



moving FORWARD

FALL 2026

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



This intersection features signal support with a supplemental accessible pushbutton.
Photo: PennDOT LTAP

Traffic Signal Permits

By Paul Wood, PE, Pennoni

Municipalities in Pennsylvania often misunderstand what the term “traffic signal” covers, and more often, which traffic control devices require a traffic signal permit from PennDOT. The standard red/yellow/green

signals for vehicle traffic are universally recognized as traffic signals. However, PennDOT defines the term “traffic signals” as all power-operated traffic control devices by which traffic is warned or directed to take specific action. Therefore, warning beacons, LED border-lit signs, speed feedback signs, and intersection control beacons are all considered traffic signals in addition to the standard traffic control signals, and therefore also require a permit from PennDOT.

According to PennDOT’s *Traffic Signal Asset Management System (TSAMS)*, less than 50% of municipalities in the Commonwealth currently have a traffic signal, and 23% of municipalities that own a traffic signal only have one. Additionally, many existing signals have been in operation for years or sometimes decades without any updates to the signal permit. Consequently, most municipal officials and administrative personnel have never dealt with the permitting, or re-permitting, of a traffic signal. However, with increasing

popularity of flashing beacons, rectangular rapid flashing beacons (RRFBs), and speed feedback signs, knowledge of the permitting and maintenance requirements may be beneficial.

PennDOT issues two different signal permits: one for typical traffic control signals (TE-964) and the other for flashing warning devices (TE-670). Although PennDOT issues the permit, an applicant, or “permittee,” must submit a draft signal permit plan along with a completed Application for Traffic Signal Approval Form (TE-160) to PennDOT for review. Permittees are typically municipalities, although local authorities, counties, and PennDOT may be permittees if allowed by regulations. Also, PennDOT may transfer permitting authority to a municipality that has a municipal traffic engineering certification, typically larger cities, allowing the city to approve and install traffic control devices without department approval.

In Pennsylvania, municipalities are primarily the owner of traffic signals, even at an intersection with a state route. The municipality’s responsibilities do not end when the signal permit is issued by PennDOT and the signal is installed, however. In 2020,



Pavement markings and signs at signalized intersections must conform to the approved signal permit. Photo: PennDOT LTAP (City of Philadelphia)

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Preventing Liquid Fuels Audit Findings: Certification Forms

Learn the importance of how Liquid Fuels Funds, Approved Products, and Certifications are Connected

The Liquid Fuels Tax Municipal Allocation Law, Act 655, dated June 1, 1956, as amended (Act 655), provides all municipalities with an annual allocation of Liquid Fuels funds from the commonwealth's Motor License Fund.

While municipalities must file some required forms annually and follow the rules and regulations on how Liquid Fuels funds can be expended, municipalities in good standing receive an annual allocation from the commonwealth. These funds allow municipalities to fix roads, buy road-related materials, update road equipment, pay road crew personnel, and purchase numerous other items as prescribed by law.

PennDOT Pub 9, *Policies and Procedures for the Administration of County and Municipal Liquid Fuels Taxes*, serves as your guide for the expenditure of Liquid Fuels funds. With respect to the purchase of roadway materials, one line of the Acceptable Expenditures (Section 2.7.1 on page 2-3) deserves special attention:

12. Road materials approved by PennDOT bulletins and specifications (Publication 408, Highway Construction Specifications,) and Publication 447 (Approved Products for Lower Volume Local Roads).

This statement covers numerous products that have been reviewed and tested by experts at PennDOT and have shown their benefit on road maintenance and construction projects.

These products have undergone rigorous research and testing to win PennDOT approval. As such, they may be purchased with your Liquid Fuels funds.

However, knowing exactly which product and producers are approved can be challenging, given the multiple locations where these products can be found. Product salespeople and suppliers should know if their products are approved, and they can ensure product approval by supplying form [CS-4171 – Certificate of Compliance](#) or [MS447A – Certificate of Compliance](#) at the time of purchase. As a rule of thumb, approved products from Bulletins 14, 15, 25, 41, and 42 that are delivered to construction sites will require Form CS-4171, including road construction and maintenance items, such as emulsions, concretes, and aggregates. Additionally, other delivered road items, such as pipes, dust control products, and winter maintenance materials (*salt and antiskid*) would require the same form.

