

ON THE MOVE

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Sharing Knowledge. Improving Communities.



Utah Local Road Program Challenges & Opportunities

by Doyt Y. Bolling, Director, Utah LTAP Center & Brett Hadley, Local Government Programs Engineer, Utah Department of Transportation

During the recent Utah Local Road Program meetings covering all 29 Counties and towns and cities therein, comments were solicited regarding the major challenges and issues local governments are facing in providing safe and efficient transportation services.

Of the 10 to 15 challenges highlighted by local agency participants in each county visit, the following five usually topped the list:

- Inadequate funding to preserve and maintain the 33,000 miles of local agency owned roads and streets.
- The escalating cost of asphalt, portland cement, and steel.

- The short supply of well-trained and experienced workers.
- Traffic congestion, increased VMT, and poorly planned growth.
- Red-tape in getting projects developed and built.

These five dominant challenges and issues may be looked at as insurmountable problems or as “opportunities in disguise.” Highly effective and pro-active organizations typically look at such problems as “opportunities in disguise” and take action to make them unique and beneficial opportunities. It is with this perspective each of the five top challenges are addressed in follow-up to the Local Road Program meetings.

Top Local Transportation Challenges

- Inadequate Funding
- Escalating Cost of Materials
- Short Supply of Workers
- Traffic Congestion & Growth
- Red-tape

Inadequate Funding for Transportation

With local agencies owning nearly seventy percent of the road miles in Utah and fuel tax revenues remaining flat, special actions must

(continued on page 2)

Inside This Issue

Utah LTAP Center Says Goodbye & Good Luck to Two Long-time Staff Members.... 3

What Can A Community Transportation Plan Do For YOUR Community? 4

State Legislation Boosts State's Ability to Address Emergencies at All Levels 5

Driving at Night 6

2007 Utah Counties Fact Book Now Available 6

Zero Fatalities Safety Summit Coming to Park City 7

Utah Division of Homeland Security Training Now Available 7

True Team Effort Sustains Successful Safe Corridor Program in the State of Washington 8

Upcoming LTAP Training 9

Partner Happenings 10

Utah LTAP Center

Page 1

July 2007



(continued from page 1)

be taken to preserve and maintain the roads and streets statewide. This has been clearly recognized by the Utah Joint Highway Committee. Recent action was taken to survey how local roads are being funded in other states. As a result three initial strategies have been chosen to provide adequate funding. These three strategies are:

1. To take steps to exchange Federal funds for state dollars so the development and construction of needed projects can be expedited to reduce development costs and combat escalating materials costs.
2. Establish a special fund for the forgotten functional class of Collector Roads that are critical to safe and efficient transportation in Utah.
3. Initiate a campaign by next year to raise the state fuel tax by at least two cents per gallon.

These strategies may not provide all the funds needed but are a first step in a positive direction.

Hyper Inflation in the Cost of Construction & Maintenance Materials

Due to the increased demand for energy, fuel, and construction materials globally, short supplies of these materials have resulted. This shortage has led to an almost doubling of the cost of asphalt, cement, and steel over the past two years. That increase in cost has severely

reduced the scope of work that can be done in road construction and maintenance.

With higher costs in asphalt, cement, and steel expected to continue, there is a great need to implement strategies of pavement preservation, asphalt concrete and Portland cement concrete recycling technologies to provide some buffer against spiraling materials costs.

The Utah LTAP Center offers and provides technical assistance in each of these areas and has assisted numerous cities, towns, and counties in implementing cost effective pavement and infra-structure management systems. In addition, the Utah LTAP Center is partnering with the National Center for Pavement Preservation to provide training and technical assistance in the use of cost effective pavement preservation strategies and treatments.

Shortages of Experienced & Well-Trained Workers

Along with shortages of basic construction materials, a shortage of skilled labor is developing, resulting in higher labor costs. This is partly due to the strong economic growth in Utah and the retirement of persons skilled in construction and maintenance. This trend is also taking place nationally.

Utah DOT staff and Utah LTAP Center staff are working in a national pooled fund project to screen all currently available training materials and develop training courses that will provide the needed knowledge, skills, and abilities currently needed now and in the future. A national training database is under develop-

ment to provide easy access to these training courses.

