

FY 2020-2021 LTAP Annual Report SEDA-COG MPO

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SEDA-COG MPO LTAP Annual Report

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Mission Statement

SEDA-COG will partner with PennDOT to identify municipal training needs and expand and promote LTAP services within its 9-county LTAP region.

Program Overview

The LTAP program has become a fixture in the SEDA-COG Metropolitan Planning Organization (MPO) region over the past 16 years. SEDA-COG focuses on adding value to the training and technology transfer process for municipalities and strives to integrate LTAP with other regional transportation planning activities for maximum effectiveness. Our regular coordination with county and municipal officials on transportation program and project development has benefited from closer relationships and trust forged by LTAP involvement. The feedback received during individual trainings, marketing events, and direct conversations reveals that LTAP is having a positive impact and satisfying needs unmet through other programs, all at no cost to local government. Continuous improvements to LTAP delivery and stronger relationships between all the LTAP partners (PennDOT, MPOs/RPOs, PSATS, instructors, and municipalities) make SEDA-COG's role in the program more successful and rewarding.

Program Accomplishments

Below is a compilation of some significant accomplishments during FY 2020-2021:

1. SEDA-COG effectively marketed LTAP classes to non-typical students, extending the reach of training and diversifying the LTAP registrants. In particular, the Active Transportation, Erosion and Sediment Control, Introduction to Traffic Studies, Local Road Safety Plans, Pedestrians and Crosswalks, Road Safety Audit, Speed Limits and Speed Management, Traffic Calming, and Work Zone (Temporary) Traffic Control classes were targeted to county/municipal planners, managers, engineers, law enforcement, zoning officials, code administrators, and planning commission members. This resulted in the creation of several new LTAP accounts/students. (During FY 20-21, a total of 39 new user accounts were created for individuals from the SEDA-COG LTAP region.) Direct correspondence with county planners recruited these officials to engage municipalities about the training and target announcements toward communities based on local needs.

2. Organized hands-on Equipment Operator Training workshop, by contracting with Pennsylvania College of Technology, that was held on June 4, 2021. SEDA-COG used its UPWP allocation to offer this class. The 10 participants (maximum number allowed) greatly benefitted from the classroom instruction led by a Penn College faculty member and the actual practice time operating a backhoe, dozer, excavator, road grader, skid steer, and wheel loader. Despite ongoing issues with mitigating COVID-19 pandemic impacts, the 2021 training event was an immense success.

Staff was in regular contact with students and Penn College employees throughout the spring to facilitate the class logistics. The college implemented prudent safety protocols to ensure student safety and the class was very well received. The municipal attendees rated the class as highly useful, noting that they would recommend it to others. In fact, we already have a waiting list for the anticipated 2022 session, including new municipalities and those that have sent students to prior trainings and wish to get their entire crews through this hands-on instruction. The enthusiasm for this special training continues to grow and it offers key advantages for our region’s municipalities that cannot be found elsewhere – all at no charge to them.

SEDA-COG will cooperate with Penn College to offer future equipment operator training. Due to the strong success of this collaboration, other classes, demonstrations, or showcases that feature demonstrations or hands-on training will also be considered.



3. LTAP Technical Assistance services were promoted heavily by SEDA-COG through newsletters, class time, phone calls, meetings, social media, and networking with local officials. Staff routinely receives inquiries from municipalities regarding traffic studies, publication standards, or transportation funding programs, and inquirers are advised to take advantage of the LTAP technical assistance. During CY 2020, a total of 64 Tech Assists were completed in the SEDA-COG LTAP region – a more than **200%** increase

from the CY 2019 totals. This speaks to the great value and effectiveness of the LTAP experts in meeting municipal needs during the pandemic. Through the first half of CY 2021, a total of 39 Tech Assists have already been completed in the SEDA-COG region.

4. Crucial training needs of experienced and new municipal employees were met throughout FY 20-21. The training continues to have a meaningful impact for municipalities in the region during challenging budget environments. SEDA-COG will continue to sponsor standard classes and respond to emerging training needs by arranging or proposing new courses. Staff regularly recommends new courses, LTAP newsletter article ideas, and Tech Sheet concepts.

