

APPENDIX D

PUBLIC INVOLVEMENT COMMENTS

TABLE D-1
COMMENTS RECEIVED DURING SCOPING, ALTERNATIVES AND FORMAL COMMENT
PERIOD PHASES: JANUARY 2009 – MAY 26, 2011

2040 Regional Transportation Plan (RTP) Scoping Phase Comment Summary

Below is a comprehensive summary of all comments received via e-mail in the scoping Phase of RTP development. Separate lists of comments received at open houses, environmental justice visits and three letters from cities are also attached.

Date	Commenter	Concern
6/18/2007	Philip Sauvageau	A light rail line extending from the airport to the southwest portion of the valley would allow people to access the west side of the valley and the airport without going downtown.
9/4/2008	Erik Olsen	An east/west freeway between Mountain View and I-215 is essential.
10/17/2008	Michael Packard	Mr. Packard supports a form of monorail called cybertran as opposed to streetcars or light rail.
12/18/2008	Tami Diaz	Please do not cut any more bus routes.
2/26/2009	Heath Jackson	A bicycle lane along Beck Street is needed.
4/6/2009	Drew Chamberlain	Why are we building an extension of FrontRunner to Provo when the first section to Ogden has been such a monumental failure? Legacy is performing well.
7/29/2009	Tim Harpst, Salt Lake City Engineer	The light rail lines on 400 west and 400 south should be in Phase 2 of the RTP. The Salt Lake City master plan calls for these improvements immediately after the Phase 1 projects are done.
10/6/2009	Greg Shultz, Magna Township Representative	The Magna area will experience a large increase in employment in the coming years from already scheduled projects. This will be in excess of the 5,000 jobs estimated by WFRC. The transportation network should reflect that.
10/12/2009	Nicole Cottle, West Valley City CED Director	West Valley City sent an 11 item list of comments for the upcoming RTP. A copy of that letter is attached.
10/22/2009	Lynn Pace, Holladay City Council Member	1. Given the existing and projected future land uses in that area, there is no need to widen 4500 South beyond (east of) 2300 East. 2. A complete freeway interchange needs to be built at I-215 and 4500 South. 3. This proposed BRT line should be placed on Highland Drive rather than on 1300 East. The Highland Drive corridor would connect the system to the new Cottonwood Mall (which will be a relatively high density project, over 600 housing units), and will provide better east side bus service coverage.
11/12/2009	Claudia Anderson, Bluffdale	With the advent of the National Security Facility at Camp Williams, the impetus for the placement of Porter Rockwell Boulevard in Phase 1 of the RTP becomes very strong.



Date	Commenter	Concern
	Mayor and Derk Timothy, Mayor Elect	
11/25/2009	Scott Robinson	It seems that the plan has as one of its objectives the reduction of vehicle miles traveled (VMT) as a strategy to reduce congestion and related pollution/GHGs. I am concerned that the VMT reduction objective may be in direct conflict with the plan's other objective of promoting mobility and a strong economy. In particular, it seems that the causal relationship between reducing VMT and the reduction of congestion/pollution/GHGs may be very weak and therefore a waste of resources to pursue.
2/19/2010	Utah State Rep. Lynn Hemingway	The interchange at 4500 South/I-215 needs to become a full interchange.

Natural Resource Agency Scoping Meeting
August 12, 2009

Attendees:

David Krueger: *Bureau of Reclamation*
 Kerry Schwartz: *Bureau of Reclamation*
 Karel Murdock: *Bureau of Indian Affairs*
 James Christian: *Federal Highway Administration*
 Steve Call: *Federal Highway Administration*
 Kelly Lund: *Federal Highway Administration*
 Kieth Bradshaw: *Granite School District*
 Mike Mower: *Governor's Office of Planning*
 Mark Atencia: *Jordan Valley Water Conservancy District*
 J. Gardner Olsen: *Metropolitan Water District of Salt Lake and Sandy*
 Steve Cain: *Provo River Water Users Association*
 Shawn Tucker: *Salt Lake School District*
 Chris Hansen: *State Historic Preservation Office*
 Lori Hunsaker: *State Historic Preservation Office*
 David Jeppesen: *United States Bureau of Land Management*
 Glenn Carpenter: *United States Bureau of Land Management*
 Mike Gaydosh: *United States Environmental Protection Agency*
 Martin Hestmark: *United States Environmental Protection Agency*
 Betsy Herrmann: *United States Fish and Wildlife Service*
 Laura Romin: *United States Fish and Wildlife Service*
 Kay Shurtz: *United States Forest Service, Region 4*
 Kathleen Clarke: *Utah Department of Agriculture*
 Cheryl Heying: *Utah Division of Air Quality*
 Richard McKeague: *Utah Division of Air Quality*
 Jim Martin: *Utah Division of Drinking Water*
 Scott Harrison: *Utah Division of Emergency Services and Homeland Security*
 Jerrianne Kolby: *Utah Division of Emergency Services and Homeland Security*
 Dave Bird: *Utah Division of Environmental Response & Remediation*
 Dave Grierson: *Utah Division of Forestry, Fire & State Lands*
 Randy Kaufman: *Utah Division of Forestry, Fire & State Lands*
 Rock Smith: *Utah Division of Parks & Recreation*



Todd Adams: *Utah Division of Water Resources*
 Doug Sakeguchi: *Utah Division of Wildlife Resources*
 Ron Daniels: *Governor's Office of Energy Policy*
 Reed Price: *Utah Lake Commission*
 Dennis Bang: *Utah State Health Department*

Utah Department of Transportation

Ahmad Jaber
 John Thomas
 Mary Guy-Sell
 Megan James

Mountainland MPO

Andrew Jackson
 Shawn Seager
 Shawn Eliot
 Nan Kuhn
 Kory Iman

Wasatch Front Regional Council

Chuck Chappell
 Sam Klemm
 Val John Halford

Dixie MPO

Lowell Elmer

Utah Transit Authority

Mick Crandall
 Brandon Bott

Cache MPO

Jeff Gilbert

**Comments Received During the August 12, 2009
 Natural Resource Agency Scoping Meeting**

Commenter	Commenter	Agency Response
Betsy Herman, U.S. Fish and Wildlife Service	How detailed is the uPEL information layer?	As detailed as is available.
Chris Hansen, State Historic Preservation Office	What do you do when the data is absent? There will still be a need for EIS level analysis.	We recognize that there are shortcomings in the data. We will be reaching out to the various agencies in the near future to fill in the data gaps. Agencies are welcome to submit data at any time. EIS level analysis will always be needed for large projects.
Chris Hansen, State Historic Preservation Office	How will we (agencies) be able to add data to the uPEL data base?	Contact us anytime with additional data. We will be reaching out to various agencies in the near future to add more data.
Betsy Herman, U.S. Fish and Wildlife	With regard to wildlife, it is hard to know exactly what the correct data is since it can be 'fuzzy' at times.	Collaboration between agencies will be needed to help identify potential issues.
Helene Liebman, Weber Pathways	Does uPEL show where there are bicycle and pedestrian facilities? Can it be expanded?	Yes and yes.
Jim Martin, Utah Division of Drinking Water	Does uPEL have a layer for water source protection areas?	Yes, we analyze it, but it is not displayed due to its sensitive nature.
Ron Daniels, Utah Energy Office	Alternative fueling stations and re-charging stations for plug-in hybrids should be included in the various long	We will take this into account as the Plans are prepared. Such an investment could help us meet air