A longer term strategy has also been launched to attract high school and junior high students to consider careers in the construction industry. Through a highly cooperative effort, a program of Construction Career Day events has been conducted introducing nearly 20,000 Utah students to careers in construction. Additional such events are scheduled for the next few years.

Traffic Congestion & Managing Growth of Demand for Transportation Services

The high growth rate in several Utah counties has led to traffic congestion and significant reductions in the level of transportation services. To deal with this issue, the Utah DOT has launched a 30 year Long Range Transportation Plan to address the growth and transportation needs throughout the state.

Efforts are underway to work with local agencies and the regional MPO's to plan for and meet transportation needs. This Long Range Plan was presented in each of the county meetings. The tools of access management, corridor preservation and proactive master transportation planning and provision of other modes of transportation can be utilized now to mitigate congestion and improve levels of service.

Workshops to assist local agencies in master transportation planning are being developed and scheduled for this coming fall and winter. The Long Range Plan can be found on the Utah DOT's Web

site [<http://www.dot.utah.gov>] at Inside UDOT, UDOT Mission and Objectives, UDOT Long Range Transportation Plan 2007-2030.

Project Development Red-tape & Streamlining the Federal Aid Process for Local Governments

Local agencies in other states have traded Federal-aid dollars for state dollars to facilitate the devel-

opment and construction of local agency projects. This eliminates several costly Federal requirements and reduces the time consuming approval process that is required in Federal-aid funded projects. Steps are being taken within the Utah Joint Highway Committee to initiate such a trade program in Utah.

In summary, the Local Road Program meetings in each county generated many candid and helpful comments to cooperatively and

effectively address the cited challenges and turn them into beneficial opportunities. Special appreciation is extended to the nearly 500 people who attended the 29 county meetings.

The more than 5,000 miles traveled, covering a period of two and a half months, were well worth the valuable input and comments given by participants and will help improve transportation within Utah.

Utah LTAP Center Says Goodbye & Good Luck to Two Long-time Staff Members

The Utah LTAP Center faces some tough staff changes, as Assistant Director, G. Stuart Thompson, and Network Administrator, Brian Birch, leave the Center staff to accept positions elsewhere.

Stuart has experienced some exciting changes in his life in the last few months, including marrying fellow LTAPer, Kathy DesRoches (Director of Educational Programs with

the New Hampshire LTAP Center) and accepting a position in the New England area. We know that Stuart has worked with many of you during his years with the Utah LTAP Center, and he wanted to express his personal gratitude for all the help he has received from the various agencies within Utah. Stuart's development of effective Road Safety Audit tools has greatly increased safety on our local roads, and his service will be sorely missed.



We also congratulate Brian on his graduation with a bachelor's degree in Civil Engineering from Utah State University this spring.

Both have served the Utah LTAP Center well and helped us move to a higher level of service for local Utah agencies and their personnel. They will be sorely missed. We know they will continue to be of great service in their new endeavors, and we wish them well!

We also congratulate Stuart and Kathy on their marriage, and wish them both well as they embark on their new adventures together!

Brian and his family leave us to accept a position with Nucor Building Systems in Brigham City.



Kathy & Stuart at their wedding

What Can a Community Transportation Plan Do For YOUR Community?

by Tim Boschert, Transportation Planner, Utah Department of Transportation

The Utah Department of Transportation (UDOT) is embarking on a revision of the rural area Community Transportation Plan (CTP) program. UDOT wants to understand a community's vision of transportation in their area and learn from community members about their transportation needs, issues, concerns and priorities in an effort to ensure that the long-term funding priorities set by UDOT reflect community priorities. UDOT is reassessing the process of performing the Community Transportation Plan for rural local entities.

The CTP will still focus on the development of a long-range plan vision document and list of local prioritized projects. The new process will attempt to provide a framework of the CTP that is tailored toward the development of the municipal General Plan. Additionally, a process list and companion Web site detailing state resources toward development of a General Plan is in development.

