

## APPENDIX A

### PUBLIC INVOLVEMENT COMMENTS

TABLE A-1

**COMMENTS RECEIVED DURING FORMAL COMMENT PERIOD: APRIL 6 – MAY 7, 2007**

COMMENTS	WHO / WHEN / WHERE	WFRC RESPONSE
Strongly supports "Corridor Plan" (MVC). The traffic on 13400 South is very bad.	David Douglass, Herriman, via e-mail, April 7, 2007	<ol style="list-style-type: none"> <li>1. The Draft Plan recognizes the need for widening 13400 South.</li> <li>2. 13400 South widening will be completed this calendar year.</li> <li>3. There will be a freeway to freeway connection in this area in Phase 2 of the Draft Plan.</li> </ol>
Supports the Mountain Road project in North Ogden and Pleasant View. It is especially important because of the heavy trucks from the nearby gravel pit.	P. Savageau, via e-mail April 7, 2007	The Draft Plan recognizes the need for the Mountain Road Project which is in Phase I of the Plan.
The North Legacy extension should be built before the widening of I-15 in northern Davis County. This will help lessen the demand for east / west traffic accessing the freeway and reduce congestion at the interchanges	Thomas Smith, Davis County Public Works Director via e-mail on April 12, 2007	<ol style="list-style-type: none"> <li>1. UDOT has committed funding to widen I-15 in Layton within the next 5 years.</li> <li>2. The Draft Plan recognizes the need for additional east / west capacity.</li> <li>3. The Draft Plan preserves the corridor in Phase I for Phase II construction.</li> <li>4. Available funding for the I-15 project would not be nearly enough to construct the northern portion of the Legacy Highway.</li> </ol>
The frontage road next to I-15 should be "emphasized" rather than Main St. through Centerville. This is especially true of heavy truck traffic which is "a major element of our traffic difficulties."	David Day, Centerville City resident at the Davis County open house on April 11, 2007	<ol style="list-style-type: none"> <li>1. There are no highway projects on Centerville Main St. within the Draft Plan.</li> <li>2. Both roads will be needed in the future.</li> </ol>
"The 1800 North Interchange needs to be sooner than the current Phase 2." Transit does not serve Hill AFB except for van pools. Service was better in the 1980's than now. Bus	Albert Whipple, Hill AFB Planner at the Davis County open house on April 11, 2007	<ol style="list-style-type: none"> <li>1. WFRC agrees on the need for the interchange to be in Phase I. The problem is one of funding.</li> <li>2. The interchange approval process takes 10 years</li> </ol>

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routes should go through the Base.		including an EIS. 3. Buses were removed earlier because of security considerations. 4. WFRC does not program bus routes.
"We need to pay for future corridors now."	Jonathan Hughes from Farmington City at the Davis County open house on April 11, 2007	WFRC agrees and is actively participating in corridor preservation measures across the Region.
Buses on the Centerville Main St. are adequate. There should be "no mass transit on Main Street" such as TRAX or BRT.	No name given on the comment sheet received at the Davis County open house on April 11, 2007	UTA and UDOT are studying this issue in the ongoing South Davis Transit Study.
Widening Main Street in Centerville (SR-106) would be very difficult. "I can't imagine mass transit such as TRAX roaring down the street. The bus seems to be ok."	No name given on the comment sheet received at the Davis County open house on April 11, 2007	As above.
Commuter rail will not be an option for commuters because it is not cost effective. Bus route 70 is too long and there are too many things that can throw it off schedule.	No name given on the comment sheet received at the Davis County open house on April 11, 2007	UTA is responsible for determining the routing and scheduling of buses.
<ol style="list-style-type: none"> <li>1. The buses are not dependable. They are often late or early.</li> <li>2. There is "overcrowding" on SR-106 when there is an accident on I-15.</li> <li>3. There needs to be improved highway access on the eastern part of Centerville as well as the part west of I-15.</li> </ol>	No name given on the comment sheet received at the Davis County open house on April 11, 2007	<ol style="list-style-type: none"> <li>1. Commuter Rail should provide a more reliable public transit system.</li> <li>2. The Legacy Parkway should provide additional capacity when there is an accident on I-15.</li> <li>3. The improvements being made to the Parrish Lane interchange should help traffic both east and west of I-15. Also, Centerville City is reviewing improvements to Main Street in conjunction with UDOT.</li> </ol>
"We need cooperation between city governments."	No name given on the comment sheet received at the Davis County open house on April 11, 2007	The Regional Council acts as coordinator of transportation plans between city governments through the COGs, the TACs, TransCom, the RGC, JPAC and ultimately



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<p>1. What about pedestrian access on Centerville Main Street?                      2. The Frontage Road next to I-15 should become the main corridor.</p>	<p>Shirley Biesinger at the Davis County open house on April 11, 2007</p>	<p>the Regional Council itself.                      1. The Draft Plan encourages sidewalks along all major roads.                      2. Sidewalks will likely be part of a project if there is one on either named road.</p>
<p>There is a serious need for an additional interchange on I-15 in Centerville (Lund Lane). Parrish Lane is at failure and the new Walmart will only make matters worse.</p>	<p>Dan Jenson via e-mail on April 16, 2007</p>	<p>1. WFRC agrees on the need for an interchange at Lund Lane.                      2. The proposed project is in illustrative status due to funding constraints.</p>
<p>East / west travel in western Salt Lake County is a major problem, especially along 3500 South. It is perhaps a more important issue for area residents than the Mountain View Corridor.</p>	<p>Dan Maxwell of West Valley City via e-mail on April 17, 2007.</p>	<p>1. WFRC recognizes the need for additional east / west capacity in western Salt Lake County.                      2. There are several major projects in the Draft Plan to meet this need.                      3. WFRC is actively participating in a Legislatively mandated study of east / west traffic problems in Salt Lake County.</p>
<p>1. Light rail is the only acceptable form of fixed guideway transit for south Davis County.                      2. The first phase of the transit facility must go all the way to Parrish Lane.                      3. Widening I-15 with HOV from I-215 to at least 500 South and preferably up to Farmington ought to be a very high priority.                      4. Parrish Lane between I-15 and Legacy needs to remain a high priority. That whole segment needs to be done in conjunction with Legacy.                      5. The Parrish Lane / I-15 Interchange needs to remain where it is on first phase of long range plan.                      6. Once Legacy is finished, and until the Sheep Road and other west of I-15 connections can become a reality, Parrish Lane, the Centerville Frontage, Road, and Main Street in Centerville will all be used regionally</p>	<p>Justin Allen, Centerville City Council Member, via e-mail on April 18, 2007.</p>	<p>1. The South Davis Transit Study will recommend the appropriate form of fixed guideway transit. In addition, fiscal constraints would make it very difficult to construct a light rail line.                      2. Phase I of the plan does carry fixed guideway transit to Parrish Lane.                      3. The Draft Plan recommends an HOV lane.                      4. This section of Parrish Lane is currently under construction.                      5. WFRC agrees.                      6. WFRC agrees.</p>



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by Farmington and other South Davis County residents.		
<p>1. SR-111 should be added as a major transit corridor.</p> <p>2. Locally funded arterial projects 9200 West, Oquirrh Blvd, 4700 South, 5400 South, 7800 South 9000 South, New Bingham Hwy., 18000 South (all west of SR-111)</p>	Peter Corroon, Salt Lake County Mayor, by letter received on April 18, 2007.	<p>1. The requested routes will be added to the right of way preservation map.</p> <p>2. The roads cannot be included in a phase of the Draft Plan because likely construction is beyond the 2030 horizon of the Draft Plan.</p>
Resources should be shifted away from highways to transit to promote a healthier lifestyle, preserve open space and air quality. Bicycle and pedestrian travel is "underrepresented" in the Plan.	Garrett Hoyt via e-mail on April 21, 2007	<p>1. Relative to current ridership, WFRC proposes a very aggressive transit program committing 35% of capital construction funding to transit. This is because WFRC is working to create a 'balanced' system where diverse transportation modes are available to the individual and are modeled after more mature urban transportation systems found in other larger cities throughout the Country. In addition, funding allocations between highways and transit are decided by federal, state and local legislative bodies and generally cannot be altered at the planning level.</p> <p>2. WFRC supports bike lanes and sidewalks along all major highway projects.</p>
Put transit before highways. Additional highways only lead to more congestion and more air pollution. Funding should be shifted from highways to transit.	Carol Murnin via e-mail on May 1, 2007. Similar thoughts were expressed by Karen May, Suzanne Jansen, Joel Ban, Mark Heilesen, Dr. Richard Kanner, Mary Hall, Roger Borgenicht, Mayor Rocky Anderson and Charles Langlier	As Above
The Draft Plan should emphasize transit over highways, especially along 5600 West. Our air is becoming very polluted and more	Maureen Morris via e-mail on May 1, 2007	As Above. Also, the Draft Plan recognizes a need for transit along 5600 West and preserves a corridor at a cost of \$32

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<p>highways will mean more pollution.</p> <ol style="list-style-type: none"> <li>1. The induced congestion created by the highway projects within the Draft Plan runs counter to the stated goal of congestion reduction.</li> <li>2. Pleased with visioning process. Would like to see more discussion of it.</li> <li>3. Supports pedestrian discussion within the Draft Plan on page 179 and the accompanying emphasis.</li> <li>4. Traffic models are often wrong and the Draft Plan put relies on them more than it should.</li> <li>5. The maps “could be more user friendly by incorporating user interaction similar to the technology Google Earth and Google Maps uses.”</li> </ol>	<p>Robert Thomas Costa via e-mail on May 1, 2007</p>	<p>million for intensive transit service at some future date.</p> <ol style="list-style-type: none"> <li>1. Generally, highway construction follows demand rather than precedes it. While some additional demand may arise from a new highway project, in most cases, the demand is already there.</li> <li>2. The full Wasatch Front 2040 is available in printed or electronic form. In addition, WFRC has adopted growth principles and based the Draft Plan upon them.</li> <li>3. WFRC agrees o the value of non-motorized travel and will continue to emphasize this mode through the use of growth principles.</li> <li>4. The travel models have recently been upgraded with current data from UTA’s On Board Survey. Models are used only as one tool among many and are compared to actual data as it becomes available.</li> <li>5. Higher resolution maps are desirable although they would be difficult to download. Nevertheless, WFRC will continue to explore better methods of Plan ‘visualization’.</li> </ol>
<p>“Mass Transit!!! Come On, what's the deal. Wake up!! Isn't that what everyone voted for?”</p>	<p>Heather Norman via e-mail on May 1, 2007</p> <p>Similar thoughts were expressed by Jim Runyan, Kristene Fitch, Nancy Jarvis and Liz Cohen</p>	<ol style="list-style-type: none"> <li>1. Relative to current ridership, WFRC proposes a very aggressive transit program committing 35% of capital construction funding to transit. This is because WFRC is working to create a ‘balanced’ system where diverse transportation modes are available to the individual and are modeled after more mature urban transportation systems found in other larger cities throughout the Country. In addition, funding allocations</li> </ol>



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<p>1. The 700 West extension shown in the Salt Lake County portion of the Draft Plan is not part of any city master plan.</p> <p>2. The 114<sup>th</sup> South Interchange is too close to the interchanges at 12300 South and 10600 South. This will "jeopardize the free flow of I-15."</p> <p>3. The logical terminus for the widening of 114<sup>th</sup> South west of I-15 is the UP tracks, not 700 West.</p> <p>4. "A class 2 bicycle facility does not provide adequate access to the Jordan River Parkway Trail in the area from 700 West to Redwood Road."</p>	<p>Suellen Riffkin via fax on May 1, 2007</p>	<p>between highways and transit are decided by federal, state and local legislative bodies and generally cannot be altered at the planning level.</p> <p>1. WFRC staff agrees and will recommend removal of the project to the Regional Council at its meeting to consider adoption of the Plan.</p> <p>2. The issue of proximity was addressed in the EIS for the project.</p> <p>3. When the Jordan River is bridged, the widening will become necessary and will be reviewed in a more complete environmental document.</p> <p>4. The Bicycle Plan is consistent with those from Draper City, South Jordan City and Sandy City.</p>
<p>1. The sequencing of transit on 5600 West after the construction of the MVC is contrary to the vision agreement in the EIS.</p> <p>2. WFRC continues to underestimate transit ridership.</p> <p>3. MVC's proximity to residential neighborhoods will put children at risk for mobile source toxins.</p> <p>4. The proposed road on 1250 West in Centerville is in a wetland area and will damage the waterfowl reserve nearby.</p>	<p>Mark Heilesen via e-mail on May 2, 2007. Similar sentiments were expressed by Roger Borgenicht of Utahns for Better Transportation for items 1 and 2.</p>	<p>1. The MVC vision agreement reads "The sequencing of transportation investments needs to be studied to recommend the most effective and cost efficient way to meet future travel needs..." WFRC agrees on the need for further study but does not view this as a commitment to any sequencing at this time.</p> <p>2. The travel models have recently been upgraded with current data from UTA's On Board Survey. Generally, models are used only as a tool among others and are compared to actual data as it becomes available.</p> <p>3. This issue should be discussed at the EIS level.</p> <p>4. There is not a proposed road on 1250 West in Centerville within the Draft Plan. UDOT is conducting a study on possible connecting routes between the Legacy Parkway and North</p>

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<p>1. Financial tables follow an accounting style that makes it difficult to understand the big picture. Pie charts and other illustrative graphs would give a better representation of the overall financial picture.</p> <p>2. Tables 8-7 and 8-8, which list unfunded highway and transit projects, should include estimated costs. The Financial Plan should include the unfunded totals to better understand and address the funding shortfalls.</p> <p>3. According to the last two lines of Table 7-8, highway funding appears to have a surplus. Is this what it is meant to convey? I think pie charts showing what portion of highway revenues and expenditures comes from state, regional and local funds would be good here.</p> <p>4. Potential new sources of funding (i.e. local option sales tax and gas tax increases) should be separated from funding projections for existing sources to better understand how much of the financial plan relies on conditional funding.</p> <p>5. If possible, a breakdown of what portion of highway / transit expenditures are going toward system maintenance, system efficiency, and system expansion would give a better picture of how funds are being allocated.</p>	<p>Rolayne Fairclough Public Affairs / Legislative Analyst for AAA Utah via e-mail on May 3, 2007</p>	<p>Legacy Highway. The Draft Plan does make allowance for such a connector in the future.</p> <p>1. WFRC will consider this suggestion prior to publication.</p> <p>2. Project costs will be reviewed in the Financial Report.</p> <p>3. The amount of uncommitted funding is small and is being held as a contingency.</p> <p>4. The request is consistent with the SAFETEA-LU mandate for greater visualization and will be considered as the document is prepared for publication.</p> <p>5. As above.</p>
<p>Highway widening on Wasatch Blvd. should defer widening the highway out of consideration to the immediate neighbors.</p>	<p>Richard Saurer of Sandy City at the Salt Lake City open house on May 3, 2007.</p>	<p>The competing interests in the question of widening Wasatch Blvd. will be considered as the environmental document is drafted.</p>
<p>1. "Please maintain progress on Legacy and other north / south corridors." Include other alternate</p>	<p>Lowell Elmer of Sandy City at the Salt Lake City open house on</p>	<p>1. WFRC agrees.</p> <p>2. WFRC will continue to work with the Congressional</p>



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<p>methods of travel.</p> <p>2. The “RTP is well thought out, and if we just had the resources to build and keep up, it would be ideal.”</p>	<p>May 3, 2007.</p>	<p>Delegation and the Legislature to ensure that transportation remains a priority.</p>
<p>1. The draft Plan’s “preliminary analysis” of its impacts on air pollution and air quality along the Wasatch Front is woefully inadequate. Figure 9.1, for example, is a figment of someone’s wishful thinking, a “projection” unsupported by any citations to hard data or testable assumptions – it’s a conclusory, down-sloping graph that is completely at odds with the reality that the Plan anticipates a 70% <u>increase</u> in the number of miles traveled. Figure 9.1 is worthless as evidence that there will be minimal PM 2.5 effects from the increased vehicle traffic the draft Plan would foster. Table 9.21 presents the State Implementation Plan budget for selected pollutants, but does not provide any estimates of the expected pollution that would result from the increased vehicle traffic envisioned and allowed by the draft Plan. Table 9.21 thus is also effectively worthless for providing information on which the public (or the WFRC itself) can make informed decisions.</p> <p>2. Most glaringly, section 9.8 of the draft Plan does not mention <u>at all</u> the impact of the Plan on ozone pollution in Salt Lake and Davis Counties.</p> <p>3. The Plan should be configured to reduce VMT rather than allowing a 70% increase.</p> <p>4. The investment levels for highways and transit should be reversed.</p>	<p>Dave Becker, via e-mail on May 4, 2007.</p>	<p>1. The data to create Figure 9.1 includes the increased future VMT defined by the RTP and vehicle emission rates estimated using the EPA Mobile 6.2 model. The source will be added to the final draft. As stated on page 251 of the RTP, a more thorough presentation of air quality impacts is provided in Air Quality Memorandum 21 which is the air quality conformity determination for the RTP.</p> <p>2. A more complete discussion of ozone impacts will be added to the RTP. These impacts are discussed on page 18 of the Air Quality Conformity Memorandum. This discussion includes graphs illustrating the significant declines in mobile source ozone precursor emissions over the next 20 years. It should be clear from these charts that the ozone impacts of the RTP will be significantly lower than the current impact of mobile sources on ozone. The data to create these charts includes the increased future VMT defined by the RTP and vehicle emission rates estimated using the EPA Mobile 6.2 model. The source will be added to the final draft of the RTP.</p>
<p>Highways should be designed for a speed of approximately 55 mph to allow vehicles to run more efficiently.</p>	<p>Dr. Richard Kanner, via e-mail on May 4, 2007.</p>	<p>Highway design and speed limits are set by UDOT and local highway authorities.</p>
<p>1. “New science tells us there is no safe level of air pollution. Your</p>	<p>Dr. Brian Moench from Utah Physicians for a</p>	<p>1. The RTP can only be drafted on current law. The Clean Air</p>