When purchasing items from Pub 447, similar products require use of form MS-447A. This form will also be required when purchasing roadway construction and maintenance items, such as pipes, storm sewer drains, dust palliatives, antiskid, driving surface aggregate, salt brine, and thermoplastic items for crosswalks and manhole protection rings.

While these forms must be provided in the scenarios listed above, this is not an all-inclusive list, and you should speak to your sales representative or supplier for additional details. Most important, you should *always* be in touch with your [Municipal Services Representative](#) or [Financial Consultant](#) to request assistance with any purchases using your Municipal Liquid Fuels funds.

Once your materials have been received, ensure that you file your certificate(s) of compliance with your paperwork for your Liquid Fuels fund purchases.

Following these simple steps can prevent a lot of stress and hassle during an audit and prevent any findings that may require you to reimburse your Liquid Fuels account with general funds.

However, should you receive a Municipal Liquid Fuels audit finding from the Auditor General's Office, *please contact your Municipal Services Representative immediately for assistance.* 📞

References:

Retrieve the latest forms and pubs from PennDOT's Forms and Publications page: <https://www.pa.gov/agencies/penndot/forms-and-publications>

- CS-4171 Certification of Compliance
- MS-447A Certification of Compliance
- Publication 9 – Policies and Procedures for the Administration of County and Municipal Liquid Fuels Taxes
- Publication 447 – Approved Products for Lower Volume Local Roads
- Publication 408 – Specifications
- Bulletin 25 – Specifications for Bituminous Materials

Other Resources:

- Bulletin 15 – https://docs.penndot.pa.gov/public/Bureaus/BOCM/BOCM_MTD_LAB/Publications/PUB_35/Current_Edition/Bulletin15.pdf. (Find the latest version on this page: [PennDOT Construction Bulletin Search](#))
- Municipal Services Representatives – <https://www.pa.gov/agencies/penndot/contact-us#sortCriteria=relevancy%2C%40copapwptitle%20ascending&f-copapwpcontacttype=Municipal%20Services>
- Financial Consultants – <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/liquid-fuels>



Richie Deibert, assistant manager of South Londonderry Township, encourages others to take advantage of LTAP resources. Photo: South Londonderry Township, Lebanon County

Richie Deibert, Assistant Manager, South Londonderry Township, Lebanon County

Local Government Official Leans on LTAP and Reaps the Rewards

For Richie Deibert, the path to a successful, satisfying career was meandering until he stumbled upon LTAP and a flier promoting an upcoming class.

“That moment ended up changing the trajectory of my career,” he admitted.

After graduating from high school, Deibert enrolled in art school with his sights set on a career in graphic design.

“It didn’t take long for me to realize that college wasn’t the right fit, so I entered the workforce instead,” he said. “I spent the next eight years working on a factory floor building windows before being laid off. From there, I attended heavy equipment operator school and went on to build ornamental ponds, followed by building box trucks, where I eventually became a foreman on a production line.”

When he noticed an open position for a maintenance foreman at a Lebanon County borough, he took a shot. Despite no previous local government experience, he got the job and immersed himself. That’s when he received the flier that would change his future.

“I began attending LTAP training regularly and quickly realized how valuable the program was,” said Deibert. “Course after course helped me build a foundation of knowledge that I could immediately apply in the field. Over time, I earned my Roads Scholar certification and began using LTAP resources to make meaningful improvements in Jonestown, including pedestrian safety enhancements, roadway upgrades, and more effective winter maintenance practices.”

Continued career growth

The base of knowledge he was creating left him wanting to learn more. With a growing foundation in local government, he moved to a job in a township.

“As I grew in the role [in Jonestown], I wanted to take on more responsibility and expand my impact,” said Deibert. “When that opportunity wasn’t available, I made the decision to move on and accepted a position with North Londonderry Township, where I focused on stormwater management and continued to build on my experience.”

