

ON THE MOVE

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Sharing Knowledge. Improving Communities.



Partners for Success-- Utah Cities, Counties, Utah LTAP Center & UDOT

*by Brett Hadley,
UDOT Local Government Programs Engineer*

After 4827 miles and 9 weeks, the Utah Department of Transportation in conjunction with Utah LTAP Center, have completed their annual visits to all 29 counties and their respective cities. Total turnout was considerably improved from last year, with 455 people in attendance. Sincere thanks is extended to all those who took the time to attend. Every effort is made to ensure that the information presented is timely and vital to local transportation officials. Typical attendees this year included County Commissioners and Mayors, County and City Engineers, Road Supervisors, Consultant Engineers, Public Works Directors, Transportation Planners, Local Government Project Managers, Utah Transportation Commissioners, UDOT Region and District Transportation Directors and Metropolitan Planning Organizations.

At each meeting we discussed Federal Aid Transportation funding and programs of interest to Local Governments. A new Local Government Transportation Federal Aid Instruction Book was presented and

copies were handed out to the counties and cities in attendance. Also, each area's UDOT Region Representative was there to discuss upcoming State Route projects that would affect City or County transportation and to seek the group's input on better coordination between UDOT Regions and Local Governments. New developments in many other areas were also discussed that would help Municipalities maximize the State and Federal transportation funding they receive.

UDOT's new Local Government Transportation Federal Aid Instruction Book is a major breakthrough for the department and is a very valuable resource to Locals in obtaining State and Federal Aid and in executing those projects. The manual can be downloaded from UDOT's Web site [<http://www.dot.utah.gov/>] and then finding the tabs: Doing Business > Local Government Assistance > Local Government Federal and State Aid Projects Manual. If you did not receive a hard copy of

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the manual at the meeting please download one for your use.

All major and minor funds available to local governments are listed, with complete information on how to apply and use the funds. There are many additional requirements to follow when designing and constructing a Federal Aid project. This manual explains those requirements in detail and takes some of the intimidation out of using Federal Funds.

The annual visit agenda also covered the Transportation Enhancement Program for Cities and Counties. This fund provides for bicycle and pedestrian pathways, transportation landscaping and main street beautifications, and preserva-

tion of historic transportation related themes and facilities. We discussed significant changes in the upcoming application process. Please stay tuned to future editions of this newsletter for more explanations of the changes.

Another major topic of the meeting was B and C Funds with discussion of some of the typical problems municipalities are facing. The most common mistake local governments make is not submitting timely updates to the department when there are changes to their roadway mileage or surface type. This often results in a City or County receiving fewer funds than they are entitled to. These submittals should be made to Jeff Ericson at UDOT. He can be contacted by phone at (801) 965-4352. The forms and instruc-

tions to use in these submittals can also be found at the UDOT Web site under "Local Government Assistance." The current mileage, by surface type, used to calculate your disbursement is also available.

The annual visit meetings concluded with an excellent summary of the myriad services the Utah LTAP Center offers local transportation staff to assist them in making maximum use of their limited transportation funding. Overall this was an action-packed series of meetings. We will be conducting these annual visits again in March thru May 2007 and look forward to your attendance. For information concerning any of the items presented in this article please contact Brett Hadley, UDOT Local Government Programs Engineer, (801) 965-4366.

A Look at One Alternative Fuel--E85

What is E85? E85 is an alternative fuel made of 85% ethanol and 15% gasoline that delivers better performance than gasoline. Vehicles that are capable of running on E85 can also run on gasoline or a blend of both fuels.

Ethanol is a renewable fuel that can be created from ethylene or biologically from grains, agricultural waste, or any material containing starch or sugar. Ethanol's high oxygen content reduces carbon monoxide levels more than any other oxygenate. Compared to gasoline, the use of E85 ethanol is also estimated to reduce carbon dioxide emissions and smog-forming pollutants.

Today there are over four million E85 ethanol flex fuel vehicles on the road in the U.S. Also, according to the National Ethanol Vehicle Coalition, there are more than 600 E85 ethanol filling stations in the U.S. and that number is growing monthly.

What are the Benefits of E85?

- Ethanol, the major component of E85, is a renewable fuel.
- Using E85 ethanol helps to reduce greenhouse gas emissions.
- Using E85 ethanol helps to reduce dependence on petroleum.
- Using E85 ethanol helps to improve vehicle performance because E85 ethanol has a higher octane rating than gasoline which allows for more horsepower and torque.