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<p>conformity projections are basically irrelevant because they do not reflect this current science.</p> <p>2. Furthermore, there are no conformity projections regarding PM 2.5 which is the most serious air pollution component.</p> <p>3. There is no acknowledgement of obvious factors that will likely make air quality worse that are outside the domain of transportation planning, such as: (1) Climate change and the expected accompanying increase in summertime ozone and wintertime particulate matter and (2) The adverse effect of the proposed 14 new coal power plants in the intermountain area.“</p>	<p>Healthy Environment via e-mail on May 6, 2007. Similar comments for item 2 were expressed by Kathy Van Dame of the Utah Clear Air Coalition and Roger Borgenicht of the Future Moves Coalition.</p>	<p>Act requires that transportation plans conform to the goals and objectives of the State Implementation Plan (SIP) for air quality. The SIP defines emission limits or “budgets” for mobile sources as well as controls for other sources of air pollution necessary to meet the National Ambient Air Quality Standards designed to protect the public health. Air Quality Memorandum 21 presents the conformity determination for the RTP.</p> <p>2. As explained on page 19 of the Air Quality Memorandum, EPA designations for PM 2.5 non-attainment areas will not be made until the end of 2009, and these designations will not be effective until some time in 2010. Until then a PM 2.5 conformity determination is not required. Recognizing that PM 2.5 related emissions are a concern now, regardless of the EPA timeline, the Air Quality Memorandum provided a graphic depiction of the decline of the projected emissions in question.</p> <p>3. As stated in the comment, the factors listed are outside of the transportation plan and are beyond the scope of the RTP and the air quality conformity requirements of the RTP.</p>
<p>1. Encouraged by the extensive transit investment in the Draft Plan, especially in TRAX.</p> <p>2. Highways will only induce further demand and more sprawl.</p> <p>3. Transit encourages compact development.</p>	<p>Morgan Brim via e-mail on May 7, 2007.</p>	<p>1. WFRC agrees.</p> <p>2. Due to funding constraints, highway construction generally follows demand rather than precedes it. While some additional demand may arise from a new highway project, in most cases, the demand already exists.</p>



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		<p>The application of the growth principles will help decrease sprawl and slow the increase in VMT.</p> <p>3. WFRC agrees and supports planning consistent with the growth principles such as transit oriented developments.</p>
<ol style="list-style-type: none"> <li>1. Timing of major highway projects on I-15, North Legacy and US-89 should be moved back.</li> <li>2. Developers should pay for the construction of North Legacy.</li> <li>3. A shift of funding to transit would help in the re-development in Ogden and keep jobs in Weber County lowering the need for commuting to Salt Lake County.</li> <li>4. Transit lines to WSU in Ogden should be a priority.</li> <li>5. The transit line to South Ogden should be moved from Phase 3 to Phase 2.</li> <li>6. A street car would be more successful than a BRT in attracting riders.</li> </ol>	<p>Dan Schroder, Northern Utah Sierra Club, via e-mail on May 7, 2007.</p>	<ol style="list-style-type: none"> <li>1. The highway projects mentioned are badly needed and delaying them would only create additional congestion due to the fact that the population growth and the consequent increase in VMT will occur whether the roads are in place or not.</li> <li>2. The cities will be working with developers to preserve the corridor. Construction costs, however, will need to be carried by state and local entities.</li> <li>3. Highway funding cannot legally be shifted to transit in most cases.</li> <li>4. WFRC agrees.</li> <li>5. If such a change were financially possible, it would be done.</li> <li>6. WFRC agrees based on the corridor study. The recommendation for BRT was made based on cost.</li> </ol>
<p>A street car from the Ogden intermodal hub to WSU will be the best investment for the money.</p>	<p>Therese Grijalva via e-mail on May 7, 2007. Similar thoughts were expressed by Mary Hall, Robert Becker, James Freed, Christopher Bentley, Robert Glidden, Caril Jennings, Cristine Jennings, Thomas Priest, Bruce McGill, Jason B. Wood, Mitch Moyes, Thomas Cluff, Lynnette Belka, Lorraine Lee, Rosalie</p>	<p>WFRC agrees and notes that a street car was the preferred alternative in the corridor study. Nevertheless, a BRT is included in the Draft Plan due to cost.</p>

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	<p>Poulson, Tom Rockmill, Alice Mulder, George Hall, Mike Vause, Terri Sofarelli and Jennifer Raitt.</p>	
<p>1. Good public policy requires that WFRC lead in changing public behavior relative to driving habits relative to increasing levels of VMT.</p>	<p>Kathy Van Dame, Utah Clear Air Coalition, via e-mail on May 7, 2007. Similar thoughts were also expressed by Roger Borgenicht and Mayor Rocky Anderson.</p>	<p>1. WFRC has committed to the adopted growth principles and has based the Draft Plan upon them. WFRC further notes that the rate of projected growth in VMT is down significantly from previous years and more closely reflects population growth.</p>
<p>1. Investment in transit is grossly disproportionate to the level of usage. Transit passenger miles per day are only .9% of vehicle passenger miles per day and yet the Draft Plan directs that approximately 35% of capital investment be in transit. 2. Transit passengers use more energy (Btu's) per person than vehicle passengers. 3. Use of coal generated electricity by TRAX contributes to global warming. 4. Highways can also be used by freight and other commercial services and public safety vehicles in addition to private passengers as opposed to transit. 5. The 'visioning process' arrived at pre-determined solutions.</p>	<p>William Bowen via e-mail on May 7, 2007. Similar sentiments were expressed by Michael Packard for item 1.</p>	<p>1. Relative to current ridership, WFRC proposes a very aggressive transit program committing 35% of capital construction funding to transit. This is because WFRC is working to create a 'balanced' system where diverse transportation modes are available to the individual and are modeled after more mature urban transportation systems found in other larger cities throughout the Country. In addition, funding allocations between highways and transit are decided by federal, state and local legislative bodies and generally cannot be altered at the planning level. 2. Comment noted. 3. Comment noted. 4. WFRC agrees and, to this end, has recommended a substantial increase in highway capacity.</p>
<p>1. The model used to predict transit ridership is "notoriously unable to predict transit ridership." 2. The 1993 Home Interview Survey is still being used for data in the model.</p>	<p>Roger Borgenicht via e-mail on May 7, 2007. Similar comments for item 1 were expressed by Mayor Rocky Anderson.</p>	<p>1. The travel models have recently been upgraded with current data from UTA's On Board Survey. Generally, models are used only as a tool among others and are compared to actual data as it</p>



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<p>1. Salt Lake County residents will pay a large portion of the cost of commuter rail and receive a comparatively small benefit in terms of ridership.</p> <p>2. Non-commute trips are a large percentage of all trips and would be essentially un-affected by commuter rail.</p> <p>3. "The annualized operating subsidy (for transit) multiplied by the projected life of the transit project should be included with build cost."</p> <p>4. Consideration should be given in the Draft Plan for the extra time it takes to make similar trips in transit vs. a car and the incentive this is to use vehicles.</p> <p>5. The gains in commute time saved with the construction of commuter rail will accrue primarily to transit users as opposed to highway users. Projected highway commute times in Davis County show no significant decrease.</p> <p>6. Transit's share of all trips has and will continue to decline begging the question as to why we are investing in a system with diminishing usage.</p> <p>7. Commuter Rail will add more NOx than it saves through decreased use of vehicular traffic.</p> <p>8. TRAX impact on I-15 is overestimated due to double counting for transfers, riders who do not have cars and riders who would not normally use I-15 were they to drive.</p>	<p>Michael Packard via e-mail on May 7, 2007</p>	<p>becomes available.</p> <p>2. The 1993 Home Interview Survey has been updated with information from the 2000 Census and the 2001 National Household Travel Survey.</p> <p>1. Salt Lake County residents will benefit from four stations in Salt Lake County in addition to the traffic from other counties taken off I-15.</p> <p>2. Commuter rail is being built, in large part, to mitigate congestion. Nevertheless, it will help with travel at other times during the day. WFRC further notes that TRAX usage during off peak hours has been high.</p> <p>3. The financial analysis includes all operational costs.</p> <p>4. The mode choice model considers trip time. In addition, there may be some time savings on transit during peak travel times.</p> <p>5. Projected volume over capacity ratios on I-15 through Davis County do show an improvement with the implementation of commuter rail. In addition, it is anticipated that commuter rail would help with the growth in travel demand.</p> <p>6. WFRC expects that the percentage of trips made on transit will increase as the TRAX and commuter rail systems are built out.</p> <p>7. Commuter rail's primary purpose is to alleviate congestion, in addition to any air quality benefits that may accrue.</p> <p>8. While not all TRAX riders would use I-15 if TRAX were not available, a significant portion would, making congestion on I-15 that much</p>



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<p>1. The Draft Plan is generally well thought out and follows SAFETEA-LU guidelines.</p> <p>2. Alternatives were carefully documented and considered.</p> <p>3. Draft Plan impacts on society and the environment were considered.</p> <p>4. The plan did not specify the importance of sidewalks for pedestrian, and bike lanes. The importance of bike lanes and sidewalks design, especially around transit stops are unequaled.</p> <p>5. "The Model overstates congestion before-build and overstates highways as a reliever after-build scenario. Therefore, the resulting plan will always be in favor of highways or streets widening over transit."</p>	<p>Tham Soekotjo via e-mail on May 7, 2007.</p>	<p>worse.</p> <p>1. Thanks to Mr. Soekotjo for his consideration.</p> <p>2. As above.</p> <p>3. As above.</p> <p>4. The bicycle plan includes a 'complete streets' provision meaning all highway projects should provide for non-motorized travel needs.</p> <p>5. The travel models have recently been upgraded with current data from UTA's On Board Survey. Generally, models are used only as a tool among others and are compared to actual data as it becomes available.</p>
<p>"We strongly support the idea of creating a belt route in the Ogden Valley (the Weber County urban area)"</p>	<p>Kevin and Craig Jackson at the Weber County open house on May 7, 2007.</p>	<p>WFRC agrees on the need for such a facility, and notes that North Legacy and certain east / west arterial streets will serve as such.</p>
<p>Shuttles to feed commuter rail and allow access to Hill Field will be needed as part of the commuter rail project.</p>	<p>Frederick Kluss of the Defense Logistics Agency at the Weber County open house on May 7, 2007.</p>	<p>There is an enhanced bus project known as the "Hill Connector" (D1) that would fulfill much of this request.</p>
<p>1. There is a need for an east / west route in northern Weber County. Pioneer Road would serve this need best.</p> <p>2. 2600 North west of I-15 should also be widened.</p>	<p>Keith Butler, Mayor of Marriott-Slaterville City at the Weber County open house on May 7, 2007.</p>	<p>1. UDOT will be conducting a study of east / west highway needs in Weber County west of I-15 in the immediate future. Such recommendations could be incorporated into future Plan updates.</p> <p>2. As above.</p>
<p>The funding for the widening of 4500 South east of 700 East St. should be re-directed to the improvement of the 4500 South / eastside I-215 interchange.</p>	<p>Randy Fitts, Holladay City Manager, via fax followed by a letter.</p>	<p>UDOT has requested keeping the Draft Plan as is, but would like to consult with the City on the matter.</p>



TABLE A-2

**PUBLIC COMMENTS ON THE DRAFT REGIONAL TRANSPORTATION PLAN: 2007-2030  
MADE AFTER MAY 15<sup>TH</sup> AND AT THE REGIONAL COUNCIL MEETING HELD ON MAY 24, 2007**

Comment	Whom / Where / When	WFRC Response
A street car transit facility from downtown Ogden to Weber State University would be the "best investment for the money."	K.L. Morello via e-mail on May 15, 2007. Similar comments were made by Mike Biddle, Heidi Belka and LeAnn Po.	WFRC agrees that a street car is the preferred mode. However, a BRT was used in the approved Plan because of cost limitations.
The amount of highway construction should be decreased and the amount of transit increased to reduce congestion and air pollution.	Dr. Brian Moench at the Regional Council meeting on May 24, 2007. Similar views were expressed by Brian Kretschmar, Robin Dale, Leslie Lund, Camryn Cova, Karen Burgeson, Charisse Hudell, and Dr. Chris Cowley.	The Plan seeks to provide a balanced, mature, urban system similar to that in other larger cities. The levels of investment for highways and transit within the approved Plan are constrained by appropriations from Congress and the State Legislature and, with some exceptions, may not be shifted back and forth by the Regional Council. Nevertheless, the Plan programs 25.8% of all capital construction to transit which is the second largest transit construction program in the country.
"There is no safe level of pollution."	Dr. Brian Moench at the Regional Council meeting on May 24, 2007. Similar views were expressed by Dr. Cris Cowley.	Limits on pollutants are determined by the EPA and the Utah State DAQ and have been tightened significantly in recent years. The 2030 RTP must and does remain within the standards set by those agencies. The Plan strives to reduce pollutant levels through VMT reductions strategies, vastly improved transit and reduced congestion.
There is concern over the concentration of pollution near major highways and freeways.	Dr. Brian Moench at the Regional Council meeting held on May 24, 2007. Similar views were expressed by Mark Heilesen of the Sierra Club.	The Plan addresses air quality on a regional level. Additional concerns will be addressed by the environmental documents for individual projects.
The air pollution prediction model does not take into account other	Dr. Brian Moench at the Regional Council	The use of the model, Mobile6.2, is required by the

Comment	Whom / Where / When	WFRC Response
sources of future pollution such as new power plants, forest fires, hotter summer temperatures, etc.	meeting held on May 24, 2007.	EPA and no alternatives are allowed. All relevant pollution sources, along with mobile source emissions, will be taken into account by the Utah State DAQ as it prepares its state implementation plans for air quality.
Challenged the NOx reduction claimed in the conformity memo based on increased VMT.	Dr. Brian Moench at the Regional Council meeting held on May 24, 2007.	The correct increase in VMT is 52%, not 72%. WFRC stands by its reduced NOx prediction based on reasonably anticipated reductions in NOx from automobiles and heavy duty diesel trucks, transit improvements, VMT control, and other congestion mitigation strategies.
"There is no funding for rights-of-way for such non-polluting forms of transportation such as bicycles."	Dr. Brian Moench at the Regional Council meeting held on May 24, 2007.	The transportation enhancement and CMAQ programs provide some funding for bicycle routes. WFRC also assumes bicycle routes will be completed as part of new capacity or resurfacing projects.
Opposed to Sheep Road being improved through Centerville due to wetlands conflicts and loss of wildlife habitat.	John D. Ray of the Utah Waterfowl Association via e-mail on May 24, 2007.	The Plan recommends a study for a local road between Farmington and Centerville west of I-15. Any project environmental document will need to consider the named environmental impacts.
There will be no gain in time for motorists because of commuter rail.	Michael Packard at the Regional Council meeting held on May 24, 2007.	In the commuter rail EIS evaluation, it was estimated that approximately 1,000 vehicles in the peak hour would be removed from I-15. This should create a measurable reduction in congestion during rush hour.
The Draft RTP files are too large to easily download on a 56K modem.	Michael Packard via telephone conversation on May 29, 2007.	The files are already in PDF format and cannot readily be reduced in size. The Plan is also available on CD.
Commuter rail will produce more pollution than it saves.	Michael Packard at the Regional Council meeting held on May 24, 2007.	The commuter rail EIS and the Draft Plan claim only small benefits in air quality. The principal purpose of commuter rail is to reduce traffic congestion, especially during



Comment	Whom / Where / When	WFRC Response
		peak periods. This reduction in congestion is expected to contribute to a reduction in air pollution.
Light Rail ridership is not reproducible on the west side of the Salt Lake Valley since UTA buses only have 5 riders per vehicle.	Michael Packard at the Regional Council meeting held on May 24, 2007.	The models for the west side Salt Lake County TRAX lines have predicted sufficient ridership to merit construction of the projects.
The sequencing of the Mountain View Corridor with transit is not balanced.	Mark Heilesen of the Sierra Club at the Regional Council Meeting held on May 24, 2007.	The available funding for transit is fully committed. In order to fund a transit line on 5600 West, another higher ranked transit line somewhere else would have to be eliminated. The Plan does call for a \$32 million corridor preservation effort for a future transit line on 5600 West.
The models have only predicted a daily ridership of 5,900 for commuter rail. This is wrong and the model's predictions have been consistently low.	Mark Heilesen of the Sierra Club at the Regional Council Meeting held on May 24, 2007.	The models have been updated with the latest data from the UTA on board survey in 2006 and national transportation usage survey data from 2001. FTA has approved the modeling results.
Transit investment changes development patterns.	Roger Borgenicht of the Future Moves Coalition at the Regional Council meeting held on May 24, 2007.	WFRC agrees which is why the approved Plan is based on the growth principles and assumes significant development around TRAX, BRT, street car and commuter rail stops.
The Draft Plan should have no net increase in vehicle miles traveled per capita.	Roger Borgenicht of the Future Moves Coalition at the Regional Council meeting held on May 24, 2007.	The approved Plan projects a population growth of 42% and a VMT increase of 52%. This growth rate is down significantly from previous years. Also, the Plan makes use of growth principles, vastly increased transit, congestion management strategies and other methods to reduce the growth in VMT.



