

ON THE MOVE

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Sharing Knowledge. Improving Communities.



HURRAY!!!

SAFETEA-LU Federal Transportation Legislation Signed Into Law At Last

*Emphasis on Safety Applied at Local Level
With the Utah LTAP Center*

On August 10, President George W. Bush signed into law the long awaited SAFETEA-LU bill. After ten extensions, transportation agencies from all levels of government breathed a sigh of relief.

SAFETEA-LU provides guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion and represents the largest surface transportation investment in our Nation's history--building on the foundation established with ISTEA and TEA-21.

So, what does the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" mean for us?

As the name suggests, safety is a critical area of focus in the transportation arena and the Utah LTAP Center is already focused on safety in a variety of ways (see page 3 article). But there's more!

SAFETEA-LU addresses the many challenges facing our transportation system today. It promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision-makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring:

Safety. SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. It creates a positive agenda for increased safety on our highways by almost doubling the funds for infrastructure safety and requiring

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strategic highway safety planning, focusing on results. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians (including children walking to school), further reflect SAFETEA-LU's focus on safety.

Equity. The new Equity Bonus Program has three features (one tied to Highway Trust Fund contributions and two that are independent). First, building on TEA-21's Minimum Guarantee concept, the Equity Bonus program ensures that each State's return on its share of contributions to the Highway Trust Fund (in the form of gas and other highway taxes) is at least 90.5% in 2005 building toward a minimum 92% relative rate of return by 2008. In addition, every State is guaranteed a specified rate of growth over its average annual TEA-21 funding level, regardless of its Trust Fund contributions.

Innovative Finance. SAFETEA-LU makes it easier and more attractive for the private sector to participate in highway infrastructure projects, bringing new ideas and resources to the table. Innovative changes such as eligibility for private activity bonds, additional flexibility to use tolling to finance infrastructure improvements, and broader TIFIA and SIB loan policies, will all stimulate needed private investment.

Congestion Relief. SAFETEA-LU gives States more flexibility to use road pricing to manage congestion, and promotes real-time traffic management in all States to help improve transportation security and provide better information to travelers and emergency responders.

Mobility & Productivity. SAFETEA-LU provides a substantial investment in core Federal-aid programs, as well as programs to improve interregional and international transportation, address regional needs, and fund critical high-cost transportation infrastructure projects of national and regional significance. Improved freight transportation is addressed in a number of planning, financing, and infrastructure improvement provisions throughout the Act.

Efficiency. The Highways for LIFE pilot program in SAFETEA-LU will advance longer-lasting highways using innovative technologies and practices to speed up the construction of efficient and safe highways and bridges.

Environmental Stewardship. SAFETEA-LU retains and increases funding for environmental programs, and adds new programs focused on the environment, including a pilot program for nonmotorized transportation and Safe Routes to School. SAFETEA-LU also includes significant new environmental requirements for the Statewide and Metropolitan Planning process.

Environmental Streamlining. SAFETEA-LU incorporates

changes aimed at improving and streamlining the environmental process for transportation projects. These changes, however, come with some additional steps and requirements on transportation agencies. The provisions include a new environmental review process for highways, transit, and multimodal projects, with increased authority for transportation agencies, but also increased responsibilities (e.g., a new category of "participating agencies" and notice and comment related to defining project purpose and need and determining the alternatives).

A 180-day statute of limitations is added for litigation, but it is pegged to publication of environmental actions in the Federal Register, which will require additional notices. Limited changes are made to Section 4(f). There are several delegations of authority to States, including delegation of Categorical Exclusions for all states, as well as a 5-state delegation of the USDOT environmental review authority under NEPA and other environmental laws. The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

While this is just a brief overview of the SAFETEA-LU legislation, we will look more in-depth at this legislation in coming issues of the On the Move newsletter.

You can also find out more at the Utah LTAP Center Web site: www.utaht2.usu.edu.

Utah LTAP Center Focuses on Safety at Local Level

by G. Stuart Thompson, Assistant Director, Utah LTAP Center

The Utah LTAP Center focuses on transportation safety in a variety of ways. Below you will find a summary of just how we focus on helping local agencies with this critical aspect of transportation!

