

MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· JULY 14, 2022

AGENDA

- **Welcome – Deputy Secretary Larry Shifflet** 1:00-1:10
- **Updates** 1:10-2:00
 - Municipal Association Updates
 - Pennsylvania State Association of Township Supervisors
 - Pennsylvania State Association of Boroughs
 - Pennsylvania Municipal League
 - Pennsylvania State Association of Township Commissioners
 - County Commissioners Association of Pennsylvania
 - Federal Highway Administration – Veronica Feliciano
 - Department of Community and Economic Development – Nick Mackereth
 - Municipal Research and Outreach – Chris Metka
 - Financial and Contract Services – Kristen Sims
 - TAC Study on Alternative Use of PennDOT ROW – Brian Funkhouser
- **Break – 5 Minutes** 2:00-2:05
- **Presentations**
 - Investing in the Future: An Overview of the BIL – Natasha Fackler 2:05-2:20
 - WalkWorks and Community Health Organizers – Justin Lehman 2:20-2:35
 - LTAP Website Update – Mike Dudrich 2:35-2:50
 - Approved Products for Lower Volume Local Roads and Pub 447– Tom Welker 2:50-3:05
- **Next Meeting/Adjournment** – Chris Metka 3:05

Teams Meeting Information

Phone: 267-332-8737

Conference ID: 474 031 816#

Date: July 14, 2022

Time: 1:00 – 3:05 PM



WELCOME

DEPUTY SECRETARY FOR PLANNING - LARRY SHIFFLET ·· JULY 14, 2022

MUNICIPAL ASSOCIATION UPDATES

- Pennsylvania State Association of Township Supervisors
- Pennsylvania State Association of Boroughs
- Pennsylvania Municipal League
- Pennsylvania State Association of Township Commissioners
- County Commissioners Association of Pennsylvania



FHWA UPDATE

VERONICA FELICIANO ·· JULY 14, 2022

DCED UPDATE

NICK MACKERETH · JULY 14, 2022

MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA ·· JULY 14, 2022

MRO UPDATE

- PennDOT Connects
 - Municipal Outreach/Peer Exchange
 - All 11 Districts
 - 417 attendees
 - 262 Municipal Employees
 - 155 from PennDOT or MPO/RPO
 - Recorded sessions available on the website
 - Drop-Ins (Recent Months)
 - PennDOT One Map
 - Data Sources for Active Transportation
 - Leveraging Trails for Local Benefits
 - Other resources
 - Free Planning Assistance
 - Technical Information Sheets
 - Recorded Training



MRO UPDATE

- Research
 - Pitt Work Order #23 - Demonstration Projects/Tactical Urbanism Research
 - Process to evaluate projects before committing funding and permanent change
 - Low-cost safety improvements
 - Active Transportation
 - Recreation, dining or other community space
 - Curb management
- Advisory Groups
 - Technical Advisory Group (TAC)
 - User Advisory Group (UAG)



FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

KRISTEN SIMS ·· JULY 14, 2022

MLF ALLOCATIONS

- 2022 MLF allocation - \$455,885,000
 - \$3,191,000 (0.7%) increase
- As of July 7, 2022 - \$446,234,352 released to 2,484 municipalities
 - Payments released as municipalities become certified



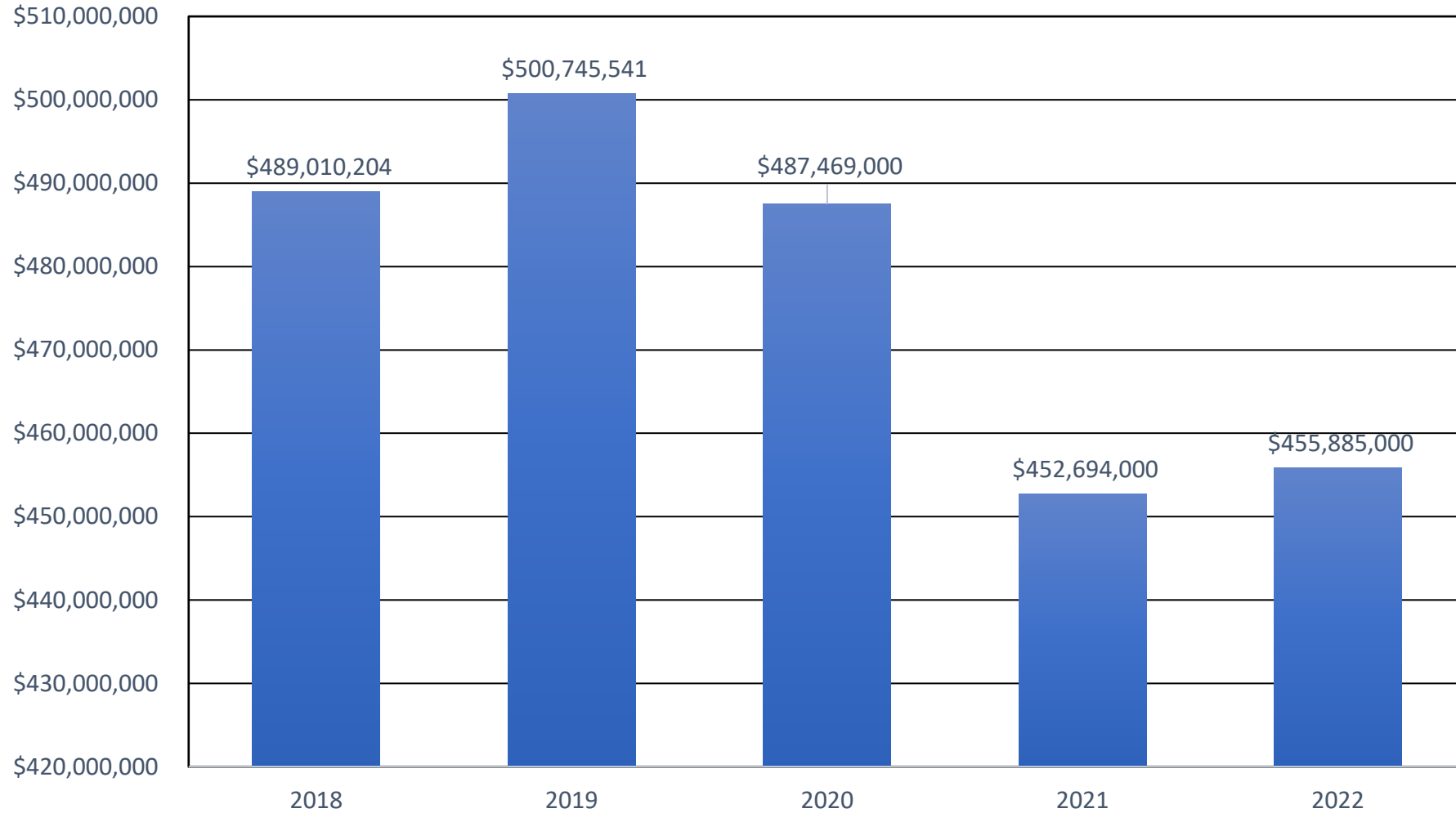
MLF ALLOCATIONS

- 2021 MLF allocation - \$452,694,000
 - \$34,775,000 (7.1%) decrease
 - As of July 7, 2022 - \$450,918,099 released to 2,547 municipalities
 - Payments released as municipalities become certified
- 2020 MLF allocation – \$487,469,000
 - As of June 30, 2022 - \$486,346,408 released to 2,553 municipalities
 - Two municipalities were not certified to receive their allocation and one municipality had a block preventing the release of any payments from the Commonwealth
 - Lapsed June 30, 2022 – certified letters were sent on April 27, 2022 to notify them of this



MLF ALLOCATION HISTORY

Municipal Liquid Fuels 5 Year History



JUNE 2022 PAYMENTS

- The following payments were allocated on June 1, 2022
 - State Police Fines and Penalties to eligible municipalities - \$2,559,098 to municipalities (\$380,711 to PSP)
 - County Liquid Fuels Tax Fund to all counties - \$13,132,198 (6 on hold)
 - Act 89 to eligible counties (62) - \$4,652,500 (6 on hold)
 - \$5 Fee for Local Use to counties who have passed the required ordinance (24) - \$18,126,800 (1 on hold)



AUGUST ALLOCATION

- 2022 Act 13 Allocation
 - \$21,507,733
 - To be paid to counties August 15, 2022



FHWA FORM 536

- Website has been prepared for the 2021 report submission
- Email notifications should be out in the next few weeks
- Form will be due September 15, 2022
- Remote or in-person training available upon request