**SEDA-COG MPO LTAP Training Session Participation
Summary for FY 2020-2021**

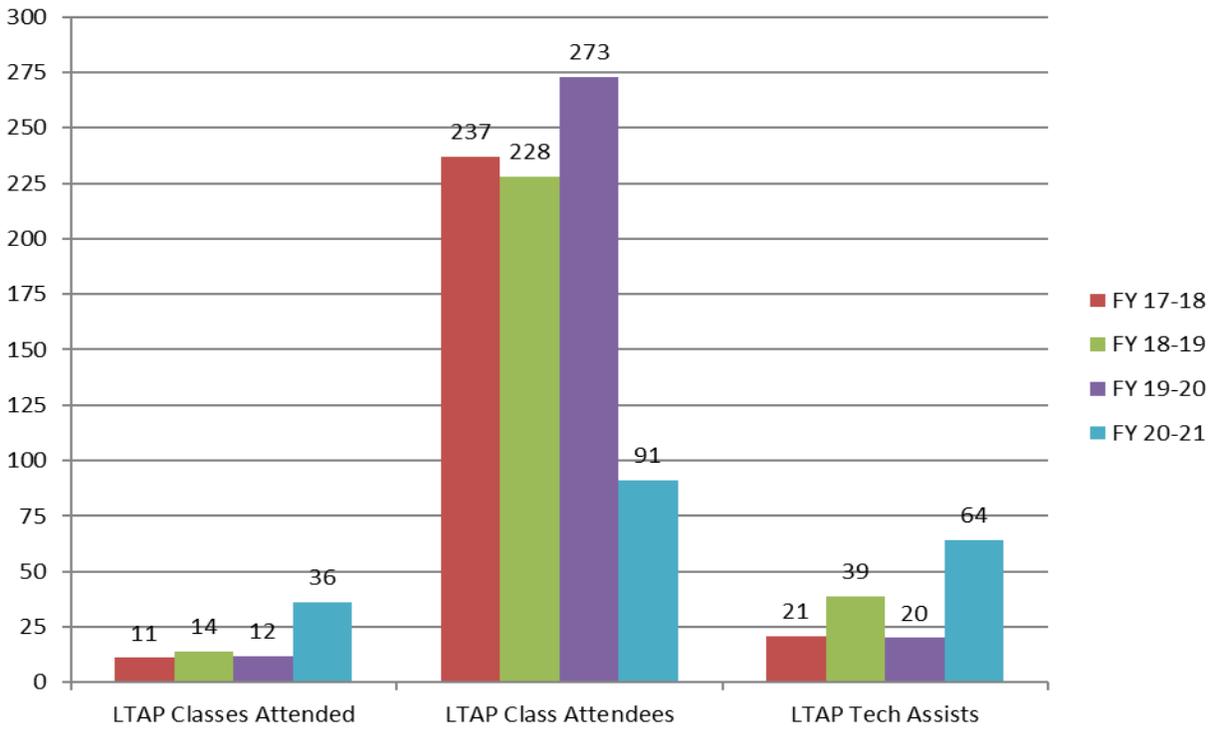
Program Fiscal Year	Number of Classes Municipalities Attended	Number of Municipalities that Attended	Number of Municipal Attendees
2020-2021	36	20	91

SEDA-COG was unable to schedule and hold in-person LTAP training classes during FY 20-21. However, staff marketed the LTAP virtual classes, webinars, and drop-ins that were available to all municipalities statewide. Most of the municipalities from the SEDA-COG region that attended the virtual classes were larger urban and suburban municipalities. Unfortunately, the more rural municipalities had less interest or had constraints with accessing the virtual training. LTAP could not return to in-person classes until August 2021, but staff identified training needs for holding classes later in 2021 to include new/revamped courses and previously scheduled classes that were canceled due to the pandemic.

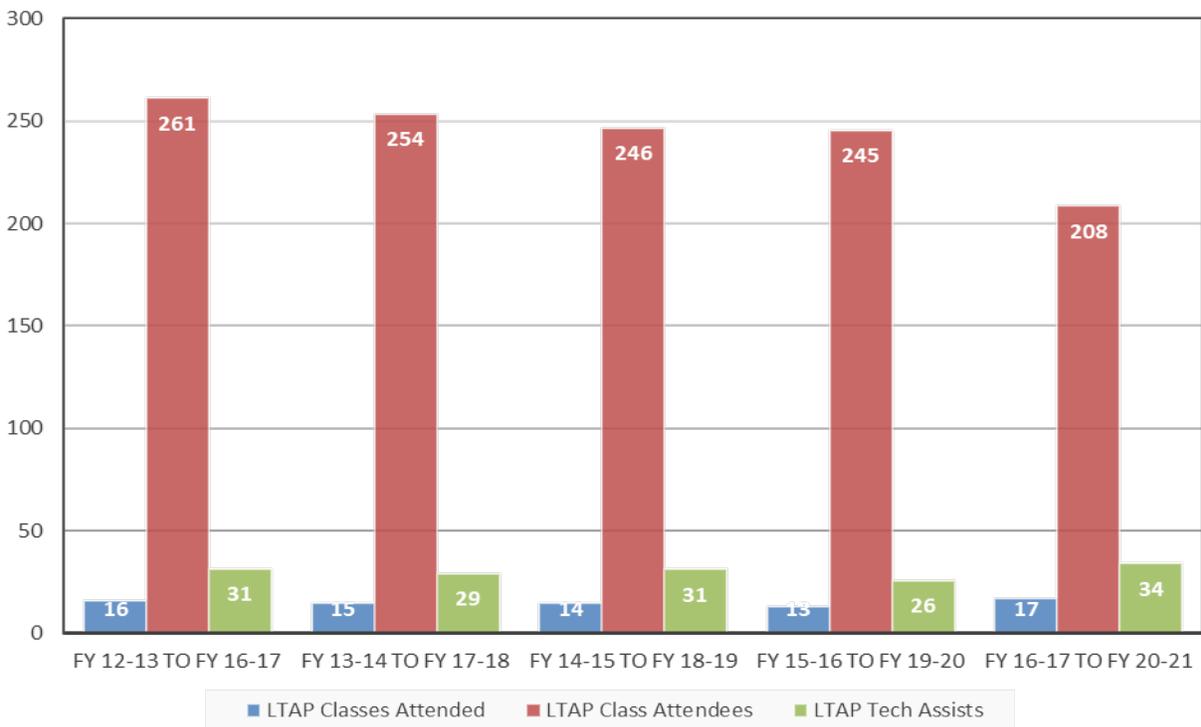
In the figures on page 4, the SEDA-COG LTAP class numbers cover each of the four most recent State Fiscal Years, while the Technical Assistance numbers reflect the calendar year totals for the beginning year of the SFY. In order to better present trend-based information, the second figure on page 4 shows 5-year running averages since SFY 2012-16. FY 2020-21 is an outlier and reflects the fact that we were unable to hold any in-person classes within the region, since all training during this period was conducted virtually. More classes were “attended” by municipalities from the region, but there were far fewer total attendees than normal. It was highly convenient for small numbers of individuals from within the region to participate in the many virtual sessions held statewide.