- Using E85 ethanol can help to support the domestic agriculture industry.

This particular alternative fuel is considered a "cellulosic ethanol." The production process actually creates less greenhouse gas emissions because a component within the biomass, called lignin, can be harvested and used as fuel to generate the electricity needed to run the production machinery, thereby displacing the need to use fossil fuels that emit greenhouse gases.

For more information, please check out these Web sites:

- National Ethanol Vehicle Coalition [www.e85fuel.com]
- Renewable Fuels Association [www.ethanolrfa.org]

Proper Tire Maintenance Reduces Vehicle Operating Costs

excerpt from Tire Retread Information Bureau (TRIB) Web site: www.retread.org

As the costs associated with owning and operating trucks and equipment continue to rise, more and more fleet managers are looking for ways to control expenses.

“One simple and immediate way...to save money is to properly maintain their tires, a key element of which is maintaining the proper inflation pressure for a given tire size and load,” says Harvey Brodsky, Managing Director of the Retread Information Bureau (TRIB). “This is critical for getting the most life out of tires and for better fuel economy.”

It is not the tire, but the air inside the tire that carries the weight of a vehicle, absorbs shock and keeps the tire in its proper shape so it can perform as designed. Over and above affecting rolling resistance and fuel economy, inflation pressures also influence handling, traction, braking and load carrying capability.

Tires flex when they roll, which bends the rubber and steel (used within the rubber to provide additional operating characteristics). This flexing generates heat - a tire's worst enemy.

“A tire that is improperly inflated doesn't roll as smoothly or as easily as it was designed to,” explains Brodsky. “Improperly inflated tires have an uneven, irregular tire footprint--that portion that contacts the road surface. This inconsistent

shape leads to increased wear, reduced traction and performance, and handling and ride problems.”

And it doesn't take long for this wear to occur, he says. At 55 miles per hour, a truck tire turns approximately 450 revolutions per minute.

When underinflated, a tire flexes more as it rolls, building up internal heat and increasing rolling resistance, which increases fuel consumption. There is a direct correlation between how much a tire is underinflated and how much faster it wears.

Wear is the result of friction created between the road's surface and the tread as the tire rolls along.

When overinflated, excessive wear occurs at the center of the tread because it will bear the majority of the vehicle's weight. Along with making for a harsher ride, overinflated tires tend to not absorb hazards like debris in the road and potholes as well, increasing the risk of sustaining a puncture or impact damage.

Because improper inflation shortens tread life, tires will have to be changed more often. Besides the expense of purchasing replacement tires, there is the additional cost for tire service and vehicle downtime. “Industry studies have shown that cost-per-mile almost doubles when tires (whether original or retreaded)

are pulled early because of uneven or rapid tread wear,” he notes.

In comparison, air is cheap, and checking inflation pressures does not require a big investment in time. On average, it takes only about 20 minutes to check and adjust tire inflation pressure on an 18-wheel tractor-trailer. “An investment in time well worth making,” says Brodsky.

Brodsky advises checking tire pressure when a tire is cold--before a vehicle has been driven, or driven less than one mile. Once a vehicle has been driven, tires warm up and experience an increase in air pressure, resulting in an inaccurate reading. A hot tire can take up to four hours to cool down after a vehicle is parked.

While this information is basic for many fleet managers and operators, it's good to review the basics of proper tire care and use to ensure the maximum benefit for minimum cost from any vehicle.

For additional information, please contact the Tire Retread Information Bureau (TRIB) toll free at (888) 473-8732 or by e-mail at info@retread.org. You can also visit TRIB on-line at www.retread.org. This site contains valuable information and resources about retreading, as well as tire maintenance and repair.



Mutual Aid Agreements & NIMS Training

excerpt from Country Roads & City Streets, Spring 2006, Vol. 21 No. 1, West Virginia University

The hurricanes striking Florida and the Gulf Coast in the last two years have made preparedness and emergency response hot issues in communities around the country. The term first responder usually brings to mind police, fire and emergency medical services. However, this term now includes emergency management, public health, public works, and other skilled support personnel who provide immediate support services during prevention, response, and recovery operations. This recognition is only fitting, given the assistance that public works personnel have provided in getting facilities back in working order for the public.

New Incident Management Requirements are in Effect

Now that public works personnel are recognized as first responders, there are additional responsibilities and requirements. As described below, one of the key requirements is training that public works personnel must have.