The Department has conducted CTP's across the state for the last four years. Planning staff have visited 34 communities, developing documents in conjunction with these cities and towns in an effort to gain input toward Department Long Range Plan projects and the vision of services on state highways. In re-

turn each participating community has received a guiding document with a prioritized list of projects appropriate for building action plans and soliciting program and grant monies.

As a result of conducting the CTP's, it has been noted that communities desire additional assistance and resources in performing planning and development services. To that end, UDOT is partnering with several state agencies and service providers to better effect local needs.

UDOT is exploring a fresh framework for the community transportation plan that would incorporate an outline of the CTP that would better suit the community in the development of their General Plan and specifically the transportation elements of that plan.

UDOT is teaming with the Utah LTAP center and other statewide resources such as the Governors Department of Economics (GOED), Utah League of Cities and Towns (UTLCT), Governors Office of Planning and Budget (GOPB), Utah Quality Growth Commission and others in an effort to provide unified guidance and resources to rural municipalities in the preparation of their long and short range planning activities. UDOT is excited about this growing partnership toward providing enhanced assistance with the rural communities of the state.

What is a Community Transportation Plan?

A CTP helps identify and prioritize transportation needs, issues, and concerns in a rural community. It also helps as a guide for development of future transportation infrastructure and planning of roadway expenditures. Through a public process the CTP covers two major areas:

- Short-term transportation needs: These are projects or actions that will improve the existing transportation system and are relatively simple or inexpensive to implement.
- Long-term transportation needs: Projects that are needed to achieve the long-range (up to 30 years) transportation vision. These needs usually require advance planning and greater funding to implement.

Why Perform A Community Transportation Plan?

UDOT is willing to offer the CTP outreach in an effort to gather information from rural communities that is useful toward the development of the Department Long Range Transportation Plan to better serve the state highway system and the communities.

A community Transportation Plan, when adopted by a local municipality may serve the community as a framework outline of the trans-

portation element of their General Plan. It is also a resource document toward development of grant applications for the municipality:

- General Plan (transportation element)

- Capital Improvement Program (Priority project selection)
- Resource and Grant Applications (Priority project selection)

To find out more about a CTP and if it would benefit your commu-

nity, please contact Tim Boschert, with the UDOT Planning Office. He can be reached by phone at (801) 965-4175 or by e-mail at [tboschert@utah.gov].

State Legislation Boosts State's Ability to Address Emergencies at All Levels

by Pam Pyle, Coordinator, Utah LTAP Center

The Statewide Mutual Aid Act (HB 103) is one of the most significant pieces of emergency management legislation ever passed in Utah! It allows for the statewide coordination of resource distribution in the event of local emergency need.

For example, prior to the passage of this legislation, if Utah's Division of Homeland Security needed help from a city, county, or state entity, there was no ability (either during or after an emergency declaration) to borrow resources from an unimpacted area for use in an impacted area.

Previous to passage of this legislation, a Memorandum of Understanding (MOU) was required for each piece of equipment borrowed. With passage of this legislation, the state can now expedite emergency assistance across jurisdictions by locating and assisting with the distribution of resources statewide.

Additionally, the mutual-aid legislation gives Utah's Division of Homeland Security the ability to write implementation language and train counties to respond to emergency events. Having a pre-event

process agreed to by all parties is extremely valuable. Figuring things out after or during an event or can be problematic and can keep jurisdictions from receiving all of the available funding they may need.

The Statewide Mutual Aid Compact is part of this process, and helps facilitate county requests for resources throughout the state. The state provides assistance with the request and loan of needed resources including an established reimbursement mechanism.

This program works in conjunction with federal legislation and procedures to streamline local response to emergencies and tap into federal resources as well.

While the Federal Emergency Management Agency (FEMA) does not require a repayment clause, this legislation helps insure that we can be eligible for maximum reimbursement.

The Emergency Management Assistance Compact (EMAC) is a congressionally ratified organization that provides form and structure to interstate mutual aid. As EMAC only deals between states, the State-

wide Mutual Aid Act allows the state to get an EMAC resource to the counties and have a reimbursement mechanism in place. This legislation also allows us to send local people on EMAC deployments.