Nevertheless, the historic performance reveals a stable and strong program of LTAP activity in the SEDA-COG region, and staff is optimistic that this trend will continue. It is important to regularly examine the LTAP evaluation forms to see how municipalities are applying the training and technical assistance received, and to learn more about their views toward the program’s value. We will continue to actively promote the manifold LTAP benefits and adapt to the needs of our municipalities.

Local Technical Assistance Program Activity



Five-Year Average LTAP Performance



In scheduling and participating in LTAP training sessions, SEDA-COG staff recommended that public works employees pursue the Roads Scholar certification through LTAP. This helped increase regular registrations, especially as larger boroughs committed to taking several new public works crew members through the Roads Scholar regimen and having its veterans go through refreshers. Now that the Roads Scholar II and Police/Administrative designations are available, staff has promoted these, and recognizes that more experienced municipal road workers and law enforcement/managers might be prompted to attend LTAP training. The greater recognition of LTAP training among municipalities, along with strong partnering of staff from SEDA-COG/PennDOT/PSATS, should promise participation successes long into the future.

In addition, SEDA-COG staff also promoted other PSATS-orchestrated educational sessions applicable for roadway safety and maintenance. These included Flagger Training certification. Municipalities were encouraged to attend such sessions and assistance was offered with hosting or registering for these workshops.

Program Highlights

This section provides a summary of the key outreach activities that SEDA-COG staff undertook to better administer LTAP for municipalities. Obviously, the COVID-19 pandemic caused a dramatic shift in operations during FY 2020-21. In-person classes were suspended and shifted to online virtual sessions. SEDA-COG staff recommended classes as virtual offerings based on municipal interest and requests and worked to promote other scheduled classes. Not all public works crew members or municipal officials have sufficient access to IT equipment or broadband, which limited the number of requests submitted. In addition, staff promoted the new LTAP virtual Drop-ins. These sessions centered on various safety and maintenance topics, designed as informal 45-minute live sessions focused on networking and sharing information with other municipal roadway personnel. At least 16 people from the SEDA-COG region participated in these LTAP Drop-in sessions. Other key outreach efforts during FY 20-21 included:

- **LTAP Survey**

Direct requests from municipalities for courses occur throughout the year. SEDA-COG staff's attendance at class sessions and marketing events generates requests and identifies municipal training needs. Staff takes copies of a 1-page survey sheet to scheduled LTAP classes, county conventions, and equipment shows in the region. This survey contains checkboxes next to currently available courses, blank spaces for recommended courses, SEDA-COG and LTAP contact information, and questions regarding: tech assists, training topics, road show interest, suggested program improvements, and additional recommendations.

Municipal officials are notified when new courses are offered through LTAP, and e-mails with survey and course descriptions are sent to solicit top training requests for the year, often leading to class scheduling. Staff sent an email to all municipalities in September 2020 to request class recommendations for 2021. The link to an