What Is NIMS?

Under Homeland Security Presidential Directive 5 (HSPD-5), the Department of Homeland Security (DHS) is responsible for the coordination of the federal preparations, response and recovery from terrorist attacks, major disasters and other designated emergencies.

HSPD-5 also directed DHS to create two specific documents: a National Incident Management System (NIMS) and a National Response Plan (NRP). The intent of these two documents is to provide a single, comprehensive national approach to incident management.

There are six components included in NIMS:

- Command & Management
- Preparedness
- Resource Management
- Communications & Information Management
- Support Technologies
- Ongoing Management & Maintenance

Since the responsibility for responding to and managing any domestic incident falls on local government, DHS is required to provide public and private employees from all response agencies the necessary training and other assistance to prevent, prepare for and respond to all types of incidents.

The key component of NIMS is Command and Management. This component mandates the use of the Incident Command System (ICS) by all entities and their personnel involved in domestic incident management (including public and private public works agencies).

Where Does Training Come

In? From a public works perspective, the next most important component is Preparedness. This component recognizes that responder ability is significantly enhanced if they have worked together prior to an incident. NIMS outlines advance

preparedness measures such as planning, training, exercises, qualifications and certification of personnel and equipment acquisition.

Because the role of public works in emergency response is primarily a supporting one, public works personnel and resources have often been overlooked in emergency and disaster training and exercises. Consequently, inaccurate assumptions may be made regarding public works response capabilities during routine incidents, thus causing delayed or ineffective response. The lack of such training puts public works behind the curve in many incident management areas. NIMS addresses these issues.

What Does NIMS Mean for Local Public Works Agencies?

NIMS calls for all levels of government to adopt NIMS officially along with the ICS management system starting October 1, 2005. **Beginning October 1, 2006, full NIMS compliance is required for all federal preparedness assistance.** Some of the FY 2006 local requirements are summarized as follows:

- Community formally adopts NIMS
- Support incidents through integrated multi-agency coordination system
- Communicate public information during an incident through a Joint Information System and Joint Information Center
- Establish NIMS baseline against FY05 and FY06 requirements
- Coordinate all federal preparedness funding to implement NIMS



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Utah LTAP NIMS Assistance Questionnaire (Summer 2006)

Please complete the following questionnaire after you have had a chance to read "Mutual Aid Agreements & NIMS." In order for us to best serve your needs and prioritize our staff time, we need to know if NIMS classroom training is needed by your agency. (Circle or check your answers to each question.)

1. Is your agency prepared for or on track to be prepared for the October 1, 2006 deadline for full NIMS compliance required for all federal preparedness assistance? YES/NO
2. Would your agency be interested in attending classroom training on NIMS? YES/NO
If yes, how many employees from your agency would likely attend if the training location were within the following one-way travel times: _____ 1 hour or less _____ 2 hours _____ 3 hours or more
3. Does your agency have the ability to support and offer access to On-line Training? YES/NO
4. Please list any specific workshop topics that you would like to see Utah LTAP offer.

The following information is optional. However, this will help us to update our database while helping us meet your training needs and other requests more efficiently.

Full Name _____ Title _____
Agency _____
Address _____ City _____ State UT Zip _____
Phone _____ Fax _____
E-mail _____

FAX the completed questionnaire to the Utah LTAP Center at (435) 797-1582!

- Participate in and promote intrastate and interagency mutual aid
- Required preparedness training
IS-700 An introduction training
IS-800 An introduction training
ICS-100/ICS-200 training

Training--Who Needs What?

IS-700 NIMS: An Introduction.
For all personnel with a direct role in emergency preparedness, incident management or response.

This awareness-level course that explains NIMS components, concepts and principles is available in a web-based format. The course takes about one hour to complete on-line. Course materials may also be down-

loaded and used in a group or classroom setting. Answer sheets may be obtained from the Emergency Management Institute by calling the EMI Independent Study Office at (301) 447-1256. To obtain the IS-700 course materials or to take the course on-line, go to <http://training.fema.gov/emiweb/IS/is700.asp>

The following should participate in IS-700 in FY06:

- Executive Level. Political and government leaders, agency and organization administrators and department heads, and personnel that fill ICS roles.
- Managerial Level. Agency and organization management between the executive level and

first level supervision.