The Statewide Mutual Aid Compact helps reduce the cost of disasters since obtaining resources is one of the most expensive components of disaster recovery. (Fixing the damage is the single largest cost.) Hurricane Katrina for example had \$850 million in EMAC costs and \$200 billion in damages. With this new tool we now have a reasonable way to obtain streamlined resources for which we may be reimbursed.

It is important to remember that the SMAC is voluntary. Participating entities may withdraw at any time. A statewide mutual aid committee will be formed and consist of representatives from state public safety agencies, counties, cities, public safety special districts and inter-local entities with member recommendations from UAC, ULC&T and the Utah Association of Special Districts.



Driving at Night

from the Utah Safety Council [www.utahsafetycouncil.org]

Traffic death rates are three times greater at night than during the day, according to the National Safety Council. Yet many of us are unaware of night driving's special hazards or don't know effective ways to deal with them. Driving at night is more of a challenge than many people think. It's also more dangerous.

Why is night driving so dangerous? One obvious answer is darkness. Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Depth perception, color recognition, and peripheral vision are compromised after sundown.

Fortunately, you can take several effective measures to minimize these after-dark dangers by preparing your car and following special guidelines while you drive.

The National Safety Council recommends the following:

- Prepare your car for night driving. Clean headlights, taillights, signal lights and windows (inside and out) once a week, more often if necessary.
- Have your headlights properly aligned. Misaligned headlights blind other drivers and reduce your ability to see the road.
- Don't drink and drive. Not only does alcohol severely impair your driving ability, it also acts as a depressant. Just one drink can induce fatigue.

- Avoid smoking when you drive. Smoke's nicotine and carbon monoxide hamper night vision.
- If there is any doubt, turn your headlights on. Lights will not help you see better in early twilight, but they'll make it easier for other drivers to see you. Being seen is as important as seeing.
- Reduce your speed and increase your following distances. It is more difficult to judge other vehicle's speeds and distances at night.
- Don't overdrive your headlights. You should be able to stop inside the illuminated area. If you're not, you are creating a blind crash area in front of your vehicle.
- When following another vehicle, keep your headlights on low beams so you don't blind the driver ahead of you.
- If an oncoming vehicle doesn't lower beams from high to low, avoid glare by watching the

right edge of the road and using it as a steering guide.

- Make frequent stops for light snacks and exercise. If you're too tired to drive, stop and get some rest.
- If you have car trouble, pull off the road as far as possible. Warn approaching traffic at once by setting up reflecting triangles near your vehicle and 300 feet behind it. Turn on flashers and the dome light. Stay off the roadway and get passengers away from the area.
- Observe night driving safety guidelines as soon as the sun goes down. Twilight is one of the most difficult times to drive, because your eyes are constantly changing to adapt to the growing darkness.

The Utah Safety Council is a chapter of the National Safety Council. For additional safety resources visit them online at [www.utahsafetycouncil.org].

2007 Utah Counties Fact Book Now Available

The 2007 edition of the Utah Counties Fact Book is now available at the UAC Web site [www.uacenet.org].

The Utah Counties Fact Book is published yearly by the Utah Association of Counties and is meant to provide county officials, state agencies, associations, private organizations, and citizens with a compilation of useful, county-relevant data. To this end, they've collected data from several federal, state, and county level governments. The information in this book describes the economic, demographic, public safety, and financial characteristics of each of Utah's 29 counties.

Printed copies of the fact book can be ordered for \$5 each by calling the UAC at (801) 265-1331.



Utah LTAP Center

Page 6

July 2007

Zero Fatalities Safety Summit Coming to Park City

November 9-11, 2007

Utah is one of only four states with a declining traffic fatality trend. How do we retain this distinction when faced with the grim reality of being the fifth fastest growing state in the nation, with people driving more miles than ever, and what seems like a cell phone attached to every driver's ear?

Numerous public and private organizations in Utah are making great strides at reducing the number of annual traffic fatalities. Each person, group and organization deserves accolades for these efforts, which help to keep our roadways

safe. That said, there is still work to be done. Now more than ever, we need to take an integrated safety management approach to saving lives on Utah's roadways; we must unite our efforts to help maintain that downward trend in annual traffic fatalities.