DEMAND FOR ALTERNATE USES OF STATE-OWNED RIGHT-OF-WAY

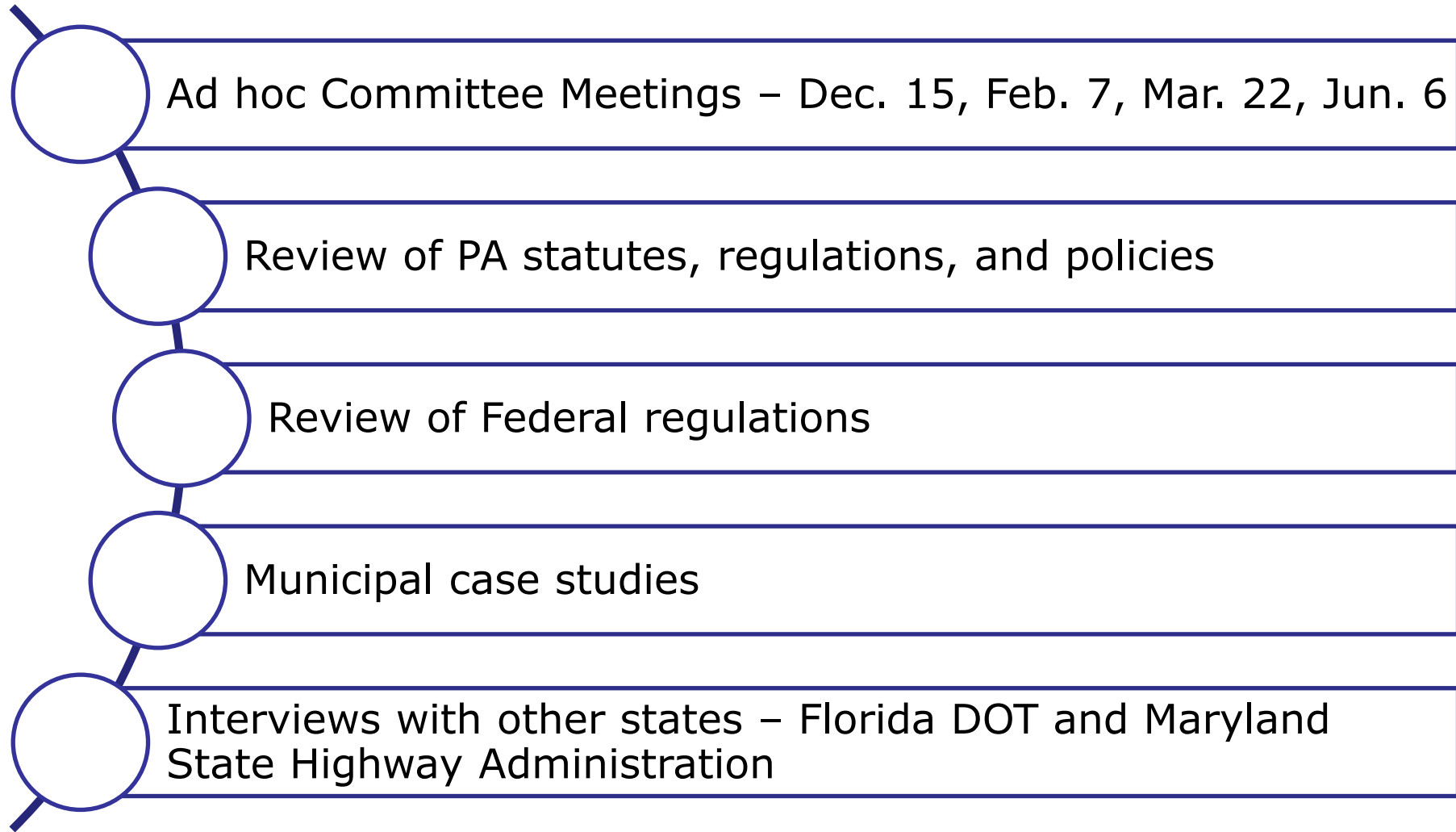
BRIAN FUNKHOUSER ·· JULY 14, 2022

PROJECT BACKGROUND

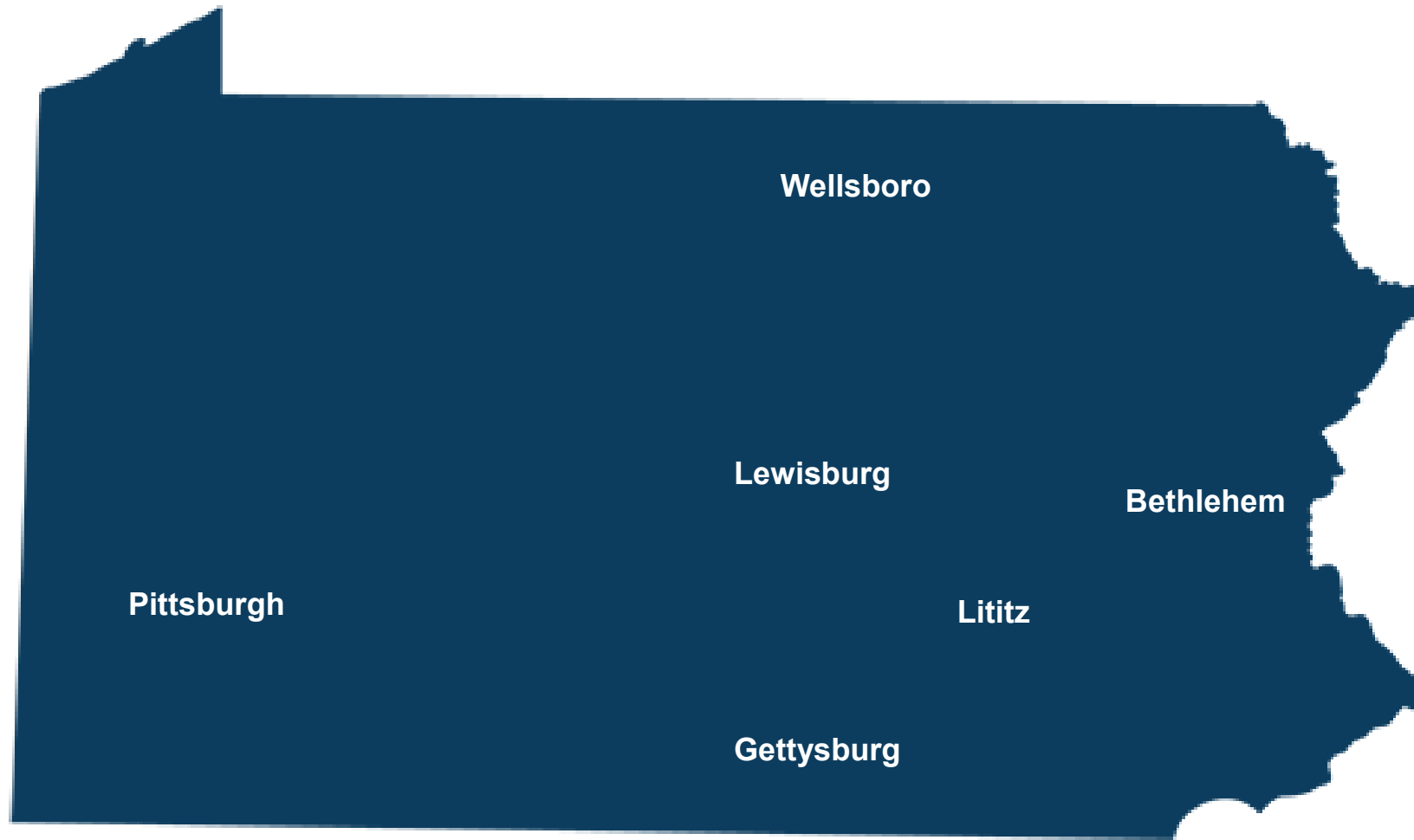
- The primary purpose of highway right-of-way is for transportation purposes, but there are occasions when the right-of-way may be used in alternative ways to generate economic activity and enhance quality of life:
 - Outdoor dining
 - Parades
 - Festivals
 - Races
 - Temporary bike lanes
 - Open Streets events



METHODOLOGY



MUNICIPAL CASE STUDIES



KEY THEMES

- Inexperienced event sponsors do not realize the cost and effort to hold special events
- Special event application can be overwhelming
 - In many cases municipal staff take time to help
 - Many sponsors and municipalities do not have the expertise to develop a new detour route and signing plan
- Fairly easy process when detours are already established
- Concerns with insurance costs
- Support across all municipal departments



RECOMMENDATIONS

- 22 recommendations grouped into three categories:
 - PennDOT
 - Municipalities/Local Organizations
 - Municipal Organizations
 - PA State Association of Boroughs
 - PA State Association of Township Supervisors
 - PA Municipal League
 - PA Association of Councils of Governments



RECOMMENDATIONS - MUNICIPALITIES

- If a special event must close a portion of a state route, select the route and limits to be used for all future special events.
- Encourage sponsors to hold special events on local roads rather than state routes.