Now armed with additional local government experience, Deibert challenged himself once again.

“Eventually, I saw an opening for an assistant township manager position with South Londonderry Township, with oversight of the highway department,” he said. “I applied, was hired, and stepped into a role where there was significant opportunity for improvement.”

He again turned to LTAP for help in his new position.

“Through field visits, technical guidance, and practical training, LTAP helped us get back on track,” said Deibert. “We implemented cost-effective solutions, improved operations, and emphasized training for the entire highway crew. LTAP has also been instrumental in helping us maintain compliance with our MS4 permit through ongoing education and support.”

An award-winning solution

Recently, Deibert leaned on LTAP for help with addressing a common complaint among township residents: speeding along a section of township roads. The solution rose to the top in a statewide competition.

“When we encountered a speeding issue on one of our roadways, LTAP provided guidance that helped us evaluate solutions,” recalled Deibert. “We ultimately installed speed tables, and our highway crew developed an innovative jig to construct them efficiently and consistently. That innovation was recognized through [LTAP’s Build a Better Mousetrap Award](#).”

Deibert and the South Londonderry team were recognized at the annual PSATS Educational Conference and Exhibit Show in April, with PennDOT Secretary Mike Carroll making the award presentation.

LTAP credited with a career boost

Deibert is quick to credit LTAP with assisting his career trajectory. He encourages municipal officials to take advantage of the opportunities presented through LTAP.

“Looking back, it’s clear that LTAP has been a constant resource throughout my career,” he said. “From someone who entered municipal government with no prior experience, to now serving as assistant township manager, LTAP provided the knowledge, tools, and support that helped me grow into the role I’m in today.”

“I can confidently say that I would not be where I am without that first LTAP flier that showed up early in my career. I would encourage anyone in local government — especially those coming from non-traditional backgrounds — to take advantage of the opportunities LTAP provides. You never know where it might lead.” 🦋

Municipalities Should Note COSTARS Salt Contract Changes

Last month, COSTARS provided a notice of award to participants in the 2026-2027 salt contract. With the notice, COSTARS notified participants of several changes to the new salt contract that townships should note for planning and budgeting purposes.

Participating COSTARS members are now required to purchase 75% of their estimated tonnage, an increase from the previous minimum of 60%. To encourage early orders, all orders placed before November 1, 2026, will receive a 5% discount.

In response to fluctuating fuel costs, a price adjustment clause was also added to the contract. The adjustment will take effect December 1 for all orders from that point forward, which could increase or decrease prices. Additional price adjustments may be made throughout the season if diesel prices increase or decrease by 10% or more.

The contact for the salt contract is now Randy Miller (randmiller@pa.gov / 717-787-2199). Randy should be your first point of contact for any contract-related questions or supplier performance/delivery concerns. 🚧

Road Dedication

Q – A developer wants to dedicate a new road to our municipality. What PennDOT publication will give me the proper policies and procedures to follow for adding new mileage to our Liquid Fuels-eligible roadways?

A – Answers can be found in PennDOT Publication 9, Policies and Procedures for the Administration of County and Municipal Liquid Fuels Taxes, specifically Appendix H.

Pub 9 can be found on PennDOT's Forms and Publications page: <https://www.pa.gov/agencies/pennndot/forms-and-publications>

Q – Must the municipality pass an ordinance or resolution showing that it has adopted the road or street as a public highway?

A – Yes. A copy of a map showing the street location must be included and attached to the ordinance or resolution. Typically, this is the same information that is provided as part of a Deed of Dedication. To execute and file a Deed of Dedication, the following must typically be completed:

- Metes and Bounds Description: A precise legal description and map plot of the exact area being dedicated, drafted by a licensed surveyor.
- Inspection Approval: A municipal engineer must inspect and certify that the roads and/or utilities meet local construction standards.
- Clear Title: Proof that the developer owns the land free of unauthorized liens.

Q – Are the guidelines the same for all types of municipalities?