Commenter	Commenter	Agency Response
Mike Gaydosh, US EPA Acting Deputy Regional Administrator	range plans. EPA is working with HUD on sustainable communities grants and there will be more federal programs coming on-line on this issue. Transportation planners should begin coordinating with HUD on this issue.	quality requirements. WFRC and MAG have been implementing the Growth Principles into their respective long range plans since 2006 which include much on sustainable communities, transit oriented developments, etc. They have also been reaching out the cities and counties on this issue as well.
Kathleen Clark, Deputy Director, Utah Department of Agriculture	There is a concern about the loss of prime agricultural land. What are we doing to mitigate these losses? The Department would like to be 'at the table' when these issues are considered.	Loss of agricultural land is a consideration in all transportation planning in federal and state law. We will continue to involve the Department in our agricultural land planning issues.
Scott Harrison, Division of Emergency Management	They would like to work with UDOT to facilitate disaster planning. Transportation infrastructure needs to facilitate emergency management. There are several key things that could be incorporated into projects easily at the planning level that would make emergency management easier and more efficient such as points for distribution, one way evacuation routes and signage, etc.	The various transportation planners will work the Utah State Division of Emergency Management early in the process to incorporate as many of the suggested elements as feasible. There is already a committee chaired by UDOT with MPO representatives to do so.
Cheryl Heying, Utah Division of Air Quality	DAQ appreciates the working relationship they have had. Transportation planners need to be aware that we are currently in non-attainment status and that current air quality standards are under re-consideration.	UDOT and the MPOs also appreciate the close working relationship in past years. We are also tracking air quality requirements closely.
Betsy Herman, U.S Fish and Wildlife Service	uPEL is a good idea. They are aware that there is a desire for corridor preservation. They should be contacted early in the process. An upfront environmental study before the corridor is set will have a positive impact and avoid conflicts.	UDOT and the MPOs will try to bring environmental managers into any studies as early as possible to avoid conflicts.
Todd Adams, Utah Division of Water Resources	Corridor planning should include all types of needs for that corridor such as water, power, etc.	UDOT and the MPOs will take this comment into account as transportation corridors are identified.
Wilson Martin, Utah State Historic Preservation Office	With regard to filling in data holes in uPEL, the Office is mostly working on areas that have possible impacts from projects under consideration.	UDOT and the MPOs will assist where they can. Nevertheless, it would be difficult to justify expending transportation funds on areas.
Wilson Martin,	They do not have funding to review	not currently slated for projects



Commenter	Commenter	Agency Response
cont'd	other non-threatened areas at present. If they knew where to concentrate their efforts in order to fill data gaps, it would help.	
Glen Carpenter, BLM Manger for the West Desert Area	Land use plans govern the types of activity that can be done. They are beginning the planning process again so now would be a good time to coordinate planning efforts. The activity along the west side of Utah Lake is of particular interest.	UDOT and the Mountainland Association of Governments will be happy participate as appropriate.
Mike Gaydosh, US EPA Acting Assistant Regional Administrator	Many regulations are in flux. As we look at our different planning scenarios, it will be important to make certain our data is up to date. There will need to be enough flexibility in the scenarios that we can cut and paste the best elements of each.	UDOT and the MPOs are watching upcoming legislation in Congress with interest. In past years we have cut and pasted the best elements of our various scenarios and will likely do so again.
Dave Bird, Department of Environmental Quality	They have an interactive map that shows hazardous waste sites and other useful planning information.	The data has already been incorporated into uPEL.

Salt Lake County Transportation Open House
October 20, 2009
Comment Summary

The Wasatch Front Regional Council sponsored an open house for the purpose of displaying the current Regional Transportation Plan (RTP) and receiving comment on transportation needs for the 2011 Update to the RTP. Approximately 30 members of the public including several elected officials were in attendance. Their comments are summarized below.

- The congestion on Foothill Blvd. is not a capacity issue. Congestion mitigation strategies should include flexible working hours for commuters, and the designation of the right lanes as HOV/bus only lanes during peak hours.
- “Improving air quality drastically should be the number one priority of the Wasatch Front Regional Council. No money should be put into improving roads. Rather, all money should be funneled toward sidewalks, bike paths, bike parking facilities pedestrian ways and public transportation.”
- “Leave 3900 South alone above Highland Drive. Plain old buses are great. No fast TRAX Buses.”
- “Please provide adequate parking at TRAX stops.”
- “Please incorporate SLC’s Downtown Transportation Master Plan concepts on UDOT facilities through downtown SLC.”
- “South Jordan City requests that 4800 W. in South Jordan be changed from Phase 3 to Phase 1.”