## CHRONOLOGY OF PUBLIC INVOLVEMENT EFFORTS

In accordance with the requirements of the adopted Regional Council public involvement process and SAFETEA-LU, the Regional Council has kept this record of all public involvement efforts from the adoption of the 2004-2030: Long Range Transportation Plan in December 2003 through the rewrite process for the current adopted 2007-2030: Regional Transportation Plan. A large number of the items noted below make reference to an attached addendum. These addenda are on file with the Regional Council and are available upon request.

1. January 26, 2004--The Salt Lake Tribune, in a lengthy article, discussed an increase in gasoline tax relative to the financial portion of the current Long Range Transportation Plan. Regional Council spokesman, Sam Klemm, was quoted in the article. A copy of the article is attached as addendum 1.
2. January 27 & 28, 2004—Sam Klemm and Ned Hacker attended three open houses for the 114<sup>th</sup> South Interchange and Widening EIS where they displayed large maps of the current Long Range Transportation Plan and answered questions from numerous members of the public. A copy of the flier announcing the meetings, which was sent to all 13,000 homes in the study area, has been attached as addendum 2.
3. February 12, 2004—The Deseret News published a story on bus rapid transit as an element of the current Long Range Plan. The article was the lead story with an accompanying map in the local section of the paper. Regional Council staff member, Sam Klemm, was quoted in the article. A copy of the article is attached as addendum 3.
4. February 15, 2004—The Deseret News published a lengthy article on transit development within the current Long Rang Plan as the lead article on the front page. Regional Council staff member, Sam Klemm, and 2030 Transit Committee Chairman, Kent Money were quoted in the article. A copy of the article is attached as addendum 4.
5. February 18, 2004—The Salt Lake Tribune ran an article on the upcoming open house for the South Davis Transit Study which is sponsored by WFRC and is focused on the BRT line called for in the new Long Range Plan. A copy of the article is attached as addendum 5.
6. February 18, 2004—The Deseret News ran an editorial describing the proposed ½ cent sales tax increase called for in the Long Range Plan Update as bold and farsighted and suggested its early implementation. A copy of the editorial is attached as addendum 6.
7. February 22, 2004—The Salt Lake Tribune ran an article regarding the Mountain View Corridor as an element of the Long Range Transportation Plan which was specifically mentioned and discussed. A copy of the article is attached as addendum 7.
8. April 7, 2004—A newsletter for the Greater Avenues Community Council in Salt Lake City ran a lengthy article discussing the Long Range Plan and the Bountiful Boulevard portion of the Plan. A copy is attached as addendum 8.
9. April 8, 2004—A letter from the 11400 South Project Office which is in the process of preparing an EIS for that project, sent out a letter detailing their progress. In the letter, lengthy references were made to the current Long Range Plan and the Regional Council. Approximately 300 letters were sent to individuals who have participated in the EIS process. A copy is attached as addendum 9.



10. April 9, 2004—A survey conducted by Dan Jones, Inc. included several questions regarding transportation and options for increased funding. A copy of the results of the survey, which was conducted on March 25-27, 2004, is attached as addendum 10.
11. April 22, 2004—A revised version of the Communiqué discussing the Update to the Long Range Plan was released. It will be sent out in a mass mailing to state legislators, mayors and city council members, county officials and other community leaders. A copy is attached as addendum 11.
12. April 23, 2004—A draft outline questions and actions for the formal review of the public involvement process was approved within the office and sent to FHWA. A copy is attached as addendum 12.
13. April 24, 2004—The Ogden Standard-Examiner ran a lengthy article regarding funding of the Long Range Plan. Regional Council staff member, Sam Klemm, was quoted twice in the article. A copy of the article is attached as addendum 13.
14. April 27-30, 2004—Sam Klemm and Doug Hattery of the Regional Council staff represented the Council at a booth in the Business-to-Business Expo held in the Salt Palace over the dates noted above. The exposition was well attended with numerous people attending and discussing elements of the Long Range Transportation Plan with Sam and Doug.
15. May 5, 2004—Approximately 1900 copies of the new Communiqué detailing the main elements of the Long Range Transportation Plan Update: 2004-2030, were mailed out to all members of the state legislature, all mayors and city council members in the Region, all county officials in the Region, many business and community leaders and interested members of the public.
16. May 5, 2004—Complete copies of the Long Range Plan and some executive summaries were given to area libraries including the main Salt Lake City Library, the main (Whitmore) branch of the Salt Lake County Library system, the main (Ogden) library for the Weber County Library system and the libraries of the University of Utah and Weber State University.
17. May 7, 2004—The Salt Lake Tribune ran an article discussing a transportation summit to be sponsored by WFRC and the Salt Lake Area Chamber of Commerce to focus on funding issues surrounding the Long Range Transportation Plan. Chuck Chappell, WFRC Executive Director, was quoted in the article. A copy is attached as addendum 14.
18. May 7, 2004—The Ogden Standard Examiner ran an article discussing transportation issues in Davis County and the implementation of the current Long Range Plan. A copy of the article is attached as addendum 15.
19. May 12—Chuck Chappell, Executive Director of the Regional Council staff made a formal presentation to the Transportation Planning Task Force of the Utah State Legislature. The presentation focused on expected growth and attendant transportation needs. Also included was a forecast of expected levels of congestion and costs associated with needed capacity expansion projects.
20. May 14, 2004—Sam Klemm, on behalf of the Regional Council, attended the Business and Economic Summit sponsored by the Davis County Chamber of Commerce. Sam assisted Wilf Sommerkorn of the Davis County Economic Development Office in presenting two classes at the Summit regarding transportation development. Lengthy discussions were held regarding the Legacy Parkway, Commuter Rail, the widening of I-15 and east-west travel in North-West Davis County.



21. May 18, 2004—The Davis County Clipper ran an article regarding the Summit mentioned in item 19 above. Specific references to WFRC travel model predictions for future demand were mentioned in the article.
22. May 20, 2004—Sam Klemm, on behalf of the Regional Council, spoke to the West Jordan Chamber of Commerce regarding the purpose of the Council and its products, the Long Range Transportation Plan and the TIP. There were several questions regarding Light Rail, 7800 South widening and the Mountain View Corridor.
23. May 22, 2004—Ned Hacker of the Regional Council staff represented the Council at an open house conducted by UTA for the Commuter Rail Project. The open house was held at the Davis County Fair Park. Ned displayed copies of the Long Range Transportation Plan Update and distributed copies of the Communiqué.
24. May 24, 2004—Ned Hacker of the Regional Council staff attended an open house sponsored by UTA at the Salt Lake City Main Library. He again displayed maps of the 2004-2030 Plan Update and distributed copies of the Communiqué.
25. May 26, 2004—Doug Hattery represented the Regional Council at an open house presented by UTA on the Commuter Rail EIS. He displayed 2004-2030 Plan Update Maps and distributed copies of the Communiqué.
26. May 27, 2004—Dean Youngkeit from Williard, Utah sent WFRC an e-mail with regard to the alignment and naming of the Legacy Highway. A copy of his e-mail is attached as addendum 16.
27. May 27, 2004—Sam Klemm represented the Regional Council at an open house sponsored by UTA for the Commuter Rail EIS. Sam displayed the maps of the 2004-2030 Long Range Plan and gave away numerous copies of the Communiqué. Approximately 70 members of the public attended.
28. June 4, 2004—The Regional Council received an e-mail from Grace Page of Utah County regarding the placement of the Utah County Commuter Rail Line. The response, which includes her questions, is attached as addendum 17.
29. June 8, 2004—The Davis County Clipper published a lengthy article on the South Davis Transit Study. The article emphasized the importance of transit as an element of the overall Long Range Plan. Greg Scott of the Regional Council Staff was quoted at length in the article. A copy is attached as addendum 18.
30. June 15, 2004—Sam Klemm, of the Regional Council staff, replied to an e-mail from Dean Youngkeit regarding the Legacy Highway as a component of the Long Range Plan. Copies of his e-mail and the reply are attached as addendum 19.
31. June 18, 2004—The Ogden Standard-Examiner carried an article discussing east-west road improvement in northern Davis County within the context of the Long Range Transportation Plan and the Davis County Transportation Master Plan. A copy of the article is attached as addendum 20.
32. July 9, 2004—The Ogden Standard-Examiner ran an article on the northern portion of the Legacy Highway as it related to the Long Range Plan. The Regional Council was mentioned in the article. A copy of the article is attached as addendum 21.



33. July 14, 2004—The Utah State Legislature’s Transportation Planning Task Force held a committee meeting focused on transit needs for the Wasatch Front Region. Regional Council Chairman Glen Burton spoke of behalf of the Regional Council in presenting the major transit projects called for in the Long Range Plan and a Resolution adopted by the Regional Council calling for equal consideration of highway and transit funding.
34. July 23, 2004—The Mountain View Corridor team including Ned Hacker from the Wasatch Front Regional Council staff held a public involvement meeting at a park in Herriman. A large truck with maps was displayed and visitors to the park were invited to comment on the Mountain View Corridor alternatives. Ned distributed copies of the Communiqué which contains an overview of the Long Range Plan.
35. July 28, 2004—Ned Hacker of the WFRC staff attended a public involvement meeting sponsored by the Mountain View Corridor EIS team in West Valley City. The meeting was relatively well attended and Ned discussed the Long Range Plan with numerous individuals.
36. July 29, 2004—Ned Hacker attended another Mountain View Corridor open house in West Valley City and represented the WFRC. He handed out numerous copies of the Communiqué.
37. July 30, 2004—Sam Klemm of the Regional Council staff attended an open house sponsored by the Mountain View Corridor EIS team and discussed the Long Range Plan with the approximately 200 members of the public that attended. He also passed out numerous copies of the Communiqué.
38. August 6, 2004—The first quarterly WFRC newsletter was mailed to approximately 550 members of the public including all area legislators, all city and county council members, all county commissioners, area chamber of commerce officials, area minority group leaders, area special interest group leaders and senior staff from UDOT and UTA. A copy of the newsletter and mailing list is attached as addendum 22.
39. August 10, 2004—George Ramjoue and Chuck Chappell made a presentation on the Long Range Plan to a graduate class in urban planning at the University of Utah. They answered numerous questions and handed out several copies of the Communiqué.
40. August 11, 2004—Sam Klemm made a presentation on the Long Range Transportation Plan to the Bonneville Exchange Club. Club members had dozens of questions and took copies of the Communiqué.
41. August 16, 2004—The Ogden Standard-Examiner published an article discussing the details of the expansion of the Long Range Transportation Plan into growth principles and the involvement of Envision Utah into the transportation planning process. George Ramjoue of the Regional Council staff was quoted in the article. A copy is attached as addendum 23.
42. August 16, 2004—The Ogden Standard-Examiner ran an article discussing the involvement of the Regional Council in a study on 2000 West in Clinton City and possible funding through the TIP. A copy of the article is attached as addendum 24.
43. August 17, 2004—The Ogden Standard-Examiner editorialized that the visioning process being started by the Regional Council for the next Long Rangel Transportation Plan is a healthy thing for communities and should be supported. A copy of the article is attached as addendum 25.



44. August 19, 2004—The Salt Lake Tribune reported on a meeting of the Legislature's Transportation Planning Task Force in which the Long Range Transportation Plan was discussed at length along with proposed funding mechanisms. A copy of the article is attached as addendum 26.
45. August 19, 2004—The Davis County Clipper wrote an article regarding the partnership between WFRC and Envision Utah in preparation for the new Long Range Plan. A copy of the article is attached as addendum 27. Also, it was determined that the Long Range Plan will, in the future, be known as the Regional Transportation Plan (RTP).
46. August 31, 2004—Gaye Lee of Orem wrote an e-mail to the Regional Council making several suggestions regarding transportation development and asking several questions. Her e-mail was answered by Sam Klemm of the Regional Council staff. A copy of her e-mail and his reply is attached as addendum 28.
47. September 3, 2004—The funding portion of the current Regional Transportation Plan was presented to the Transportation Interim Committee of the Legislature. There was a lengthy discussion of congestion, transportation needs now and in the future and how to fund them. The meeting was covered in the Salt Lake Tribune. A copy of the article is attached as addendum 29.
48. September 6, 2004—A lengthy article in the Salt Lake Tribune addressed the blending of growth and transportation planning the upcoming version of the Regional Transportation Plan. A copy is attached as addendum 30.
49. September 7, 2004—Chuck Chappell, Executive Director of the Regional Council, spoke to a class on urban planning at the University of Utah regarding the Regional Transportation Plan.
50. September 8, 2004—Sam Klemm of the Regional Council staff represented the Council at an open house for the I-15 re-build EIS. The open house was held at Murray High School and was lightly attended.
51. September 9, 2004—Regional Council Chairman, Glen Burton, participated in a radio call-in show on KSL Radio regarding funding for the Regional Transportation Plan.
52. September 11, 2004—Chuck Chappell, Executive Director of the Regional Council spoke to the Steering Committee for the Salt Lake County Association of Municipal Councils which is made up of city council representatives from the fifteen cities in Salt Lake County. Chuck outlined the Regional Transportation Plan and funding issues associated with the same.
53. September 15, 2004—On behalf of the Regional Council, Sam Klemm, made a presentation to the Transportation Interim Committee of the Utah State Legislature on present and projected traffic congestion. The presentation was made in conjunction with representatives from the Mountainland Association of Governments and UDOT.
54. September 15, 2004—Utah State Representative John Dougall asked for a citation in Utah State Law and some suggested language for a proposed bill regarding regional land use planning. The e-mail herein attached as addendum 31, explains the Regional Council's thoughts on the matter.
55. September 15, 2004—Public Information Officer, Sam Klemm, attended the public involvement portion of a seminar on the incorporation of NEPA principles into transportation planning. The



discussion was lively and several ideas for enhancing the public involvement process were reviewed.

56. September 15, 2004—An e-mail to the editors of the city newsletters within Salt Lake County was sent requesting that the respective cities place a notice of the Regional Council's November open house in their respective newsletters. A copy of the e-mail is attached as addendum 32.

57. September 16, 2004—The Salt Lake Tribune printed an article regarding the testimony of Regional Council staff member, Sam Klemm, before the Transportation Interim Committee of the Utah State Legislature. Mr. Klemm's testimony centered on projected congestion levels, the need for the projects within the Long Range Plan and necessary funding levels to implement the Plan. A copy of the article is attached as addendum 33.

58. September 24, 2004—Jory Johner of the Regional Council staff attended the Riverdale City Master Transportation Plan open house on September 23<sup>rd</sup>, 2004 at the Riverdale City Community Center. Jory's presence was requested by Wilbur Smith Associates to look over the bicycle portion of the plan. Jory took comments from the public and made some additional comments to Wilbur Smith Associates. The open house was scheduled from 5:30 p.m. to 7:30 p.m. and approximately 50 residents attended the open house.

59. September 28, 2004—The Salt Lake Tribune ran a lengthy article on the Regional Transportation Plan Finance Subcommittee's recommendation for tax increases for highways and transit to fund the implementation of the Plan. Regional Council members and staff were quoted in the article. A copy is attached as addendum 34.

60. The Regional Council passed a resolution calling for substantial tax increases for highways and transit. The meeting was well covered by print media as discussed below. A copy of the resolution is attached as addendum 35.

61. October 1, 2004—The Ogden Standard Examiner covered the meeting of the Regional Council in which a resolution calling for tax increases for highways and transit was passed. A copy of the article is attached as addendum 36.

62. October 1, 2004—The Salt Lake Tribune discussed the transportation funding resolution passed by the Regional Council. A Council staff member was quoted in the article along with a careful detailing of the funding proposal. A copy of the article is attached as addendum 37.

63. October 3-6, 2004—Public Involvement Manager, Sam Klemm, attended a public involvement seminar sponsored by the Federal Highway Administration in Tucson, Arizona. The seminar was valuable as a source of new ideas and successes in other areas of the country. Mr. Klemm took careful notes and intends to implement several of the ideas discussed in the seminar.

64. October 5, 2004—The Davis County Clipper covered the discussion at the September 29, 2004 meeting of the Regional Council in which the Council adopted the funding proposal for the Regional Transportation Plan. A copy of the article is attached as addendum 38.

65. October 12, 2004—The Ogden Standard-Examiner ran an editorial opposing in part and supporting in part the funding proposal for the Regional Transportation Plan adopted by the Regional Council on September 29, 2004. A copy of the article is attached as addendum 39.