- Responder Level. Emergency response providers and disaster workers, entry level to managerial level including Emergency Medical Service personnel, firefighters, medical personnel, police officers, public health personnel, public works/utility personnel and other emergency management response personnel.

IS-800 NRP: An Introduction.
For all federal, state, and local emergency managers or personnel whose primary responsibility is emergency



management.

[ICS-100 Introduction to ICS & ICS-200 Basic ICS](#)

For all federal, state, local, private sector and non-governmental personnel at the entry level, first line supervisor level, middle management level, and command and general staff level of emergency management operations

DHS through the United States Fire Administration (USFA) and the Emergency Management Institute (EMI), et al. have developed ICS 100 and 200 training. These courses are consistent with the NIMS National Standard Curriculum Training Development Guidance (October 2005) and therefore meet the FY 2006 training compliance activities outlined by the NIMS Integration Center.

The USFA through its National Fire Programs Office has web-based courses available at the ICS-100 and ICS-200 levels. The courses can be accessed at the following Web site <http://www.usfa.fema.gov/training/nfa/independent/>. EMI also has several ICS-100 and ICS-200 level courses that can be taken on-line as interactive web courses. These course materials may also be downloaded and used in a group or classroom setting. To complete the courses or download the course materials, go to: <http://training.fema.gov/emiweb/IS/crslist.asp>

The following should participate in ICS 100 & 200 training in FY 2006:

- All federal, state, local private

sector and non-governmental personnel at the entry level, first line supervisor level, middle management level, and command and general staff level of emergency management operations must complete ICS-100 level training.

- All federal, state, local, private sector and non-governmental personnel at the first line supervisor level, middle management level, and command and general staff level of emergency management operations must complete ICS-200 level training.

The NIMS Integration Center (NIC)

NIC provides strategic direction for and oversight of NIMS. It services all federal departments and agencies as well as state and local jurisdictions. Included are NIMS EOP guidance for states and locals and NIMS tools and templates. NIMS communications includes

NIMS Alerts and Frequently Asked Questions. You can find the information you need at the NIMS Web site [www.fema.gov/nims].

Utah LTAP Can Help-- We Need Your Feedback

The on-line IS-700 NIMS training described above takes about one hour to complete. We understand that many individuals will complete the course in such a self-study mode. However, we realize that some individuals and agencies would prefer the traditional classroom instruction format. The Utah LTAP can help.

If you or your agency are interested in IS-700 NIMS and/or ICS-100 training please complete and fax the questionnaire on page 5. Your response is important—if there is sufficient demand, we will offer NIMS training at several locations in the state later this year.

Utah's Response-- Statewide Mutual Aid Agreements

Pam Pyle with the Utah LTAP Center has been meeting with the Utah Department of Homeland Security and the Northern Utah Homeland Security Coalition. They are currently researching and developing a Statewide Mutual Aid Web-site for mutual aid agreements, equipment inventories, personnel, building inspectors and inventories.

This Web site will be separated by regions, counties, and cities. The result will be user-friendly and easily accessible to those with internet access.

To this end, Pam has been given the task of compiling a list of equipment for the Public Works area. She will be contacting each Public Works Department throughout the State of Utah, either by e-mail or USPS, sending you a copy of the FEMA Schedule of Equipment Rates. What the LTAP Center needs you to do is look over this list and inventory your equipment. Also, if any equipment you have is not on the list be sure you add it. It is our understanding that you will be reimbursed for this equipment if any of it is used responding to a disaster and it's on the equipment list.

UDOT Concept Estimate Spreadsheet Created to Reduce Underfunded Projects

by Catherine Cutler & George Deneris, UDOT Local Government Programs Office

Currently, the #1 problem we face is under-funded projects. As many of you know, construction projects don't cost the same as they used to--especially now with volatile oil prices, limited supplies of steel and concrete, and various other factors.

UDOT Local Government projects have been hit hard by recent price increases, resulting in under-funded projects that have had either to be reduced in scope, or funded from other sources.

In order to limit this uncomfortable situation in the future, UDOT is implementing a new process to identify more precisely the expected total cost of projects at the time of application. This process involves a new tool--a concept estimate spreadsheet--now available on our UDOT Web site:

<http://www.udot.utah.gov/index.php/m=c/tid=721>

Utah Construction Career Days DVD Now Available!