PennDOT Local Technical Assistance Program Training Needs Survey	
Name: _____	Municipality: _____
Title: _____	County: _____
Address: _____	Phone: _____
_____	Fax: _____
_____	E-mail: _____
Please place a check or X next to classes you would like to attend during 2018.	
Courses Currently Available	
<input type="checkbox"/> Americans with Disabilities Act (ADA)	<input type="checkbox"/> Project Oversight, Monitoring Quality
<input type="checkbox"/> Asphalt Roads, Common Maintenance Problems	<input type="checkbox"/> Risk Management Strategies
<input type="checkbox"/> Bridge Maintenance & Inspection	<input type="checkbox"/> Road Safety Audit
<input type="checkbox"/> Conducting Gap, Retroreflectivity Inspections	<input type="checkbox"/> Road Surface Management
<input type="checkbox"/> Cures on Local Roads, Issues & Safety Tools	<input type="checkbox"/> Roadside Safety Features
<input type="checkbox"/> Drainage: The Key to Road That Last	<input type="checkbox"/> Roadside Vegetation Control
<input type="checkbox"/> Engineering & Traffic Studies	<input type="checkbox"/> Safe Driver
<input type="checkbox"/> Equipment & Worker Safety	<input type="checkbox"/> Salt and Snow Management
<input type="checkbox"/> Full-Depth Reclamation	<input type="checkbox"/> Signs & Safety Expenses for Bridges/Culverts
<input type="checkbox"/> Geosynthetics	<input type="checkbox"/> Speed Limits and Speed Management
<input type="checkbox"/> Intersections	<input type="checkbox"/> STOP Signs and Intersection Traffic Control
<input type="checkbox"/> Liquid Membrane Seal Coat	<input type="checkbox"/> Stormwater Facility Operation & Maintenance
<input type="checkbox"/> Managing Utility Cuts	<input type="checkbox"/> Traffic Calming
<input type="checkbox"/> Pavement Markings, Applications & Maintenance	<input type="checkbox"/> Traffic Signal Permits
<input type="checkbox"/> Pavement Preventive Maintenance	<input type="checkbox"/> Unopened and Closed Road Maintenance
<input type="checkbox"/> Paving and Bonding of Local Roads	<input type="checkbox"/> Work Zone (Temporary) Traffic Control
<input type="checkbox"/> Present Estimating Using Mathematical Principles	<input type="checkbox"/>
Would you like to host an LTAP course in your municipality? <input type="checkbox"/> Yes <input type="checkbox"/> No	
What additional roadway safety and maintenance training topics would you like to see offered?	
Do you have suggestions for improving the LTAP services?	
Additional comments: _____	
Please visit the LTAP website: www.PennDOT.gov	

online survey option, through SurveyMonkey, was included in the body of the email.

The convenient online surveying process led to easy analysis of results, successful class scheduling, and learning about new training needs or class sites. Staff also includes questions to learn about distances that officials are willing to travel for LTAP training and whether municipalities have ADA Transition Plans. A PDF of the traditional survey form was also offered up to municipalities to complete and return. If municipalities responded by faxing or mailing in their survey responses, they were entered manually into SurveyMonkey to load the information into the same system and instantaneously identify trends.

Communication / Marketing

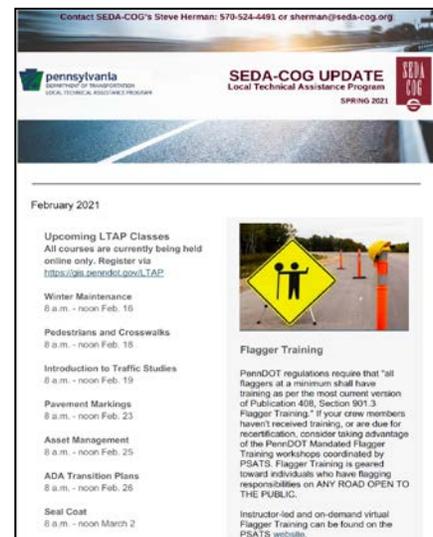
This section summarizes the communication and marketing techniques used by SEDA-COG to promote awareness of LTAP courses. Staff attempts to take advantage of every available opportunity to adequately spread the message about LTAP services and benefits. The marketing events and communication methods are essential for achieving healthy class attendance, and to encourage municipalities to make use of other available LTAP services. Contact information for municipal officials is constantly updated by coordinating with PennDOT Districts, individual municipalities, county township associations, and PSATS to ensure that municipalities are easily accessing LTAP news.

- **County Conventions**

SEDA-COG normally attends at least five (5) County Conventions of Township Officials Associations each fall, but these were all canceled during FY 2020-21. Staff did, however, participate in and present LTAP information during the Centre County Association of Township Officials' Virtual Spring Convention on April 29, 2021.

- **LTAP Update Newsletter**

SEDA-COG sent its LTAP Update newsletter to all municipalities in September 2020 and February 2021. A PDF version was posted to SEDA-COG's website. The newsletter covered LTAP topics such as course schedules, course descriptions, LTAP website use, technical assistance, library materials, local government competitions, new FHWA/PennDOT publications, safety tools/applications, and important upcoming events (flagger training, drop-in sessions, webinars, dirt & gravel road workshops, and PSATS' conference). The newsletters were revamped during FY 20-21 and were prepared and issued as electronic newsletter versions via Constant Contact – this allowed staff to track addressee email openings (average of 25%) and clicks within newsletter links. Staff also included LTAP news articles and class schedules in SEDA-COG's general agency newsletters, and state legislators often run the SEDA-COG LTAP training notices in their newsletters.



- **Courses**

The primary means of communication with municipalities involved e-newsletter transmittal of the course listings in the LTAP Update newsletters, along with regular e-mailing of the individual course announcement flyers and class reminders to over 350 contacts. The course names, descriptions, intended audience, training dates, and locations were included in this correspondence. The initial class notifications were made approximately one month in advance of the training dates, with reminder notices sent approximately two weeks ahead of class dates, depending on the registration numbers. Staff uses Microsoft Word email message mail merge capabilities in order to personalize course notification emails to municipalities, to avoid revealing email addresses to other parties, to improve formatting, and to make email correspondence more efficient and reliable.