66. October 12, 2004—The Ogden Standard-Examiner covered the pending completion of a study covering transit needs and possible solutions in Ogden. The Regional Council played a significant role in the development of the study, especially with regard to its integration into the Regional Transportation Plan. A copy of the article is attached as addendum 40.
67. October 18, 2004—The WFRC quarterly newsletter, *Happenings*, was mailed out to all area mayors, city council members, legislators, community leaders, chambers of commerce, special interest groups and other interested parties for a total of 531 recipients. A copy of the newsletter is attached as addendum 41.
68. October 21, 2004—Envision Utah, contractor to the Regional Council and the Mountainland Association of Governments, conducted a visioning session with members of the Regional Growth Committee to look at the relationship between land use and transportation. Members of the Committee included business, government and community leaders. The session was held as a retreat at the main Salt Lake City Library.
69. October 26, 2004—In the first joint meeting in 21 years, the executive boards of the Mountainland Association of Governments and the Wasatch Front Regional Council met to discuss a resolution to be presented to the Legislature on funding for the respective Regional Transportation Plans. The Resolution was adopted and is attached as addendum 42.
70. October 27, 2004—The Salt Lake Tribune ran a brief article covering the joint WFRC / MAG meeting and Resolution.
71. October 27, 2004—The Vice-Chairman of the Regional Council, Tom Dolan, presented the Transportation Funding Resolution to the Transportation Planning Task Force of the Utah State Legislature. The Task Force will consider the recommendations contained in the Resolution and decide which recommendations to forward to the full Legislature.
72. October 28, 2004—The Salt Lake Tribune covered the meeting of the Transportation Task Force in which the joint funding proposal for the Regional Transportation Plan was presented. A copy of the article is attached as addendum 43.
73. October 28, 2004—The Deseret News also covered the meeting of the Legislature's Transportation Task Force and ran the article attached as addendum 44.
74. October 28, 2004—The Ogden Standard-Examiner discussed the implementation of the Regional Transportation Plan and the costs as they were reviewed by the Legislature's Transportation Task Force. A copy of the article is attached as addendum 45.
75. November 4, 2004—The Davis County Clipper ran an article giving notice of the upcoming Davis County open house and transportation fair. A copy of the article is attached as addendum 46.
76. November 5, 2004—The Salt Lake Tribune carried an article regarding a meeting of the Transportation Planning Task Force of the Utah State Legislature regarding the funding proposal for the Regional Transportation Plan. A copy of the article is attached as addendum 47.
77. November 6, 2004—The Ogden Standard-Examiner covered the Transportation Planning Task Force of the Utah State Legislature regarding the funding proposal for the Regional Transportation Plan. A copy of the article is attached as addendum 48.



78. November 7, 2004—The Ogden Standard-Examiner ran an advertisement placed by the Regional Council for the upcoming Weber County open house. A copy the ad is attached as addendum 49.
79. November 8, 2004—In conjunction with UDOT an open house held for the Riverdale Road EIS, the Regional Council held its annual transportation fair for Weber County. At the invitation of the Regional Council, representatives from UTA, Envision Utah, Roy City Planning and Riverdale City Planning were also in attendance. Sixty-two members of the public attended. Copies of the comment and sign-in sheets are attached as addendum 50.
80. November 9, 2004—The Salt Lake Tribune Editorialized in favor of the transportation funding package presented by the Regional Council to the Transportation Planning Task Force of the Legislature with particular emphasis in transit and toll roads. A copy the article is attached as addendum 51.
81. November 9, 2004—The Ogden Standard-Examiner covered a meeting of Ogden City planning officials and Regional Council staff as they discussed possible updates to the Regional Transportation Plan in Ogden City. Special emphasis was placed on transit options. A copy of the article is attached as addendum 52.
82. November 10, 2004—Regional Council staff member Sam Klemm displayed the Regional Transportation Plan at an open house sponsored by UDOT at Riverton High School. Approximately 50 people attended. Several citizens had questions regarding highway and transit improvements in the southwestern portion of the Salt Lake Valley.
83. November 10, 2004—Doug Hattery, Ben Wuthrich and Jory Johner displayed the Regional Transportation Plan at the Fall Transportation Fair sponsored by the Regional Council in conjunction with an open house sponsored by UDOT for their Syracuse Road EIS. Approximately 100 people attended the open house. Copies of the sign-in sheet and comment sheets are attached as addendum 53.
84. November 18, 2004—Ned Hacker and Sam Klemm of WFRC staff displayed the Regional Transportation Plan at an open house sponsored by UDOT for the 114<sup>th</sup> South Interchange and highway. The open house went from 10:00 a.m. until 9:00 p.m. There were over 200 attendees. Multiple copies of the Communique were distributed.
85. November 23, 2004—All Salt Lake County mayors and many other stakeholders were sent an e-mailed invitation to the open house sponsored by the Regional Council to be held on November 30<sup>th</sup>.
86. November 24, 2004—A press release was sent out to all local newspapers and the Metronetworks radio news group regarding the upcoming open house. The Spanish language newspaper, Mundo Hispano, was also included in the press release fax list.
87. November 24, 2004—The Salt Lake City Weekly ran a lengthy article discussing transportation needs for the Wasatch Front Region. Regional Council staff member, Sam Klemm, was interviewed for the preparation of the article. A copy of the article is attached as addendum 54.
88. November 28, 2004—The Deseret News ran an article based on the above mentioned press release announcing the open house scheduled for the following day. The article was prominently displayed on page 1 of the local section. A copy of the article is attached as addendum 55.





89. November 28, 2004—A display advertisement was placed in the Deseret News and the Salt Lake Tribune announcing the open house on Tuesday.
90. November 29, 2004—The Ogden Standard-Examiner covered the presentation by Regional Council Staff and Envision Utah to the Hooper City Council regarding transportation and growth planning relative to the update of the Regional Transportation Plan. A copy of the article is attached as addendum 56.
91. November 30, 2004—The Salt Lake Tribune ran an article based on the WFRC press release detailing the open house. An electronic copy was not available so a copy is not attached as an addendum.
92. November 30, 2004—The Davis County Clipper covered a presentation by Regional Council and Envision Utah staff to the Bountiful City Council regarding the visioning process for the update to the Regional Transportation Plan. There were several pointed questions from the Council members. A copy of the article is attached as addendum 57.
93. November 30, 2004—In a well advertised and well attended (50 members of the public) open house for Salt Lake County held at the Salt Lake City main library, numerous comments were received and many members of the public including several city representatives were briefed on possible changes to the Regional Transportation Plan and TIP additions. The original sign-in sheet and comments are attached as addendum 58.
94. November 30, 2004—The Utah Transit Authority in its monthly newsletter, The Connection, highlighted the joint WFRC / MAG resolution on funding the Regional Transportation Plan.
95. December 9, 2004—Maridene Hancock of Draper City asked for a brief article on the Regional Transportation Planning process for their city newsletter. Some suggested language was sent to her via e-mail. A copy of the e-mail is attached as addendum 59.
96. December 9, 2004—Sam Klemm of the WFRC staff and Russ Fox of Envision Utah made a presentation to the West Bountiful City Council on the visioning process as part of the development plan for the Regional Transportation Plan. The presentation was covered extensively in the Davis County Clipper. An additional article in the Clipper on the same meeting contained coverage of a discussion between Mr. Klemm and the City Council on the Legacy Parkway. Copies of the articles are attached as addendum 60.
97. December 12, 2004—The Salt Lake West Journal, the local newspaper for many west side cities in the Salt Lake Valley printed a front page article covering the open House held by the Regional Council on November 30<sup>th</sup>. The article discussed the development of the Long Range Plan. A copy of the article is attached as addendum 61.
98. December 15, 2004—The Salt Lake Area Chamber, with the support of the Regional Council and UTA, sponsored a 'Mobility Summit' of senior business and legislative leaders. The Summit was a breakfast meeting held at Little America Hotel. Various business and community leaders spoke for a period of 1 1/2 hours on the needs and potential costs of the transportation system. Those leaders included the CEO of Questar, Keith Rattie, and the Executive Vice-President Utah Power and Light, Rich Walje, and the President-Elect of the Utah State Senate, John Valentine.



Regional Council staff fully participated in the preparations for the Summit including the preparation of the Power Point presentation given by the Executive Director of the Chamber of Commerce. A copy of the Agenda is attached as addendum 62.

99. January 3, 2005—In a prominently displayed article, Utah State Senator Greg Bell, a former member of the Regional Council wrote a lengthy editorial regarding the development and implementation of the Regional Transportation Plan which was published in the Salt Lake Tribune. A copy of the article is attached as addendum 63.

100. January 7, 2005—The Utah Department of Transportation and the Federal Highway Administration sponsored a massive open house for the supplemental EIS for the Legacy Parkway. The Regional Council was invited to attend and display the Long Range Plan and the current effort to update the Plan with the visioning process known as Wasatch Choices 2040. The Regional Council was represented by Doug Hattery, Wayne Bennion, and Sam Klemm. Four hundred and fifty two members of public attended. Many of them spoke to the aforementioned staff and asked numerous questions. Many copies of the Communiqué were also given out.

101. January 8, 2005—The city of West Jordan sponsored an open house for its citizens to come and visit with representatives of the various city departments. The Regional Council was asked to send a representative which role was filled by Doug Hattery. He displayed the Regional Transportation Plan and gave away numerous copies of the Communiqué.

102. January 10, 2005—Val Halford of the Regional Council staff was the guest lecturer at a transportation planning class at the University of Utah. The role of the Regional Council was the topic of discussion.

103. January 12, 2005—Doug Hattery of the Regional Council staff was the guest lecturer at a transportation planning class at the University of Utah.

104. January 16, 2005—Envision Utah paid for a  $\frac{3}{4}$  page advertisement in the Salt Lake Tribune and the Deseret News touting the benefits of investing in transportation infrastructure and identifying the Regional Transportation Plan as the goal in transportation development. A copy of the ad is attached as addendum 64.

105. January 16, 2005—The advertisement noted above discussed in item 101 also mentioned that Envision Utah would be running two  $\frac{1}{2}$  hour television programs regarding the need for transportation development. Those programs ran on the same day as the ad.

106. January 18, 2005—The Deseret News ran a lengthy article discussing the possibilities of obtaining transportation funding from the Legislature as requested by the Regional Council. Sam Klemm of the Regional Council staff was quoted twice in the article. A copy of the article is attached as addendum 65.

107. January 19, 2005—Chuck Chappell, Executive Director of the Wasatch Front Regional Council, appeared as a guest on the KCPW 87.3 FM and 1010 AM morning talk show to discuss transportation funding issues currently before the Legislature. There were a number of questions about WFRC's projections and the level of the future need.



108. January 19, 2005—Sam Klemm, on behalf of the Regional Council, spoke to the Utah State Women’s Legislative Council regarding transportation development and planning. There were numerous questions regarding funding levels, principal projects and the planning process.
109. January 27, 2005—Council Chairman, Dennis Nordfelt, WFRC Executive Director and WFRC PIO Sam Klemm, met with the Editorial Board of the Salt Lake Tribune regarding transportation funding needs. They were well received.
110. January 31, 2005—Chuck Chappell, WFRC Executive Director, appeared on the Doug Wright Show on KSL radio to discuss the need for transportation funding. KSL is a 50,000 watt clear channel AM station.
111. February 1, 2005—The Salt Lake Tribune published a very favorable editorial on full funding of the first phase of the Long Range Plan.
112. February 1, 2005—Council member Craig Dearden, WFRC Executive Director Chuck Chappell and WFRC PIO Sam Klemm, met with the Editorial Page Editor of the Ogden Standard-Examiner and discussed, at length, the needs for transportation improvements and funding.
113. February 6, 2005—The Deseret News carried a lengthy article based on the new brochure published by WFRC outlining transportation needs for the next ten years. WFRC Executive Director, Chuck Chappell, was quoted at length in the article. A copy is attached as addendum 66.
114. February 6, 2005—The Ogden Standard-Examiner published an editorial based on the interview with their editorial staff calling for more transportation funding. The article was very favorable and accurately relayed the information given them by WFRC staff. A copy is attached as addendum 67.
115. February 4-8, 2005—Sam Klemm, on behalf of the Regional Council, attended the National Association of Regional Council’s annual policy conference in Washington, D.C. As part of the conference, Mr. Klemm met with the legislative assistants for transportation from each of the five members of the Utah Congressional Delegation. Mr. Klemm also reported on his visit to the Transportation Committee (Trans Com) of the Regional Council.
116. February 6, 2005—The Davis County Clipper published a front page article based on WFRC’s interview with their editorial staff. The article laid out the case presented by WFRC for the need for more transportation funding based on the Regional Transportation Plan. A copy of the article including the maps used is attached as addendum 68.
117. February 10, 2005—The Murray Journal, The Sandy Sentinel, The South Valley Journal, the Magna Times, The West Valley View and other local papers that are part of the Valley Journals Company carried a letter to the editor written by Mayor Dennis Nordfelt, Chairman of the Regional Council and Fritz Boyer, Chairman of the Utah Valley Planning Committee. The letter detailed the coming crisis in traffic congestion and what will be needed to avoid it. A copy of the editorial is attached as addendum 69.
118. February 11, 2005—In conjunction with MAG, the Regional Council mailed out approximately 3,000 copies of the new joint brochure to a list of community, business and civic leaders across all four counties. The brochure with the title of ‘Moving Forward’ detailed the impending transportation and congestion crisis. Copies of the brochure had been given to the Legislature one week earlier. A copy of the brochure is attached as addendum 70



119. February 12, 2005—Throughout the months of October, November and December 2004 and January and February 2005, representatives of the Regional Council and Envision Utah visited with every mayor privately and with every city council publicly (all 45 of them) to discuss the upcoming visioning workshops and encourage their participation. In addition, Regional Council staff met with many of the city planning commissions.

This effort was very successful. The majority of the mayors directed senior staff to attend the workshops, encouraged city council and planning commission members to attend by letter, and attended themselves. A copy of the schedule of visits to the city councils is attached as addendum 71.

120. February 12, 2005—The Ogden Standard Examiner covered the Layton visioning workshop hosted by the Regional Council and Envision Utah. The article noted the concern the participants felt with regard to growth and its implications for transportation. A copy of the article is attached as addendum 72.

121. February 14, 2005—Regional Council Chairman, Dennis Nordfelt, staff members, Sam Klemm and Chuck Chappell, and Darrell Cook, Executive Director of MAG, met with the editorial board of the Deseret News and explained the coming crisis in traffic congestion. They were well received and answered many questions from the editorial staff.

122. February 15, 2005—The Deseret News published a lengthy article based on the interview noted in the previous item (116). The article ran as the lead item on the local section. The article was favorable and noted the Regional Council's concern over the pending transportation crisis. A copy of the article is attached as addendum 73.

123. February 15, 2005—KSL radio, a 50,000 watt clear channel AM station and the primary radio news outlet along the Wasatch Front noted the article in the Deseret News and called Sam Klemm, Public Information Officer for the Regional Council, for a live interview during the morning drive time newscast regarding transportation needs. The interview was also taped for re-broadcast.

124. February 22, 2005—The Deseret News covered a Utah State House of Representatives committee hearing in which a bill supported by the Regional Council was passed. The article quoted Sam Klemm of the Regional Council staff as supporting the bill and the general notion of increased transportation funding.

125. March 2, 2005—In conjunction with Envision Utah and the Mountainland Association of Governments, the Regional Council sponsored 12 workshops to allocate future growth patterns. The workshops were carefully organized with a facilitator for every 6 participants. The participants were asked to place stickers on local area maps. The stickers represented the expected increase in population, residences and employment. The stickers were to scale to the participants would be aware of the land use implications of their choices.

The participants were from the general public, city planning offices, elected city and county officials and various special interest groups. The average attendance was 80 members of the public. A list of the times, places and dates of the workshops is attached as addendum 74.

126. March 3, 2005—The Deseret News published an article discussing the additional funding dedicated to transportation by the recent legislative session. Sam Klemm, of the Regional Council staff, was quoted in the article.



127. March 7, 2005—The Regional Council's quarterly newsletter, *Happenings!*, was sent out to all legislators, mayors, city council members, planning commission members and other interested parties within the Wasatch Front Region. A copy of the newsletter is attached as addendum 75.
128. March 11, 2005—KCPW Radio called and requested an on air response to the recent passage of the Transportation Re-Authorization Bill in the U.S. House of Representatives. Sam Klemm of the Regional Council staff responded and taped a brief oral response for the evening newscast.
129. March 17, 2005—A report on the public involvement efforts thus far of the Wasatch Choices 2040 process was completed. It included several recommendations for future actions. A copy of the report is attached as addendum 76.
130. March 17, 2005—The lead article in the West Valley Journal covered the Wasatch Choices workshop in West Valley City. It was accompanied by a photograph of the workshop. The planning process for the Regional Transportation Plan was discussed in the article. The Regional Council was noted as the sponsor of the Wasatch Choices 2040 program. A copy of the article is attached as addendum 77.
131. March 23, 2005—The Regional Council was mentioned in two newspaper articles regarding the Legacy Parkway.
132. March 23, 2005—Utah State Representative Todd Kiser, corresponded with Sam Klemm of the Regional Council staff by e-mail regarding certain plans adopted by the Regional Council concerning the Corridor Preservation Fund, the 114<sup>th</sup> South Project and certain legislative appropriations.
133. April 4, 2005—The Deseret News carried a lengthy article on the South Davis Transit study being conducted by the Regional Council. WFRC staff members and the project manager were quoted in the article. Two Deseret News reporters visited the WFRC offices and interviewed staff members Greg Scott and Sam Klemm in preparation for the article a few days previously.
134. April 4, 2005—Pursuant to the article noted in the previous item, KCPW radio news called and asked for a taped interview on the South Davis Transit Study. Mr. Sam Klemm of the WFRC staff was interviewed and taped for later broadcast.
135. April 6, 2005—Sam Klemm of the Regional Council Staff briefed the new transportation beat reporter for the Salt Lake Tribune, Andrew Weeks, on the purposes and procedures of the Regional Council.
136. April 7, 2005—The Ogden Standard-Examiner sent a reporter to the Ogden-Layton Technical Advisory Committee of the Regional Council for the presentation of the coming years update to the TIP. In a lengthy article, the reporter covered the TIP recommendation process and the projects approved by the Committee. A copy of the article is attached as addendum 78.
137. April 7, 2005—Salt Lake City sponsored a well attended open house for members of the public to view plans for the TRAX extension to the intermodal hub at 600 West and 200 South, the plans for commuter rail, plans for downtown revitalization and plans for the airport TRAX extension. Sam Klemm, on behalf of the Regional Council, attended the open house and displayed the Regional Transportation Plan. Mr. Klemm met with numerous members of the public and gave away dozens of copies of the Communiqué.