RECOMMENDATIONS - MUNICIPALITIES

- Investigate risk sharing pools and national organizations for insurance policies.
- Prior to special events and any road closure, send a press release to the PA Motor Truck Association to help divert commercial vehicle traffic around the event.



RECOMMENDATIONS – MUNICIPAL ORGANIZATIONS

- Coordinate with LTAP to develop a training course to provide instruction on traffic detours.
- Create a central resource for municipalities to pool and share resources, such as detour signage.



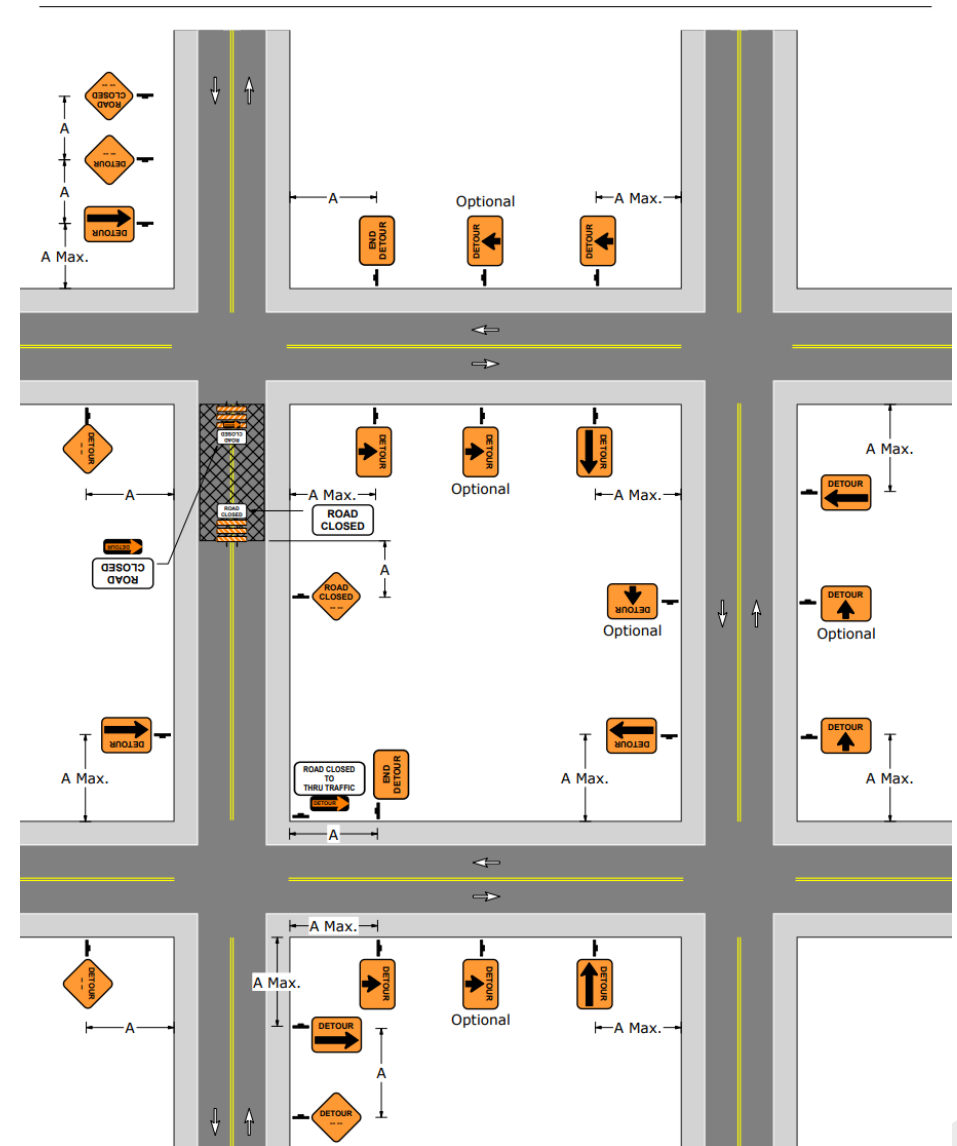
RECOMMENDATIONS – MUNICIPAL ORGANIZATIONS

- Create a database of information that municipalities can use with the special events process.
 - Contact information of solicitors, engineering firms, and traffic control companies with expertise in the special events process.
 - Previously approved special event permit applications.
 - Example detour plans that have been used.
 - The cost of deploying traffic control devices for past detours and special events.
 - Best practices and lessons learned from past events and applications.



RECOMMENDATIONS – MUNICIPAL ORGANIZATIONS

- Coordinate with LTAP to investigate the possibility of developing an online tool to assist those completing the special event permit application.



DISCUSSION AND NEXT STEPS

TAC Acceptance
July 19

STC Approval
August 17



GREEN LIGHT-GO/ARLE PROGRAM UPDATES



GREEN LIGHT-GO PROGRAM



- Enabled by Act 89 (2013) and updated by Act 101 (2016)
- Up to \$40 million per year available for traffic signals (state funds)
- 20% municipal match required
- Focus on improving efficiency and operation of existing traffic signals

Round	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Applications	72	151	137	132	115	80	88
Awarded	46	140	115	81	25	60	84
Municipalities	38	109	95	66	24	50	70
Grant Funding	\$1.8M	\$12.0M	\$33.1M	\$31.4M	\$5.1M	\$15.6M	\$37.8M

<http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDGLG.html>



AUTOMATED RED LIGHT ENFORCEMENT FUNDING PROGRAM

- Established by Act 123 of 2002 (and later amendments)
- ARLE Funding Program began in 2010
- Funding generated from net revenue of fines collected through ARLE Systems in Philadelphia
- Focus on improving highway safety and mobility
- Annual application period in June

Round	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Apps	300	307	269	131	226	194	140	143	134	116	123	141	156
Awarded	128	27	47	32	41	22	27	41	50	40	16	28	
Muni	120	22	43	32	30	20	22	35	40	34	13	22	
Grant Funding*	\$17.3	\$3.0	\$4.6	\$9.2	\$6.3	\$5.7	\$6.0	\$11.5	\$15.4	\$13.1	\$8.2	\$12.9	

*Millions

<http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html>



AUTOMATED SPEED ENFORCEMENT

- Authorized by Act 86 of 2018
- Pilot program on U.S. Route 1 (Roosevelt Boulevard) between Ninth Street and Philadelphia County line shared with Bucks County
 - 60-day warning period: 6/1/20 to 7/31/20
 - Violations issued beginning 8/1/20
- Combined application with ARLE program beginning in June 2021
- \$13.15M revenue from first 8 months of program



TRAFFIC SIGNAL TECHNOLOGIES GRANTS

- Act 54 enacted on July 11, 2022
- Additional \$5 million to provide grants to municipalities to install and maintain traffic signal technologies
 - System that synchronizes and times traffic signals
 - Adaptive signal control technology
 - Controller, detection and communication technology to support traffic signal timing and synchronization updates using ATSPM
 - Controller and communication technology to support unified command and control
- Traffic signals must be connected to the Commonwealth communications network
- PennDOT planning to run this as a supplemental round of Green Light-Go



ELIGIBLE PROJECTS

ARLE Funding Program

Safety and mobility projects at a relatively low cost

- Traffic Control Signal Improvements
- Roadway Capacity, Mobility and Safety Upgrades
- Bicycle and Pedestrian Improvements
- Local Technical Assistance Program (LTAP) Projects

Green Light-Go

- Upgrading to light-emitting diode technology
- Performing regional operations such as retiming
- Developing special event plans
- Monitoring traffic signals
- Maintaining and operating traffic signals



INELIGIBLE PROJECTS

ARLE Funding Program

- Private developer HOP responsibilities
- Large projects that extend beyond purpose and intent of ARLE Funding Program
 - New roads, bridges
 - Interchanges
 - Decorative street appurtenances
 - Standard preventative or response maintenance