Targeted telephone calls were made to certain municipalities based on staff’s familiarity with conditions in those municipalities or past interest expressed about specific courses. Staff also relied on postcards and other handouts to spread the word about LTAP classes. In addition, course listings were placed on the SEDA-COG transportation website, along with other updates or LTAP-related events. Staff worked with the SEDA-COG Communications Manager to issue LTAP class news releases and place information on the agency’s main website, Facebook, and Twitter pages. Finally, the Centre County MPO forwarded SEDA-COG emails and placed area LTAP training events on its main webpage and promoted them on its Facebook site.

- **Equipment Shows**

SEDA-COG staff normally attends the West Branch Council of Governments’ Equipment Show, at the Lycoming County Fairgrounds in Hughesville. Several hundred attendees from throughout the SEDA-COG, Lycoming County, and Northern Tier areas participate in this event. SEDA-COG usually staffs an LTAP table display throughout the entire show, sharing LTAP information and answering questions that municipal officials have on various transportation issues. To better market LTAP for regional participants, staff exhibits along with the Lycoming County Transportation Planner at the LTAP booth. The 2021 Equipment Show was another casualty of the COVID-19 pandemic, so this event was not held.



- **PennDOT Communication**

SEDA-COG staff communicated with PennDOT Central Office, District 2-0 and 3-0 Municipal Services, PSATS, and local LTAP Advisory Committee members, as needed, to review and discuss key LTAP issues: training, outreach, administration, and expansion of services. Staff regularly interacted with the PennDOT LTAP Program Director via phone and e-mail to provide updates and seek information. Coordination with the District Municipal Services Supervisors and Specialists was used to increase municipalities’ exposure to LTAP, increase class

registrations, request data, and learn more about local transportation concerns. Consistent with prior SEDA-COG requests, the LTAP Moving Forward newsletter and Tech Sheets are now distributed to all Planning Partners, keeping the MPOs/RPOs up-to-date without having to look for this on the website. Staff also requested and reviewed the LTAP Contract Year Evaluation Reports to gauge how well the program meets the needs of participants statewide.

- **Reaching Non-Responders**

Staff annually prepares region-wide mapping that represents municipal participation in LTAP training and Tech Assists over the most recent 4-year period. This mapping is typically displayed at the fall County Conventions to target outreach efforts with those municipalities that haven't participated over the prior four years. Conversations during County Conventions and elsewhere are used to determine why non-responders haven't utilized LTAP services and trumpet the advantages of getting involved. Story maps may be developed in the future to promote LTAP benefits and elicit more interest in the LTAP suite of services.

- **Build a Better Mousetrap Competition**

Staff promoted the 2021 PennDOT LTAP Build a Better Mousetrap Competition (part of a national contest that looks for innovative public works solutions) to area municipalities and added PennDOT LTAP guidelines/entry forms to the SEDA-COG LTAP website. Zero municipalities from the SEDA-COG region submitted entries during 2021, but staff will conduct outreach during 2022 to encourage innovative gadgets or improved ways to do transportation jobs as submissions from area municipalities.

- **Partnerships and Cross-Promotion**

SEDA-COG staff continued and expanded working partnerships with many organizations to more widely promote LTAP during 2020-2021, including:

- PennDOT Central Office
- PennDOT Engineering Districts 2-0 and 3-0
- Pennsylvania State Association of Township Supervisors (PSATS)
- Instructors from Pennoni Associates and other firms
- SEDA-COG Municipalities
- Other MPOs/RPOs: Williamsport, Centre County, Northern Tier, NEPA, etc.
- County Associations of Township Officials
- LTAP Advisory Committee
- County Planning Directors
- Councils of Government
- Pennsylvania Governor's Center for Local Government Services
- Penn State Cooperative Extension Offices
- Pennsylvania Division of the Federal Highway Administration
- Pennsylvania State Transportation Innovation Council (STIC)
- Regional News Media
- National LTAP Association

- National Safety Training Providers
- Equipment Vendors and Consulting Engineers
- Educational Institutions
- County Conservation Districts
- Governor's Regional Offices
- Pennsylvania Center for Dirt and Gravel Road Studies
- Pennsylvania State Police
- Pennsylvania One Call System