138. April 12, 2005—The Deseret News published an article on the North Davis I-15 Corridor study in which there was extensive coverage of the involvement of the Regional Council.
139. April 14, 2005—The Utah Department of Transportation held an open house for its I-15 EIS through northern Davis County. Ben Wuthrich of the Regional Council staff represented the Council and displayed maps and copies of the Regional Transportation Plan and the TIP.
140. April 15, 2005—The Deseret News carried an article on an upcoming special legislative session. A bill on the call for the session will address transportation funding. Sam Klemm of the Regional Council staff was interviewed by the reporter in preparation for the article and was quoted in the article.
141. April 15, 2005—A private citizen requested a printed copy of the Regional Transportation Plan. He was told of the cost and given alternative suggestions including a free CD, the complete Plan on the WFRC website and hard copies at various libraries.
142. April 16, 2005—In a lengthy article on the open house on the widening of I-15 in northern Davis County noted in item 136 above, the Regional Transportation Plan was referenced and Ben Wuthrich or the Regional Council staff was quoted.
143. April 17, 2005—The Utah Taxpayers Association ran a 1/3 page advertisement in the Deseret News and the Salt Lake Tribune decrying the present transportation morass and calling for a significant investment of Utah State General Fund money into the transportation fund. The Regional Council and its congestion and cost estimates are referenced in the advertisement. A copy is attached as addendum 79.
144. April 27-28, 2005—WFRC staff members Jory Johner, Doug Hattery and Sam Klemm, represented the Regional Council at a booth in the Business to Business Expo held at the Salt Palace. The Expo was well attended and the booth, sponsored by UTA who were kind enough to allow Regional Council participation, was patronized extensively. The Expo ran from 10:00 a.m. to 7:00 p.m. both days. A copy of the advertisement for the Expo which ran in the Deseret News and the Salt Lake Tribune is attached as addendum 80.
145. April 28, 2005—Bob Terragno of Envision Utah issued a report on the public involvement process of the Wasatch Choices 2040 process. A copy of the report is attached as addendum 81.
146. May 5, 2005—Sam Klemm of the Regional Council staff called a meeting of the public involvement managers for UTA, UDOT, MAG and WFRC to discuss the problem of “Didn’t we just do this last year?” Various public involvement managers are beginning to meet resistance from mayors and other community leaders about too many overlapping studies that could be coalesced or where consolidated public meetings could be held. The discussion centered on coordinating various upcoming public meetings and whether such was possible for certain EIS public meetings. Certain open houses in August and September may now be held jointly between the various agencies and projects. Also, as events are scheduled in the future, it was agreed that each agency would let other agencies know early in the process of those events so as to allow broader participation by those other agencies. A copy of the sign-in sheet is attached as addendum 82.
147. May 18, 2005-- The Executive Director for UDOT Region I, Cory Pope, and the State Highway Commissioner for Northern Utah, Ken Warnick, appeared before the Davis County Council of governments to discuss future highway projects and plans for Davis County. The meeting was arranged by Sam Klemm of the Regional Council staff in order for the mayors and county



commissioners to have an opportunity to question senior UDOT representatives directly. There were several questions directed at Mr. Pope, especially with regard to the upcoming I-15 rebuild.

148. May 26, 2005—Sam Klemm of the Regional Council staff spoke to the Bountiful Rotary Club at their monthly luncheon. Mr. Klemm discussed the purpose and mission of the Regional Council as well as the planning process and the products that planning process produces such as the Regional Transportation Plan and the Transportation Improvement Plan.

149. May 27, 2005—Sam Klemm, Public Involvement Officer for the Regional Council met with the Public Involvement Officers from UDOT and Mountainland to discuss coordinating public involvement efforts for the next update of the Regional Transportation Plan.

150. June 2, 2005— The Executive Director for UDOT Region II, Randy Park, and the State Highway Commissioner for Region II, Jan Wells, appeared before the Salt Lake County Council of governments to discuss future highway projects and plans for Salt Lake County. The meeting was arranged by Sam Klemm of the Regional Council staff in order for the mayors and county commissioners to have an opportunity to question senior UDOT representatives directly. There were several questions directed at Mr. Park, especially with regard to the upcoming rebuild of the intersections on Bangerter Highway.

151. June 3, 2005—The Ogden Standard-Examiner carried an article regarding the widening of 2000 West in Clinton City. The article made specific reference as to how the Regional Council and UDOT worked with the city to move the project up from 2008 to 2006.

152. June 6, 2005—The Executive Director for UDOT Region I, Cory Pope, and the State Highway Commissioner for Northern Utah, Ken Warnick, appeared before the Weber Area Council of governments to discuss future highway projects and plans for Weber County. The meeting was arranged by Sam Klemm of the Regional Council staff in order for the mayors and county commissioners to have an opportunity to question senior UDOT representatives directly. There were several questions directed at Mr. Pope, especially with regard to the upcoming I-15 rebuild.

153. June 14, 2005—The Davis County Clipper carried an article discussing the merits of bus rapid transit in the city of Farmington and the City Council's response to the various route proposals. Regional Council staff member, Greg Scott, was quoted twice in the article.

154. June 17, 2005—The Utah Chapter of the Conference of Minority Transit Officials held a seminar on this date. Guest speakers included representatives from UDOT, the UTA Commuter Rail Project, the Regional Council, MAG and United States Senator, Robert F. Bennett. A copy of the advertisement is attached as addendum 83.

155. June 23, 2005—Regional Council staff member, Sam Klemm, briefed Utah State Legislative Research Transportation Committee staff member, Mark Steinagel on the purposes of the Regional Council as an MPO and the Long Range Plans that we have developed.

156. July 5, 2005—The Ogden Standard-Examiner published an article detailing the findings of a transit study conducted for Ogden City by the Regional Council and UTA. Regional Council staff member Doug Hattery was quoted in the article.

157. July 6, 2005—The quarterly edition of the *Happenings!* Newsletter was sent out to all legislators, city council members, mayors, county officials and other interested parties. Topics covered included the new TIP, cooperation on the upcoming regional transportation plan, the



visioning process being conducted in cooperation with Envision Utah and a spotlight on a council member. A copy is attached as addendum 84

158. July 12, 2005—The Ogden Standard-Examiner carried a lengthy article on a presentation at the Weber Area Council of Governments regarding the Corridor Preservation Bill that was passed in the recent legislature. Reference was made, in the article, to the Regional Council's Long Range Plan. WFRC staff member, Val Halford was also quoted in the article.

159. July 20, 2005—At the monthly staff meeting of the Family Connection Center, which is the agency that oversees much of the homeless and food bank services for Salt Lake, Davis, Weber and Utah Counties, Sam Klemm of the Regional Council staff and Kevin Fayles of Envision Utah gave a briefing on the Wasatch Choices 2040 project. There was a lengthy discussion of transit service in the area and what improvements were needed. Copies of the comment summary and sign-in sheet were given to UDOT, UTA, MAG, Envision Utah and one attached herein as addendum 85.

160. July 21, 2005—Kevin Fayles from Envision Utah, Mick Crandall from UTA and Sam Klemm from WFRC met with the Utah Association of Community Councils which acts as the forum for agencies which service the disabled and discussed their transportation needs. They focused on transit needs. A lengthy series of notes were taken with a copy being attached as addendum 86.

161. July 26, 2005—Kevin Fayles from Envision Utah and Sam Klemm from WFRC met with the Salt Lake Community Action Program to discuss their perceived transportation needs. They mostly focused on transit needs with particular emphasis on bus routes and the completion of the rail system. A copy of their concerns is summarized in addendum 87 which is attached.

162. July 27, 2005—Regional Council Staff members, Doug Hattery, Scott Festin, Greg Scott and Sam Klemm assisted in hosting the open house sponsored by Envision Utah in Sandy City for southern Salt Lake County. Attendance was moderate. The staff members generally stayed busy, however, discussing the current plan with members of the public. The purpose of the open house was to display the four transportation development scenarios prepared by Envision Utah and take public comment thereon.

163. July 28, 2005—The Deseret News covered the open house for the visioning process held in Sandy City Hall. Regional Council staff members Chuck Chappell and Sam Klemm were quoted in the article. A copy is attached as addendum 88.

164. July 28, 2005—Regional Council staff members Doug Hattery, Wayne Bennion and George Ramjoue represented the Regional Council at an open house sponsored by Envision Utah in Ogden. The open house was held to display four different scenarios of transportation development and take public comment thereon.

165. July 29, 2005—The Ogden Standard-Examiner covered the open house noted above and quoted Regional Council staff member George Ramjoue. A copy of the article is attached as addendum 89.

166. July 27, 2005—The Salt Lake Tribune, in a lengthy article, discussed the upcoming Salt Lake County open house in Sandy. Regional Council Executive Director, Chuck Chappell, was quoted in the article. In addition, the schedule and location of the open houses was noted. A copy of the article is attached as addendum 90.





167. July 30, 2005—The Ogden Standard-Examiner published a guest editorial from Regional Council Executive Director, Chuck Chappell and Mountainland Executive Director, Darrell Cook, regarding the Wasatch Choices 2040 process. A copy of the editorial is attached as addendum 91.
168. August 1, 2005—The Salt Lake Tribune published a guest editorial authored by Chuck Chappell, Executive Director of the Regional Council and Darrell Cook, Executive Director of the Mountainland Association of Governments regarding growth and the Wasatch Choices 2040 Project. Specific reference was made to the growth scenarios and the upcoming open houses. A copy of the article is attached as addendum 92.
169. August 4, 2005—The public involvement committee of the combined long range planning group consisting of representatives from UDOT, UTA, WFRC and MAG, met with stakeholders from the Disability Law Center. The purpose of the meeting was to discuss the needs of the disabled as part of the update to the Regional Transportation Plan. The information was forwarded to the Wasatch Front, Envision Utah and MAG planning staffs. A summary of their comments is attached as addendum 93.
170. August 5, 2005—KSL Television and Radio issued an editorial commenting favorably on the 2040 Wasatch Choices process and encouraged participation by the members of the public. A copy of the editorial is attached as addendum 94.
171. August 10, 2005—The Sierra Club commented on the Draft Transportation Improvement Plan. A copy of their comments is attached as addendum 95.
172. August 14, 2005—The Ogden Standard-Examiner published an article regarding the alignment of the northern portion of the Legacy Highway. There was a lengthy discussion of the merits of corridor preservation in which Sam Klemm of the Regional Council staff was quoted.
173. August 1, 2005—Regional Council staff member, Sam Klemm, and Kevin Fayles from Envision Utah spoke to the monthly membership meeting of the Salt Lake Chapter of the NAACP. The discussion regarding transportation planning and perceived needs lasted about an hour and focused on public transit. The local chapter members discussed nuances of public transit management and emphasized that they would like to keep the rail development program as currently envisioned. A summary of their comments is attached as addendum 96. This summary was forwarded to planners at WFRC, UDOT and MAG.
174. August 26, 2005—The Deseret News, the Salt Lake Tribune and the Ogden Standard-Examiner covered the Lt. Governor's visit to the Regional Council. The articles focused primarily on his remarks and questions from members of the Council. Regional Council staff member, Sam Klemm, was also quoted. Copies of the articles are attached as addendum 97.
175. August 30, 2005—The Utah Transit Authority held its groundbreaking ceremony for its new commuter rail line. Among various dignitaries in attendance who were recognized were Regional Council Chairman, Dennis Nordfelt and former Chairman, Dannie McConkie.
176. August 30, 2005—An open house was held for the Mid-Jordan TRAX line EIS. Regional Council Staff member, Sam Klemm, was invited by UTA to display the RTP and pass out brochures. About 80 members of the public attended including several mayors, city council and city planning commission members.



177. August 31, 2005—The Salt Lake Tribune, Deseret News and the Ogden Standard Examiner all covered the groundbreaking of the Commuter Rail Line. Former Regional Council Chairman Dannie McConkie and Regional Council Staff Member, Sam Klemm, were quoted in the articles.
178. September 1, 2005—Wasatch Front Regional Council representatives met privately with State Senator Brent Goodfellow to discuss transportation needs and funding for the upcoming Legislative Session.
179. September 7, 2005—Wasatch Front Regional Council representatives met with Utah State Representatives Rick Romero and Carol Spackman-Moss to discuss transportation needs and funding for the upcoming Legislative Session.
180. September 10, 2005—The Valley Journals newspaper group, which publishes 12 local newspapers across the Salt Lake Valley, covered the open house for the Mid-Jordan TRAX line DEIS. In a lengthy article, Sam Klemm, of the Regional Council staff, was quoted at length. A copy of the article is attached as addendum 98.
181. September 12, 2005-- Wasatch Front Regional Council representatives met privately with State Representative Tim Cosgrove to discuss transportation needs and funding for the upcoming Legislative Session.
182. September 13, 2005-- Wasatch Front Regional Council representatives met privately with State Senator Patrice Arent to discuss transportation needs and funding for the upcoming Legislative Session.
183. September 15, 2005—Wasatch Front Regional Council representatives met privately with Utah State Representative David Litvack to discuss transportation needs and funding for the upcoming Legislative Session.
184. September 16, 2005—An invitation written in Spanish was sent out to Hispanic community leaders inviting them to a meeting next week to discuss transportation needs. A copy is attached as addendum 99.
185. September 16, 2005—Wasatch Front Regional Council representatives met privately with Utah State Representative Karen Morgan to discuss transportation needs and funding for the upcoming Legislative Session.
186. September 21, 2005—Representatives from the Regional Council, the Mountainland Association of Governments, UDOT and UTA met with Hispanic Community Leaders at the Centro de la Familia center. Though lightly attended, issues such as transit service hours and configuration were discussed. A summary of the discussion is attached as addendum 100.
187. September 21, 2005—Representatives from the Regional Council met with Representative Ralph Becker, Minority Leader in the Utah State House of Representatives to discuss transportation needs and options for funding those needs.
188. September 21, 2005—Regional Council Executive Director Chuck Chappell and Public Information Officer Sam Klemm participated in a presentation on area associations of governments to the Political Subdivisions Interim Committee of the Utah State Legislature. The seven



associations of governments are in the midst of preparing a bill to codify their functions and met afterwards with committee chairperson, Carlene Walker.

189. September 22-23, 2005—Regional Council staff members, Sam Klemm and Jory Joyhner, operated a booth at the Layton Hills Mall to provide an opportunity for members of the public to view the Regional Transportation Plan and comment on various aspects of the Plan. Sam and Jory visited with approximately 50 members of the public each day. The booths were operated from 11:00 a.m. to 6:00 p.m. each day. The purpose of the booth was primarily to inform the public. Nevertheless, approximately 1/3 of the participants noted that the North Davis branch of the Legacy Highway was not continuous in its development and felt that it should be so.

190. October 5-6, 2005—Regional Council staff members, Jory Joyhner and Sam Klemm, operated a booth at the Crossroads Mall to provide an opportunity for members of the public to view the Long Range Transportation Plan and comment on various aspects of the Plan. On the second day, the booth was stationed by the food court so foot traffic was considerable and there were a number of visitors.

191. October 11, 2005-- Representatives from the Regional Council met with Representative Pat Jones of the Utah State House of Representatives to discuss transportation needs and options for funding those needs.

192. October 12, 2005-- Representatives from the Regional Council met with Senator Karen Hale, Assistant Minority Whip in the Utah State Senate to discuss transportation needs and options for funding those needs. They also discussed the Parley's Creek Trail earmark in the SAFETEA-LU reauthorization bill. It was noted for Senator Hale that the expenditure of the funds for the Trail was already in a TIP amendment which will be adopted by the Regional Council on October 27<sup>th</sup>.

193. October 14, 2005—Regional Council Chairman, Dennis Nordfelt, addressed the Governor's Summit on Transportation held at the Davis County Conference Center in Layton. Mayor Nordfelt's statement centered on transportation needs within the next ten years and funding strategies to implement them. A copy of his statement is attached as addendum 101.

194. October 15, 2005—The Ogden Standard-Examiner covered the Governor's Summit on Transportation and quoted Regional Council Executive Director, Chuck Chappell in the article.

195. October 19, 2005—Chuck Chappell, Executive Director for the Regional Council, spoke to the Society of Marketing Professionals with regard to the visioning and transportation planning process.

196. October 19, 2005—Regional Council Public Information Officer Sam Klemm represented the office at the Utah Valley transportation open house sponsored by the Mountainland Association of Governments. Mr. Klemm displayed the Regional Transportation Plan and discussed its development with various members of the public.

197. October 20, 2005—Regional Council Public Information Officer Sam Klemm spoke to the South Salt Lake City Chamber of Commerce at their monthly luncheon regarding transportation development and planning.

198. October 25, 2005—The Ogden Standard-Examiner published a lengthy article on the issue of transit choices in Ogden City. The article was based on the recently completed Regional Council study on transit options. The Regional Council was mentioned multiple times and Regional Council staff member, Greg Scott, was quoted in the article.