The Zero Fatalities Safety Summit is an opportunity for safety officials and advocates to share experiences, opportunities, and successes in improving safety in our communities. The summit is designed to foster discussion and interaction between presenters and participants

on a variety of topics, including the comprehensive safety plan, crash data usage, safety education programs, financial resources, enforcement opportunities, and numerous other topics.

When/Where is the Summit?

The Zero Fatalities Safety Summit will be held November 9-11, 2007 in Park City. Guests will be staying at the Park City Marriott Hotel and Conference Center, which is a stone's throw away from the three local ski areas (Park City Mountain Resort, The Canyons and Deer Valley) and historic downtown Park City, all of which are accessible by the free downtown shuttle (which stops right in front of the Marriott).

Who Should Attend?

Law enforcement personnel, city and county government officials, educators and counselors, traffic safety engineers, emergency responders, and all other traffic safety advocates. Come prepared to share ideas, gain insights, and find new ways to improve traffic safety in Utah.

How Do I Register?

Registration forms and information are available at [www.zerofatalities.com]. Check it out today!

Utah Division of Homeland Security Training Now Available!

from Ted Woolley, State Training Officer
Utah Division of Homeland Security

To help prepare local emergency management personnel and other involved community members, the Utah Division of Homeland Security will be offering a variety of courses to assist in local preparation. To that end, the following course will be offered in July in Salt Lake City. To register for this course or to get additional details, please go to the Utah Division of Homeland Security Web site: [homelandsecurity.utah.gov].

Incident Command System (ICS) Curricula Train-the-Trainer July 10-13, 2007 (Salt Lake City)

Prerequisites: ICS-100, ICS-200, ICS-300, ICS-400, IS-700, IS-800

You can also learn about emergency preparedness courses offered by FEMA by going to their Web site: [training.fema.gov/EMIWeb/EMICourses/].

Please contact Ted Wooley, State Training Officer with the Utah Division of Homeland Security if you have any questions: **Ted Woolley, State Training Officer, Utah Division of Homeland Security, 1110 State Office Building, Salt Lake City UT 84114, (801) 538-3758, e-mail: tedwoolley@utah.gov**



True Team Effort Sustains Successful Safe Corridor Program in the State of Washington

by Gib Peaslee & Marie Roybal

Maintaining vehicle and pedestrian safety is a major public challenge but moving promising safety initiatives from the planning room into actual practice has also proven to be a daunting task for safety experts.

Because of this, many states are considering the Safety Corridor concept as a way to help reduce crash and fatality rates in identifiable problem areas. Washington is one such state.

What makes Washington State's effort unique is a high level of integration of all safety interests throughout the entire process. Citizen and business groups, law enforcement, engineering, education and medical service safety professionals all play an equal role in the planning, development and construction process. Most importantly, the involvement of these interested parties is an important aspect for sustaining the effort over the long-term.

Here's just a sample of the results of these integrated safety efforts, total collisions were reduced by 5%, total injuries were reduced by 11%, alcohol-related collisions were reduced by 15% and, fatal and disabling injury collisions reduced by 34%. Not only have federal and state agencies bought into the concept, but the state has also been able to get local communities involved

in their Corridor Safety Program (CSP).

Safety professionals are invited to participate in a Product Demonstration Showcase (PDS) of the Washington State DOT process, August 23-24, 2007 in Vancouver, Washington. The Showcase (see information below) is co-hosted by the City of Vancouver, Washington, WSDOT, and the Washington and Utah Local Technical Assistance Programs (LTAP).

The Showcase will cover all aspects of the process that was used to bring the Safety Corridor Program to life. Including how all the parties were approached, the challenges they faced and how participation, planning, design and jurisdictional obstacles were overcome. Each partner will speak to their role and responsibilities.

Presentations will be covered in an interactive classroom format. Then Showcase participants, accompanied by a docent, will visit three real-time field sites including a 16 mile rural safety corridor along the Columbia River to experience original conditions and resulting solutions. This will be a two-way information sharing experience since

participants may have solutions that WSDOT could consider.