Green Light-Go

- New traffic signals
- Routine maintenance
- Emergency preemption*
- Battery backup*
- Flashing warning devices

*Eligible when combined with other upgrades which improve mobility



ARLE PROJECT SELECTION

- Scores developed and projects ranked on the following:
 - Sponsor's past maintenance and operational history
 - Anticipated project benefits
 - Estimated project cost
 - Local and regional impact of the project
 - Results of similar types of projects that have already been implemented
 - Results of previous projects completed by the sponsor
 - Cost sharing by sponsor or other entities
 - Other Department traffic safety and mobility priorities
- Final awards determined by Selection Committee
 - 4 PennDOT members
 - 4 City of Philadelphia members



ARLE PROJECT SELECTION: KEY FACTORS

- **Project Benefits/Results of similar types of projects**
 - Crash Modification Factor (CMF) from CMF Clearinghouse
 - Clearinghouse identifies expected crash reduction for various types of countermeasures based on empirical data from national studies
- **Safety Network Screening**
 - Follows Highway Safety Manual's analysis method of Excess Expected Average Crash Frequency with Empirical Bayes adjustment
 - Excess value above zero shows a potential for safety improvement over the state's predicted annual crashes for that category of roadway or intersection



PROJECT DELIVERY

Fully executed reimbursement required before incurring costs
Can't incur costs after agreement expires

ARLE Funding Program

- Construction must be completed within 3 years after agreement effective date
- All invoices must be submitted to PennDOT within 3 months after PennDOT's acceptance of the Project

Green Light-Go

- Grant funds must be reimbursed by third June 30th after the agreement effective date
- Milestone dates set up in agreement to allow that



SUBSCRIBE FOR UPDATES

- Notices for application periods
 - Posted on Traffic Signal Portal: www.dot.state.pa.us/signals
 - Published in *Pennsylvania Bulletin*
- Subscribe for updates
 - Subscription link on Traffic Signal Portal

Get new
posts by
email:

Subscribe



PROGRAM CONTACTS

- **Steve Gault**
 - Chief, TSMO Arterials & Planning Section
 - 717.787.6988
 - sgault@pa.gov
- **Mike Centi**
 - Senior Traffic Control Specialist, Arterial Operations
 - 717.787.5313
 - mcenti@pa.gov
- **Bill Gross**
 - Consultant, ARLE & GLG Programs
 - c-bigross@pa.gov



5 MINUTE BREAK

PRESENTATIONS

- Investing in the Future: An Overview of the Bipartisan Infrastructure Law – Natasha Fackler **2:05-2:20**
- WalkWorks and Community Health Organizers – Justin Lehman **2:20-2:35**
- LTAP Website Update – Mick Dudrich **2:35-2:50**
- Approved Products for Lower Volume Local Roads and Pub 447– Tom Welker **2:50-3:05**



**INVESTING IN THE
FUTURE:
AN OVERVIEW OF THE
BIPARTISAN
INFRASTRUCTURE LAW**

NATASHA FACKLER, IJA COORDINATOR

BIL/IIJA HIGHLIGHTS

Highlights

- On November 15, 2021 the **\$1.2 trillion** infrastructure bill known as Bipartisan Infrastructure Law (BIL) was signed into law.
- BIL provides **\$550 billion** in new investments across infrastructure assets (e.g., transportation, transit, water, broadband) and could have transformational impact on local communities
 - Approximately **\$400 billion** for highways and bridges over five years
 - **\$11.8 billion** for highway safety
 - **\$40 billion** in dedicated funding for bridges
 - **\$5 billion** for National Infrastructure Project Assistance or “Megaprojects”
 - **\$91.2 billion** for transit
 - **\$66 billion** for passenger rail over five years
 - **\$25 billion** for Airports & **\$16.7 billion** for Ports & Waterways
 - **\$7.5 billion** in electric vehicle charging infrastructure & specific vehicle transition to electric
 - Transfers **\$118 billion** from the General Fund to the Highway Trust Fund



BETTER ROADS & BRIDGES

- Pennsylvania has **3,353 bridges** and over **7,540 miles** of highway in poor condition
- Through the IIJA, PA expects **\$11.3 billion** for federal-aid highway apportioned programs and **\$1.6 billion** for bridge replacement and repairs
- Pennsylvania can also compete for the **\$12.5 billion** Bridge Investment Program
- There is an additional **\$16 billion** in the IIJA dedicated for major projects



NETWORK OF EV CHARGERS

- Pennsylvania expects to receive **\$171 million** over five years to support the expansion of an electric vehicle charging network
 - Initially chargers will be placed on designated Alternative Fuel Corridors (AFCs) every 50 miles and within 1 travel mile of the corridor
- There will also be the opportunity to apply for the **\$2.5 billion** competitive grant funding dedicated to electric vehicle charging



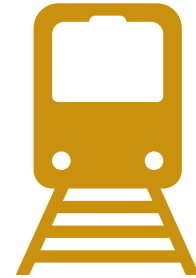
PUBLIC TRANSIT

- Through the IIJA, Pennsylvania will receive approximately **\$3.2 billion** over five years to improve public transportation options across the state.
- **21.9%** of transit vehicles in the Pennsylvania are past useful life.



PASSENGER & FREIGHT RAIL

- Pennsylvania will be eligible to compete for up to **\$10 billion** for rail improvement and safety grants.
- An additional **\$5.5 billion** is available for grade crossing safety improvements. NOFO announced in June 2022.
- Federal – State Partnership for Intercity Passenger Rail (National) **\$43.5 billion**. NOFO to be announced in October 2022.



AIRPORTS & PORTS

- Through IIJA, Pennsylvania could receive approximately **\$355 million** for airport infrastructure improvements.
- An additional **\$5 billion** in discretionary funding is available for airport terminal development projects.
- **\$16.7 billion** nationally to improve infrastructure at costal ports, inland ports and waterways, and land ports of entry.



STATE AND LOCAL FUNDING

Funding Available to Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA**	FLMA**
Apportioned programs (formula)	✓					
Bridge Program (formula)	✓			✓		
National Electric Vehicle Formula Program	✓					
Safe Streets and Roads for All program		✓	✓	✓		
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓	✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓			
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓	✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓		
Rural Surface Transportation Grants	✓		✓	✓		
INFRA	✓	✓	✓	✓	✓	✓
National Infrastructure Project Assistance	✓	✓	✓	✓	✓	
Local and Regional Project Assistance	✓	✓	✓	✓	✓	

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

** PA = a special purpose district or public authority with a transportation function; FLMA = Federal Land Management Agency



CLEAN SCHOOL BUS PROGRAM

- Intent to replace existing school buses with low and zero-emission school buses to improve air quality, reduce health risks, and reduce greenhouse gas emissions in communities across the U.S. and especially in communities that have historically been underserved.
- **\$5 billion over 5 years** (FY 2022-2026)
 - Half of the funding (\$2.5 billion or \$500 million/year) is for “zero-emission school buses”
 - Half of the funding is for “clean school buses” (i.e., low-emission)
- **Eligible applicants**
 - State or local governmental entities that are responsible for providing school bus service
 - Eligible contractors
 - Nonprofit school transportation associations
 - Tribes, Tribal organizations, or Tribally-controlled schools
- EPA is currently accepting online applications for the Clean School Bus Program through August 19, 2022.



More information available at <https://www.epa.gov/cleanschoolbus>



NEW DISCRETIONARY PROGRAMS

- Safe Streets for All (\$6 billion, new)
- PROTECT Grants (Discretionary, \$8.1 billion, new)
- Charging & Fueling Infrastructure (Discretionary, up to \$21.5 billion, new)
- National Electric Vehicle Formula Program (Formula & Discretionary)
- Congestion Relief Program (\$250 million)
- Bridge Investment Program (\$15.77 billion, new)
- Reconnecting Communities Pilot Program (\$1 billion, new)
- Rural Surface Transportation Grants (\$2 billion, new)
- MEGA Projects (\$15 billion, new)
- RAISE Grants Program* (Discretionary, \$15 billion, expanded)
- Reduction of Truck Emissions at Port Facilities Program (Discretionary, \$400 million)
- Prioritization Process Pilot Program (Discretionary, \$50 million)
- Wildlife Crossings Pilot Program (\$350 million)



IMPLEMENTATION CONSIDERATIONS

- New challenges and opportunities
 - New program requirements and eligibility criteria for formula funding
 - Agency capacity constraints
 - Broader supply chain challenges
 - Increased stakeholder coordination and management needed to be successful
 - Technical support available for many of the new programs
 - Workforce
- Developing and managing to fill capability gaps



MORE INFORMATION

- www.transportation.gov/bipartisan-infrastructure-law
- www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022
- www.fhwa.dot.gov/bipartisan-infrastructure-law/



WALKWORKS AND COMMUNITY HEALTH ORGANIZERS

JUSTIN LEHMAN ·· JULY 14, 2022

WalkWorks and Community Health Organizers



Justin Lehman
Physical Activity Coordinator
Pennsylvania Department of Health
Thursday, July 14, 2022

What is Health?