• **Other Events & Activities**

1. LTAP Planning Partners Meeting – Staff attended the meeting of statewide LTAP Planning Partners on September 18, 2020. This event provided the partners an opportunity to receive a variety of LTAP updates, learn about best practices in other areas, and propose recommendations to improve training and communication. With there being a new statewide LTAP Program Director and an extended statewide LTAP contract, an additional Planning Partners meeting was held on June 8, 2021.
2. Planning Partners Meetings – Staff attended various meetings throughout the year with other PennDOT Planning Partners. These meetings provide an opportunity to also learn about LTAP activities, experiences, and suggestions from other planning regions.
3. PSATS' Educational Conference & Trade Show – Staff normally attends the annual PSATS Conference held at the Hershey Lodge, but the 2021 conference was another casualty of the COVID-19 pandemic, so staff could not attend this marketing opportunity.
4. SEDA-COG MPO Meetings – Staff regularly shared LTAP updates during SEDA-COG MPO meetings, which are held 6 times per year. LTAP services are also mentioned during updates at SEDA-COG Board of Directors meetings.
5. LTAP Advisory Committee – Since 2011, the SEDA-COG LTAP Coordinator has been attending LTAP Advisory Committee meetings to help direct LTAP activities and to relay pertinent information to the other Planning Partners. During FY 2020-21, staff attended the October 2020 and March 2021 Advisory Committee meetings. Participation in the Advisory Committee results in key LTAP updates, valuable input from committee members located across the state, and tours of innovative project sites or technology demonstrations. SEDA-COG staff also served on the Build a Better Mousetrap Selection Subcommittee and helped reach consensus on the winners.

Program Success Stories

Municipal officials are predominantly aware of LTAP services and continue to take advantage of LTAP training in sizable numbers. They look to SEDA-COG staff for assistance in meeting their roadway maintenance and safety needs. SEDA-COG again sponsored a substantial number of LTAP class offerings in 2020-2021. This produced acceptable attendance figures, and transferred sound maintenance and safety practices. SEDA-COG was successful in recruiting

non-responding municipalities by offering LTAP courses in convenient locations, using new venues across the region, and promoting related workshops or webinars to accommodate clients in efficient ways. We had great success in keeping other officials coming back to classes, drawing interest in newly available courses, and attracting non-typical LTAP students (e.g., those from the planning profession, law enforcement, municipal administration, and academia). SEDA-COG effectively responded to municipal training needs by arranging requested courses in a timely manner.

The Tech Assists totals for 2020-2021 were significantly higher than the prior year, and several of the completed Tech Assists were more complex and time-intensive than mere phone assists or sharing of library resources. These included:

- Providing guidance on replacing a pipe culvert in Beaver Township.
- Recommending pavement management treatments for multiple roads in Union Township
- Analyzing a 1,500' roadway and providing several repair recommendations in Boggs Township.
- Completing a road safety audit on a roadway in Beech Creek Township.
- Performing traffic studies necessary for establishing speed limits in Riverside Borough and several other municipalities.
- Recommending traffic calming options in Patton Township.
- Analyzing possible Rectangular Rapid Flashing Beacons, pedestrian streetlights, and pedestrian signage for improving a problematic intersection in Bellefonte Borough.
- Evaluating installation of multi-way stop intersections and conversion of a two-way street to a one-way street in Northumberland Borough.
- Examining sections of roadway for guiderail installation and removal in Cleveland Township.

Beyond the marketing of Tech Assist services, staff played a more integral role in several visits or assistance, helping officials to log requests or having LTAP experts enter them and respond to the inquirers.

Staff continued to recommend municipal officials consider requesting LTAP Tech Assists to aid potential applications for various transportation grant programs. For instance, municipalities were encouraged to get LTAP expert advice and safety recommendations for problems being considered for ARLE Transportation Enhancements Grant funding. In particular, the ranking criteria benefit and list of low-cost improvement options to draw upon from Local Safe Road/Walkable Communities Program assessments were highlighted. Likewise, municipalities were notified that LTAP Tech Assists could benefit applications for Transportation Alternatives, Multimodal Transportation Fund, Green Light-Go Program, and Dirt, Gravel, Low Volume Road Program funding rounds.

Related to other technical assistance and resources, staff continued promoting LTAP's role in educating municipal officials via online videos and webinars, forwarding announcements and flyers to municipalities in the region. Municipalities were encouraged to consider how they might take advantage of these webinars and a variety of other PennDOT/FHWA resources throughout FY 20-21, including:

- PennDOT LTAP Roadside Safety Features Webinar.
- PennDOT LTAP ABC's of Asset Management Webinar.
- PennDOT LTAP Municipal Responsibilities on State Roads Webinar.
- PennDOT LTAP Emergency Preparedness from the Road Crew Perspective Webinar.
- PennDOT LTAP Work Zone Traffic Control (2021 Updates) Webinar.
- PennDOT LTAP Virtual Drop-in on Safety Tips for Flagging.
- PennDOT LTAP Virtual Drop-in on COVID-19 and Special Events.
- PennDOT LTAP Virtual Drop-in on Salt Brine.
- PennDOT LTAP Virtual Drop-in on Speed Limits.
- PennDOT LTAP Virtual Drop-in on Accident Reporting for CDL and non-CDL Drivers.
- PennDOT LTAP Virtual Drop-in on Sign Inventory Management.
- PennDOT LTAP Virtual Drop-in on Mini Roundabouts.
- PennDOT LTAP Virtual Drop-in on Temporary Traffic Control Guidelines.
- PennDOT LTAP Virtual Drop-in on Avoiding E&S BMP Installation Pitfalls.
- PennDOT LTAP Virtual Drop-in on PennDOT Agility Program.
- PennDOT LTAP Virtual Drop-in on Common Parking Issues.
- PennDOT LTAP Virtual Drop-in on Community Traffic Safety Program.
- 2020 Mid-Atlantic LTAP Roadway Management Conference.
- 2021 Municipal Road Maintenance and Safety Symposium.
- PennDOT Automated Red Light Enforcement Transportation Enhancements Grants.
- PennDOT's PA Posted Roads website.
- PennDOT's online Flagger Training modules.
- PennDOT's online Intro to Traffic Signals in Pennsylvania Course modules.
- PennDOT's Local Scour Critical Bridges website.
- PennDOT Community & Local Government Assistance brochure.
- FHWA Roadway Safety Data.