With the tremendous success and interest in Utah Construction Career Days, we are making available a very special DVD! The DVD illustrates the purpose of Construction Career Days (CCD) and introduces high school students to the vast career opportunities and unlimited growth potential in the construction industry from building trades to heavy construction. The DVD shows the many CCD activi-

As a local government applying for federal or state aid, every effort should be made to identify the total cost of the project, including but not limited to:

- design,
- right of way,
- utilities,
- construction management,
- construction of the project,
- inflation, and
- a recommended 20% contingency for applications or cost estimates only developed to concept level.

The basic information you will need to get started will require a set concept or vision of the project that should be coordinated with a local or county-wide master plan. The better you can answer the following questions, the better prepared your application and cost estimate predictions will be.

- What are the limits of your project (from where to where)?

- Will it involve the purchase of Right of Way?
- Will there be some complicated environmental issues on your project?
- Do you need to coordinate with utilities or the railroad?
- Do weak soil conditions exist that may force additional sub excavation and fill import?

The spreadsheet identifies typical percentages, lump sums, or unit costs for many items, and focuses on the higher cost items of a project. This information is a good starting place, but does not relieve the sponsor of cost responsibility.

A number of factors can have drastic effects on the cost of some items, such as the location of the project with respect to material supplies, or availability of contractors to bid when the time comes.

For those local governments that have not used Federal Aid, keep in mind that the local agency is responsible for all cost over-runs. As you begin to fill out the spreadsheet or prepare your own cost estimate, you are sure to have questions. We welcome your questions, comments, and suggestions as we integrate this new tool into the Local Government process. Working together, we can build a partnership for success!

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U.S. Communities Government Purchasing Alliance

*from Gib Peaslee, LTAP Program Manager,
FHWA Office of Professional and Corporate Development*

Public agencies purchase billions of dollars per year in goods and services and are continually looking for new solutions to help them meet their purchasing requirements and needs. Government agencies—as keepers of taxpayers’ hard-earned dollars—also want a good return on investment for their purchases. During this time of diminishing local government resources and federal and state deficits, local agencies need programs that help save those precious taxpayer resources. LTAP recently became aware of a program that significantly reduces the costs of purchased goods. The program is known as the U.S. Communities Government Purchasing Alliance.

Program Elements

U.S. Communities is a non-profit instrumentality of government established by public agencies to reduce the cost of purchased goods and to streamline the purchasing process. This program is nationally sponsored by the National Association of Counties, National League of Cities, the Association of School Business Officials International, National Institute of Governmental Purchasing and U.S. Conference of Mayors.

Through U.S. Communities, counties, cities and other public agencies such as schools and special districts can piggyback on competitively solicited contracts, thus taking

advantage of the enormous collective purchasing power of thousands of U.S. local government agencies.

Designed in cooperation with an advisory board of local government purchasing officials, U.S. Communities pools the purchasing power of public agencies, achieves bulk volume discounts on behalf of public agencies, competitively solicits quality products through a lead public agency and provides a purchasing forum for public agencies nationwide. Today over 14,000 public agencies are participating in U.S. Communities including counties, cities, school districts and other public and nonprofit agencies in all 50 states.

Products

The U.S. Communities program offers a variety of commodity lines, as well as services, on their contracts. The chart (on page 9) shows the commodity line or service, the lead public agency that executed the solicitation and the supplier or suppliers awarded under the contract.

Advantages of the Program

The key advantage is cost savings for public agencies. Public agencies gain access to the national purchasing power of all local government public agencies through U.S. Communities. Public agencies secure the following key advantages:

- Competitively solicited contracts by a lead public agency

**There is NO COST
to participate!**

- Most favorable public agency pricing
- No cost to the public agency to participate
- Nationally sponsored by leading associations and purchasing organizations
- Broad range of high quality products
- Aggregated purchasing power of public agencies nationwide
- Managed by public purchasing professionals
- Available to all counties, cities, schools, special districts, townships, villages, boroughs, other local governments and state agencies, as well as non-profit agencies that support local and state governments.

In addition, U.S. Communities works closely with public agencies to understand their buying needs and the needs of thousands of other public purchasing agents, purchasing managers, purchasing directors, and procurement officers. U.S. Communities is constantly expanding its product offering to public agencies and acts as a strategic sourcing option for local government.

The purchasing function plays a critical role in helping local governments save money on the goods purchased by their agencies each year. U.S. Communities is a successful, proven tool to help counties, cities, schools, and other public agencies achieve this important mission.