A state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.



Definition provided by the World Health Organization
<https://www.who.int/about/who-we-are/constitution>

Image provided by the North Carolina Collaborative for Children, Youth & Families
<https://nccollaborative.org/social-determinants-of-health/elements-of-healthy-community/>

What is Active Transportation?

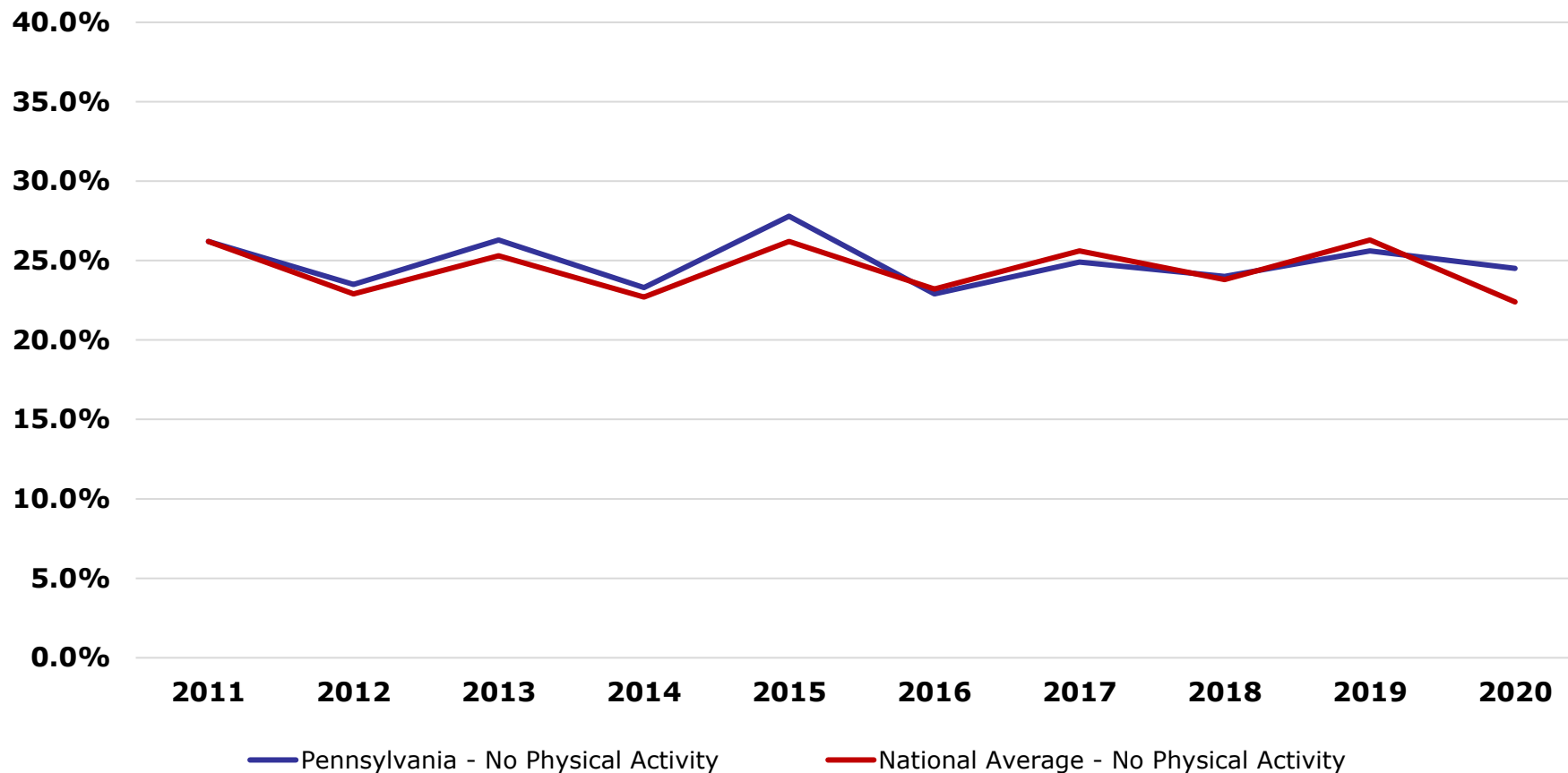


Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. Use of the term “active transportation” highlights the growing recognition of the connection between public health outcomes and transportation planning.

- 2019 Pennsylvania Active Transportation Plan

No Physical Activity in the Past Month

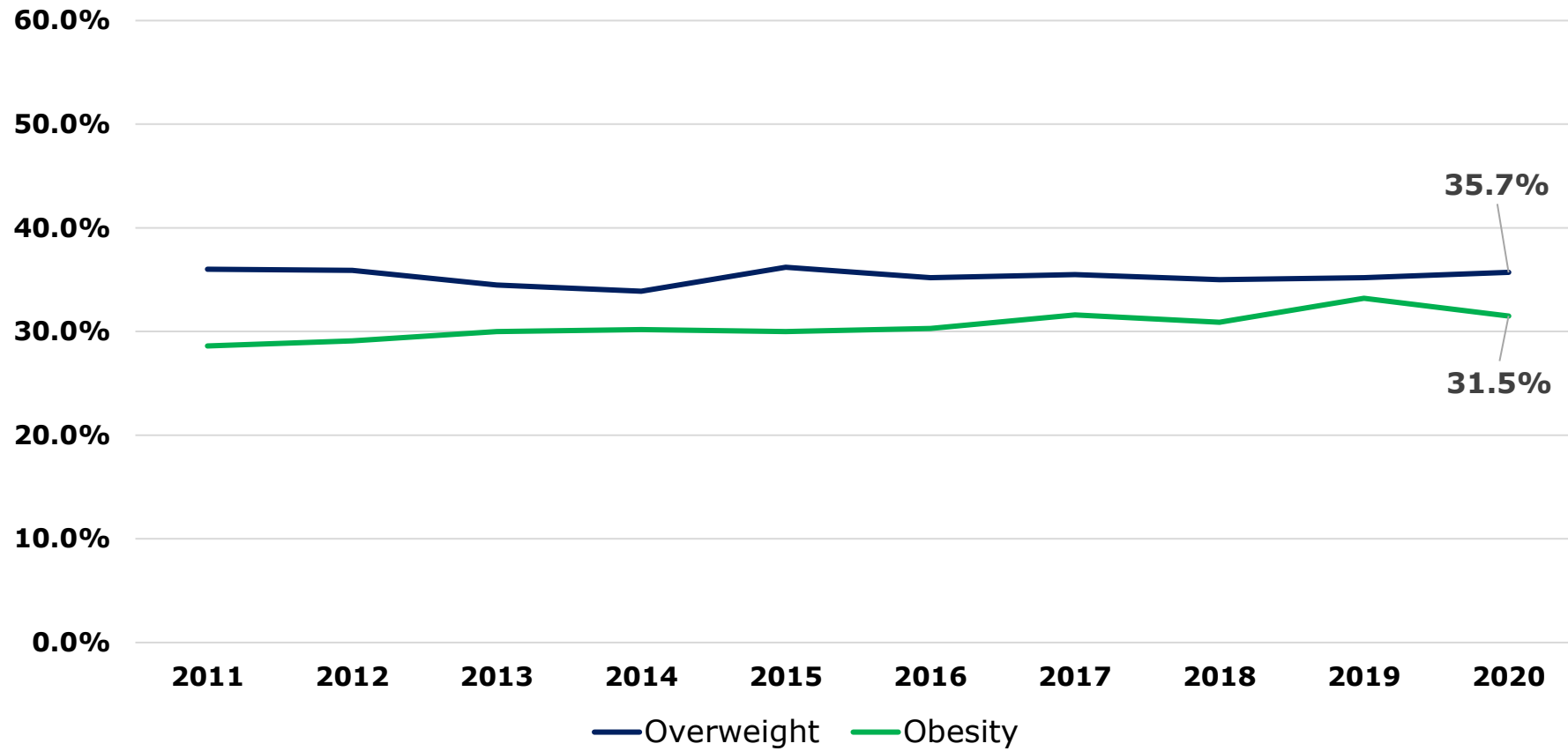
During the past month, did you participate in any physical activities?



