



moving FORWARD

SPRING 2014

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

Transportation Funding Plan Provides New \$\$ for Municipal Traffic Signals



A new municipal traffic signal funding program will begin providing needed money to eligible and participating municipalities within the next few months to maintain costly traffic signal improvements. This program is part of the comprehensive transportation funding plan, Act 89 of 2013, which Gov. Tom Corbett signed into law Nov. 25, 2013. Act 89 establishes new corridor classifications and procedures to identify, prioritize, and resolve traffic signal funding, and provides new tools to ensure that traffic signals along key corridors will be maintained.

monitoring, maintaining, and operating)

- State FY 2016-2017 and each fiscal year thereafter – Up to \$40 million for LED upgrades and to perform regional traffic signal operations (retiming, special event plans, monitoring, maintaining, and operating)

To apply for the municipal traffic signal funding program, a municipality must have at least a 50 percent match from either municipal or private funds. As PennDOT finalizes the details regarding the municipal traffic signal funding program, further information will be provided in future LTAP articles, through PennDOT's Traffic Signal Resource Portal Page at www.dot.state.pa.us/signals or in the *Pennsylvania Bulletin* at www.pabulletin.com/index.asp.

Funding for Traffic Signals

Act 89 amends Section 9511 (E.1) of the Vehicle Code, 75 Pa. C.S. §9511(E.1), to create a new municipal traffic signal funding program. Eligible municipalities that have signed a traffic signal agreement may participate in this competitive funding process, which provides funding for traffic signal upgrades and operations over the next three fiscal years and beyond:

- State FY 2014-2015 (Beginning July 1, 2014)
 - Up to \$10 million for LED upgrades and to perform regional traffic signal operations (retiming, special event plans, and monitoring)
- State FY 2015-2016 – Up to \$25 million for LED upgrades and to perform regional traffic signal operations (retiming, special event plans,

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To apply for the municipal traffic signal funding program, a municipality must have at least a 50 percent match from either municipal or private funds.

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Changes in Store for Liquid Fuels Funds This Year

Municipalities began receiving their liquid fuels funds (LFF) payments in March this year, a month earlier than in prior years, and they should also expect a larger payment, thanks to two laws enacted in 2013.

The increase in the Municipal Liquid Fuels Tax Fund allocation will be seen in the March 2014 payment distributed to eligible municipalities.

Act 42 of 2013 amends the Liquid Fuels Tax Municipal Allocation Law to move the date of the annual LFF payment from April 1 of each year to March 1. As a result, PennDOT's Bureau of Municipal Services began processing the first release date for the 2014 payment one month earlier this year.

In addition, Act 89 of 2013, the transportation funding package signed into law by Gov. Corbett, will bring increases to the annual Municipal Liquid Fuels Tax allocation. Previously, this funding came from the 12-cent State Liquid Fuels Tax. Under Act 89, this tax was eliminated, and the allocation will now be 20 percent of the additional millage rate of the Oil Company Franchise Tax (OCFT). The cap on the OCFT will also be increased incrementally through Jan. 1, 2017, when it will be fully eliminated. The millage rate will be reduced annually, from 64 mills for 2014 to 39 mills for 2018.

The increase in the Municipal Liquid Fuels Tax Fund allocation will be seen in the March 2014 payment distributed to eligible municipalities. The gross allocation in March 2014 is \$345,931,000, compared to the gross payment of \$320,818,000 distributed in 2013.

To receive the annual Municipal Liquid Fuels Tax Fund allocation, a municipality must be certified. Part of the certification process includes the submission of one report to PennDOT and two reports to the Department of Community and Economic Development (DCED):

- MS-965 Actual Use Report of State Funds, due Jan. 31 to PennDOT
- Report of Elected and Appointed Officials, due Jan. 31 to DCED
- Survey of Financial Condition, due March 15 to DCED

Because the March 15 deadline for this last report comes after the release of the March 1 distribution, PennDOT will rely on the submission of the report from the previous year to determine eligibility to be certified.

To receive the annual Municipal Liquid Fuels Tax Fund allocation, a municipality must be certified.

In addition, because of the time required by the state comptroller to release the payments, a municipality must have been certified by Feb. 10, 2014, to be eligible to receive its first payment on March 3, the first day payments were issued. 📄

Municipal Traffic Signals

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Traffic Signal Accountability

Act 89 amends Title 74 (Transportation) to add a new traffic signal chapter, Chapter 92, which requires PennDOT to identify critical corridors, establish a new traffic signal agreement, and correct deficiencies. The new chapter defines critical corridors to include both of the following:

- State highway segments intersecting a limited access ramp; and
- State highway segments with bi-directional Average Annual Daily Traffic (AADT) greater than 10,000 vehicles per day as determined by PennDOT's Roadway Management System.

