytime you have the opportunity to sit at the table with PennDOT is a win-win for local government. While serving on the Advisory Committee, I believe that my voice was heard on behalf of local government. One message that I tried to emphasize during my time on the committee was that "one size does not fit all." PennDOT regulations may be written in stone, but with LTAP, local governments have been very successful in getting their voices heard. Because of manpower or fiscal constraints, local governments cannot always do things the way PennDOT believes we should. But having representation from a lot of local governments—cities, counties, boroughs, townships of both classes—on LTAP allows PennDOT to see this and it is more willing to bend things a bit.

Barnhart: The training and tech assistance that LTAP provides is invaluable. I've used the tech assist and know how valuable it can be to local governments. It's hard to get PennDOT to come out and look at things for you, and we can't afford to pay engineers to come out every time we have a little problem. Being able to count on LTAP and the knowledge that it provides is really great. In fact, if municipalities don't use LTAP, there's something wrong with them.

I have used LTAP on countless occasions. At two different times, for example, LTAP has helped my township with road slides. On both occasions, LTAP engineers came out and gave me ideas on how to fix the problem. They were two different problems with two different ways of fixing it, and both solutions worked. LTAP's advice was cost effective for us, and it was free, so it saved our township money in two different ways.

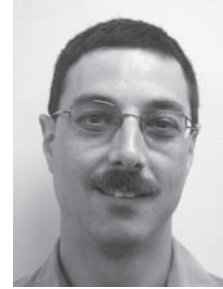
D'Agostino: If you think about it, where else can you go to get the type of training and information with regard to maintaining one of the most valuable assets we have in our communities—our road system? Does the private sector have courses on roads? No.

So when you look at the body of knowledge and practical experience and expertise that exists regarding roads, LTAP pulls it all together. There is no one else who does that.

LTAP provides both education and technical assistance, and we've used both in the communities I've worked in. One example is LED lights. If it hadn't been for LTAP, I don't think I'd have the knowledge to make the decision to replace all of our signals with LED lights. We're saving a bundle of money as a result, and that's a direct benefit



Shirl Barnhart



Ray D'Agostino Jr.



Gerry Borovick

to the community. With the tech assist, LTAP engineers actually show us how to do something—not just give us an answer or recommendation—so that in the future we can solve an equation on our own.

What are you most proud of accomplishing during your service with LTAP?

D'Agostino: It has to be the New Products Evaluation Committee and to see that move from an idea or concept to reality. Also, having my peers ask me to lead the organization as chair of the Advisory Committee was a highlight for me. It was an interesting time period because it was the end of LTAP's contract with Penn State, and it was a transition period. I am also proud of being asked by PennDOT to sit on the review committee to look at the bids for the new administrative contract. I think it's been a benefit having PSATS, which is focused on local government, administer the LTAP program.

Borovick: I am proud of my participation with other local government officials in designing and implementing LTAP's training programs. I know that the training and knowledge that LTAP is getting out there will pay off in the long run with big dividends for all Pennsylvanians. LTAP's Advisory Committee is the sounding board when new training is rolled out. We are the first ones to review the training and provide comments. Sometimes some of the subcommittees are involved in the actual design of the training, and over the years I have served on all of these subcommittees.

Barnhart: Some of the things I'm proud of are that I helped to get the New Products Evaluation Committee started and that this committee gave birth to the publication that reports on new products that local governments might be interested in using on their roads. PennDOT had its own publication, but in our publication, we could include products and techniques that PennDOT wouldn't normally use on their higher volume roads. There were a lot of products out there that PennDOT might not be interested in but that were suitable for local governments. We felt the need to do something with this information, so in working with PennDOT's Municipal Services and Research, we came up with the idea of producing a publication on products suitable for low-volume local roads.

When you look at the future of LTAP, what do you see?

Barnhart: If LTAP continues doing the work it's doing now, its future looks good, and people will continue to use its services. I think it was a wise choice for LTAP to link up with PSATS. It just makes sense

because PSATS is oriented to local government—that's its job or mission—and it has the same agenda that LTAP does.

D'Agostino: I think LTAP has a bright future, and the reason is that it's not a stagnant program. You have people within the Advisory Committee, PennDOT, and PSATS who continually look at the state-of-the-art with regard to road maintenance and transportation issues. Transportation is an ever-evolving field, and what keeps LTAP fresh is this marriage of people who do the practical work, the engineers who are trained in techniques and finding new ways to do things, and the demand for better service from the public. If you maintain that fire triangle, the program will sustain itself.

Borovick: As long as PennDOT keeps an open mind and an open door, I think the future is bright for LTAP. When you have borough people, city people, and township people sitting on the committee and we all think alike and we're bringing the same message to the table, PennDOT sits up and takes notice. As long as that continues and local government is well represented, there's a bright future for LTAP. Anytime you can get different entities to the table it's a plus.

Do you have any advice regarding LTAP services that you'd like to share with other municipalities?

D'Agostino: Avail yourself to LTAP. Use it as a resource as you would pull a dictionary off the shelf. Take advantage of the training, the tech assist, and the Web site. I mean, heck, it's free.