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For more information and to become a public agency participant, visit <http://uscommunities.org> or send an e-mail note to info@uscommunities.org.

US Communities Contracts as of December 2005

<u>Product Lines</u>	<u>Supplier</u>	<u>Lead Agency</u>
Office/School Supplies	Office Depot	Los Angeles County, CA
Office Furniture	Knoll, Haworth, Herman Miller, Steelcase	Fairfax County, VA
Classroom Furniture	Virco	Wichita Public Schools, KS
Technology Solutions	GTSI	Fairfax County, VA
Electrical/Telecom	Graybar	Los Angeles County, CA
Janitorial Supplies	ZEP	Allegheny County, PA
Carpet/Flooring	Milliken	Los Angeles County, CA
Office Machines	Ricoh, Savin, Gesteltner	Miami Dade County, FL
Park/Playground Equipment	Gametime, Landscape Structures, Little Tykes	City of Charlotte/ Mecklenburg County, NC
P.E. Supplies	Sportime	Harford County Public Schools, MD
Homeland Security Solutions	Hagemeyer North America	Fairfax County, VA
MRO Supplies	The Home Depot Supply	Maricopa County, AZ.
Apparel and Promotional	Office Depot	Los Angeles County, CA

Utah LTAP Center Adds New Partner... Rocky Mountain Fleet Managers Association

With so many local public works agencies involved with fleet management, the Utah LTAP Center has added a new partner to our team--the Rocky Mountain Fleet Managers Association, Utah Chapter (RMFMA).

The objective of this association is to serve as a network of professional fleet management personnel, to facilitate the exchange of ideas, to interact with lawmakers who impact fleet management, and serve as a central source of training to ensure quality fleet management.

At the RMFMA meeting in May, Executive Director Karen Blood-

worth reported on the status of the RMFMA and asked the Utah Chapter for their concerns.

The concerns of most members were based around keeping up with industry development both with employee training and tools and materials to analyze and diagnose new vehicles. Many were concerned about the money for training and where to find affordable training.

One of the services offered through RMFMA is their certified fleet management program. This program is designed to offer professional recognition for fleet personnel.

With the RMFMA as a partner, the Utah LTAP Center will be better able to keep Utah local agencies informed on what is happening with fleet management. This includes training opportunities co-sponsored by the Center and RMFMA.

You can also access more information about fleet management and the Rocky Mountain Fleet Managers Association on-line at:

www.rmfm.org

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Partner Happenings

What You Should Know...



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].

Annual Conference

September 13-15, 2006 (Salt Lake City)



UTAH ASSOCIATION OF COUNTIES
A Unifying Voice for County Government

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].

Surveyors Summer Workshop

August 17, 2006 (Heber City)

USACCC Annual Convention

September 21-22, 2006 (Midway)



ITE, Utah Chapter

For information on ITE activities, please contact Dan Bergenthal by e-mail

at [Dan.Bergenthal@slcgov.com]. Please note that the monthly luncheons are generally held the third Wednesday of each month starting at 12 noon at Golden Corral (665 East 7200 South, Midvale).

Monthly Luncheons

- July 18, 2006
- September 19, 2006



APWA, Utah Chapter

For more information on APWA activities please visit their Web site [www.apwautah.org]. Please note that monthly luncheons are typically held the fourth Thursday of the month at Classic Choice Catering in West Jordan. A complete 2006 calendar is available at their Web site.

Southern Utah Branch Meetings

St. George Holiday Inn at 12 noon

- July 11, 2006
- August 1, 2006
- September 5, 2006
- October 3, 2006

Utah County Branch Meetings

Ruby River at 12 noon

- November 9, 2006

Chapter Membership Meeting

Classic Choice Catering at 11:30 am

- August 24, 2006
- September 28, 2006

APWA/ASCE/UCEA Fall Conference

October 4-5, 2006 (TBA)



Utah Local Governments Insurance Trust

For information on training and other Trust activities, please call Marilyn Beesley at 1-800-748-4440. You can also e-mail Marilyn through the Trust Web site [www.ulgt.org].

Citizen Planner Workshops

- September 28-29, 2006 (Trust)

Local Talent Showcased in Trust's Truck Road-eo

At the Utah League of Cities & Towns Annual Road School, the Trust once again sponsored another great Truck Road-eo! We express our sincere congratulations to these great winners!