Workshops, Seminars, Conferences & Presentations

- Signing Installation, Management & Evaluation
- Pavement Markings Installation
- Road Safety Fundamentals
- Low Cost Safety Improvements
- School Zones
- ADA
- MUTCD Training & Updates
- Flagger Certification
- Traffic Control Technician
- Traffic Control Supervisor
- Common Sense Solutions for Intersection Safety
- Retroreflectivity
- Roadway Safety Audits
- Human Factors
- Speed Setting
- Crash Analysis

The Utah LTAP Center also makes safety presentations at a variety of functions including the Utah Road School, Utah APWA Annual, Utah City Engineers, Utah School Superintendents, UAC Annual, ULC&T Annual, and numerous PTA Meetings.

Roadway Safety Audit Reviews

The Utah LTAP Center offers on demand Roadway Safety Reviews. These reviews are tailored to the specific request of the municipality. Presently the

Utah LTAP Center is working with FHWA to review crashes on Federal Aid routes in the eight Utah Counties with the highest population. Additionally we are working with UDOT and FHWA to review two counties each year for the next three years to improve signing in counties with populations of less than 40,000.

A typical audit involves a review of crash data, input from local employees (law enforcement, public works, etc.), and an on-site inspection of roadways by a team of local agency, FHWA, UDOT, and Utah LTAP personnel. Inspections include ball banking, grade measurements, and a review of traffic control devices and their installation. For counties with smaller populations some signing improvements are being funded with RSI dollars.

Other Roadway Safety Reviews include school areas, ADA compliance, traffic counts, speed studies, and pavement condition surveys.

Workzone Safety

Presently the Utah LTAP Center offers training in Work Zone Safety for Flaggers, Technicians, Supervisors, and Flagger Instructor Training. Flagger Certification workshops are offered both on-demand and scheduled quarterly throughout the state. We presently have five ATSSA certified Flagger instructors located throughout the state with plans to add three more instructors.

Traffic Control Technician (TCT) and Traffic Control Supervision (TCS) training is offered 1-2 times each quarter. The Flagger Instructor Training course rounds out the set and is reserved for trainers that are working with the Utah LTAP Center or UDOT.

Crash Analysis, Signing, & ADA Software

The Utah LTAP Center, in partnership with the Idaho LTAP Center and other contributors, is developing a set of GIS-based programs for distribution and use by locals. These tools put to work the training being offered for crash analysis, sign management, and ADA. They are specifically tailored for use by local agencies to address challenges (data and equipment) that many local agencies face.

Equipment

Special projects and partnering has allowed the Utah LTAP Center to acquire the following equipment for use by local agencies:

- GPS Unit
- Traffic Control Devices
- Traffic Counters

The Utah LTAP Center is also involved in two funded projects: Utah Traffic Control Guide Update and Local Safety Software Development.

All activities focus on local application and improvement.

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More Roundabouts in Utah?

by Nimit Kumar Mittal, Graduate Student, Utah State University

Modern roundabouts are now being used in Utah and various parts of the United States to improve the design and operation of problematic intersections. This practice is based on the successes reported in a variety of countries, including many European countries and Australia where the modern roundabout has changed the practice of intersection design and operation.

Roundabouts are different from traffic circles (or rotaries) that have been used for many years in the United States but with limited traffic operation success. Operational characteristics for roundabouts, such as yield at entry, deflection for entering traffic, reduced speeds at entry and flare properties have contributed to the success of roundabouts (as compared to traffic circles). Further operational benefits include safety, low maintenance, reduced traffic delays, capacity and aesthetic qualities.

The first use of modern roundabouts in Utah began in 1996 with the construction and operation of a roundabout in the Provo-Orem area. Currently, there are approximately sixty-five (65) roundabouts operating in Utah.

A study was done in Logan, Utah for an intersection located at 1000 North and 600 East which is currently working as an

"All Way Stopped Intersection." This intersection was evaluated for possible conversion to a roundabout because of a variety of developments. These include an expanded mall complex, construction of two new of churches, new higher density housing developments in the area and frequent university sporting events one block from the intersection. Unidirectional flow was sometimes observed with regular traffic on weekdays as well as weekends.

The study involved using a microscopic simulation model known as Paramics (developed in the UK), to evaluate the use of a modern roundabout in comparison to the current four-way stop or a potential signalized intersection.