Act 89 also permits funding of traffic signal improvements and maintenance of certain designated corridors to be determined by PennDOT. Municipalities cannot receive funding until they have a signed maintenance agreement, and on critical corridors they are required to sign this new agreement. PennDOT will then prioritize corridors for funding.

For more information about the municipal traffic signal funding program, please contact Daniel Farley, Manager of Traffic Signal and Operational Analysis Section, PennDOT Bureau of Maintenance and Operations, at dfarley@pa.gov. 📄

April is National Safe Digging Month

Get in the Habit: Call Before You Dig

Utility lines across the United States are routinely damaged when someone excavating or digging accidentally strikes an underground line or cable. Such mistakes can be costly in terms of service disruption, construction delays, and possible injuries.

The Pennsylvania One Call System can assist to ensure that such costly and deadly mistakes don't occur. Under state law (Act 287 of 1974 and subsequent amendments), all excavators, including municipalities, must notify the state's 24-hour One Call Center (by dialing 8-1-1) at least three business days before digging, and all underground facility owners, including municipalities, must belong to a One Call system. Those who don't comply face jail terms and fines between \$2,500 and \$50,000 per Section 7.2.

Pennsylvania's One Call System participates in the nationwide standardized "Call Before You Dig" phone number, 8-1-1. Municipalities, contractors, and do-it-yourselfers can dial this easy-to-remember three-digit number to alert the center before any planned excavating. In turn, the center staff notifies affected facility owners, who must mark the location of their underground lines with colored paint or flags within two business days after the day a call is placed. Please note: Lines on private property may belong to the property owner and may not be the responsibility of the facility owner to mark. A list of private locating companies is on the Pennsylvania One Call website at www.pa1call.org.

In recognition of National Safe Digging Month in April, *Moving Forward* provides some common questions and answers that municipalities and their road crews may have about the Pennsylvania One Call program.



Q: How does the requirement to call before digging affect our municipal road crew?

A: Whether it's a municipal road crew digging trenches alongside the roadway, an excavator installing a deck or patio, or a homeowner planting a tree, anyone who is planning to do any type of excavating with powered equipment must call 8-1-1 at least three business days before digging. The call center is manned 24 hours a day, seven days a week, every day of the year.

Municipal road crews should note that there is one notable exception to the call-before-you-dig mandate. Under Pennsylvania's One Call Law, municipalities performing "minor routine maintenance" in their right-of-way at a depth of less than 18 inches are not required to alert the system (additional limitations apply). However, One Call recommends you make the call anyway since gas and other utility lines can and have been found at these shallower depths. Please review the definition of "Excavation work" in the One Call Law for complete details.

Q: What happens when I call 8-1-1?

A: The call is routed to Pennsylvania's One Call Center where staff will request information about the planned excavation and communicate it to the local utility and pipeline companies. Utility representatives must visit the excavation site and mark the approximate location of underground utility lines with colored spray paint or flags and then respond through the automated system.

Q: What do I do in the meantime?

A: Even if you have provided the exact location of the proposed digging when placing the call, it's a good idea to mark the site of the planned excavation with white paint or flags. (If you haven't given exact site information over the phone, you are required to mark the site in white.)

Within three business days of placing the call, utility companies should have visited the site and marked the location of underground lines or responded "Clear" through the KARL automated system. You may then begin digging, taking care to avoid the marked areas or using prudent techniques until you find the line(s).

By law, you must begin digging between three and 10 business days of placing the notification call to the One Call Center. It is the excavator's responsibility to maintain the marks while working in the area. If you vacate a work site for more than two business days and then return to dig again, you must notify the Pennsylvania One Call Center prior to starting work again.

Q: What do the different marking colors mean?

A: White means proposed excavation; pink, temporary survey

Meet LTAP's Newest Committee Members

LTAP recently welcomed three new members to its Advisory Committee. In this issue, we introduce you to Jeffrey Kinsey and Larry Bowers. Our third newest member, David Williams, will be featured in the Summer issue of *Moving Forward*.



Jeffrey K. Kinsey
Elizabethtown Borough
Lancaster County

Jeffrey has been the assistant public works director in Elizabethtown borough for the past five years. He oversees the operations of the borough's streets and parks. During his 18 years with the borough, he has also worked as an equipment operator for the Water Department and a supervisor for the Street Department.