- 1st place Todd Howard from Riverton City
- 2nd place Steve McGuire from Davis County
- 3rd place Wade Hugoe from Woods Cross City



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Risk Management Seminars

- July 10, 2006 (Tremonton)
- July 11, 2006 (Roosevelt)
- July 13, 2006 (Monticello)
- July 14, 2006 (Cedar City)
- July 18, 2006 (Trust)

Sessions run from 9 am to 4:30 pm each day. Topics to be addressed include: Advanced Driving Traffic Safety Seminar; Avoiding Slips/Trips/Falls Liability; Managing Discrimination Claims; and Avoiding Blood Borne Pathogen Illnesses.

Risk Management Seminars

- August 7, 2006 (Delta)
- August 8, 2006 (Ivins)
- August 9, 2006 (Kanab)
- August 10, 2006 (Richfield)
- August 11, 2006 (Trust)

Sessions run from 9 am to 4 pm each day. Topics to be addressed include: Advanced Driving Traffic Safety Seminar; How to Respond Effectively to Sewer Backups/ Claims Management; Understanding/ Complying with Employee Rights and Employer Responsibilities--Pt 1; and Understanding/Complying with Employee Rights and Employer Responsibility--Pt 2.

Risk Management Seminars

- September 5, 2006 (Logan)
- September 6, 2006 (Vernal)
- September 7, 2006 (Trust)
- September 8, 2006 (Fillmore)

Sessions will run from 9 am to 4 pm each day. Topics to be addressed include: Advanced Driving Traffic Safety Seminar; Understanding Sewer Infrastructure Maintenance and Replacement--Long Range Planning; Avoiding Liability in Police Searches; and Disciplining/ Terminating Employees Legally.

URMMA

"Serving Utah Municipalities"

Utah Risk Management Mutual Association

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



Rocky Mountain Fleet Managers Association--Utah Chapter

Fleet Management Conference October 17-20, 2006 (Denver CO)

To get more information about this conference, please visit the RMFMA Web site at [www.rmfm.org] or call 1-800-667-6362.



Blue Stakes of Utah

Visit their Web site for more information on their services!

Advisory Board

Glade Allred
Vernal City

Scott Anderson
Woods Cross City

Dave Beach
Utah Highway Safety Office

Craig Bott
Utah Local Governments Trust

Todd Emery
FHWA, Utah Division

Sydney Fonesbeck
Utah League of Cities & Towns

Brett Hadley, P.E.
Utah Department of Transportation

W. Gary Hansen
Blue Stakes of Utah

Jim Lawrence
Tooele County

Clyde R. Naylor, P.E.
Utah County

Doug Perry
Utah Association of Counties

William Rahmeyer, P.E., Ph.D
Utah State University

Trace Robinson, P.E.
West Valley City

Dean Steele
Utah Risk Management Mutual Assoc.

Abdul Wakil
Utah Department of Transportation

Kevin Womack, P.E., Ph.D
Utah State University

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

Notice of Proposed Amendments on Sign Retroreflectivity

excerpt from ATSSA's "The Flash," Vol. 33 No. 11

Docket Number 2003-15149 was published in the May 8 Federal Register regarding the FHWA's proposal "to amend the MUTCD to include methods to maintain traffic sign retroreflectivity."

Comments regarding this issue must be received on or before November 6, 2006. To view the entire document (PDF), visit the main page of www.ATSSA.com and scroll down to "Industry News."

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July 2006



Utah LTAP Center Staffer Honored at ITE Section Meeting

Our very own dynamite business manager, **Keri Shoemaker**, was honored with the ITE Presidential Proclamation Award at the May ITE Section Meeting in Jackson Hole, Wyoming. The honor comes because of her contributions above and beyond the call of duty in the "betterment of the profession of transportation engineering." Particularly made mention were her hard work and effort to make Construction Career Days such a success! Congratulations, Keri, on an honor well-deserved!

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.

Utah LTAP Center Staff

Director.....	Doyt Y. Bolling
Assistant Director.....	G. Stuart Thompson
Business Manager.....	Keri Shoemaker
Coordinator.....	Pam Pyle
Field Projects Manager.....	N. Dee Hadfield
Network Administrator.....	Brian Birch
Newsletter.....	Julie Duersch
Phone/Fax.....	(435) 797-2931/797-1582
E-mail.....	utaht2@cc.usu.edu
Web site.....	www.utaht2.usu.edu

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