The analysis was done using real observed traffic counts at this intersection. These counts were taken as base counts in comparison

with both projected high and low volumes to better understand the operation. The major focus of this project was to increase the capacity of the intersection, reduce delays, and take into account variations in flow and safety of the intersection.

Analyses of the two different alternatives indicates that a roundabout works well and has potential benefits over the long term. If the decision is made to construct a roundabout at this location it would be the first roundabout in Logan, Utah. This will likely require the education of drivers and should be considered if a roundabout is chosen. Further study of the accident rates at the intersection is needed prior to the use of a roundabout at this location.

For more information on this study and the results, please contact Nimit Mittal by phone at (435) 760-5145 or by e-mail at [nimitmittal@cc.usu.edu].

Logan Intersection Study Results

<u>Volume</u>	<u>Fixed Time*</u> <u>(Level of Service)</u>	<u>Roundabout*</u> <u>(Level of Service)</u>
80%	13.6 (B)	9.1 (A)
90%	15.0 (B)	9.2 (A)
100%	18.8 (B)	9.5 (A)
110%	22.1 (C)	9.7 (A)
120%	35.7 (D)	9.9 (A)
<i>Mean</i>	21.1	9.5
<i>Standard Deviation</i>	8.8	0.3

*seconds/vehicle



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Did You Know?

Funny Thing About Transportation...



Does the statement, “We’ve always done it that way” ring any bells...?

The US standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That’s an exceedingly odd number. Why was that gauge used? Because that’s the way they built them in England, and English expatriates built the US Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that’s the gauge they used.



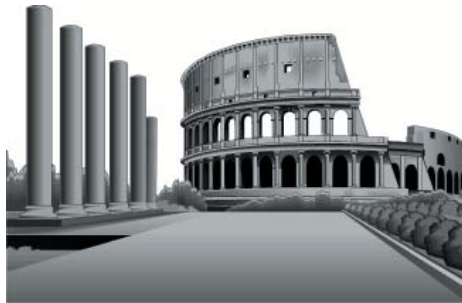
Why did they use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay!

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheel would break on some of the old, long distance roads in England, because

that’s the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.



And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. The United States standard railroad gauge of 4 feet 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. And bureaucracies live forever.

So the next time you are handed a specification and wonder what horse’s rear came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story...

When you see a Space Shuttle sitting on its launch pad, there are

two big booster rockets attached to the sides of the main fuel tank. These are solid rocker boosters, or SRBs. The SRBs are made by Thiokol at their factory here in Utah.

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRB’s had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horse’s behinds.

So, a major Space Shuttle design feature of what is arguably the world’s most advanced transportation system was determined over two thousand years ago by the width of a horse’s hind end.

...and you thought the size of the south end of a north bound horse wasn’t important!

Author Unknown



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9 Million Dollars! GET YOUR SHARE!

by George Deneris, P.E. Local Government Programs Deputy Engineer,
Utah Department of Transportation

How do communities fund those bike and pedestrian trails, street beautification or landscape features, establish tourist welcome centers, transportation education for pedestrians or bicyclists, or even provide infrastructure for wildlife connectivity?

Those are just some of the eligible projects that are funded by the Statewide Transportation Enhancement (TE) Program administrated by the Utah Department of Transportation (UDOT).

To help local governments tap into these resources, UDOT is providing two workshop seminars to help local governments and communities turn their ideas into applications for funding. (Attendance is not required to apply for funds.)

New applications will be accepted after January 2, 2006 and until 5:00 PM February 1, 2006. A revised application and updated guide are scheduled to be ready and available October 1, 2005 at the UDOT Web page [www.udot.utah.gov].

You can register for one of the following workshops and request an application for funding by contacting Joni DeMille by phone at (801) 965-4129 or e-mail

at [JDEMILLE@utah.gov]. So, reserve your spot today!!

Thursday, October 27, 2005

from 1:30 to 3:30 pm

UDOT Region 4

708 South 100 West

Richfield

OR

Tuesday, October 25, 2005

from 10:30 am to 12:30 pm

UDOT Region 2

Hurley Conference Room

2010 South 2760 West

Salt Lake City

UDOT is here to help local governments understand the Federal regulations on all federally funded programs. If you have not used federal funds through UDOT in the last three years, a lot has changed!