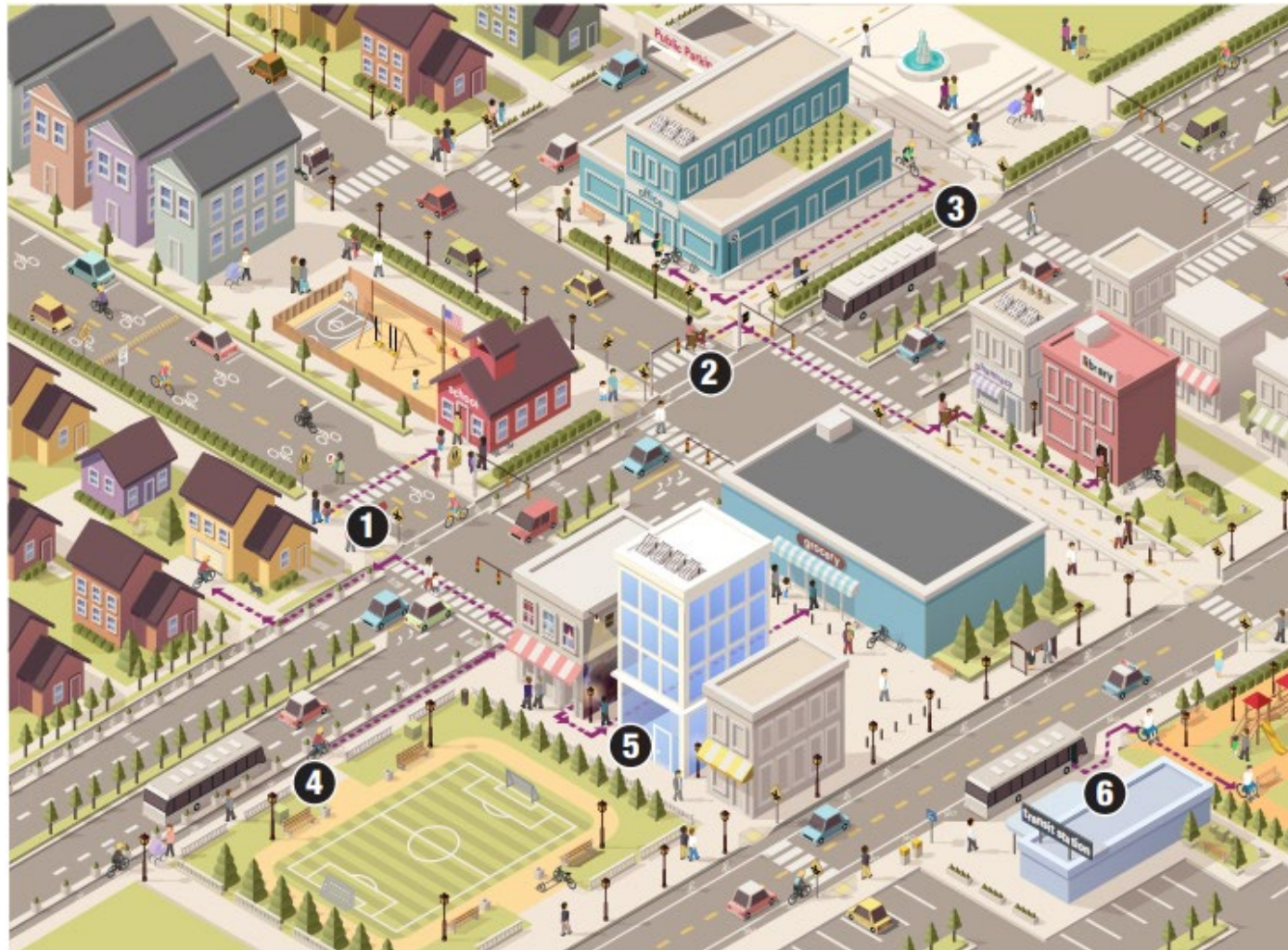
Data Source: Behavioral Risk Factor Surveillance System (BRFSS)

Active Transportation Impacts Health

Self-Reported Adult Overweight and Obesity in Pennsylvania



Active Transportation Strategies



Activity-Friendly Routes Pedestrian, Bicycle, and Transit Transportation Systems	Everyday Destinations Land Use and Environmental Design
1 Safe Crossing	School
2 Crosswalk	Library
3 Shared-Use Path	Worksite
4 Protected Lane	Home
5 Attractive Alley	Grocery Store
6 Bus Stop	Park

WalkWorks

A collaboration between the Pennsylvania Department of Health and the Pennsylvania Downtown Center to establish activity-friendly routes that connect to everyday destinations.



Image: <https://www.cdc.gov/physicalactivity/community-strategies/beactive/index.html>



WalkWorks Funding Opportunity

Provides funding and technical assistance for:

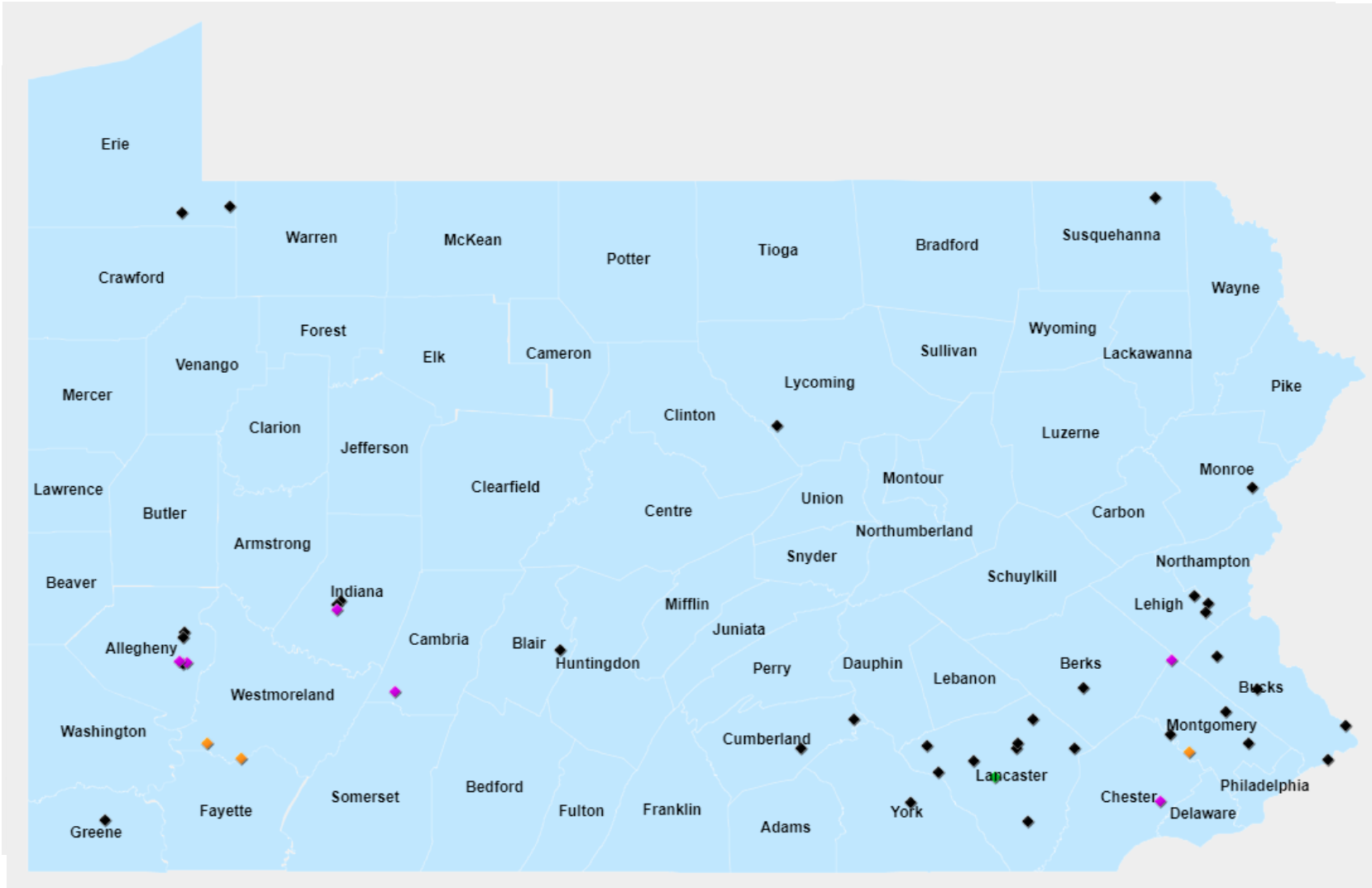
- Development of transportation plans that identify and prioritize projects related to modes of active transportation; and/or
- Development of policies – such as Complete Streets or Vision Zero – that include language in support of environmental changes for enhancing places for physical activity with an emphasis on walking.



www.pawalkworks.com



WalkWorks Locations



- ◆ Active Transportation Plan
- ◆ Vision Zero Plan
- ◆ Complete Streets Policy
- ◆ Active Transportation Plan and Complete Streets Policy

WalkWorks Funding Opportunity

“Funding through the WalkWorks Program and the completion of the first-ever Denver Borough Active Transportation Plan increases the competitiveness of Denver Borough and allows the Borough to quickly and more effectively apply for much needed grant funding to address the active transportation needs in our community.”