Opportunities for 2021 and beyond

The SEDA-COG MPO covers an extensive area with many, diverse municipalities, and it is difficult to hold classes close to every county. The biggest challenge is getting the non-responding municipalities in the region to attend classes. New venues and training needs will be investigated to increase participation by the non-responders. For those with travel limitations in getting to routinely used LTAP class sites, the road show option will be highlighted. To be more efficient with municipal employees dedicating time away from maintenance activities, consideration will be given to combining ½ day classes and running them back-to-back on the same day instead of spreading them across multiple days. However, it seems that municipalities favor ½ day classes to limit time away from daily workloads, and instructors note that student attention and dialogue often wane during the afternoon hours of full day classes.

If road shows cannot secure enough attendees, staff will consider working to facilitate multi-municipal Tech Assists or more personalized training sessions. Staff will also strive to avoid months when municipalities seem to be more constrained for training time allowance. Because many municipal employees are frequent users of LTAP training, SEDA-COG will work to encourage these individuals to pursue Roads Scholar certification. Since many road crew

employees are nearing retirement and turnover is a constant, SEDA-COG staff will continue to focus on creating new LTAP user accounts. SEDA-COG will also investigate holding evening classes for elected officials with daytime jobs.

Another area of opportunity is technical assistance. SEDA-COG staff will continue to periodically monitor Tech Assist requests via the LTAP website, but we are interested in an announcement being generated through the website or by the assigned LTAP expert to get notified when municipalities in our planning region request Tech Assists, primarily for ones involving site visits. Where feasible, we'd strive to participate in the Tech Assist field visits and add value to the process. Likewise, some of the Tech Assists might reveal issues that we should be aware of due to our regional transportation planning and programming role. Our participation in, or review of, the Tech Assist recommendations could improve our coordination with local officials, spur implementation, provide funding assistance, or identify training needs to be met through LTAP or other transportation programs.



Staff will continue to extensively promote the technical assistance available through LTAP at upcoming county conventions and in future municipal mailings. We will also encourage municipalities to request field visit technical assistance services during the days that instructors are teaching, where feasible, to maximize the time of all parties involved.

Some disengaged municipalities will be hard to reach or attract to LTAP services, but fresh ideas should be pursued and incorporated into the program. Examples may include recognizing local officials that use LTAP services in marketing pieces and newsletters, identifying time and cost savings realized through LTAP participation, developing core curriculum for educating new municipal secretaries on a range of issues, etc. With more focus on time and travel savings, the trend toward online government training modules and videos deserves continued attention. Short demonstration videos could be downloaded by municipalities and reviewed at their leisure, with Tech Assists still provided for clarity and more comprehensive attention than is practical for online videos.



To supplement the normal LTAP class offerings, SEDA-COG remains interested in helping to coordinate Equipment Operator Training during future years. It is anticipated that an Equipment Operator Training (EOT) class would be hosted at Pennsylvania College of Technology's River Property Training Site. Staff will work closely with the Penn College faculty to design future courses and consider recommendations from students that attended the session held in June 2021. Although the hands-on EOT can only accommodate a limited number of individuals (10 people), the benefits for new and less experienced employees are significant. We already have seven students on the list for the 2022 version.

Since local governments continue to contact staff about flagger training options, SEDA-COG will comprehensively market the PSATS classroom flagger training and web-based flagger training modules developed by PennDOT, along with free flagger training available through the Moshannon Valley COG Equipment Show. In addition, SEDA-COG would like to continue widening the reach of LTAP training by attracting nontraditional users (i.e., planners, law enforcement, managers, and engineers). SEDA-COG is always interested in new LTAP and related class offerings to help engage new LTAP students and bring back students that have already taken the majority of existing LTAP maintenance & safety classes.