- “Develop bypass for U-111 per alternative #6 developed during the East/West Transportation Study.”
- “Why no public transit running on 9400/9000 South to connect all of east Sandy to the TRAX stop?”
- “I do not advocate widening of I-80 east of SLC Valley.”
- “Continue to focus on bicycle and trails separately and/or with roadway projects.”
- Safer bicycle routes would lead to more people commuting that way.
- “Please put in a protected bike lane. (Concrete bumps to separate bike lane from road.)”
- “Integrate land use into modeling.”
- Safety is important on rural high speed roads so passing lanes are important.
- Air quality is very important.
- “Have you considered alternating one-way streets or commute directional streets?”
- “It would be good to see more progress with the construction of Mountain View Corridor.”
- “Please emphasize transit first.”
- Road maintenance affects bicycle safety too.
- “I love the clear the air challenge.”
- More people will use public transportation if it covers more areas and is more convenient.
- “Please do something about the air quality.”
- “St. Louis has 2 bi-directional travel lanes in the center of a 10 lane highway.”
- A balanced approach to transportation solutions is needed.
- “We need more planning!”

2040 RTP Alternatives Phase Salt Lake County Comment Summary

Below is a comprehensive summary of all comments received at the technical advisory committees, at the open houses, via e-mail, and by regular mail in the alternatives Phase of RTP development for Salt Lake County.

Date	Commenter	Concern	WFRC Response
5/11/2010 and 8/19/2010	Darrell Smith, Draper City Mayor	1. The Lone Peak Parkway should be widened to five lanes from 13490 South to 11400 South between 2016 and 2030. 2. Galena Park Boulevard will be constructed with five lanes before 2016 from 12300 South to 13490 South. 3. Traverse Ridge Road from Mike Weir Drive to Highland Drive will be widened to five lanes. 4. A freeway type interchange is needed at Bangerter Highway and 600 West. 5. Extension of Highland Drive from 9800 South to Pioneer	1. This project is being considered as part of the Draft Plan. 2. This project is being considered as part of the Draft Plan. 3. This project is being considered as part of the Draft Plan. It is presently a bottleneck. 4. This project is being considered as part of the Draft Plan. 5. This project is being considered as part of the Draft Plan.



Date	Commenter	Concern	WFRC Response
		Road should be shown as new construction. 6. An overpass for 13800 South at I-15 is needed.	6. This project is being considered as part of the Draft Plan.
5/17/2010	Tom Dolan, Sandy City Mayor	An intensive transit service is needed from the 10400 South FrontRunner station up 9400 South to the mouth of Little Cottonwood.	This project is being considered as part of the Draft Plan.
6/1/2010	Vaughn Pickell, Bluffdale City Community Development Director	1. All collectors in Bluffdale should be shown as 66' rights-of-way. 2. 14600 South should be shown as an arterial street east of the Union Pacific tracks and as a collector west of the tracks. 3. The Redwood/Camp Williams Road has already been widened.	1. This project is being considered as part of the Draft Plan. 2. This project is being considered as part of the Draft Plan based on anticipated industrial development east of the railroad tracks. 3. The Plan calls for 6 lanes, eventually. The road presently has 4 through lanes.
7/29/2010	Adam Ginsberg, Cottonwood Heights City Senior Project Representative	1. Alternative Two RTP Transit Projects: Reroute the proposed east/west transit line at Highland Drive and Fort Union Boulevard by continuing the transit line east on Fort Union Boulevard up to Wasatch Boulevard. 2. Connect the proposed Wasatch Boulevard line with the Fort Union Boulevard line at the park and ride hub located at the mouth of Big Cottonwood Canyon. 3. Alternative Four RTP Transit Projects: Continue the proposed east/west Fort Union transit line past the Cottonwood Corporate Center, east on 6200 South and south on Wasatch Boulevard and terminate at the park and ride hub located at the mouth of Big Cottonwood Canyon. 4. Developers are considering a TOD in the gravel pit at 6900 South and Wasatch Boulevard.	1. The Ft. Union Boulevard line needs to connect with and turn north on 3000 East in order to serve the Cottonwood Corporate Center with its year round ridership base. It will continue on to the mouth of Big Cottonwood Canyon from there. 2. As Above. 3. This project is being considered as part of the Draft Plan. See the response to comment one. 4. The possible TOD on Wasatch Boulevard at 6900 South would be well served by the proposed BRT lines.