There are more resources available to help you and UDOT welcomes inquiries on how to get

your share of the Federal money that comes into the State. UDOT is revising the resources available on the Web for this program as well as all local government-funded programs to make them easier to understand and utilize.

The current path to local government Web information is from the UDOT home page [www.udot.utah.gov] then locate the tab across the top labeled "Doing business" and look down the list for "Local Government Assistance" then click on "Local Government Federal Aid."

For help with TE project funding, technical issues or questions please contact:

George Deneris, P.E.
Local Government Programs
Deputy Engineer
Utah Department of
Transportation
4501 South 2700 West
Salt Lake City, UT 84119
(801) 957-8520
gdenaris@utah.gov

How Can YOU Get Your Share?

Some Helpful Hits

1. Get educated by attending one of the two workshops about the application process.
2. Get your application form by calling or e-mailing Joni DeMille.
3. If you are a private individual or group, get a local government sponsor.
4. Look for ways to acquire the required 20% matching funds (hard and/or soft dollars).
5. Submit the completed application AFTER January 2, 2006 and BEFORE February 1, 2006!

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More About the Transportation Enhancement Program

The Transportation Enhancement (TE) program provides opportunities to use federal highway dollars to enhance the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. To qualify for funding all projects must be related to surface transportation and fit into at least one of 12 federally-designated activities. Any federal, state, tribal or local government, group, or individual may apply for enhancement funding. However, a governmental body must sponsor the project. Sponsors can team up to share a project or group smaller projects together.

What are the fundamental elements of winning applications?

- The project is supported by a Master Plan or vision of the community related to Surface Transportation,
- Improve Safety, Environmental and Traffic Impacts or Multiple project benefits,
- Documented Community Support,
- Additional Soft or Hard matching funds over the minimum 20% requirement,
- Purpose and Need serves a wide segment of your community,
- Project life greater than the minimum 25 years,
- Strong Intrinsic Qualities for Scenic and Natural Resources.

The level of the relationship between the enhancement project and the transportation system must be clear in the application. Those projects with a true functional purpose which facilitates the movement of people are most likely to be approved for selection and approved by the Transportation Commission.

Mitigation required by federal regulation or activities included as environmental commitments in a regular transportation project are not eligible for funding under this program. Mitigation that exceeds these requirements or retrofit projects intended to mitigate impacts of existing facilities may be eligible.

UDOT collects and administers all funds. Transportation enhancement funds can be used for up to 80% of eligible project costs. The 20% matching funds required from the Project Sponsor may include a combination of hard and soft dollar match. If your project is selected for funding, all soft match proposed in your application must then be approved by UDOT prior to commencing the project and will be included in the cooperative agreement that each sponsor is required to sign. Enhancement funding is available only for capital improvements. Long-term maintenance is the responsibility of the Project Sponsor.

Enhancement projects will be evaluated in part on their potential for long-term stability. In addition, program funding is limited to eligible expenditures and must be approved in advance of incurring costs. Any work done in advance of approvals and authorizations may not be considered to be reimbursable. If federal and state requirements are adhered to, some cost incurred prior to project approval may be counted toward match requirements.

**More information is available on-line
at the UDOT Web site:
www.udot.utah.gov**

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LTAP Center Welcomes New UDOT LTAP Manager-- Abdul Wakil



The Utah LTAP Center is pleased to welcome Abdul Wakil as the UDOT Technology Transfer Engineer and, as such, our new UDOT LTAP Manager. Mr. Wakil works to ensure that our program is executed according to our contract with UDOT. In short, he makes sure that we provide the services we have committed to provide to UDOT and to local Utah agencies. When asked, he said that his "goal and LTAP mission is to provide great customer service to our local communities!"