A – No. Based on the type of municipality (*townships of the first or second class, cities, boroughs, or towns*), the minimum right of way varies from 16 feet to 33 feet.

Q – Must dead-end streets be a certain length and include a cul-de-sac?

A – Yes and yes. Regardless of the type of municipality, a dead-end street must be at least 250 feet in length measured from the last intersection and end in a cul-de-sac having a radius of at least 40 feet.

Q – Must the road be paved?

A – Not necessarily. If your subdivision and land development ordinances allow a gravel road versus a paved street, gravel could be acceptable. PennDOT guidelines indicate the new street must be capable of being driven safely at 15 miles per hour.

Q – Must the new road be accessible to an existing public street, roadway, or state road?

A – Yes. The street must be accessible from an existing public street or roadway. All new roads intersecting with state roads must have an approved Highway Occupancy Permit (HOP).

Q – Is there an annual deadline for accepting new streets?

A – Yes. Before September 1 of each year, the municipality should adopt the ordinance or resolution, record it in the county courthouse (*clerk of courts or appropriate county recording office*), and forward it to the PennDOT District Municipal Services office. Following these guidelines will ensure that the additional mileage can be added so that mileage changes can be reviewed and credited to the municipality for the following year.

Q – Where can I go for additional help?

A – You can contact your [PennDOT District Municipal Services office](#) or [LTAP](#). 🚧



LTAP Tech Sheet
#233 contains
information on
contacting PennDOT.

Meet the Expert

One-on-one with Mark Hood, LTAP Technical Expert

Tell us a little about yourself.

I grew up in rural central Massachusetts and graduated from Swarthmore College with a bachelor's degree in structural engineering. Working on construction sites and completing an internship in the PennDOT District 6-0 Traffic Unit sparked my interest in safety, human factors, and traffic engineering. After undergrad, I completed my master's degree in transportation engineering from Villanova University while working full-time for a consulting firm where I focused on transit and paratransit operations, design, safety, and security.

As a call from the Boston Red Sox had still not arrived, I pivoted to a traffic/safety engineer position with the Pennsylvania LTAP program at Penn State's Pennsylvania Transportation Institute. When the LTAP contract left Penn State, I followed it to Pennoni Associates to continue with the safety training and technical assistance work I had come to enjoy. Subsequently, I have also started my own financial planning firm. As with LTAP, I feel everyone deserves good, personalized guidance — only this time, with targeting their shorter- and longer-term financial goals. When I'm not working, I enjoy playing “old man” basketball and baseball and just graduated from cheering on my kids' college sports teams. If you listen carefully, my wisecracks, mangled metaphors, and dad jokes reflect a wicked slight Boston accent that can most often be heard when teaching LTAP classes. I've tried to learn a little bit of multiple languages for international travel with my family (*but have only mastered the ability to order beer and find bathrooms in various nations*).

How did you come to be involved with LTAP?

When I started my consulting career, I did a lot of research, training, and technical assistance work for Federal Transit Administration (FTA) and the National Rural Transportation Assistance Program (RTAP). RTAP has the same general mission as LTAP — providing training and technical assistance — but the audience was focused on rural public transportation in states and tribal lands throughout the country rather than local highways. With my area of interest in safety and security, this translated well to the Pennsylvania LTAP program. I started in 1999 as the traffic and safety engineer when the program was housed at Penn State University. It's hard to believe I have been doing safety work for the PA LTAP program for over 27 years!

If you could describe LTAP in a few words, how would you do so?

I would use the words “help, resources, free, solutions, learning, hands-on, interesting.”



Mark Hood with his dogs. Photo: Mark Hood

What are some of the more common questions you get in the field?

I've heard all sorts of questions ranging from “How can I stop porcupines from gnawing on my traffic signs that are stored in our shed?” (*porcupines have incisors that never stop growing throughout their lives so chewing on things keeps their teeth sharp and from growing too long. Alas, traffic signs are great for that!*) to “Can I put a toll-booth-like gate on a public road so that only people who live on the street can use it?” (*The answer is no.*)

More common questions include:

- How can I get vehicles to slow down?
- How can I get drivers to pay attention?
- How do I know if I have enough sight distance at this intersection?
- Can I put speed humps on any road I want?
- Is this a good location for a crosswalk?
- Do I need guide rail here?