If you're serious about traffic safety don't miss this unique well-rounded learning experience. Decision-makers cannot afford to miss this opportunity. CEU and PDH credits are available for this Showcase.

Registration is \$99.00 for the two day event and includes all hand-out materials, site visit transportation and dinner Thursday evening.

For those requiring overnight accommodations, a group room block has been arranged at the Hilton Vancouver Washington in Vancouver, Washington for \$101/night for single occupancy. You may contact the hotel direct at: (360) 993-4500. Please mention the Corridor Safety Showcase to receive this rate.

To register, or for more information please visit [www.utahltap.org] or call Keri Shoemaker at the Utah LTAP Center (435) 797-2931 or Mathew Enders at the Washington LTAP Center (360) 705-6907.

Showcase facility and overnight accommodation location maps will be provided upon registration.

Many states are considering the Safety Corridor concept as a way to help reduce crash and fatality rates in identifiable problem areas.



Utah LTAP Center

Page 8

July 2007

Don't Wait Till the Heat Let's Up... Plan Now for Fall LTAP Training!

Even though it's toasty now, it won't be long before the cooler autumn temperatures catch up with us! But, don't wait till the weather changes, sign-up now for some of these LTAP training opportunities! More will also be added and announced in the next issues of this newsletter. You can also request one of our on-demand workshops! Check our Web site for up-to-date information.

To streamline your workshop registration, we have provided a registration form below. You can also register on-line at our Web site [www.utahltap.org].

Weather

- October 15-19, 2007
- Details, exact times and locations will be provided in our next issue. The instructor for this course is Lynn Bernhard.

Circle 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!

Heavy Equipment Safety (Classroom)

- October 22, 2007 (Tooele)
- October 29, 2007 (St. George)

Cost: \$65/person (includes lunch)
Time: 8 am–5 pm

REGISTRATION DEADLINE FOR THESE WORKSHOPS IS: October 10, 2007!

Technique of Heavy Equipment Operation (Hands-On)

- October 23-24, 2007 (Tooele)
- October 25-26, 2007 (Tooele)

- October 30-31, 2007 (St. George)

- November 1-2, 2007 (St. George)

Cost: \$250/person (lunch on your own)

Time: 7:30 am–5 pm each day
REGISTRATION DEADLINE FOR THESE WORKSHOPS IS: October 10, 2007!

Ask about CEU credits!

Utah LTAP Center Summer/Fall 2007 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)

Agency PO (Number: _____)

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

Federal Tax ID #87-6000528



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].



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 Conference

November 14-16, 2007 (St. George)

Details will be available on their Web site.



ITE, Utah Chapter

For information on ITE activities, please contact Andy Powell by e-mail at [Andy_Powell@URSCorp.com]. ITE, Utah Chapter monthly luncheons are generally held on the third Tuesday of each month starting at 12 noon at the Chinese Gourmet Restaurant in Murray (4500 South State Street).

ITE Monthly Luncheons

- July 17, 2007
- September 18, 2007

Family Summer Party

- TBA (August)
- The exact date and location for this event is still being determined.



APWA, Utah Chapter

For more information on APWA activities please visit their Web site [<http://utah.apwa.net>]. An updated 2007 calendar is posted on-line.

Utah Chapter Meetings

To be held at Classic Choice Catering in West Jordan, Utah.

- No luncheon in July
- August 23, 2007
- September 27, 2007

Utah County Branch Meeting

To be held quarterly at Ruby River in Provo, Utah.

Southern Utah Branch Meetings

To be held monthly at the Holiday Inn on Bluff Street in St. George, Utah.

APWA Fall Conference

- October 3-4, 2007 (Utah Cultural Celebration Center, West Valley City)



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 check out the Trust Web site at [www.ulgt.org].