- Manager of Denver Borough, population less than 4,000



Communities Receiving Implementation Funds

- Denver Borough, Lancaster County - \$3 million for road extension that includes sidewalks, a bicycle lane and at-grade rail crossing
- East Hempfield Township, Lancaster County - \$993,000 for multiple intersection improvements
- Hatfield Township, Montgomery County - \$910,000 for shared-use path
- City of Lancaster, Lancaster County - \$1.5 million for the Conestoga Boardwalk
- Penn Township, Chester County - \$845,000 for sidewalk project
- Borough of Slatington, Lehigh County - \$400,000 to repair historic "100 Steps"
- South Whitehall Township, Lehigh County - \$1 million for trail extension and pedestrian upgrades
- Springettsbury Township, York County - \$535,000 for improved intersection and pedestrian accommodations
- Union City Borough, Erie County - \$875,000 for sidewalk project



Community Health Organizers

Community Health Organizer (CHO) Program



- **Focus**
 - Pandemic – COVID-19
 - Factors and Impacts
- **OHE Manages the CHO Program**
 - Administrative Requirements – Reporting
 - Programmatic Activities – Meetings
 - Educational Resources and Training
 - Building Relationships and Partnerships
 - Projects – Health Equity Interventions and Mitigation Strategies
- **CHOs**
 - 35 Contractor Positions – Federal Funds until May 2024
 - Live and/or work in assigned county
 - Support and Collaborate
 - SHCs, RAHCs and Community/Faith-Based Organizations

Office of Health Equity

Community Health Organizers

Focus:

1. Work with community partners to identify vaccination sites, promote and support vaccination clinics, monitor vaccination progress and identify trusted messengers to promote vaccinations and prevention tactics.
2. Address the social determinants of health (SDOH) with emphasis on community needs related to food, transportation, access to healthcare providers and services, education and awareness as well as chronic conditions due to underlying conditions.

Community Health Organizers

[Health](#) > [All Health Topics](#) > [Health Equity](#) > CHO

Community Health Organizer Program

While the COVID-19 pandemic shed a light on health inequities, the Department of Health established a Community Health Organizer (CHO) Program in June 2021. The CHO program focuses on addressing underserved communities and vulnerable populations along with any accompanying underlying socioeconomic impacts, environmental determinants and life-style factors which can contribute to poor health and outcomes.

The CHO Program covers 66 counties across the Commonwealth of Pennsylvania. Philadelphia has its own health department and vaccination jurisdiction. Each CHO is responsible for one, two or three counties based on geographics, demographics and specific community needs. All of the CHOs have a vested interest in the communities they serve so they understand the dynamics of the populations and needs.

<https://www.health.pa.gov/topics/Health-Equity/Pages/CHO.aspx>

Community Health Organizers

Northeast Region

- Lehigh – Ashlee Harris (she, her, hers), c-asharris@pa.gov
- Susquehanna – Malika Cooper (she, her, hers), c-malicoop@pa.gov
- Wayne – Malika Cooper (she, her, hers), c-malicoop@pa.gov
- Wyoming – Malika Cooper (she, her, hers), c-malicoop@pa.gov
- Lackawanna – Elizabeth Fedison (she, her, hers), c-efedison@pa.gov
- Luzerne – Elizabeth Fedison (she, her, hers), c-efedison@pa.gov
- Pike – Elizabeth Fedison (she, her, hers), c-efedison@pa.gov
- Carbon – Vacant
- Monroe – Vacant
- Northampton – Diya Ganguly (she, her, hers), c-dganguly@pa.gov

Northwest Region

- Clarion – Candice Anderson (she, her, hers), c-canander@pa.gov
- Venango – Candice Anderson (she, her, hers), c-canander@pa.gov
- Warren – Elizabeth Blauser (she, her, hers), c-eblauser@pa.gov
- McKean – Elizabeth Blauser (she, her, hers), c-eblauser@pa.gov
- Cameron – Dana Clark (she, her, hers), c-danaclar@pa.gov
- Clearfield – Dana Clark (she, her, hers), c-danaclar@pa.gov
- Erie – Shawn Gruda (she, her, hers), c-sgruda@pa.gov
- Mercer – Lori Marzka (she, her, hers), c-lmarzka@pa.gov
- Crawford – Lori Marzka (she, her, hers), c-lmarzka@pa.gov
- Elk – Brody Morgan (he, him, his), c-bromorga@pa.gov
- Forrest – Brody Morgan (he, him, his), c-bromorga@pa.gov
- Jefferson – Brody Morgan (he, him, his), c-bromorga@pa.gov
- Lawrence – Alicia Friedl (she, her, hers), c-afriedl@pa.gov

Northcentral Region

- Lycoming – Jessica Watters (she, her, hers), c-jwatters@pa.gov
- Tioga – Jessica Watters (she, her, hers), c-jwatters@pa.gov
- Bradford – Vacant
- Sullivan – Vacant
- Clinton – Asher Clissold (he, him, his), c-aclissol@pa.gov
- Potter – Asher Clissold (he, him, his), c-aclissol@pa.gov
- Centre – Asher Clissold (he, him, his), c-aclissol@pa.gov
- Northumberland – Vacant
- Union – Vacant
- Snyder – Vacant
- Columbia – Vacant
- Montour – Vacant

Southeast Region

- Lancaster – Cody Aspril (he, him, his), c-coaspril@pa.gov
- Bucks – Ebony Baylis (she, her, hers), c-ebaylis@pa.gov
- Montgomery – Ebony Baylis (she, her, hers), c-ebaylis@pa.gov
- Schuylkill – Calista Carl (she, her, hers), c-ccarl@pa.gov
- Chester – Chris Dowhower (he, him, his), c-downhow@pa.gov
- Berks – Jaelynn McFadden (she, her, hers), c-jamcfadd@pa.gov
- Delaware – Lebogang Edge, c-ledge@pa.gov

Southwest Region

- Beaver – Allison Edmiston (she, her, hers), c-aledmist@pa.gov
- Butler – Allison Edmiston (she, her, hers), c-aledmist@pa.gov
- Cambria – Susan Pratt (she, her, hers), c-suspratt@pa.gov
- Somerset – Susan Pratt (she, her, hers), c-suspratt@pa.gov
- Westmoreland – Susan Pratt (she, her, hers), c-suspratt@pa.gov
- Indiana – Terri Snow (she, her, hers), c-tsnow@pa.gov
- Armstrong – Terri Snow (she, her, hers), c-tsnow@pa.gov
- Allegheny – Olivia Bennett (she, her, hers), c-obennett@pa.gov
- Bedford – Lynne Schmitt (she, her, hers), c-lschmitt@pa.gov
- Blair – Lynne Schmitt (she, her, hers), c-lschmitt@pa.gov
- Washington – Rita Bird (she, her, hers), c-rbird@pa.gov
- Greene – Rita Bird (she, her, hers), c-rbird@pa.gov
- Fayette – Rita Bird (she, her, hers), c-rbird@pa.gov

Southcentral Region

- Dauphin – Derrick Biney (he, him, his), c-debiney@pa.gov
- Cumberland – Kasha Herbe (she, her, hers), c-kherbe@pa.gov
- Lebanon – Kasha Herbe (she, her, hers), c-kherbe@pa.gov
- Adams – Jenifer King (she, her, hers), c-jenking@pa.gov
- Franklin – Jenifer King (she, her, hers), c-jenking@pa.gov
- Mifflin – Vacant
- Juniata – Vacant
- Perry – Vacant
- Huntingdon – Colby Parris (she, her, hers), c-cparris@pa.gov
- Fulton – Colby Parris (she, her, hers), c-cparris@pa.gov
- York – Vacant



Community Health Organizers

Next steps:

- Connect with the CHO that lives and works in your county.
- Share what the needs are of your municipality/region.
- Share resources with your CHO.
- Provide CHO's with upcoming meeting opportunities for them to either attend or share.