199. October 26, 2005—Regional Council staff member, Sam Klemm, along with representatives from UTA, UDOT, and the Mountainland Association of Governments, spoke to the Indian Walk-In Center regarding the update to the Regional Transportation Plan. They had several questions and comments. Their comments are attached as addendum 102.
200. October 31, 2005—The quarterly Regional Council newsletter was sent to all city council members, mayors, technical committee members and stakeholders. A copy is attached as addendum 103.
201. November 1, 2005—Representatives from the Regional Council and Envision Utah made a presentation on growth principles and the transportation planning process to the Herriman City Council
202. November 2, 2005—Regional Council staff member, George Ramjoue made a presentation on growth principles and the transportation planning process to the Farmington City Council
203. November 3, 2005—Regional Council staff member, Sam Klemm, and UTA representative, Jeanetta Williams, met with the Advisory Board of the Salt Lake Area Authority on Aging to discuss the needs of seniors in the pending update to the Regional Transportation Plan. A summary of their comments is attached as addendum 104.
204. November 7, 2005—Regional Council staff members Sam Klemm and Chuck Chappell discussed the need for transportation funding with Utah State Representatives Ann Hardy and Brad Dee. The presentations were made using WFRC information and publications.
205. November 7, 2005—Regional Council staff members Chuck Chappell and Ben Wuthrich made a presentation to the Weber Area Council of Governments regarding full funding for the I-15 reconstruction project in the summer of 2006. In response, WACOG adopted a resolution that is being taken to the next Regional Council meeting on November 17<sup>th</sup>.
206. November 10, 2005—Regional Council staff member Sam Klemm was the guest speaker to the Salt Lake Kiwanis Club. Mr. Klemm spoke on the Regional Transportation Plan.
207. November 10, 2005—Regional Council staff member, Sam Klemm, represented the Council at an open house sponsored by UDOT for the Redwood Road widening project. Mr. Klemm displayed the Regional Transportation Plan and gave away copies of the Moving Forward brochure. Attendance at the open house was moderate.
208. November 14, 2005—Regional Council staff members Chuck Chappell and Sam Klemm represented WFRC at the transportation committee of the Salt Lake Area Chamber of Commerce. There was a lengthy discussion on transportation funding issues with State Senators Sheldon Kilpack and Dan Eastman and State Representatives Becky Lockhart and Stewart Adams.
209. November 14, 2005—Regional Council Executive Director, Chuck Chappell, made a presentation on the growth principles adopted by the Regional Council to the annual general assembly meeting of the Salt Lake County Council of Governments.
210. November 15, 2005—Regional Council staff member, Sam Klemm, attended a public involvement conference sponsored by UDOT at the Salt Lake County Expo Center. Numerous techniques for furthering public involvement goals were discussed.



211. November 17, 2005—Regional Council staff member Sam Klemm met with Utah State Representative Peggy Wallace regarding transportation funding and planning issues.
212. November 17, 2005—Regional Council staff member Sam Klemm spoke to the West Valley City Chamber of Commerce regarding transportation development and planning.
213. November 29, 2005—Regional Council staff member Ben Wuthrich represented the Regional Council at an open house sponsored by UDOT on the 500 South highway widening project in Bountiful and Woods Cross. Approximately 100 members of the public attended. Many discussed the Long Range Plan with Mr. Wuthrich and made comments on the need for the Legacy Parkway and commuter rail.
214. November 30, 2005—Chuck Chappell, Executive Director of the Regional Council staff, was featured on the Utah Daily website as a “person you ought to know”. A copy of the article is attached as addendum 105.
215. November 30, 2005—Regional Council staff member Doug Hattery attended an open house sponsored by UDOT on the widening of 3900 South in Salt Lake County from Highland Drive to Wasatch Boulevard. Approximately 45 people attended the meeting. Holladay City Councilman Lynn Pace and Holladay City engineer Tosh Kano were concerned about the location of the planned I-215 interchange at either 3900 South or 4500 South. They would prefer it to be on 4500 South, since 4500 South is a principle arterial and will be a wider street than 3900 South and because they think it will better serve Holladay.
216. December 2, 2005—The Ogden Standard-Examiner ran an editorial calling for the early adoption of a route for the north Legacy Highway and making specific reference to the Regional Council and its plans for the region. The also went on to discuss the funding recommendations adopted by the Regional Council.
217. December 6, 2005—Regional Council staff members Chuck Chappell and Sam Klemm met with Utah State Representative Wayne Harper regarding transportation funding issues. Rep. Harper is the Chairman the Tax and Revenue Committee in the House. There was a lengthy discussion regarding the upcoming sales tax bill and its effect on transportation funding. Rep. Harper was briefed on the projected needs for transportation.
218. December 14, 2005—The Utah Policy Daily, a widely read website among policy makers, carried an editorial on transportation funding by Council Chairman Dennis Nordfelt. A copy of the editorial is attached as addendum 106.
219. December 14, 2005—The Anti-Hunger Action Coalition held a meeting to discuss bus transportation needs and invited representatives from UTA. Regional Council staff member Sam Klemm also attended. There was a lengthy discussion about fare increases, bus routing, bus scheduling, bus stop benches and Flex-Trans service for the disabled. A summary of the meeting used for the environmental justice section of the long range plan is attached as addendum 107.
220. December 20, 2005—Regional Council staff member Sam Klemm met with Salt Lake County Councilman Mark Crockett to brief him on the mission of the Regional Council and ongoing efforts to update the Regional Transportation Plan. Councilman Crockett expressed particular concern over the lack of east / west travel availability and the need to factor in capital costs into the overall cost of operating the TRAX system.



221. December 28, 2005—Regional Council Chairman Dennis Nordfelt sent letters to the 69 Senators and Representatives from the State Legislature urging their support of additional funding for the extension of the I-15 widening project in Weber County. This was supported by a resolution adopted by the Regional Council in favor of the additional funding. A copy of the letter and the resolution is attached as addendum 108.

222. December 29, 2005—The quarterly Regional Council newsletter was mailed to all city council members, mayors, legislators and interested members of the public. A copy of the newsletter is attached as addendum 109.

223. January 11, 2006—Regional Council Chairman, Dennis Nordfelt, addressed the joint Senate / House Interim Committee on Taxation and Revenue on the implications of a proposed statewide sales tax bill with regard to public transit funding. There were several questions from the members of the legislature.

224. January 17, 2005—Regional Council staff member Sam Klemm spoke to the Revenue and Taxation Committee of the Utah State House of Representatives regarding the loss of funding for transit in a proposed bill. Mr. Klemm's testimony was picked up by KUER radio and broadcast in their local news segment the next morning and printed in an article in the Provo Daily Herald.

225. January 19, 2006—The Murray Journal printed a lengthy page 1 article on WFRC staff member Ned Hacker's presentation on the growth principles to the Murray City Council. A copy of the article is attached as addendum 110.

226. January 26, 2006—Regional Council Chairman Dennis Nordfelt along with the Chairmen of Envision Utah and the Mountainland Association of Governments jointly signed an editorial regarding the growth principles. The editorial was sent to the Ogden Standard-Examiner, the Salt Lake Tribune, the Deseret News, the Valley Journals and the Provo Daily Herald. A copy of the editorial is attached as addendum 111.

227. January 26, 2006—Regional Council Executive Director Chuck Chappell made a 15 minute presentation on transportation development to the annual meeting of the Utah Association of Commercial Real Estate Brokers. There were approximately 600 people in attendance.

228. January 26, 2006—Regional Council Chairman Dennis Nordfelt made a presentation to the Salt Lake County Council of Mayors on the transit portion of the Regional Transportation Plan.

229. January 27, 2006—Regional Council staff member Sam Klemm spoke to the Weber County Caucus of the Utah State Legislature regarding the importance of transportation funding.

230. January 27, 2006—Regional Council staff member Sam Klemm addressed the Utah State House of Representatives Transportation Committee in favor of a bill that would redirect substantial amounts of State General Fund money to transportation.

231. February 7, 2006—Regional Council staff member Jory Johner attended an open house for the Syracuse Road EIS sponsored by UDOT. He displayed the 2004-2030 Long Range Bicycle / Pedestrian Plan, Transit Plan, and Highway plan maps. There were about 100 people that attended the meeting between 5:00 pm and 7:45 pm. The majority of questions and concerns attendees had with the RTP dealt with the North Legacy alignment and phasing, the 2000 West schedule, the



Commuter Rail schedule and station on Syracuse Road, the Legacy Highway from I-215 and I-15 / US-89, and East / West travel in General.

232. February 7, 2006—Regional Council staff member Sam Klemm met with the legislative assistants on transportation for the five members of the Utah Congressional Delegation in Washington, D.C. They discussed the recent SAFETEA-LU transportation re-authorization, this years appropriation requests for highways and transit, and upcoming needs.

233. February 8, 2006—Regional Council Executive Director Chuck Chappell spoke to the Salt Lake County Caucus of the Utah State legislature regarding several bills under their consideration including those concerning transportation funding, data acquisition, planning, etc. His visit was well received.

234. February 8, 2006—A letter signed by Regional Council Chairman Dennis Nordfelt supporting a transportation funding bill in the Legislature was sent the members of the Legislature. A copy is attached as addendum 112.

235. February 10, 2006—Regional Council staff member Sam Klemm spoke to the Utah Policy Forum regarding the Long Range Plan and the importance of transit within the Plan. Differing viewpoints were also invited to speak which made for an interesting discussion. Challenges to the transit portion of the Plan centered on cost effectiveness.

236. February 15, 2006—Regional Council Executive Director Chuck Chappell spoke to the annual conference of the Utah Chapter of the Institute of Transportation Engineers regarding the Moving Forward brochure and transportation planning. Approximately 40 people were in attendance at the discussion.

237. February 21, 2006—Chuck Chappell, Regional Council Executive Director, spoke to the Murray City Economic Development Task Force regarding transportation development. There were approximately 20 people in attendance.

238. February 22, 2006—Regional Council Public Information Officer Sam Klemm spoke to the Transportation Committee of the West Jordan Chamber of Commerce. They had many questions regarding east / west travel, the Mountain View Corridor, the TRAX extension to West Jordan and tolling to fund new highways.

239. February 22, 2006—Regional Council Public Information Officer Sam Klemm spoke to the Economic Development section of the Utah State Women's Legislative Caucus regarding transportation funding. There were numerous questions regarding tolling, bonding, gasoline taxes and other funding issues regarding both highways and public transit.

240. February 22, 2006—The synopsis of the 2006 Utah State Commercial Real Estate Symposium contained a lengthy article including two maps and three graphs regarding the presentation to the 600 person group by Regional Council Executive Director, Chuck Chappell. The article was an in depth review of Director Chappell's comments on growth, transportation funding and present and future transportation needs. A copy of the article is attached as addendum 113.

241. February 22, 2006—Regional Council Executive Director Chuck Chappell spoke to the Utah Construction Industry Roundtable regarding the outlook for highway construction and major projects on the horizon.



242. March 10, 2006—Mick Crandall from UTA and Sam Klemm from WFRC made a transportation planning presentation to the Transportation Committee of the Utah Advisory Committee on Aging. The presentation was for environmental justice purposes within the Regional Transportation Plan. A summary of the meeting and the comments received was sent to public involvement personnel and planners at UDOT, UTA, MAG and WFRC. A copy of the summary is attached as addendum 114.

243. March 14, 2006—Regional Council staff member Sam Klemm made transportation planning presentations to four separate breakout sessions of the annual West Jordan citizen's stakeholder meeting. Mr. Klemm spoke in conjunction with West Jordan Mayor Dave Newton. The sessions were well attended and there were many questions along the lines of east / west travel, TRAX completion, and tolling on the Mountain View Corridor.

244. March 14, 2006—Regional Council Growth Committee Chairman Peter Carroon and Regional Council staff member George Ramjoue made a presentation to the Salt Lake County Council in favor of an ordinance to create a fund for corridor preservation. A motion was made in favor of advancing the ordinance which was approved 8 to 1.

245. March 15, 2006—Regional Council staff member George Ramjoue spoke to the Davis County Council of Governments in favor of a county ordinance which would create a fund for corridor preservation. The County Commission has indicated that they will likely implement the ordinance.

246. March 16, 2006—Regional Council staff member Sam Klemm displayed a copy of the Regional Transportation Plan at an open house being held for business owners along the 1300 East intersection improvement project. The project entails the improvement of over a dozen intersections, the addition of a bicycle trail, paved shoulders and other improvements. The open house was lightly attended.

247. March 21, 2006—At a formal hearing for the draft ordinance to implement a corridor preservation fund in Salt Lake County, Regional Council Chairman Dennis Nordfelt spoke in favor of the ordinance. The ordinance was adopted by a vote of 7 to 1 and will be advanced to the second reading for final adoption on March 28<sup>th</sup>.

248. March 31, 2006—Regional Council staff member Sam Klemm spoke to the leadership team of the West Valley City Chamber of Commerce at their annual retreat regarding transportation planning and the several projects within West Valley City. The members of the leadership team had several comments regarding the Legacy Parkway, S.R 201, the Mountain View Corridor, 3500 South reconstruction and other significant projects.

249. April 1, 2006—The Ogden Standard-Examiner carried an editorial on the issue of public transit in Ogden City in which a study conducted by the Regional Council was specifically referenced.

250 April 4, 2006—Regional Council staff members Chuck Chappell and Doug Hattery attended and participated in a briefing for west side Salt Lake County political leaders presented by UDOT and the Lt. Governor, Gary Herbert, on the Mountain View Corridor and the possibility of tolling.

251. April 12, 2006—The Ogden Standard-Examiner carried a lengthy article on the comment period for the amendment of the current Regional Transportation Plan to include the widening of I-15 between 12<sup>th</sup> Street and 27<sup>th</sup> North in Weber County. Regional Council staff member, Sam Klemm was quoted several times in the article. A copy of the article is attached as addendum 115.





252. April 12, 2006—The quarterly newsletter of the Regional Council, *Happenings!*, was sent out to approximately, 2,000 state legislators, city council members, community and business leaders, special interest and minority groups and other interested parties. A copy of the newsletter is attached as addendum 116.

253. April 12, 2006—The Regional Council received certified copies of legal notices placed in the Deseret News, the Salt Lake Tribune and the Ogden Standard-Examiner announcing the opening of a comment period for the amendment of the TIP and the current Long Range Transportation Plan regarding the expansion of the I-15 widening project in Weber County. The notices were placed on March 31, 2006. The comment period runs from April 1, 2006 through April 30, 2006. The notice has also been placed on the Regional Council website. Copies of the notices are attached as addendum 117.

254. April 17, 2006—The Utah Policy Daily posted a link to the current WFRC newsletter. The Utah Policy Daily is a widely read summary of major Utah news events and is followed by Utah policy makers.

255. April 25, 2005—Regional Council staff member Ned Hacker participated in an open house for the Mid-Jordan TRAX line EIS. Mr. Hacker displayed maps of the highway and transit portions of the Regional Transportation Plan and distributed brochures on the same.

256. April 27, 2006—Regional Council Chairman Dennis Nordfelt and staff member, Sam Klemm, were both quoted in a lengthy Salt Lake Tribune article on the proposed property tax increase for TRAX.

257. April 30, 2006—Regional Council Chairman Dennis Nordfelt was quoted in a Deseret News article on the changing of public attitudes regarding transit.

258. May 2, 2006— After the adoption of the growth principles by the Regional Council and in preparation for the development of the Regional Transportation Plan, the staff planners had to ascertain if the cities and counties would adopt the growth principles in order to know how to shape the update to the Regional Transportation Plan. Therefore, Regional Council staff members visited the city councils and county legislative bodies of all 48 cities and counties in the urban transportation planning region to present the growth principles and ask their feelings about the adoption and implementation of those principles within their respective jurisdictions. This was a massive effort that involved 48 individual presentations. The final report on the visits by Regional Council staff members to the cities and counties that are part of the urban area is attached as addendum 118.

259. May 3-4, 2006—Regional Council staff members Jory Johner and Sam Klemm staffed a booth at the Salt Lake Area Chamber of Commerce's Business to Business Expo. The booth was sponsored by UTA who was kind enough to allow participation by Regional Council staff. Numerous members of the public had questions regarding the build out of the transit portion of the Regional Transportation Plan. Mr. Johner and Mr. Klemm also gave away multiple copies of the Communiqué and the Moving Forward brochure.

260. May 17, 2006—Regional Council staff member Sam Klemm represented the WFRC at an open house at South Jordan City Hall sponsored by the Mountain View Corridor EIS team. There were approximately 40 attendees. Mr. Klemm explained how the Mountain View Corridor fits into the Regional Transportation Plan along with other aspects of the Plan, especially east / west capacity expansion and transit.



261. May 19, 2006—Upon approval of a draft revision of the WFRC Public Involvement Policy by the Regional Council, Chuck Chappell, WFRC Executive Director, sent letters detailing the Draft Policy to 83 identified stakeholders including chambers of commerce, environmental groups, environmental justice groups, AAA, community councils, the motor cargo association, etc. Regional Council staff members will follow up the letter with phone calls in the following week. A copy of the letter is attached as addendum 119.

262. May 19, 2006—Regional Council staff member Sam Klemm made a presentation to the Salt Lake City transit study working group on the purposes of the WFRC and its planning responsibilities for public transit.

263. May 19, 2006—The Wasatch Choices process to develop a long range vision of growth and development for the WFRC and Mountainland areas received a “Quality Growth Award of Merit” from Envision Utah.

264. May 24, 2006—Val John Halford and Jory Johner of the Regional Council staff attended the Layton Interchange Environmental Impact Statement Open House #1 at the Layton Elementary School. They had the 2004-2030 Regional Transportation Plan Highway and Transit maps. The open house was from 5:00 pm to 8:00 pm. There were in excess of 100 people in attendance during the 3 hour time frame. The majority of questions concerned the North Legacy Parkway timeframe and alignment and the 900 South / 700 South roadway’s timeframe and alignment beginning at the South Layton Interchange.

265. May 30, 2006—The Davis County Clipper carried an article detailing the Regional Council’s efforts at updating its public involvement policy. The article gave the website address of the draft policy and invited members of the public to view and comment on it. A copy of the article is attached as addendum 120.