Date	Commenter	Concern	WFRC Response
8/4/2010	Trace Robinson, Riverton City Engineer	<p>Several road improvements shown in the current RTP should continue including:</p> <ol style="list-style-type: none"> 1. Riverton Blvd. from 4570 West to 13400 South 2. 4570 West from 12600 South to 13400 South 3. 4150 West from 12600 South to Riverton Blvd. 4. 13400 South from Bangerter Hwy. to 2700 West 5. freeway interchange for Bangerter Hwy. at 12600 South 6. freeway interchange for Bangerter Hwy. at 13400 South 	<ol style="list-style-type: none"> 1. This project is being considered as part of the Draft Plan. 2. This project is being considered as part of the Draft Plan. 3. This project is being considered as part of the Draft Plan. 4. Not warranted based on anticipated travel demand. 5. This project is being considered as part of the Draft Plan. 6. This project is being considered as part of the Draft Plan.
8/4/2010	Steve Pastorik, West Valley City Planner	<ol style="list-style-type: none"> 1. "It appeared that the number of lanes suggested by Team A were for one direction only while the Team B suggestions were total lanes. In the future, these should be consistent. 2. In some cases the number of lanes recommended by Team A and B were actually a reduction to current or planned lane capacity. Has any modeling been done to show that this makes sense? 3. How did the two teams develop their project lists? Was it simply brainstorming or was there some analysis done? 4. For the transit recommendations, we need more detail (like what type of transit – BRT, LRT, etc.) to make meaningful comments." 	<ol style="list-style-type: none"> 1. This project is being considered as part of the Draft Plan. 2. All alternatives were modeled. Obviously, some portions performed better than others. The purpose of the alternatives portion of the Plan development was to examine the various performance levels of different scenarios, some of which may have reduced projected capacity in some areas and transferred it to others. 3. The two teams were truly separate. They started out with 'brainstorming' based on common growth assumptions. They also considered statistical analysis and public comments. Again, all alternatives were modeled. 4. Understood. More detail is now forthcoming as part of the Draft Plan.
8/5/2010	Mark Reid, Bluffdale City Manager at the Salt Lake County open house	"Porter Rockwell Blvd. is extremely important from a regional Transportation perspective. It provides a freeway to freeway connection at the closest point between I-15 and Mountain View. It provides critical east/west routes for the expected 100,000 plus	This project is being considered as part of the Draft Plan.



Date	Commenter	Concern	WFRC Response
8/5/2010	Bill Richerson, UTA rider	<p>residents."</p> <p>1. Finish the west side highway (Mountain View)</p> <p>2. Add freeway interchanges to Bangerter Highway</p> <p>3. Expand light rail in a grid pattern on the west side.</p> <p>4. Bicycle and pedestrian paths should be completed with benches and drought tolerant trees.</p> <p>5. Multi-use development near transit stops should be emphasized.</p>	<p>1. This project is being considered as part of the Draft Plan.</p> <p>2. These projects are being considered as part of the Draft Plan.</p> <p>3. This would be desirable, but cost prohibitive. WFRC proposes BRT lines where needed instead.</p> <p>4. Agreed. Nevertheless, this is more of an operational matter.</p> <p>5. Agreed.</p>
8/6/2010	Terry Marasco, Utah Clean Air Alliance	<p>1. An air quality analysis needs to be done for each alternative.</p> <p>2. "We suggest an all new/expanded rail alternative with criteria pollutant analysis."</p> <p>3. The MOVES model should be used for the above suggested air quality analysis.</p> <p>4. Add extensive walk/bike paths and connection nodes to each alternative.</p> <p>5. Growth assumptions should be tested using recessionary estimates and optimistic economic forecasts as well.</p> <p>6. There has been no consideration of water availability.</p>	<p>1. Completed.</p> <p>2. A transit only alternative was considered four years ago and did not perform well. The current alternatives have robust transit networks.</p> <p>3. During the transition from the Mobile 6 model to MOVES, the latter is not required until March 2012. In addition, the relative air quality impacts of the Plan alternatives are equally discerned with either model.</p> <p>4. These projects are being considered as part of the Draft Plan. This is in process.</p> <p>5. Over time, such assumptions even out. Therefore, a moderate growth estimate is preferred.</p> <p>6. GOPB estimates of water availability are relied upon for this factor.</p>
8/6/2010	Rod Flanigan, Bluffdale City Council	The proposed Porter Rockwell Boulevard has been carefully reviewed and is now a critical part of the City's Transportation Master Plan.	1. This project is being considered as part of the Draft Plan.
8/7/2010	Roger Borgenicht, Future Moves Coalition and Mark Heileson, Sierra Club	The draft RTP update should emphasize transit over highways. Feeder routes for major transit facilities should be given priority.	The Plan has a robust transit section. Also, core trunk lines are still needed in addition to feeder lines.
8/10/2010	Juan Arcelaretta, PRATT Trail Coalition	The PRATT Trail "...will provide yet another important element to a more comprehensive and complete transportation network.	This project is being considered as part of the Draft Plan.