Borovick: First of all, we hope municipalities know what LTAP is and understand the vast amount of knowledge that LTAP can put at their fingertips. I encourage them to use LTAP all they can. LTAP has engineers on staff who will answer their questions and bring training out to their municipality—all it requires is an audience and a room for training. With all the great resources that LTAP provides, municipalities should be using it more.

Barnhart: Use LTAP. It's there for you. With material costs going up every day and local governments not getting the funding they should get from the state, municipalities need to look at innovative ways of doing things. LTAP can help. If you don't take advantage of the training that LTAP offers and if you're not networking with other supervisors, you're missing the boat.

New LTAP Advisory Committee Members Appointed

Six new local government officials have been appointed to serve on the PennDOT LTAP Advisory Committee starting in 2008. They are:

Norman Cronin, township supervisor from Vernon Township, Crawford County

John Eshelman, supervisor/roadmaster from South Woodbury Township, Bedford County

Ken White, supervisor/roadmaster from Tunkhannock Township, Wyoming County

Mark Hoke, assistant foreman from East Stroudsburg Borough, Monroe County

Glenn Coakley, road superintendent from Patton Township, Centre County

Brian Edmiston, supervisor from Derry Township, Westmoreland County

Linking Transportation to Land Use

Toolkit available on the Web provides resources for managing growth

Nearly every day, municipal officials must deal with concerns about traffic congestion, farmland and open space preservation, and land use conflicts. Poorly planned growth in a community can cause all sorts of problems from loss of scenic land and increased stormwater runoff to air pollution and traffic woes. Fortunately, Pennsylvania's municipalities have a number of planning tools and technologies available to help them manage growth and development and to exercise control over their land.

To increase awareness of these tools for municipal officials, airport authority members, community advisory groups and others, the Pennsylvania Department of Transportation has published the *Transportation and Land Use Toolkit*. This resource, which is available on the Web, aims to help municipalities make more informed decisions on how best to shape their community's transportation and mobility future from a multi-modal standpoint.

PennDOT has long acknowledged the symbiotic relationship among land use, economic development and transportation and has integrated sound land use planning goals and objectives into its programs and policies. Although the responsibility for land use falls to local governments, PennDOT recognizes that every local land use decision has a transportation consequence. By working together, transportation and municipal officials can help to ensure that land use becomes a driver of transportation investments and that growth is managed and planned for in an orderly, sustainable way.

In essence, the toolkit is a planning guide designed to link transportation to land use and economic development. The user-friendly publication identifies and explains that the Municipalities Planning Code (MPC) is a valuable resource to help municipalities manage the development and character of their communities. The use of the following tools, all provided for in the MPC, to make sound land use and transportation decisions is explained in the toolkit:

- The comprehensive plan
- The zoning ordinance
- The subdivision and land development ordinance
- The official map

Techniques and best practices employed by other Pennsylvania municipalities are provided for each tool. In addition, the toolkit includes information about planning for airports, bicyclists and pedestrians, roadways and bridges, transit and rail freight, and goods movement.

To obtain a free copy of the *Transportation and Land Use Toolkit*, go to <ftp://ftp.dot.state.pa.us/public/bureaus/aviation/ToolkitFinal.pdf>. This Web-based document will be updated as new information, including best practices, becomes available. For more information, contact the Office of the Deputy Secretary for Aviation within PennDOT at (717) 783-2026 or [kreitz@state.pa.us](mailto:kreizt@state.pa.us).



SPOTLIGHT

4



PennDOT placing millings on Gurtner Road through AGILITY program.

HAVE A ROAD OR BRIDGE PROJECT YOUR MUNICIPALITY WOULD LIKE TO "SPOTLIGHT"? Please submit a brief description and a municipality contact person to LTAP for consideration in the LTAP newsletter. Send submissions via fax to (717) 783-9152 or e-mail it to ltap@state.pa.us.

For very little money and with just a little extra effort, Fairview Township now has a half-mile stretch of paved road that is easier to maintain and safer for the traveling public.

Thanks to a unique partnership, Fairview Township was able to stretch its local budget and turn a dirt-and-gravel road into a super-smooth paved road for very little money. In 2002 and 2003, through a combination of both "handshake" and AGILITY agreements among the local airport authority, another township, and PennDOT, Fairview Township saw a .06-mile stretch of Gurtner Road (T886) paved and widened from 18 to 24 feet.

First, through a "handshake" agreement with the local airport authority (S.A.R.A.), Fairview Township accepted a donation of fresh millings from an airport paving project that did not meet the authority's standards. The airport authority needed a location to dispose or stockpile the material so that it could repave an area in the airport, and Fairview Township provided a close location.

Next, an AGILITY agreement with PennDOT allowed Fairview Township to use PennDOT's trucks to haul the millings from the township building to the job site on Gurtner Road. Then, through another "handshake" agreement, neighboring Carroll Township provided its paver and assisted with spreading, rolling, and compacting the millings. In 2003, a private contractor completed the final paving (3 inches of ID-3), which was paid for with Liquid Fuels Funds.

*Mike Fleming, Public Works Superintendent
Fairview Township, York County*