Talk about your interactions with municipalities and what you've learned.

I love working with municipalities in Pennsylvania. From the public works departments to local police to administrative staff to elected officials, they all are consistently trying to provide the best services they can to the public. They take a lot of unwarranted criticism and never seem to get enough credit for their efforts. I feel like I have learned so much from them and hope they have similarly benefited from our LTAP efforts. I have learned how municipalities can maintain and keep a local road network safe on limited funds, how most employees wear multiple hats and everyone jumps on board to help solve problems as a team, and how to creatively solve problems and leverage available resources. A key lesson was “what the book says” isn't necessarily what will work in the real world.

Traffic Signal Permits *continued from page 1*

PennDOT issued an update to the *Traffic Signal Maintenance Manual* (Publication 191), which updated policies for the maintenance of all types of traffic signals and is intended for the signal owners and those maintaining traffic signals on their behalf. Along with this publication's release, any new signal permits or permit updates would not be approved without the municipality first submitting a new Traffic Signal Maintenance Agreement (TSMA) with a resolution and associated maintenance contacts.

One goal of the new TSMA is to help clarify the permittee's responsibility to maintain not just the traffic signal equipment but also the signs and pavement markings (*other than longitudinal lines*) associated with the operation of the signal. The updated TE-160 application removed the need for a resolution for each permit application since one will be completed with the TSMA for all signals in the municipality. Additionally, PennDOT established the [Traffic Signal Asset Management System \(TSAMS\)](#), a geographic information system (GIS)-based platform to manage all types of signals, document equipment, and track maintenance activities while providing the department and municipalities better access to signal inventories and current permit plans.

Since the signal permit plan details the operation of the traffic signal phases, signs, and pavement markings, updates to these items may also trigger the need to update the signal permit plan. PennDOT's *Traffic Signal Design Handbook* (Publication 149) was revised in May 2026 and now covers the types of upgrades that would be expected to trigger an update to the signal permit plan. This is intended to allow for maintenance or minor upgrade projects to avoid incurring the cost of updating signal permit drawings while defining the level of impact that would trigger the need to update the signal permit. Exhibit 6-1 from Publication 149 breaks down signal upgrades into five levels ranging from equipment upgrades to construction of a full signal.

Exhibit 6-1 Traffic Control Signal Project Levels

Level	Title	Definition
0	Equipment Upgrades	Replacement, upgrade, or addition of traffic control signal equipment which does not impact information shown on the traffic control signal permit condition diagram
1	Retiming	Limited to timing/phasing modifications which are accomplished with existing equipment
2	Minor Alterations	Modifications to items shown on the traffic signal permit condition diagram, but does not include replacement or installation of mast arm, strain pole, or pedestal traffic control signal supports
3	Major Alterations	Modifications to the traffic control signal which include replacement or addition of mast arm, strain pole, or pedestal traffic control signal supports, but retain some existing traffic control signal equipment
4	New Construction/ Replacement	Installation of: - a new traffic control signal at an unsignalized intersection, or - full modernization/replacement of all traffic control signal equipment at an existing signalized intersection

Exhibit 6-1 from Publication 149 breaks down signal upgrades into five levels. Graphic PennDOT Pub 149, Exhibit 6-1



Traffic signal timings must follow the approved PennDOT permit.

Photo: PennDOT LTAP (City of Harrisburg)

Municipalities should also be aware of the department's requirements that would trigger the need for Americans with Disabilities Act (ADA) accessible signal upgrades. Whenever pedestrian facilities are required or the usability of a pedestrian feature at a signalized intersection is impacted, they should be provided or upgraded to the latest standard. Publication 149, Exhibit 8-3, defines the level of routine maintenance and repair work that typically does not impact or modify the usability of an existing traffic signal for pedestrians and would not trigger the need for accessible upgrades. Upgrades to all the pedestrian pushbuttons, signal heads, crosswalks, and curb ramps also should be considered along with the proposed upgrades at an intersection. For example, all new and replaced pedestrian signal heads shall contain a countdown timer and provide accessible pedestrian signals. If an upgrade to one corner is proposed, the project should include all other corners for consistency.