Date	Commenter	Concern	WFRC Response
	Chairman	It is logical and essential that the PRATT trail project remain a high priority in the Transportation Improvement Plan (and the RTP) as additional funding and planning will be needed to complete the project."	
8/3/2010	Brad Klavano, South Jordan City Engineer	"After reviewing the options the City of South Jordan prefers, "Alternative Four, The Team B Alternative". Please let me know if you have any questions or need more information from the City of South Jordan."	Alternative four was used as the base for the draft plan development.
8/12/2010	Tim Rose, UDOT Region Two Deputy Director	<p>Alternatives 1 and 2 Comments</p> <p>1. Would like to see more information on the "Riverton Collectors" project.</p> <p>2. Without knowing what is planned on the UTA projects, I would like to see some coordination in putting together scope and costs for the LRT lines that run on UDOT roads.</p> <p>Alternative II</p> <p>3. 4500 South from I-15 to State already has 6 thru lanes</p> <p>4. SR-201 Between 3200 W to 5600 West already has 6 thru lanes.</p> <p>5. 3500 South between 2700 West and 40th West already has 6 thru lanes</p> <p>6. 7800 South Between Bangerter and New Bingham already has 4 thru lanes</p> <p>7. 10400 South Between Redwood and Bangerter already has 4 thru lanes</p> <p>8. 11400 South Between I-15 and Bangerter will soon have 4 thru lanes</p> <p>9. Many other E/W streets need to be corrected to show current condition</p> <p>10. "Facility Location - State Street" the "from" designation should read 8000 South NOT 9000 South</p> <p>11. "Facility Location - SR-201, SR-202 to I-80" The only project</p>	<p>Alternative 1 and 2 Responses.</p> <p>1. See the response to Riverton city's comments.</p> <p>2. Early, ongoing coordination is always desirable.</p> <p>3. This will be corrected in the final Draft RTP.</p> <p>4. As above.</p> <p>5. As Above.</p> <p>6. As above.</p> <p>7. As above.</p> <p>8. As above.</p> <p>9. As above.</p> <p>10. As above.</p> <p>11. This project is being considered as part of the Draft Plan including a</p>



Date	Commenter	Concern	WFRC Response
		<p>left is to widen the Blackrock Structure, and tie into SR-201 and I-80. The description does not specifically state the scope of work</p> <p>Alternative 3 Comments</p> <p>1. Generally, it seems that many of these projects assume that an arterial will meet the need by making it a "transit boulevard". Many of these sections are very short and would not make sense to design for transit, e.g. 106th South (S. Jordan Parkway) from 7th West to Redwood Road. While transit is a component of the overall picture, will it meet the need in 2040? Especially if this means removing a current lane of traffic or more to accommodate the transit component.</p> <p>Alternative 4 Comments</p> <p>1. No comments other than 3 above. It would be better for some of these transit lines to be separated from current roads/arterials for safety and ROW impact reasons."</p>	<p>more complete description.</p> <p>Alternative 3 Responses</p> <p>1. Loss of highway capacity should be avoided in most cases and road widening to accommodate fixed guideways may be necessary. WFRC believes that a complete street system including high capacity transit is the key to meeting future transportation demands and coordination and compromise amongst the various transportation agencies will be essential in making this happen. The proposed transit lines connect the regional origins and destinations that demonstrate significant ridership potential. The transit boulevards represent only a portion of these lines.</p> <p>Alternative 4 Responses</p> <p>1. As above.</p>
8/12/2010	Derk Timothy, Bluffdale City Mayor and the City Council by resolution	<p>1. It is "imperative" that Porter Rockwell Boulevard be included in the updated RTP.</p> <p>2. The intersection of Porter Rockwell Boulevard and FrontRunner would be an ideal spot for a station.</p> <p>3. Intersections on Bangerter Highway should be converted to interchanges at 2700 West, Redwood Road and 600 West.</p> <p>4. The Council recommends a new arterial from 600 South/Bangerter Highway to 14600 South.</p> <p>5. The Mountain View Corridor should be extended as planned into Utah County as soon as possible.</p>	<p>1. This project is being considered as part of the Draft Plan.</p> <p>2. This is decision best made by UTA.</p> <p>3. These projects are being considered as part of the Draft Plan.</p> <p>4. This idea merits further review. Nevertheless, it would require obtaining right of way through Utah State Prison.</p> <p>5. This project is being considered as part of the Draft Plan.</p>