To draw out more students and fill some local government training voids, SEDA-COG proposes that the following be considered for future PennDOT LTAP or MOU class offerings:

- Crash Investigation & Reporting
- Complete Streets
- Construction Inspection (basic understanding of process and legal issues)
- Local Project Delivery
- Access Management/Traffic Impact Studies/Highway Occupancy Permits
- Proper Streetlight Maintenance and LED Streetlight Options
- Understanding the Bidding Process
- Dealing with the Public

In terms of ideas for new PennDOT LTAP Tech Sheets to address local government road safety and maintenance education needs, SEDA-COG proposes the following:

- Performing Manual Traffic Counts
- Capital Plans for Roads & Bridges
- Joint Equipment Purchasing
- MUTCD Revisions

Staff continues to receive municipal interest in PA One Call training and cooperates with the PA One Call System, Inc. to schedule and market the Locator and Excavator workshops. As PA One Call information is only briefly touched on in LTAP training, staff will continue to coordinate with the PA One Call System to request holding future Excavator/Locator training sessions at appropriate venues in the SEDA-COG region. Staff is also interested in seeing PennDOT/PSATS/STIC analyze possibilities for future culvert installation workshops through LTAP or other means. Training and actual hands-on installation of culverts might be organized, whereby adjacent municipal officials are recruited as free labor and trained for installing their own structures. The municipal participants could, for example, bolt together CMP arch culverts, which may require a couple of days and numerous helping hands. This concept could elicit savings for municipalities similar to what PennDOT realizes through Department Force culvert work. SEDA-COG is interested in seeing this type of training/demo come together in our region, and would be willing to discuss it with PennDOT/PSATS/instructors. It might also be something for the State Transportation Innovation Council to consider for future Local Government Innovation Days.

Staff will continue to monitor Marcellus Shale, personal delivery devices, and other issues confronting the region’s municipalities to offer training and solutions before major problems occur. Staff will further coordinate with local officials on posting & bonding classes, sample ordinances or agreements, revised publications and training modules, and new websites. Staff will strive to update mapping of municipalities that have adopted posting & bonding ordinances and compare this to Marcellus Shale well permits, so that municipalities can be targeted for LTAP classes and proper training venues are selected. Staff may also reach out to municipalities about pursuing consolidated (multi-municipal) administration of posting and bonding procedures to lessen burdens for municipalities with limited capacities to perform these duties.



As Federal legislation continues to emphasize performance measures and cost-benefit analysis for transportation programs, SEDA-COG is very interested in the steps that PennDOT/PSATS are taking to evaluate the effectiveness of LTAP services. Staff would like to regularly receive the LTAP Quarterly or Contract Year Evaluation Reports. This will allow staff to better grasp how municipalities are applying training class principles, and to determine what positive changes have resulted from their participation in training or Tech Assists. Receiving the evaluation reports will enable staff to assess the benefits from training/tech assists, monitor regional LTAP performance measures, and consider changes for strategies in SEDA-COG’s Long Range Transportation Plan.

Having the evaluation details will also support efforts to better communicate the value of LTAP, especially to new local elected officials and employees. In spreading this message, municipalities will be encouraged to develop their own local asset management systems or local road safety improvement plans. Staff is interested in receiving photographs from LTAP Tech Assist site visits to supplement a photo library and use these visuals in future regional marketing materials that highlight the benefits of using these services.

SEDA-COG sees an opportunity to advance the implementation of transportation system technology and multi-modal planning in the municipal arena. Management systems are critical for understanding assets, preserving information during high employee turnover, meeting legislative goals, and justifying funding requests. Staff has partnered with PennDOT to collect local bridge and roadway data. Staff looks forward to cooperating with the municipalities and generating valuable data that they will be able to access through Internet applications or freeware. Other transportation inventory or assessment templates could possibly be generated through LTAP and made available for free to municipalities. Perhaps PennDOT LTAP could also acquire additional equipment for loaning out to local governments and training them in proper usage: more automated traffic recorders, retroreflectometers, ball-bank indicators, safety edge plates, etc.



Staff may research some additional GIS tools for possible transportation asset management workshops or seek to arrange other technology or product demonstration showcases for

municipalities in the region. These demonstrations could include prefabricated or structural plate bridge systems, vehicle-mounted pavement management equipment, adaptive traffic signals, full depth reclamation, Safety Edge, high friction surfaces, etc. Staff will also work to further promote the Geosynthetic Reinforced Soil-Integrated Bridge System option to local governments. Other innovations such as timber slab span bridges, dust palliatives, and trenchless pipe rehabilitation will be marketed, as appropriate. Staff encourages PennDOT LTAP to consider offering webinars or video tech sheets for new innovations that are added to PennDOT Pub 447 – Approved Products for Lower Volume Local Roads.

Finally, SEDA-COG will continue to partner with PennDOT and other affiliates on pedestrian and bicycling audits, as feasible. SEDA-COG, like PennDOT, regularly hears from area residents about bicycling and pedestrian facility needs, so staff will encourage consideration of Walkable Communities Program audits or other Tech Assists through LTAP to identify issues and recommend improvements. SEDA-COG supports using highway safety program set aside funds for physical improvements recommended in completed Walkable Communities/Local Safe Roads Program reports. Staff will seek ways to have more municipalities get involved to better address safety for pedestrians and bicyclists living in or traveling through the region, plus benefit public, economic, and environmental well-being. Similarly, staff will participate in PennDOT Connects meetings, training, and technical assistance to integrate municipal concerns related to bike/ped, safety, stormwater and other issues. These concerns will be routed through the TIP project development process to enhance local engagement and improve transportation-project planning, design, and delivery. Finally, staff will work with the Middle Susquehanna Active Transportation Committee to advance regional bike/ped priorities and to promote appropriate LTAP training on bike/ped topics.