PennDOT's Traffic Signal Portal (www.pennDOT.pa.gov/signals) is an invaluable resource for everything signal related. Links to applicable laws and regulations, publications, traffic engineering forms, commonly used signal analysis and design spreadsheets,

TSAMS, and information on the Green Light-Go and Automated Red Light Enforcement grant programs are all provided on the portal. Additionally, numerous training modules are provided under the Training Courses and Resources tab. Videos covering everything from initial studies, signal components, plans, maintenance, and the design of signal operations, pedestrian accommodations, and detection can be viewed at any time. 📺

Meet The Expert *continued from page 5*

What would you like municipalities to know about LTAP?

We are here waiting to help! Just ask...it's free!

What do you like best about working with LTAP?

That's easy — the people. The LTAP participants I have met and worked with are curious, creative, and willing to learn. I like helping people learn and expand their perspectives on how to solve problems. There is nothing like seeing the moment when people realize that 'just because you've always done it that way doesn't mean it's not incredibly stupid.' I like problem solving and being able to offer tangible solutions, particularly when the results can help save lives. 🚦



Mark Hood sharing the LTAP resources at a conference many years ago. Photo: PennDOT LTAP

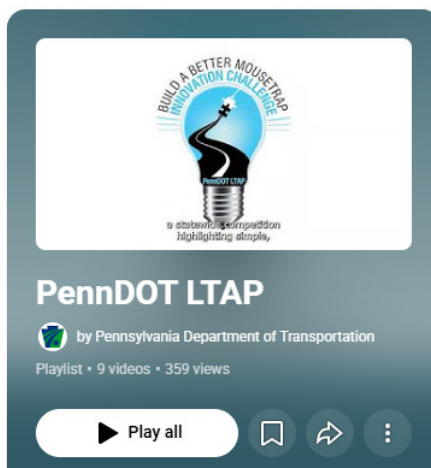
For 27 years, Mark Hood has been a trusted resource, dedicated educator, and tireless advocate for transportation safety through the Pennsylvania LTAP program. His expertise, practical guidance, and commitment to helping municipalities solve real-world challenges have made a lasting impact on communities across the Commonwealth. Whether providing technical assistance, leading training courses, or helping local officials improve roadway safety, Mark has consistently shared his knowledge with professionalism, humor, and an unwavering commitment to public service. We extend our sincere gratitude for his 27 years of outstanding service to LTAP and for the countless lives made safer through his work. His contributions have left a lasting legacy that will benefit Pennsylvania's municipalities for years to come.

Best of luck in your next chapter!

PennDOT YouTube Channel LTAP YouTube Playlist

Looking for a video on the LTAP program, salt brine production, traffic calming, or the 2026 Build a Better Mousetrap winners?

Visit the [PennDOT YouTube](#) Channel and select "Playlists." LTAP now has its own dedicated playlist featuring LTAP-related content. The playlist will continue to grow with informational videos covering a variety of safety and maintenance topics, making it easier for municipal officials and transportation professionals to access valuable training and resources. 🚦



Go to LTAP's YouTube playlist to view LTAP's videos on the PennDOT YouTube Channel.

What are your peers saying about LTAP?

"This course was presented to ensure that I could walk away with knowledge of the paving process. I learned a lot that will assist in managing projects."

Upcoming LTAP Training

Classes are being held in person and virtually. Check the website, gis.penndot.pa.gov/ltap, for the latest listings. If you would like to receive email alerts about upcoming training, send a request to ltap@pa.gov. Here is a sampling of upcoming scheduled classes. All classes are free!