What is your or your borough's experience with LTAP?

I received my first Roads Scholar certification in 2006 and a second one in 2012. Elizabethtown borough has made it a goal that all employees in the Public Works Department should have their Roads Scholar certification by this summer.

In addition, Elizabethtown has used LTAP's technical assistance program several times for intersection safety, traffic calming, school zones, and the Share the Road program.

What are you looking forward to or hoping to accomplish in your role on the Advisory Committee?

My goal is to use my past experiences in local government to continue making LTAP the best resource for municipalities.

What advice related to LTAP do you have for other municipalities?

With the constantly changing regulations at the state and federal levels, I find it is a good idea to take some of the same LTAP classes over every couple of years. LTAP is always on top of the changes and how they affect municipalities.

LTAP has so many great training programs and resources available that I encourage everyone to take advantage of this free service.

Features continue on page 5

Call Before You Dig *continued from page 3*

markings; red, electric power lines, conduits, and lighting cables; yellow, gas, oil, steam, petroleum, or gaseous materials; orange, communication, alarm, or signal lines, cables or conduits and traffic loops; blue, potable water; purple, reclaimed water, irrigation, and slurry lines; and green, sanitary and storm sewer lines.

Q: What type of fee is involved?

A: One Call was established as a nonprofit partnership among municipalities, utilities, pipelines and contractors, who share the cost of supporting the system. The utilities and contractors pay 85 percent of One Call's operating costs, while larger municipalities with 2,000 or more residents pick up the remaining 15 percent. A municipality or utility that joins the system is notified by fax or email when a contractor plans to dig near its underground lines. A service fee is charged to facility owner members for each dig notification. Municipalities with less than 2,000 population and municipal authorities that serve fewer than 5,000 people are exempt from the service fee.

Contractors and businesses who call to report a dig and are not One Call members must pay an annual flat fee of \$125 for unlimited calls to the center. This funding helps to offset the costs for municipalities and authorities that are billed for the system's services.

Q: Where can I get more information about Pennsylvania One Call?

A: Visit www.pa1call.org or call 8-1-1. 

Temporary Marking Guidelines



White - Proposed Excavation



Pink - Temporary Survey Markings



Red - Electric Power Lines, Cables, Conduit and Lighting Cables



Yellow - Gas, Oil, Steam, Petroleum or Gaseous Materials



Orange - Communication, Alarm, or Signal Lines, Cables or Conduit and Traffic Loops



Blue - Potable Water



Purple - Reclaimed Water, Irrigation and Slurry Lines



Green - Sewer and Drain Lines

As municipal budgets are strained, it is so important that LTAP's free and informative training sessions are made available as often as possible.



Larry Bowers
Gaskill Township
Jefferson County

Larry has been on the board of supervisors in Gaskill Township for 15 years and was recently reelected to a six-year term. He serves as the chairman of the board.

What is your or your township's experience with LTAP?

My experience with LTAP has helped me appreciate the value of training that is available to all

townships and boroughs. As an officer in Jefferson County's council of governments, sewage association, and township officers association, I understand the value that this training provides to my fellow township supervisors, secretaries and council members.

What are you looking forward to or hoping to accomplish in your role on the Advisory Committee?

My county is made up of 23 townships and about 10 boroughs, all with tight budgets and a total sparse population of about 45,000. In fact, 20 of our townships have fewer than 2,000 residents. As municipal budgets are strained, it is so important that LTAP's free and informative training sessions are made available as often as possible.

What advice related to LTAP do you have for other municipalities?

I urge every municipality to take advantage of LTAP's varied training program by sending its elected officials, secretaries and employees to sessions. My personal favorites include Posting and Bonding of Local Roads, Budgeting, Traffic Signs, and Liquid Bituminous Seal Coat.

If your county or area has a council of governments (COG), communicate with it and explain your training needs and how LTAP may be able to help. And, if your area doesn't have a COG, plan to form one soon!

See a listing of Advisory Committee members at www.ltap.state.pa.us under the "Advisory Committee" tab. 🗎

TROUBLE SHOOTING ROADWAY ISSUES

When a municipality needs help with a specific road-related issue, nothing has proven more effective than **one-on-one technical assistance**. Since 1983, LTAP technical experts have provided municipalities with the personal guidance they need to confidently handle transportation and road issues.

If your municipality wants to see improvements on its roadways, whether it's an issue related to safety or maintenance, why not seek one-on-one help and give LTAP Tech Assists a try?