Mr. Wakil has been with UDOT for seven years and with his new position, he works to ensure customer service through technology transfer and implementation. He also manages the Good Roads Cost Less research project. **Welcome aboard!**



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UDOT Releases Updated School Zone Manual

by Robert Clayton, P.E., Safety Programs Engineer,
Utah Department of Transportation

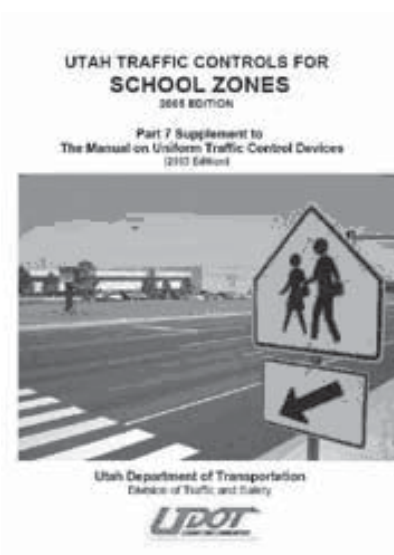
Utah Department of Transportation has released the updated 2005 Edition of the Utah Traffic Control for School Zones Manual. The previous versions (1992 and 2003) are no longer valid and should be discarded. *This new version can be downloaded at UDOT's Web site www.udot.utah.gov.*

In accordance with Utah code (41-6a-301) and to ensure consistency in roadway operation statewide, the Utah Transportation Commission adopted the Federal Highway Administration's Manual on Uniform Traffic Control Devices (2003 edition) to set standards for traffic control devices on all Utah highways. That Manual addresses school zones, but in a general sense.

Utah code (41-6a-301(2)) requires that a supplemental school zone manual be adopted for statewide use. The purpose of the manual, "Utah Traffic Controls for School Zones (2005 edition)," is to set forth more specific standards for traffic control devices, school crossing guards, and pedestrian routing plans at all Utah school crossing zones. ***All jurisdictions in Utah are required by code (41-6a-302) to use the Manual.***

There are several significant changes in the new manual:

1. Clarified spacing requirements for crosswalks



2. Provided guidance for school zones at roundabouts
3. Approved the optional use of the in-street school crossing assembly
4. Allowed the optional use of the Yield Here to Pedestrians sign in school zones
5. Adjusted plaque sizes as per the MUTCD
6. Included new clothing requirements for adult crossing guards and student patrols
7. Changed the format to support black and white printing
8. Added a school zone installation checklist for sign crews
9. Added design layouts for special Utah school zone signs
10. Pedestrian flags shall not be used at school crosswalks within school zones

For more information, please contact Rob Clayton by phone at (801) 965-4521 or email at [robertclayton@utah.gov].

LTAP Training Going With Gusto This Fall

It's fall, and time to get back into training with gusto! So, join us for any and all of the following LTAP Center offerings, or request that one of our on-demand workshops come to you! Additional workshops may be added, and changes may occur in those listed here, so please check our Web site for up-to-date details on available workshops.

To streamline your workshop registration needs, we have provided a training registration form below. You can also register for specific workshops on-line at our Web site.

CompUSA--Excel 2002

- October 4, 2005--Salt Lake City
 - November 10, 2005--Salt Lake City
- Cost: \$65/person (includes lunch)
Time: 9 am-4:30 pm

CompUSA--Word 2002

- October 18, 2005--Salt Lake City
 - December 1, 2005--Salt Lake City
- Cost: \$65/person (includes lunch)
Time: 9 am-4:30 pm

CompUSA--Project 2000

- November 1-2, 2005--Salt Lake City
- Cost: \$130/person (includes lunch)
Time: 9 am-4:30 pm each daily

Winter Maintenance

- October 17, 2005--Smithfield
- October 18, 2005--Woods Cross
- October 19, 2005--Vernal
- October 20, 2005--Richfield

Check the bullet beside the workshop date you want to register for. Then use the form below to complete your registration and fax the entire page to the LTAP Center at (435) 797-1582. Questions? Call 1-800-822-8878!

- October 21, 2005--Ogden
- Cost: \$10/person
Time: 1-4 pm

Roadway Safety Fundamentals

- October 24, 2005--West Valley City
 - October 25, 2005--Provo
 - October 27, 2005--Richfield
- Cost: \$40/person (includes lunch)
Time: 9 am-5 pm

Common Sense Solutions for Intersection Safety

- November 14, 2005--Salt Lake City
 - November 15, 2005--Provo
 - November 16, 2005--Richfield
- Cost: \$40/person (includes lunch)
Time: 9 am-4 pm

Heavy Equipment Safety (Classroom)

- October 24, 2005--Tooele
 - October 31, 2005--St. George
- Cost: \$60/person (includes lunch)
Time: 8 am-5 pm

Technique of Heavy Equipment Operation (Hands-on)