Contact

Justin Lehman
Public Health Program Administrator
Obesity Prevention and Wellness Section
Division of Nutrition and Physical Activity
Bureau of Health Promotion and Risk Reduction
Email: juslehman@pa.gov

Department of Health
Bureau of Health Promotion and Risk Reduction
625 Forster St. | Harrisburg, PA 17120
717-547-3210



www.pawalkworks.com



LTAP WEBSITE UPDATE

MIKE DUDRICH ·· JULY 14, 2022

SITE OVERVIEW



Home LTAP Tools Help Sign In



LTAP Programs

About LTAP Roads Scholar Program LTAP Resources Course Descriptions Why do I need an Account?

About LTAP



The PennDOT Local Technical Assistance Program (LTAP) is one of 52 LTAP centers across the nation (one in each state, Puerto Rico and one regional center serving Tribal communities). These centers are dedicated to transferring transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. The LTAP program is designed to help Pennsylvania's municipalities, which maintain over 78,000 miles of roadways, make the best use of their roadway maintenance dollars. PennDOT LTAP provides technical information and proven technologies dealing with roadway maintenance and safety

methods to meet the growing demands on municipal governments. PennDOT LTAP has provided technology transfer services to Pennsylvania's 2600 municipal governments since 1983.

On average, the PennDOT LTAP training and technology transfer programs train and assist nearly 6,000 municipal employees per year in effective and efficient maintenance procedures, essential safety practices, and infrastructure management processes. Historically,

Upcoming Courses

- 08:00 AM
12 JUL
STOP SIGNS & INTERSECTION TRAFFIC CONTROL (RS2-S17-D1) BERWICK, PA
- 08:00 AM
19 JUL
ASSET MANAGEMENT (RS-M30-B1) BEDFORD, PA
- 08:00 AM
20 JUL
LOCAL ROAD SAFETY PLANS (RS2-S20-D1) ALTOONA, PA
- 08:00 AM
27 JUL
ACTIVE TRANSPORTATION (RS2-S22-D1) LEWISTOWN, PA
- USING TRAFFIC COUNTS



SITE OVERVIEW

Home LTAP Tools **My Tools** Administrative Tools Reports Help Sign out

Local Technical Assistance Program

- Register for Classes
- View My Requests
- View My Schedule
- Change Password
- Update Account Info

SUBMIT NEW REQUEST

- General / Comment
- Class / Road Show to be Scheduled
- Publication / Library Material
- Technical Assistance

Local Technical Assistance Program Map

Now you can see what is happening in your area or statewide. Just click points on the map to learn more about services provided at each location.

[View Map](#)

LTAP Programs

[About LTAP](#) [Roads Scholar Program](#) [LTAP Resources](#) [Course Descriptions](#) [Why do I need an Account?](#)

About LTAP



The PennDOT Local Technical Assistance Program (LTAP) is one of 52 LTAP centers across the nation (one in each state, Puerto Rico and one regional center serving Tribal communities). These centers are dedicated to transferring transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. The LTAP program is designed to help Pennsylvania's municipalities, which maintain over 78,000 miles of roadways, make the best use of their roadway maintenance dollars. PennDOT LTAP provides technical information and proven technologies dealing with roadway maintenance and safety methods to meet the growing demands on municipal governments. PennDOT LTAP has provided technology transfer services to Pennsylvania's 2600 municipal governments since 1983.

On average, the PennDOT LTAP training and technology transfer programs train and assist nearly 6,000 municipal employees per year in effective and efficient maintenance procedures, essential safety practices, and infrastructure management processes. Historically,

Upcoming Courses

- 08:00 AM
12 JUL
STOP SIGNS & INTERSECTION TRAFFIC CONTROL (RS2-S17-D1) BERWICK,PA
- 08:00 AM
19 JUL
ASSET MANAGEMENT (RS-M30-B1) BEDFORD,PA
- 08:00 AM
20 JUL
LOCAL ROAD SAFETY PLANS (RS2-S20-D1) ALTOONA,PA
- 08:00 AM
27 JUL
ACTIVE TRANSPORTATION (RS2-S22-D1) LEWISTOWN,PA
- USING TRAFFIC COUNTS



NEW UPDATES - SOME HIGHLIGHTS

- **New Resource Section**
 - Resources will be categorized
 - Add Tab for Tech Assists
- **Roads Scholar**
 - Certificates Downloadable on User End
- **Planning Partner Notifications**
 - Classes in Your Area
 - Assigned Tech Assists
- **Class Updates**
 - Certificates Attached to Completed Classes
 - Add Links to Classes
 - Send Classes a Reminder
 - Registration Confirmation
 - Calendar Invitations
 - Allow registration up to time of class



MORE UPDATES...

- Email Improvements
 - Add Attachments
 - Unsubscribe Button
 - User Database
- Visual Improvements
 - New Dashboard
 - Map Fix
 - Highlighting Free Services
 - Deleting Unused/Outdated Items

Any other comments or future improvements? Let me know: midudrich@pa.gov



APPROVED PRODUCTS FOR LOWER VOLUME LOCAL ROADS AND PUB 447

TOM WELKER ·· JULY 14, 2022

INTENT OF THE PROGRAM

- The Pub 447 tests and adopts materials and procedures that are used commonly on municipal projects.
- These products/procedures are suggested to PennDOT by associations, municipalities and at times the PennDOT Test Lab as the product is seldom used on larger high volume roadway projects.
- These products are fully tested before inclusion into the Pub 447 and have proved their worth in field use.



EXAMPLES

Many municipalities are faced with the task of maintaining their roadways and use a Chip Seal (Seal Coat) as a pavement preservation material.



RESIDENTIAL AREAS



STANDARD CHIP SEAL



USING # 9 M AGGREGATES



DUST CONTROL

- The Pub 447 also lists what approved materials are allowed for dust control on gravel/dirt roads.
- This list is maintained and tested by the Center for Dirt & Gravel Road Studies at Penn State University.
- Recently research was conducted on the use of salt brines.
 - It was recommended that we not approve them.
 - A different study below:

Penn State Center For Dirt & Gravel Road Studies: Road Dumping Of Oil & Gas Wastewater To Control Dust Is Environmentally Unsound Practice



BRIDGES

- A “NEW” product that was researched and forwarded to us by the PennDOT Central Office Bridge Unit is the use of a used railroad flatcar as the superstructure for a rural bridge.
- It was suggested to them via an IDEALINK.
- By using the railroad car as a base and adding a new deck and safety features a bridge for Lower Volume Roads that can save money and speed the process of a bridge replacement .
- Several states in the Midwest and West also utilize these bridges.



RR CARS AS A BRIDGE



PENDING PROJECT

- The use of Asphalt Rejuvenators in Recycled Asphalt used in paving mixes is being studied by the PennDOT Lab. It is believed that the use of these products will help extend the life of new paving placed on roads.
- We have been approached by a township in Butler County to study a surface applied Asphalt Rejuvenator for possible approval.
- Currently a work order is being developed for Penn State, under our new contract, to research two products in the field and laboratory to see if they do provide the recently paved roads extended life.



THE PINK STUFF



SANDING



MANUFACTURER CLAIMS



VERITAS GREEN

- This is the second material that will be evaluated.
- Unfortunately, I have no available pictures.
- We hope that by testing these first two products, others will express interest in having similar products tested.



NOT EVERYTHING

- Over the years testing or site visits have caused us to decide that a product might not be a good product or won't deliver value to Pennsylvania municipalities.
- **Mechanical Concrete** was one such product.
- The researchers and PennDOT travelled to Morgantown WV to view this proprietary product.
- Although it looked good on paper, the field view showed many potential issues.



FAILED THE TEST



ALWAYS LOOKING

- We are always looking for ideas to pursue.
- If you know of any newer products or procedures in use, please share them and we will investigate.

Thank you!

Tom Welker

Municipal Services Specialist

twelker@pa.gov

717-783-3721



NEXT MEETING/ADJOURNMENT

Thursday November 3, 2022