LTAP technical experts are available by phone, by e-mail, and in person to help you troubleshoot your specific maintenance and safety problems. There is no charge for this service.



LTAP TECH ASSISTS

Making a Difference with Local Safe Roads Communities Program

LTAP engineers developed a Local Safe Roads Communities Report at the request of a township concerned with safety along a segment of road where drivers have difficulty negotiating a horizontal curve during inclement weather. To produce the report, LTAP engineers studied the road and corresponding crash data and then suggested 21 treatments ranging from short-term to mid-term to long-term improvements. The township implemented six of the suggested treatments. A field view of the road segment and an analysis of crash data since the treatments were implemented suggest a **91 percent reduction in crashes** and an elimination of wet-weather crashes.



2014 Municipal Road Maintenance and Safety Symposium

April 13-15
**Hershey Lodge &
Convention Center**

THIS TWO-DAY SYMPOSIUM features presentations by road maintenance professionals on new products and technologies and by municipal officials on real-world road issues.

The symposium, held in conjunction with the 92nd Annual Educational Conference and Trade Show of the Pennsylvania State Association of Township Supervisors (PSATS), is co-sponsored by the state Department of Community and Economic Development.

SUNDAY, APRIL 13

- Roadmasters Roundtable (2-4 p.m.)



MONDAY, APRIL 14

Monday workshops will be held from 10:45 a.m. to noon, 1:15 to 2:30 p.m., 2:45 to 4 p.m., and 4:15 to 5:30 p.m. Specific times will be listed in the PSATS conference program book, which registrants will receive when they check in at the conference.

- Are Roadside Springs a Drinking Water Hazard for Your Residents?
- Driving Surface Aggregate: Update and Changes
- Google Earth: An Affordable Tool for Municipalities
- Marcellus Shale Success Stories
- Municipal dotGrants Training: Reporting of Liquid Fuels Tax Fund Expenditures
- Paving the Way for a Successful Annual Road Maintenance Program
- Sinkholes: How to Identify and Prevent
- Stormwater 101
- Tractor Mower Operator Safety Training (TMOST)
- Traffic Sign Assessment and Inventory Demonstration
- Traffic Signal Customer Service Plan

TUESDAY, APRIL 15

Tuesday workshops will be held from 1:15 to 2:30 p.m. and 2:45 to 4 p.m. Specific times will be listed in the PSATS conference program book.

- GIS/GPS & Asset Management: Putting a World of Information at Your Fingertips
- Incorporating Green Infrastructure into Transportation Improvement Projects
- Marcellus Shale: Do You Understand Posting and Bonding?
- The Implementation of Innovative Technologies in Asset Maintenance and Management
- Understanding Your Options as a Bridge Owner



COST: Anyone registered for the PSATS conference may attend the symposium for no additional charge.

There is a \$65 registration fee for those who wish to attend the symposium without registering for the conference. The fee includes access to the specified workshops and the largest municipal trade show in Pennsylvania. Nearly 300 vendors will be at the conference to display new products and equipment and answer questions.

For more information or to register, call PSATS at (717) 763-0930 or go to www.psats.org, click on the "Annual Conference" link, and then select "PSATS' 2014 Annual Educational Conference." Choose the link for townships and then scroll down to No. 10 in the list of conference items.

Upcoming 2014 Classes

To Register:
PHONE: 1-800-FOR-LTAP (367-5827)
WEBSITE: www.ltap.state.pa.us

This represents some of our scheduled courses. Look for updates on the website.

Liquid Bituminous Seal Coat

April 1, Chester County
April 3, Venango County
April 4, Mercer County
May 8, Blair County
May 16, Bradford County
June 12, Union County

Unpaved & Gravel Roads Common Maintenance Practices

April 1, Clearfield County

Americans with Disabilities Act

April 1, Adams County
April 17, Centre County

Principles of Paving

April 2, Luzerne County
April 16, Philadelphia County
April 23, Lehigh County
May 6, Lancaster County
May 8, York County
May 15, Crawford County

Warm Mix Asphalt

April 2, Blair County
April 29, Beaver County
May 15, Columbia County
May 16, Jefferson County

Intersections

April 3, Lancaster County

Work Zone (Temporary) Traffic Control

April 4, Centre County
April 22, Allegheny County
April 23, Lackawanna County

Traffic Signs

April 7, Berks County
April 23, Lancaster County
May 7, York County
May 13, Bucks County
May 14, Northumberland County
June 6, Crawford County

Safe Driver

April 8, Philadelphia County
April 15, Adams County
May 1, Allegheny County
May 20, York County
June 5, Warren County