- October 25-26, 2005--Tooele
 - October 27-28, 2005--Tooele
 - November 1-2, 2005--St. George
 - November 3-4, 2005--St. George
- Cost: \$200/person (lunch on your own)

Time: 7:30 am-5 pm each day

ATSSA Flagging

- November 28, 2005--Salt Lake City
 - December 12, 2005--St. George
- Cost: \$40/person (includes lunch)
Time: 12 noon-4 pm

ATSSA Traffic Control Technician (TCT)

- November 29, 2005--Salt Lake City
 - December 13, 2005--St. George
- Cost: \$40/person (State and local gov't)
Time: 8 am-4 pm

ATSSA Traffic Control Supervisor (TCS)

- Nov. 30-Dec. 1, 2005--Salt Lake City
 - December 14-15, 2005--St. George
- Cost: \$185/person (State and local gov't)
Time: 8 am-4 pm each day

APWA Construction Inspection

- Nov. 29-Dec. 1, 2005--Salt Lake City
- Cost: \$200/person (includes lunch)
Time: 8 am-4 pm each day

As a service to our participants, CEU credits are available for these courses through Utah State University. Ask your course instructors for more information and the application form.

Utah LTAP Center Fall 2005 Workshop Registration Form

Name: _____
Agency: _____
Address: _____
City/State/Zip: _____
Phone: _____ FAX: _____
E-mail: _____

Total Workshops Registered For: _____ Total Amount Due: _____

Method of Payment (Please check one)

Check enclosed (made payable to Utah LTAP Center)

Federal Tax ID #87-6000528

Agency PO (Number: _____)

Credit Card (Visa/MC/Discover) #: _____ Exp. date: _____



What Our Partners Are Doing

More Training Opportunities for YOU!!!



Utah League of Cities & Towns

If you desire more information on League activities, or to register for a League sponsored event, please call the Utah League of Cities & Towns directly at (801) 328-1601 or 1-800-852-8528 or go to their Web site [www.ulct.org].

Did you know that more than 130 Utah cities are on-line? Check them out through links at the League Web site!

Water Conference

October 6-7, 2005 (Springdale)

Working with the Utah Department of Environmental Quality, this conference focuses on the role of water in the planning process. This conference is a valuable resource for anyone who is responsible for or has an active role in planning and zoning, water and/or underground resources of drinking water. Registration, agenda and hotel information is available on-line at the League Web site (see above).

Newly Elected Officials Training

November 19, 2005 (Heber City Hall)

December 3, 2005 (Moroni Opera House)

January 7, 2006 (Provo City Hall)

January 21, 2006 (Logan City Hall)

January 28, 2006 (Price City Hall)

February 4, 2006 (Cedar City Hall)

February 11, 2006 (Salt Lake City Hall)

8 am to 1 pm (each day)

Every two years, following municipal elections, the League (with support from the Utah Local Governments Trust) presents newly elected official workshops at locations around the state.

These workshops are geared toward newly elected officials and those officials who are interested in a "refresher" course. Each Saturday session lasts approximately 5 hours and includes a copy of The Municipal Official's Powers and Duties Handbook. Continental breakfast and lunch are provided, along with ample opportunity to ask questions and become familiar with the ins and outs of municipal government! Registration information is available on-line at the League Web site (see above)!



Utah Association of Counties

For more information on UAC activities, or to register for a UAC sponsored event, please call them directly at (801) 265-1331 or go to their Web site [www.uacnet.org].

Annual Convention

November 9-11, 2005 (St. George)

Registration, hotel and agenda information are now available on-line for this important annual UAC event. A spouse program is available. Early registration deadline is October 31 (the cost for registrations after October 31 includes an additional \$25 fee).



ITE, Utah Chapter

For information on ITE activities, please contact Jay Nelson by e-mail at [jnelson@korve.com]. Please note that the monthly luncheons are generally held the third Tuesday of each month starting at 12 noon at Golden Corral (8860 South Redwood Road, West Jordan).



APWA, Utah Chapter

For more information on APWA activities please visit their Web site [www.apwautah.org]. Please note that monthly luncheons will be held at Classic Choice Catering in West Jordan.

APWA Fall Conference

October 5-6, 2005

This annual event will be held this year at the Utah Cultural Celebration Center in West Valley City. Registration information is available on-line at the Utah Chapter Web site (see above).