266. June 6, 2006—Regional Council staff member Jory Johner attended the Mountain View Corridor EIS - Herriman City Open House at the Herriman Community Center from 6:00 pm to 8:00 pm. UDOT handed out a Project Update Brochure for May / June 2006, a feedback form, a question card, and a graphic of the Salt Lake County Roadway Alternatives for both the Freeway and Transit. UDOT made a 30 minute power point presentation followed by an open forum question and answer session. The audience then looked at detailed maps of the southwest portion of Salt Lake County. WFRC had the 2004-2030 Regional Transportation Plan maps displayed. There were more than 40 people in attendance. The majority of questions and concerns to WFRC were regarding east / west travel in western Salt Lake County and the phasing of the Mountain View Corridor.

267. June 8, 2006—Regional Council staff member Sam Klemm represented the Council at an open house sponsored by the Mountain View Corridor EIS team in West Jordan City. Mr. Klemm displayed the Regional Transportation Plan and discussed its contents with interested members of the public. Comments were strongly opposed to the use of tolls on a possible Mountain View highway. There was also considerable interest in east / west highway development and the proposed TRAX line through West Jordan.

268. June 14, 2006—Regional Council staff member Sam Klemm and the government affairs representative, Jodi Hart, met with Utah State Senator Howard Stephenson to discuss transportation priorities and funding.



269. June 15, 2006—Regional Council staff member Sam Klemm and the government affairs representative, Jodi Hart, met with Utah State Senators Sheldon Killpack and Scott Jenkins to discuss transportation priorities and funding.

270. June 15, 2006—Regional Council staff member Doug Hattery represented the Council at an open house sponsored by the Mountain View Corridor EIS team in Kearns. Mr. Hattery displayed the Regional Transportation Plan and discussed its contents with interested members of the public. Comments displayed strong opposition to the use of tolls on a possible Mountain View Highway. There were actual picket signs opposing the use of tolling.

271. June 16, 2006—Regional Council staff member Sam Klemm spoke to the annual meeting of the Conference of Minority Transit Officials regarding the Regional Transportation Plan and its implementation. There was much interest in the development of transit oriented developments and the shift to a more urbanized environment.

272. June 21, 2006—The Ogden Standard-Examiner ran a story about a proposal from the Salt Lake Area Chamber of Commerce for a dramatic increase in funding for transit. Regional Council staff member Sam Klemm was quoted at length in the article.

273. June 21, 2006—Regional Council staff member Sam Klemm attended an open house sponsored by the Mountain View Corridor EIS team in Magna. Mr. Klemm displayed the current Regional Transportation Plan and answered questions regarding elements of the Plan. Questions centered on east / west travel, the widening of 8400 West in Magna and public transit.

274. June 28, 2006—The Regional Council's quarterly newsletter was sent out to approximately 2,000 stakeholders including legislators, elected city and county officials, business and community leaders, minority groups, environmental groups and many others. A copy is attached as addendum 121.

275. June 30, 2006—The Regional Council posted legal notices in the Ogden Standard-Examiner, the Davis County Clipper, the Deseret News and the Salt Lake Tribune announcing comment periods and open houses for the new TIP, current RTP and TIP amendments and the draft Public Involvement Policy. Copies of the notices are attached as addendum 122.

276. July 5, 2006—The Deseret News carried a brief article announcing the open house to be sponsored by the Regional Council to display the new TIP, amendments to the current TIP and RTP and the draft update to the public involvement policy.

277. July 6, 2006—The Wasatch Front Regional Council held an open house for the draft TIP, TIP amendments and RTP amendments. The current RTP was also displayed. The open house was held at the atrium of the Salt Lake County Government Center, north building.

278. July 6, 2006—Regional Council staff member Ned Hacker represented the Council at an open house sponsored by the Mountain View EIS team in Magna. There were 109 attendees, many of whom viewed the display of the current RTP. They had many questions relating to Regional Council issues such as east / west travel, transit and the widening of SR-111.

279. July 10, 2006—The Regional Council sponsored an open house for the draft TIP, TIP amendments and RTP amendments. The current RTP was also displayed. The open house was held at the main floor foyer of the Weber County Government Center.



280. July 12, 2006—Larry Bunkall representing Kennecott Copper Corporation met with representatives from the Regional Council regarding the proposed closure of the New Bingham Highway by West Jordan City. The Highway is a state road so UDOT representatives were also invited by the Council. Mr. Bunkall expressed the concern that their only approved route for the shipment of over sized loads would be closed to them. After a lengthy discussion, it was determined that we would seek a meeting with West Jordan representatives as well. A copy of a letter given to the Regional Council on this issue is attached as addendum 123.

281. July 17, 2006—Senior representatives from the Regional Council staff met with representatives from the Sierra Club and the Future Moves Coalition to discuss their perception of transportation needs in preparation for the alternatives phase of the update to the Regional Transportation Plan. A summary of their comments is attached as addendum 124.

282. July 18, 2006—Regional Council staff member Ned Hacker participated in an open house sponsored by UTA for the final EIS for the West Valley City TRAX line at the Redwood Multi-Purpose Center. Mr. Hacker displayed the current Regional Transportation Plan and disseminated copies of the Communiqué and Moving Forward Brochure. Approximately 25 members of the public attended the meeting.

283. July 19, 2006—Regional Council staff member Doug Hattery hosted a display of the Draft TIP, proposed TIP and RTP amendments, and the Draft Public Involvement Policy for Davis County residents at Syracuse City Hall. Representatives from area cities visited the display and promised to send in comments.

284. July 19, 2006—Ned Hacker from the Regional Council staff represented the Council at an open house sponsored by UTA to take comment on its Draft EIS for the West Valley City Line. Forty-Three members of the public attended the meeting held at West Valley City Hall. Comments from the public were evenly split on the proposed alignment of the Line. Mr. Hacker was able to speak with numerous attendees regarding other aspects of the Regional Transportation Plan which he displayed along with disseminating copies of the Communiqué.

285. July 26, 2006—Ned Hacker from the Regional Council staff represented the Council at an open house sponsored by UDOT to take comment on its Draft EIS for the Mountain View Corridor. Twenty-eight members of the public attended the meeting held at Riverton City Hall. Comments from the public were generally in favor of the project and mostly concerned timing and the prospect of tolls. Mr. Hacker was able to speak with numerous attendees regarding other aspects of the Regional Transportation Plan which he displayed along with circulating copies of the Communiqué.

286. August 3, 2006—At a UDOT sponsored open house on the improvement of S.R. 108, Regional Council staff member Kip Billings displayed the current RTP and the draft TIP and proposed amendments. Approximately 25 members of the public attended and were given copies of the Communiqué brochure and a brief discussion of the RTP.

287. August 8, 2006—Regional Council Chief of Staff, Chuck Chappell, spoke to the Executive Transportation and Environment Council at their regular monthly meeting held on July 10, 2006. The Council consists of executive directors from various state and federal environmental agencies who received a briefing on the update to the Regional Transportation Plan. There was a lengthy discussion of the purpose of MPO's, area transportation needs and the linkage of transportation planning to NEPA. Minutes of the meeting are attached as addendum 125.



288. August 11, 2006—The Ogden Standard-Examiner carried a lengthy article on the North Legacy Project and the study about to be initiated by the Regional Council to define the corridor and logical northern terminus in Weber County. Regional Council staff member, Sam Klemm, was quoted at length in the article.
289. August 15, 2006—Regional Council staff member Ben Wuthrich attended an open house sponsored by UDOT on the widening of 500 South in Davis County. Mr. Wuthrich displayed the current Regional Transportation Plan and discussed its update with various meeting attendees.
290. August 24, 2006—The Regional Council and its planning responsibilities were specifically mentioned in an editorial in the Ogden Standard-Examiner. The article was referencing an environmental study underway for S.R. 108 in northern Davis County and Southern Weber County.
291. August 25, 2006—Regional Council spokesman, Sam Klemm, was interviewed for and was quoted in a student radio journalism project on the importance of Commuter Rail. The project was then aired on KUER radio across the Wasatch Front.
292. August 30, 2006—The Regional Council hosted a meeting for representatives of other government agencies in fulfillment of the requirement in SAFETEA-LU and in order to learn of their transportation concerns. Additionally, there were representatives from MAG, the Dixie MPO, the Cache MPO and UDOT. The meeting lasted for two hours with 23 representatives from other agencies in attendance. Comments at the meeting were summarized and forwarded to the planners of the various agencies. A copy of the summary is attached as addendum 126.
293. August 30, 2006—Representatives from the Regional Council staff met with Senate Rules Committee Chairman, Mike Waddoups, to discuss the importance of funding for transportation in general and a locally administered sales tax for transit in particular.
294. August 31, 2006—Representatives from the Regional Council staff met with Utah State Representative, Jim Dunnigan, to discuss the importance of funding for transportation in general and a locally administered sales tax for transit in particular.
295. September 1, 2006—Representatives from the Regional Council staff met with House Tax and Revenue Committee Chairman, Wayne Harper, to discuss the importance of funding for transportation in general and a locally administered sales tax for transit in particular.
296. September 12, 2006—Regional Council staff member, Sam Klemm, spoke to the Salt Lake Long Range Planning Committee for the Homeless regarding the development of public transit for the Council's efforts to make mobility for people who do not drive a priority. The members of the Committee were particularly interested in new housing availability centered on the transit oriented development model.
297. September 19, 2006—Mayor Dennis Nordfelt, Chairman of the Regional Council, was interviewed on KSL TV News for comment on the bill adopted by the Legislature in special session to replace the property tax portion of the bond proposal for TRAX in Salt Lake County to a sales tax.
298. September 20, 2006—Regional Council spokesperson, Sam Klemm, was quoted extensively in an article in the Ogden Standard-Examiner discussing the various aspects of the bill passed in the Legislative Special Session. A copy is attached as addendum 127.



299. September 26, 2006—Regional Council staff members, Ned Hacker and Andy Li represented the Council at an open house sponsored by UDOT for the EIS on the I-15 Layton Interchange. The Council representatives displayed the current Regional Transportation Plan, discussed its update with members of the public and distributed copies of the Communiqué. Approximately 130 members of the public were in attendance.

300. September 26, 2006—Regional Council Executive Director Chuck Chappell represented the Regional Council at a hearing for the I-15 / Legacy Parkway connector. There were approximately 150 members of the public in attendance.

301. September 27, 2006—Regional Council Chairman Dennis Nordfelt was quoted extensively in an article in the Salt Lake Tribune regarding the prioritization the new ¼ sales tax increase for transportation.

302. September 28, 2006—The quarterly Regional Council newsletter was sent to approximately 2,000 city and county officials, legislators, other government officials, business leaders and stakeholders. A copy is attached as addendum 128.

303. September 28, 2006—Regional Council staff members Sam Klemm and Greg Scott participated in an open house sponsored by Ogden City to display transit alternatives for Weber County. At the Mayor's request, special maps were created showing his proposals along with the current RTP. There were 96 members of the public present to participate in lengthy discussions on transit needs and alternatives. Many copies of the Communiqué and the Moving Forward brochure were distributed. The meeting was also covered in the Ogden Standard-Examiner and the Regional Council was mentioned specifically.

304. October 17, 2006—Approximately 2,000 e-mails were sent out advertising the upcoming open houses for the alternatives phase of the RTP. Within 24 hours, there were comments being received by e-mail.

305. October 18, 2006—Ogden resident, William Klein, wrote a letter to Sam Klemm, WFRC Public Information Officer, with regard to the use of bus rapid transit in Weber County. Mr. Klein's letter and Mr. Klemm's reply are attached as addendum 129.

306. October 18, 2006—Regional Council staff members Sam Klemm and Val Halford staffed an open house for the alternatives portion of the Regional Transportation Plan in Fruit Heights City in Davis County. Sixteen members of the public signed the roll. The open house was advertised with a quarter page ad in the Davis County Clipper and mentioned in an article in the Deseret News.

The meeting was held in conjunction with Davis County Council of Governments. Specific requests for further information came from the Farmington City Mayor, the North Salt Lake City Mayor, the Fruit Heights City mayor and the Davis County Chief Engineer. Regional Council staff members are in the process of responding to those requests. Copies of the comment sheets and a summary are attached as addendum 130.

307. October 18, 2006—Regional Council staff members Val Halford and Chuck Chappell made a formal presentation to the Davis County Council of Governments on the three draft alternatives for the update to the RTP. Questions from the mayors centered on east / west highway and transit routes and the status of the North Legacy Highway Project.



308. October 19, 2006—The Ogden Standard-Examiner published a lengthy article covering the Davis County Open House. There were extensive quotations from Regional Council Staff members, Val Halford and Sam Klemm. A copy of the article is attached as addendum 131.

309. October 20, 2006—Regional Council staff member, George Ramjoue, met with representatives of the Utah State Energy Office, the Utah State Department of Natural Resources and the Department of Environmental Quality to follow up on some questions that came up in the Agency meeting in August. A summary of the comments and questions from the meeting is attached as addendum 132.

310. October 25-26, 2006—Regional Council staff members assisted in manning a booth sponsored by the Utah Transit Authority at the Sandy Business to Business Expo. Multiple copies of the Communiqué were distributed and many questions from members of the public were answered regarding transportation planning and development.

311. October 26, 2006—The Regional Council adopted and distributed via press release a resolution in favor of Proposition 3. The ballot measure would increase sales tax for transportation development. A copy of the press release and resolution is attached as addendum 133.

312. The Regional Council adopted the draft public involvement policy update that has been discussed for the last six months. The draft policy has been through several reviews within the office and with stakeholders. It has also been posted on the WFRC website and been available for a 45 day public comment period. Several changes were made to the draft policy based on public input. A copy of the adopted policy is attached as addendum 134.

313. November 2, 2006—The Regional Council sponsored an open house to display the draft alternatives to the RTP at West Valley City Hall. The open house was held in conjunction with the Salt Lake County Council of Governments meeting. Representatives from UDOT, UTA and MAG were also present and available to answer questions. Coincidentally, the City Hall was one of the area locations for the State's early voting program. As such, there were hundreds of citizens who passed by the displays, many of whom stopped to review the draft alternatives. Twenty-two citizens signed the roll. However, there were many attendees who reviewed the displays, but did not sign the roll. Ten written comments were received and are summarized along with some e-mails and letters in attachment 135 along with a copy of the roll.

314. November 5, 2006—The Ogden Standard-Examiner covered the Regional Council's allocation of an extra \$400,000 for Roy City's highway project. Regional Council staff member Sam Klemm was quoted at length in the article.

315. November 8, 2006—Regional Council staff members Greg Scott, Val Halford and Sam Klemm hosted an open house in Ogden for the residents of Weber County. The open house was advertised in the Ogden Standard-Examiner with a ¼ page ad and through 2,000 e-mails sent to interested stakeholders. The open house was well attended with 54 members of the public signing the roll in addition to many others who did not. Copies of the roll and a comment summary are attached as addendum 136.

316. November 8, 2006—Regional Council Executive Director Chuck Chappell briefed the Weber Area Council of Governments on the draft alternatives to the RTP. Their comments were included in the summary of comments from Weber County in addendum 136 above.



317. November 9, 2006—Regional Council staff members Kip Billings and George Ramjoue spoke to the Environmental Quality Advisory Committee (EQAC) of Salt Lake County regarding future transportation development and its effect on air quality. The Committee advises the County Board of Health on environmental health issues.

318. November 9, 2006—Regional Council Public Involvement Coordinator Sam Klemm represented the Council at an open house in Sandy City sponsored by the Mountain View Corridor EIS team. There were numerous questions relative to highway development in the southern portion of the Salt Lake Valley. Concern over east / west travel was pronounced. Attendance at the open house was moderate.

319. November 13, 2006—Regional Council Chairman, Dennis Nordfelt and staff members Sam Klemm and Doug Hattery spoke to the Salt Lake Chamber Transportation Committee regarding the approval of the project prioritization criteria for roads and transit as approved by the Salt Lake County Council of Governments.

320. November 15, 2006—The Deseret News and Salt Lake Tribune carried lengthy articles on the Legislative Executive Appropriations Committee's review of the Regional Council's draft prioritization proposal for the Salt Lake County Council of Governments local transportation fund. Regional Council Chairman Dennis Nordfelt and Executive Director Chuck Chappell were quoted at length in the article.

The Salt Lake Tribune published an article on the question of the placement of a transit corridor to Weber State University in Ogden. This has been a local controversy and Regional Council spokesman, Sam Klemm, was quoted liberally in the article.

321. November 18, 2006—The Deseret News carried coverage of the Wasatch Choices 2040 news conference as the lead article on the local section. Regional Council Chairman Dennis Nordfelt was quoted extensively in the article.

322. November 18, 2006—The Ogden Standard Examiner covered the release of the Wasatch Choices 2040 report with a front page article. Regional Council spokesman, Sam Klemm, was quoted liberally in the article.

323. November 19, 2006—The Salt Lake Tribune ran an article on page B1 regarding the Wasatch Choices 2040 report. Regional Council chairman, Dennis Nordfelt was quoted extensively in the article.

324. November 28, 2006—The Deseret News carried a guest editorial from Utah State Senator Howard Stephenson praising the prioritization process developed by the Regional Council for the ¼ cent sales tax money approved by the Salt Lake County voters in the recent general election.

325. November 29, 2006—Regional Council staff members George Ramjoue, Jory Johner and Sam Klemm made a presentation to the Ogden / Weber Chamber of Commerce transportation committee on county wide transportation needs and possible solutions. The session lasted 2½ hours and involved detailed discussions on corridor preservation, east / west travel, funding possibilities and growth projections.

326. November 29, 2006—Chuck Chappell, Executive Director of the Regional Council, published a lengthy (1200 word) article in the University of Utah Public Policy Journal. The article discussed the





paradigm shift of transportation planning along the Wasatch Front into a more transit heavy focus. A copy of the article is attached as addendum 137.