Full-Depth Reclamation

April 8, Tioga County
April 22, Chester County
April 24, Cameron County
April 30, Bedford County

Drainage: the Key to Roads that Last

April 8, Bucks County
May 1, Mercer County
May 15, Pike County
May 20, Lehigh County

Equipment and Worker Safety

April 10, Adams County
April 10, Montgomery County
April 11, York County
April 15, Philadelphia County
May 8, Wayne County

Stormwater Facility Operation & Maintenance

April 15, Mercer County
May 7, Indiana County
May 13, Somerset County

Bridge Maintenance & Inspection

April 17, Bradford County
May 1, Montgomery County

Roadside Safety Features

April 22, Monroe County

Posting & Bonding of Local Roads

April 22, Clearfield County
May 7, Cambria County
May 7, Union County
May 21, Potter County

Asphalt Roads Common Maintenance Problems

April 24, Montgomery County
May 14, Philadelphia County
May 22, Mercer County
June 10, Bucks County

Road Surface Management

April 24, Union County
June 4, Carbon County

Roadside Vegetation Control

April 30, Philadelphia County

Risk Management Strategies

May 6, Philadelphia County

Traffic Calming

May 8, Lehigh County

Geosynthetics

June 4, Mercer County

Congratulations to the following Roads Scholar recipients:

- Jeffrey L. Black, Franklin Township, Adams County
- Scott A. Small, Conewago Township, Adams County
- Jody L. Walters, Upper Leacock Township, Lancaster County
- Barry Garverick, Montoursville Borough, Lycoming County
- John Klim, Muncy Creek Township, Lycoming County
- Todd R. Lachenmayer, Upper Marion Township, Montgomery Township
- Tiffany Wells, Bethlehem City, Northampton Township



LTAP's Website Gets a New Look

You may have noticed a new look to the LTAP website. The site was recently upgraded to improve compatibility with different browsers. In the process, the home page was updated, and more resources for municipalities were added. Go see the changes at www.ltap.state.pa.us and take advantage of the many resources available through LTAP. If you have any questions or experience any problems navigating the new site, please call 1-800-FOR-LTAP (800-367-5827) for assistance.

STIC Update

Learn the Latest in Innovations

The goal behind PennDOT's State Transportation Innovation Council (STIC) is to quickly and proficiently evaluate and implement innovative techniques and processes that will help to make our state's transportation system modern and safer for all Pennsylvanians.

STIC is a cross-section of various stakeholders, state and federal agencies, local governments, research organizations and industry partners who work together to forge an environment of innovation, imagination, and ingenuity. To assist in this effort, Technical Advisory Groups (TAGs) have been created to review, evaluate, and provide suggestions on potential benefits and uses of initiatives or techniques. The TAGs are responsible for ensuring that their chosen initiatives succeed in improving the transportation system. The following TAGs meet regularly and report back to the larger council: project delivery; construction; maintenance; design; environmental; safety; technology; intelligent transportation systems; materials; and public outreach.

In upcoming issues, *Moving Forward* will explore some of the STIC initiatives aiming to improve our transportation system. Stay tuned!



This tabletop model showcases GRS-IBS bridge technology, which is one of STIC's most successful initiatives to date.

State Transportation Innovation Council (STIC)
(717) 772-4664 mbonini@pa.gov www.moderndot.pa.gov

Build a Better Mousetrap Entries Due April 1

Has one of your municipal employees recently built an innovative gadget or developed an improved way to do a transportation job? If so, enter it in PennDOT's Build a Better Mousetrap Competition.

The deadline to submit entries is **Tuesday, April 1**. A state winner will be chosen and announced in May. Entries will be judged by a committee of municipal road employees on cost, savings/benefits to the community, ingenuity, transferability to others, and effectiveness.

The winning entry will be submitted into a national competition; winners of the national contest will be announced at the annual LTAP/TTAP national conference this summer. All entries at the national level will be posted on the LTAP/TTAP program website and compiled into an electronic booklet.

The entry form can be accessed online at the LTAP website, www.ltap.state.pa.us, under "News" on the right-hand side of the page. To enter the competition, return the completed form by April 1 to PennDOT/LTAP, c/o PSATS, 4855 Woodland Drive, Enola PA 17025, or by email to katkinson@psats.org.

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 Website: www.ltap.state.pa.us

Want Off the Mailing List?

If you do not want to receive a copy of this newsletter, please send an email to katkinson@psats.org. The newsletter is available electronically on the LTAP website under Public Resources and Documents.