Regional Training Workshops

Advanced Driving Skills/Space Cushion Driving (9-10:30 am)

Manual of Uniform Traffic Control Devices (10:30-12 noon)

Alphabet Soup--Supervisors--FLMA, FLSA, ADA, ADEA (1-3 pm)

- July 16, 2007 (Tremonton)
- July 17, 2007 (Roosevelt)
- July 18, 2007 (Moab)
- July 19, 2007 (St. George)
- July 20, 2007 (Trust Office)

Regional Training Workshops

Advanced Driving Skills/Space Cushion Driving (9-10:30 am)

Sexual Harassment (10:45-12 noon)

Job Safety Analysis (1-3 pm)

- August 13, 2007 (Logan)
- August 14, 2007 (Vernal)
- August 15, 2007 (Gunnison)
- August 16, 2007 (Washington)
- August 17, 2007 (Trust Office)

Regional Training Workshops

Advanced Driving Skills/Space Cushion Driving (9-10:30 am)

Workman's Compensation Claims Management--Supervisors (10:45-12 noon)

Fire Safety (1-2 pm)

- September 17, 2007 (Logan)
- September 18, 2007 (Roosevelt)
- September 19, 2007 (Price)
- September 20, 2007 (Ivins)
- September 21, 2007 (Trust Office)

Registration for these Regional Training workshops is required. You may sign up for one, two, or all three classes. To register contact: Marilyn Beesley by phone at (801) 936-6400 or 1-800-748-4440 x1302 or e-mail mbeesley@ulgt.org.



"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



Utah LTAP Center
Page 10
July 2007

can also check out their Web site at [www.urmma.org].



Utah Safety Council

For more information or to register for Utah Safety Council training activities, please call (801) 478-7878 or 1-800-933-5943 or e-mail [safety@utahsafetycouncil.org]. You can also check out their Web site at [www.utahsafetycouncil.org].

The following courses are held at the Utah Safety Council Training Center at 1574 W 1700 S, Ste 2A (Salt Lake City). They also offer on-site classes.

Coaching the Van Driver

Coaching the Van Driver is a comprehensive program that meets the needs of your organization.

- August 13, 2007

Coaching the Van Driver, Instructor Course

This course provides instructors with all of the necessary tools to train employees on van driving.

- August 7, 2007

Small Business Scholarships are available to cover 50% of the tuition cost for this course.

First Aid, CPR & AED for Business

This course supplies participants with the most up-to-date First Aid, CPR and AED training.

- July 17, 2007
- August 14, 2007
- September 17, 2007

First Aid, CPR and AED Instructor Course

Protect your employees by teaching them life-saving skills with a certified First Aid, CPR and AED instructor of your own!

- July 10-12, 2007

Planning for Emergencies; Strategies for Small Business

- September 6, 2007

If you are a small business owner, employer or manager, this is the program

for you! This one-day course will take you through the process of planning for emergencies in the workplace. By showing you how to prepare for such emergencies and how to keep your employees safe, you will be ready for the unexpected. This course covers the following:

- Identify the four-step process for creating an effective emergency action plan
- Assess your facility's readiness for a variety of emergencies
- Recognize OSHA requirements pertaining to emergency action plans
- Identify communication priorities and tasks to account for all employees and visitors during an emergency
- Recognize priorities for training employees in emergency action plans.
- Recognize required medical and first aid services in an emergency
- Recognize security concerns and priorities in an emergency
- Assess gaps and identify key actions to develop and emergency action plan to implement in your workplace

This workshop is presented by the Utah Safety Council in cooperation with OSHA and funded by the Susan B. Harwood Grant. Free registration for small business organizations with 250 employees or less.



Rocky Mountain Fleet Managers Association--Utah Chapter

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



Blue Stakes of Utah

For more information on the services and activities of Blue Stakes of Utah, please visit their Web site or contact their notification center.

Advisory Board

Glade Allred
Vernal City

Scott Anderson
Woods Cross City

Dave Beach
Utah Highway Safety Office

Todd Emery
FHWA, Utah Division

Douglas E. Folsom
Utah Local Governments Trust

Brian Hall
Utah League of Cities & Towns

Brett Hadley, P.E.
Utah Department of Transportation

W. Gary Hansen
Blue Stakes of Utah

Jim Lawrence
Tooele 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.

Utah LTAP Center

Page 11

July 2007



We're part of...



U.S. Department of Transportation
Federal Highway Administration



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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*

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