Monthly Luncheon

November 17, 2005

The Board of directors meeting will begin at 10:30 am, with the luncheon and speaker at 11:30 am.

No Monthly Luncheon in December



Utah Local Governments Insurance Trust

For information on these and other Trust activities, please call Craig Bott at 1-800-748-4440. You can also e-mail Craig at [cbott@ulgt.org]. The Trust is also offering internet training through their Web site at [<http://www.ulgt.org/internettraining.htm>]. Please check out their Web site at [www.ulgt.org].

Risk Management Conferences

October 17, 2005 (Tremonton)

October 18, 2005 (North Salt Lake)

October 19, 2005 (Gunnison)

October 20, 2005 (Kanab)



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October 21, 2005 (Hurricane)

This training covers: developing a performance management system (parts 1 and 2); general safety principles (OSHA compliance in the workplace); and planning and zoning rights and responsibilities.

Defensive Driving

October 12, 2005 (Trust)

This course runs from 9 am to 11:30 am and focuses on the critical aspects of defensive driving--how to avoid traffic crashes and bodily injury. This course is the National Safety Council recommended training, which all government drivers should attend every two years.

Citizen Planner Workshops

October 27-28, 2005 (Moab)

December 15-16, 2005 (Trust)

8 am to 4:30 pm daily

This workshop is available to all governmental entities in the State of Utah. Participants who complete the training receive a Citizen Planner Certificate from the University of Utah. The cost is \$40/person for Trust members and \$65/person for non-Trust members.

This training is for elected officials, planning commissioners, board of adjustment members and office staff.

The cost includes supplies, manuals, continental breakfast and lunch. Registration is available on-line at the Trust Web site (see above).



"Serving Utah Municipalities"

Utah Risk Management Mutual Association

For more information or to register for these and other URMMA training activities, please call Joanne Glantz at (801) 225-6692. You can also check out their Web site at [www.urmma.org].

New Supervisors Training

November 2, 2005 (S. Jordan), 1-5 pm

Cost is free for URMMA members and \$30 for non-members.

Risk Managers Roundtable

December 6, 2005 (Draper), 10 am-1 pm

Cost is \$10 for URMMA members and

\$30 for non-members (lunch included).

URMMA members are also reminded that they will be conducting training in the following required areas for no charge: Supervisor Risk Management, Leadership Under Pressure (for Public Safety Supervisors), Supervisors Communication Skills, Harassment Training for Elected and Appointed Officials, and Defensive Driving.



Blue Stakes of Utah

Information about Blue Stakes of Utah--their mission and services--is available at their Web site!

Our thanks to these important partners for sharing this information and working with us in our efforts to serve the local agencies of Utah.

**North American InterTraffic Conference
September 27-29, 2005**

This groundbreaking conference, organized by ARTBA and RAI Amsterdam, is being held for the first time ever in Baltimore, Maryland. There are many opportunities available for local governments to benefit from this conference.

For more information, please visit their Web site: <http://www.northamerica.intertraffic.com/>.

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Utah Department of Transportation

TBA

Utah Local Governments Trust

The Utah LTAP Center Advisory Board meets at least twice annually to make recommendations and evaluate the effectiveness of the program.

Utah LTAP Center

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October 2005



2005 UDOT Engineering Conference

November 14-16, 2005

South Towne Expo Center

Register TODAY to participate in the 2005 UDOT Engineering Conference. Participants and vendors are still welcome to register and get involved in this important annual event!

Visit the Web site

www.udot.utah.gov

for the Conference agenda, registration, lodging, and vendor information. Don't forget that a spouse program will be part of the Conference!

About the Utah LTAP Center

The Utah LTAP Center is an integral part of a nationwide Local Technical Assistance Program (LTAP) financed by the Federal Highway Administration, state departments of transportation and local transportation agencies. The Center bridges the gap between research and practice by translating the latest state-of-the-art technology in transportation into implementable products and information for the special use of local transportation agencies and personnel.

About On the Move

On the Move is published quarterly by the Utah LTAP/Transportation Technology Transfer Center at Utah State University. Subscriptions are free and are available by contacting the Utah LTAP Center. Articles may be submitted to the editor at the above address. To obtain permission to reprint any articles from On the Move, please call the Center.

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