Crosswalks at Intersections
December 15 – Chester County

Full-Depth Reclamation
February 10 – Lancaster County
April 15 – Pike County

Introduction to Traffic Studies
January 21 – York County

Local Road Safety Plans
November 17 – Lehigh County

Principles of Paving, V.II
November 4 – Lancaster County

Project Estimating Using Math Principles
November 5 – Lycoming County
December 10 – Chester County

Public Works Safety
December 2 – Columbia County
December 3 – York County

Road Surface Management V.II
November 12 – Chester County

Roadside Safety Features, V.II
April 6 – Chester County

School Transportation Management
February 12 – Chester County

Seal Coat
January 6 – Lancaster County

Speed Limits and Speed Management
January 12 – Chester County

Stop Signs & Intersection Traffic Control
November 5 – York County

Stormwater Control Measures O&M
December 4 – Lancaster County

Traffic Signals Basics
December 8 – York County
March 18 – Chester County

Winter Maintenance
November 4 – Columbia County

Check out the website for new courses or reach out to your Planning Partner or LTAP to schedule a class at your facility.

Archived Training: Catch Up Online!

Recorded sessions and handouts from previously held drop-ins and webinars are available on the LTAP website, gis.penndot.pa.gov/ltap. Sessions cover a variety of topics, from asset management to truck restrictions. Check out the full list online and take advantage of this free training from the comfort of your home or office.

Course Handouts Are Online

Did you misplace a workbook or handout from a course? Do you wish you had the handouts in an electronic format? All the handouts from LTAP courses are now online and available for download. Go to gis.penndot.pa.gov/ltap and under the "Course Descriptions" tab, click on the course and then scroll to the bottom of the course information to see a list of handouts.

If the handout layout for a class is three slides per page, there is a full PowerPoint workbook you can download on the website. These handouts have PowerPoint slides with the workbook content below the slide. They are designed to make it easy to follow the virtual classes and provide all the notes for the in-person classes.

Congratulations to the following Roads Scholars!

The following scholars were certified between April 1, 2026, and July 31, 2026.

Roads Scholar I:

- Robert Dennison – Oakmont Borough, Allegheny County
- Jon Kulick – Wysox Township, Bradford County
- Zachary P. Lomas – Buckingham Township, Bucks County
- Brandon Staller – Buckingham Township, Bucks County
- Orville W. Conner – New Garden Township, Chester County
- Shaun Dickinson – London Grove Township, Chester County
- Jack Jacobson – London Grove Township, Chester County
- Andrew Motter – New Garden Township, Chester County
- Isaac C. Nevin – East Cocalico Township, Lancaster County
- Brian Grumbine – North Londonderry Township, Lebanon County
- Daniel J. Yelito – Pittston Township, Luzerne County
- Jeremy A. Clark – Old Lycoming Township, Lycoming County
- Jared R. Wehry – Point Township, Northumberland County
- Chris D. Hamme – Dover Township, York County
- Matthew K. Helwig – Dover Township, York County

Roads Scholar II:

- David Williams – McSherrystown Borough, Adams County
- Chris D. Hamme – Dover Township, York County

Roads Scholar Administrative:

- Esther Matthews – State College Borough, Centre County
- Richa Rimal – Bellefonte Borough, Centre County
- John E. Chambers – East Marlborough Township, Chester County
- Darryl M. King – Londonderry Township, Chester County
- Matthew Hockenberry – PennDOT
- Bill Heiden – City of Erie, Erie County
- Alex Lindquist – City of Erie, Erie County
- Chris Ardinger – Antrim Township, Franklin County
- Kristiana M. Barr – Lancaster City, Lancaster County
- Isaac C. Nevin – East Cocalico Township, Lancaster County
- Gabriel R. Caprio – City of Allentown, Lehigh County
- Daniel J. Yelito – Pittston Township, Luzerne County
- Jared R. Wehry – Point Township, Northumberland County
- Rick Knepp – Duncannon Borough, Perry County
- David J. Nilsen – Honesdale Borough, Wayne County



Pennsylvania
Department of Transportation
Local Technical Assistance Program



LTAP Contact Information:

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All LTAP services are free to municipalities.