Date	Commenter	Concern	WFRC Response
		6. The railroad bridge over 14600 South should be widened to allow one lane in each direction beneath it. 7. The possible need for a new interchange between the proposed North Lehi Interchange (future exit 285) and 14600 South should be studied.	6. This project is being considered as part of the Draft Plan. 7. There is no plausible connection to I-15 due to the steep slopes on the west side of the freeway.
8/16/2010	Ryan Kump, Sandy City Engineer	Mr. Kump suggested several changes to the I-15 interchange at 10600 South including its movement as a collector/distributor system to 10000 South. Maps of the proposed changes are available.	Prior to consideration, UDOT would need to give its approval. Also, there is presently no plausible west side connection.
8/17/2010	Claire Runge, Assistant Town Administrator Town of Alta	"The Town of Alta would support the following identified projects in the draft 2040 RTP project lists and hope they are retained in the final plan: 1. Cottonwood Ski Park and Rides (Alternative Two Transit Projects list) 2. Wasatch Boulevard widening (Alternative Two Highway Projects list) 3. Avalanche Snowshed over Little Cottonwood Canyon Road @ Whitepine Chutes (Alternative Four Highway Projects List)"	1. These projects are being considered as part of the Draft Plan. 2. Not warranted based on projected travel demand. 3. This project is being considered as part of the Draft Plan.

**Salt Lake County
Financially Unconstrained Draft 2040 Plan Comment Summary**

Below is a comprehensive summary of all comments on Salt Lake County transportation issues received during the Draft 2040 Plan Phase including the Salt Lake County RGC technical advisory committee held on Sept. 29, 2010 at Midvale City Hall.

Date	Commenter	Concern	WFRC Response
Sept. 2, 2010	Salt Lake City Mayor Ralph Becker in two letters sent on the date noted	1. A downtown streetcar circulator is needed. 2. A TRAX connection along 400 South from the existing east/west line to the Central Station hub. 3. Include the 900 South Abandoned Rail Corridor Trail as part of the RTP's bicycle plan.	1. WFRC supports the concept subject to future environmental studies. 2. As above. 3. WFRC supports the concept provided that it is part of the County's cooperative bicycle master plan.