327. November 30, 2006—Comment summaries on the draft RTP alternatives from UTA and UDOT and the WFRC responses are attached as addendum 138.

328. December 13, 2006—Regional Council Chairman, Dennis Nordfelt, was quoted in a Deseret News article on the upcoming presentation to the Executive Appropriations Committee of the Legislature.

329. December 20, 2006—The Deseret News, Salt Lake Tribune and local TV stations all carried headline stories on the adoption of the prioritization list of projects by the Salt Lake County Council of Governments for the recently adopted quarter cent sales tax increase. Regional Council Chairman Dennis Nordfelt and Regional Growth Committee Chairman Peter Carroon were quoted in the articles. The Regional Council was instrumental in developing and implementing the prioritization process and the priority list derived there from. A copy of the Salt Lake Tribune article is attached as addendum 139.

330. December 29, 2007—The Deseret News printed a headline, page A1 article on the possibility of an east-west freeway in Salt Lake County. Background material from Regional Council staff members was used in the article and the Regional Council was mentioned by name.

331. December 30, 2007—The Salt Lake Tribune carried an article on Salt Lake County west side congestion and possible remedies including an east – west freeway. Regional Council staff member, Sam Klemm, was quoted in the article.

332. January 5, 2007—The quarterly newsletter highlighting the Regional Council's involvement in the prioritization process for Salt Lake County's newly adopted ¼ cent sales tax increase, the update to the Regional Transportation Plan and a personnel spotlight was sent out to 500 mayors, city council members, legislators, transportation professionals and other interested stakeholders. A copy is attached as addendum 140.

333. January 10, 2007—The Ogden Standard-Examiner carried a guest editorial signed by Regional Council Chairman Dennis Nordfelt, the Utah Valley Planning Commission Chairman Jerry Washburn and the Chairman of Envision Utah, Jerry Washburn. The editorial focused on the value of integrating land use planning and transportation planning. A copy is attached as addendum 141.

334. January 17, 2007—The Mountain View Corridor team sponsored an open house that was attended by over 300 members of the public. Regional Council staff member, Sam Klemm, manned a booth with displays on the current RTP and the draft RTP. Mr. Klemm gave away multiple copies of the Communiqué and was busy most of the night answering questions from citizens.

335. January 18, 2007—The Deseret News carried a lengthy article on the possibility of a voted leeway on sales tax for transportation. Regional Council Executive Director, Chuck Chappell, was quoted at length in the article.

336. January 19, 2007—Regional Council staff member Sam Klemm spoke to the House Transportation Standing Committee of the Utah State Legislature on behalf of a bill to require a study of east / west traffic needs in the western portion of Salt Lake County. Mr. Klemm emphasized that the study would give foundation to the Regional Transportation Plan.



337. January 21, 2007—The Deseret News carried an article detailing the above House Legislative committee proceedings and quoted Mr. Klemm as representing the Regional Council.
338. January 22, 2007—Greg Scott and Sam Klemm of the Regional Council Staff and Nan Kuhn from the Mountainland Association of Governments met with Robert Baty, President and Business Manager of Local 382 of the Amalgamated Transit Union for the Utah Transit Authority regarding the draft, financially unconstrained, version of the RTP. Mr. Baty had several comments on the Plan as noted in attachment 142. Copies of Mr. Baty's comments were forwarded to Regional Council planning staff members for their consideration in preparation of the Plan.
339. January 26, 2007—The Salt Lake Tribune carried an article on the presentation of the draft RTP to the Regional Council. It covered the controversy on the placement of the north / south transit line along 5600 West.
340. January 27, 2007—The Ogden Standard-Examiner published an article on the presentation of the draft RTP to the Regional Council. It quoted Regional Council staff member, Val Halford, three times and listed the major projects from the Plan affecting Davis and Weber Counties.
341. January 31, 2007—Regional Council Executive Director, Chuck Chappell, spoke to the Davis Chamber of Commerce Legislative Committee regarding the update to the RTP.
342. January 31, 2007—Regional Council Public Information Officer Sam Klemm was part of a three member panel that spoke to the Women's Utah State Legislative Caucus on the issue of transportation planning and funding.
343. February 1, 2007—Regional Council planners Val Halford and Jory Johner made a presentation on the draft, financially unconstrained, needs portion of RTP to the Salt Lake County Council of Governments.
344. February 2, 2007—Regional Council representatives Chuck Chappell and Sam Klemm presented the draft, unconstrained needs, project lists and maps to the Weber County Legislative Caucus.
345. February 2, 2007—Regional Council Chairman John Petroff and staff members, Sam Klemm and Chuck Chappell, presented the draft, unconstrained needs, project lists and maps to Melanie Bowen, Utah Chief of Staff for U.S. Senator Orrin Hatch.
346. February 6, 2007—Regional Council staff member Sam Klemm visited with legislative staff members of all five members of the Utah Congressional Delegation in Washington, D.C. to discuss the update to the RTP, transportation funding concerns and the upcoming transportation re-authorization act that is currently known as T-4.
347. February 7, 2007—Regional Council staff member Kip Billings represented the Regional Council at an open house sponsored by UDOT on the widening of SR-108 in Clinton City. Mr. Billings displayed the adopted RTP and distributed copies of the Communiqué which also has maps of the current RTP.
348. February 15, 2007—Regional Council staff member Ned Hacker represented the Council an open house sponsored by UTA for the West Valley City TRAX line. Ned displayed the current RTP maps and distributed copies of the Communiqué.



349. February 21, 2007—Regional Council staff members Chuck Chappell and Val Halford presented the draft update to the RTP to the Davis County Council of Governments. There was a lengthy discussion over the revenue split between highways and transit of a possible fourth quarter sales tax.
350. February 27, 2007—The Davis County Clipper published a lengthy article on the COG meeting mentioned in item 342. Regional Council staff member Chuck Chappell was quoted at length.
351. March 6, 2007—Regional Council staff member Ed Blaney represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at West Jordan City Hall and was well attended with many individuals stopping to speak with Mr. Blaney regarding the display on the Draft RTP.
352. March 7, 2007-- Regional Council staff member Ed Blaney represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at the Kearns Library and was well attended with many individuals stopping to speak with Mr. Blaney regarding the display on the Draft RTP.
353. March 8, 2007—The Salt Lake Tribune carried an article about UDOT's efforts to prioritize the money given to them in the recent session of the State Legislature. Regional Council Public Information Officer, Sam Klemm, was quoted twice in the article as to future needs projected within the RTP.
354. March 8, 2007—Regional Council staff members Chuck Chappell, Greg Scott, Jory Johner, and Sam Klemm attended a three hour meeting on transportation needs and development sponsored by the Ogden City Council. Regional Council staff members Greg Scott and Jory Johner had lengthy presentations as part of the meeting. The members of the Council expressed their gratitude for the briefing and background provided by WFRC.
355. March 8, 2007—Regional Council staff member Ed Blaney represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at Bountiful City Hall and was well attended with many individuals stopping to speak with Mr. Blaney regarding the display on the Draft RTP.
356. March 9, 2007—The Ogden Standard-Examiner published an article covering the Ogden City Council work session noted in item 347 above. The Regional Council was mentioned specifically in connection with its support of two BRT projects within Ogden City as part of the RTP.
357. March 12, 2007—Regional Council staff member Ed Blaney represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at the Salt Lake City Main Library and was well attended with many individuals stopping to speak with Mr. Blaney regarding the display on the Draft RTP.
358. March 13, 2007—Regional Council staff members Sam Klemm and George Ramjoue presented the draft RTP to the Utah State Resource Development Coordinating Committee (RDCC). The RDCC holds a monthly meeting of state and some federal natural resource agencies to discuss items of common interest. There were several questions about timing of major projects, especially transit, and Plan implications for air quality. This presentation was made in partial fulfillment of the SAFETEA-LU requirement for resource agency consultation in RTP development.



359. March 13, 2007—Regional Council staff member Sam Klemm addressed the Riverton City Council on the issues of the freeway to freeway connection on 13400 South between Bangerter Highway and the Mountain View Corridor and the proposed southern terminus of the Mountain View Corridor in Phase One of the RTP. There is considerable concern with the members of the City Council and Mayor about these two issues and they were discussed at length.
360. March 14, 2007—Regional Council staff member Sam Klemm represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at Riverton City Hall and was moderately attended with many individuals stopping to speak with Mr. Klemm regarding the display on the Draft RTP.
361. March 15, 2007—Regional Council staff member Sam Klemm represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at Bountiful City Hall and was well attended with many individuals stopping to speak with Mr. Klemm regarding the display on the Draft RTP.
362. March 17, 2007—The Deseret News carried a story on the traffic study being sponsored by the Regional Council on Foothill Boulevard and the issues surrounding the study. The article quoted Regional Council staff member Doug Hattery at length on the merits of and need for the study.
363. March 19, 2007—Regional Council staff member Ed Blaney represented the Council at an open house and public hearing sponsored by UTA for their proposed route redesign. The hearing was held at Murray City Hall and was well attended with many individuals stopping to speak with Mr. Blaney regarding the display on the Draft RTP.
364. March 21, 2007—The Regional Council hosted a meeting for other government agencies to review and comment on UDOT, WFRC, MAG, CMPO and Dixie MPO draft Regional (Long Range) Transportation Plans. There were numerous comments which are summarized in addendum 143.
365. March 21, 2007—Regional Council staff members Chuck Chappell and Sam Klemm met with Speaker of the Utah House of Representatives, Greg Curtis, to give a private briefing on the draft RTP.
366. March 22, 2007—The Regional Council approved the draft RTP for public comment and authorized the public comment period to be begin on April 6, 2007 and close on May 7, 2007.
367. March 22, 2007—Regional Council staff member Sam Klemm represented the Council at an open house held at Sandy City Hall on bus route re-design sponsored by UTA. Attendance at the open house was moderate and there were numerous questions on the draft RTP.
368. April 2, 2007—Regional Council staff member Sam Klemm spoke to the Executive Committee of the Utah Chapter of the NAACP regarding the Draft 2007-2030 RTP. There were a number of questions about bus routing, air quality and the scheduling of major rail based transit improvements. East / west highway travel and the Mountain View Corridor were also discussed.
369. April 5, 2007—Legal notices announcing the public comment period for the RTP were placed in the Deseret News, the Salt Lake Tribune and the Ogden Standard-Examiner. Copies of the legal notices are attached as addendum 144.
370. April 6, 2007—The Regional Council, in conjunction with UTA, UDOT and MAG, sponsored a news conference to announce the availability of the draft Regional Transportation Plan and comment



period. The news conference was well attended including representatives from KSL TV News, KUTV News, KSL Radio News and all area general circulation newspapers. All the above entities carried articles or stories regarding the Plan. Many of the newspaper articles were on the front page.

371. April 9, 2007—A mass e-mailing to approximately 2100 recipients was sent out announcing the comment period for the Draft Plan. Recipients were invited to view the Draft Plan online or at any of three announced open houses. As of this date, the Draft Plan portion of the WFRC website had received 491 hits. A printed copy of the e-mailed item is attached as addendum 145.

372. April 10, 2007—A follow-up mailing of the notice noted above for addendum 145 was sent by regular mail to an additional 200 recipients.

373. April 10, 2007—A quarter page advertisement announcing the Davis County open house ran in the Davis County Clipper. The Clipper also published a lengthy article on the upcoming open house and the availability of the Draft RTP for public review and comment.

374. April 11, 2007—Notice of the availability of the Draft RTP and the Davis County open house ran as an article in the Salt Lake Tribune.

375. April 11, 2007—The quarterly *Happenings!* Newsletter from the Regional Council was sent out today to approximately 600 individuals. The Newsletter contained articles on the current Draft RTP, the recent session of the Legislature, and the effort now underway to update the regional natural hazard plan.

376. April 11, 2007—The Regional Council, in conjunction with UDOT and the South Davis Transit Study sponsored an open house to present the Draft RTP to the public. Forty members of the public attended including elected officials, county commissioners, and senior public servants. Their comments and the roll are attached as addendum 146 and summarized in public involvement appendix to the RTP. Their comments will be summarized with the others received during the formal comment period and made part of the adopted RTP.

377. April 12-13, 2007—Regional Council staff member Ned Hacker attended the League of Cities and Towns conference in St. George and displayed the Draft RTP: 2007-2030. Over the one and one-half days of the conference, Ned spoke to approximately 50 mayors, city managers, city council members and city planners regarding the Draft RTP. The heavy majority of individuals making comments supported the Plan with the most common observation being “Do it sooner.”

378. April 16, 2007—Regional Council Executive Director Chuck Chappell was the featured guest on Radio West, a radio interview and call-in show on KUER radio. The Draft RTP was the topic of discussion. Other guests commenting on the Plan during the show included a local newspaper reporter and a representative of the Sierra Club. There was an extensive discussion of environmental issues surrounding the Plan including air quality and transit oriented development. The other focus was congestion relief and the associated costs.

379. April 16, 2007—KSL TV and Radio ran an editorial commenting on the Draft RTP and supporting its goals and recommendations.

380. April 17, 2007—The Davis County Clipper covered the open house in Davis County for the RTP which was co-sponsored by UDOT. Issues of transit on Farmington Main Street, Commuter Rail, and the North Legacy Highway were prominent.



381. April 18, 2007—Regional Council staff members Val Halford and Sam Klemm briefed the editor of the area Hispanic newspaper, Mundo Hispano, on the elements of the Regional Transportation Plan.

382. April 18, 2007—Regional Council staff members Chuck Chappell and Sam Klemm briefed the combined Senate and House Transportation Committees on the major elements and funding assumptions of the Regional Transportation Plan. There was a lengthy discussion of the financial assumptions.

383. April 18, 2007—The Ogden Standard-Examiner carried a lengthy article regarding the adoption of the TIP in TransCom. Regional Council staff members Doug Hattery and Ben Wuthrich were quoted in the article. A second article discussing the adoption of a prioritization process for the use of corridor preservation money by the Davis County Council of Governments was also published in the Standard-Examiner. Regional Council Executive Director, Chuck Chappell, was quoted in the article.

384. April 24, 2007—The announcement of the availability of the RTP for public comment is now on the local government cable TV access channels in Davis County and Salt Lake City.

385. April 25, 2007—Regional Council staff member Sam Klemm met with AAA Utah Director and spokesperson, Rolayne Fairclough, to discuss the elements of the Draft RTP.

386. April 25-26, 2007—Regional Council staff members Sam Klemm and Jory Johner participated in a booth sponsored by UTA at the annual business to business expo in the Salt Palace. Numerous copies of the Draft RTP were given out and discussed with members of the public.

387. April 29, May 1, 2007—The Regional Council paid for a half page advertisement in the Deseret News and the Salt Lake Tribune announcing the Draft RTP, displaying the Salt Lake County portion of the Draft RTP maps and listing the upcoming open houses. A copy of the ad is attached as addendum 147.

388. May 1, 2007—Regional Council Executive Director Chuck Chappell was a guest on the KSL Radio Doug Wright Show. The elements of the Draft RTP were discussed and the availability of the Draft Plan on the WFRC website was mentioned three times. In addition, the upcoming open houses were discussed.

389. May 1, 2007—Regional Council staff member Sam Klemm represented WFRC at an open house sponsored by UDOT on the 500 South (SR 68) widening project in Woods Cross City. The open house was well attended. Mr. Klemm had numerous opportunities to display and discuss the current Draft RTP.

390. May 1, 2007—The South Valley Journal published an article on the availability of the Draft RTP for public comment and described some of the major elements of the Draft Plan within the Salt Lake Valley.

391. May 3, 2007—The Regional Council sponsored two open houses in Salt Lake County to receive comment on the Draft RTP. The first was held at the Salt Lake County Government Center and the second at Draper Elementary. Copies of the sign-in sheets are attached as addendum 148. The first meeting, especially, was well attended and was held in conjunction with the Salt Lake



County Council of Governments. The comments will be included in the summary of comments that will be completed at the end of the formal comment period.

392. May 7, 2007—The Regional Council sponsored an open house in Ogden at the Weber County Government Center in conjunction with the Weber County Council of Governments. The meeting was generally well attended and a copy of the sign-in sheet is attached as addendum 149. The comments received have been included in the formal summary for the official comment period.

393. May 18, 2007—The Deseret News carried an article on the approval of the Draft RTP by the Regional Growth Committee. There was a lengthy discussion of some of the more controversial issues within the Draft Plan. Regional Council staff member Sam Klemm was quoted in the article.

394. May 19, 2007—The Salt Lake Tribune carried an article on the Legacy bypass issue within the Draft RTP. Regional Council staff member Sam Klemm was quoted twice in the article.

395. May 22, 2007—The Ogden Standard-Examiner carried an article on a question within the Draft RTP in which concern has been expressed by certain environmental groups over a connector between North Legacy and the Legacy Parkway. The Regional Council and the Draft RTP were mentioned by name and Regional Council staff member Sam Klemm was quoted in the article.

396. May 23, 2007—Regional Council staff member Sam Klemm addressed the Transportation Committee of the Weber County Chamber of Commerce regarding the possible highway and transit projects to be constructed using the proposed ¼ cent sales tax increase. The list of possible projects, all of which must be within the RTP, were presented to the Chamber.

397. May 24, 2007—The Regional Council adopted the Draft RTP including several recommended changes from the Regional Growth Committee after a discussion that included a number of comments from members of the public given prior to and during the meeting. Those comments and responses are noted above in the Summary of Comments Received During the Regional Council Meeting of May 24, 2007.