Date	Commenter	Concern	WFRC Response
		4. Include the Jordan River Trail between 200 South to North Temple as part of the RTP's bicycle plan.	4. As above.
Sept. 27, 2010	David Murphy, West Jordan City Engineer	<p>1. "The City prefers the Team B Highway projects list, with the exception of NBH between 5600 West and U-111, which should be deleted. Also, 9000 South from the Jordan River to 5600 West is already a 5 lane arterial with shoulders (106 foot right of way), therefore, what widening is required or proposed?</p> <p>2. 5600 West from 7000 South to 7800 South is shown as "widening", and should be shown as "new construction". 5600 West from 7800 South to NBH is shown as "new construction, but should be shown as "widening".</p> <p>3. The City would prefer a blended Transit Alternative for 7000 South, Jordan Landing Boulevard (JLB), and 7800 South from JLB to U-111 as shown in Alternative A to be included with Alternative B. Also, 9000 South transit option from Alternative A should be included with Alternative B.</p> <p>4. Widening of Redwood Road from 9000 South to 12600 South has been completed, and should be removed from the plan.</p> <p>5. The City requests that all segments of 5600 West from 6300 South to 9000 South be included in Phase 1 of the RTP."</p>	<p>1. New Bingham Highway is a state facility. UDOT's and WFRC's modeling results support the proposed 9000 south widening to a 7 lane arterial.</p> <p>2. The correction has been made.</p> <p>3. Given limited resources and the fact that the existing Mid-Jordan TRAX line serves many east/west needs, BRT service was added to 5400 South and enhanced bus service to 9000 South.</p> <p>4. The Draft Plan calls for an additional widening to 7 lanes.</p> <p>5. The request will be considered as the Draft Plan is put into Phases.</p>
Sept. 29, 2010	Brad Sanderson, South Jordan City	<p>1. 5600 West between Old Bingham Highway and Bingham Creek Road should be shown as new construction on the project list. The map is correct.</p> <p>2. A BRT line is needed on 10400 South between the TRAX line and FrontRunner</p>	<p>1. The correction will be made.</p> <p>2. Ridership forecasts suggest enhanced bus as the appropriate level of improvement.</p>
Sept. 29, 2010	Steve Pastorik, West Valley City at the RGC TAC meeting and by e-mail	1. The definition of operational improvements is vague.	1. Operational improvements include but are not limited to intersection and access management



Date	Commenter	Concern	WFRC Response
	on Oct. 6, 2010	<p>2. Interchanges on Bangerter Highway would have massive east/west traffic impacts.</p> <p>3. He would prefer to keep the CFIs on 3100 South and 4100 South rather than have overpasses.</p> <p>4. 3500 South should be four lanes west of 6400 West.</p> <p>5. The entire length of SR-111 should have a consistent cross section.</p> <p>6. What are the auxiliary lanes shown on SR-201 west of I-215?</p> <p>7. The frontage road west of I-215 at 3500 South should extend to 4100 South and northward to 2700 South.</p> <p>8. The overpass on SR-201 at 4800 West should be a full interchange.</p> <p>9. The project description for the BRT on 3500 South needs to be more complete.</p>	<p>improvements, signal timing, etc.</p> <p>2. WFRC will meet with UDOT and WVC on this matter</p> <p>3. As above</p> <p>4. Added as requested.</p> <p>5. The SR-111 Corridor Study recommendation will address this matter.</p> <p>6. Jory will look at the SR-201 EIS</p> <p>7. Added as requested.</p> <p>8. WFRC will set up a meeting with UDOT and West Valley City on this matter.</p> <p>9. WFRC will look at the environmental document for additional information. Greg will follow up.</p>
Sept. 29, 2010	Vaughn Pickell, Bluffdale City Community Development Director	<p>1. The road coming south from the Bangerter Highway/600 West Interchange could go west of the prison and intersect with 14600 South at that point.</p> <p>2. The interchange on the Mountain View Corridor should be shown at 3600 West at approximately 14400 South.</p>	<p>1. Added as requested.</p> <p>2. As above</p>
Sept. 29, 2010	Bryn McCarty, Herriman City	<p>1. Herriman City is planning for a connection for Mountain View on 14400 South.</p> <p>2. Herriman City would like to see a connection between 5600 West and Mountain View at 11800 South.</p>	<p>1. As above.</p> <p>2. This will be added consistent with the Mountain View Corridor EIS.</p>
Sept. 29, 2010	Greg Shultz, Salt Lake County west side community council rep.	The Magna Community Council supports a bypass to the west of Magna instead of widening SR-111 through the urban area.	Added as requested.
Sept. 29, 2010	Ryan Kump, Sandy City	1. There needs to be a BRT line from the current end of line TRAX Station at	1. Modeling forecasts suggest enhanced bus



Date	Commenter	Concern	WFRC Response
		10000 South to the FrontRunner stop. 2. They have maps showing on and off slip ramps on 1000 South for I-15. This would also involve a frontage road on the east side of I-15 from 10600 South to 10000 South to create a complete street and provide access to the northbound slip ramp.	would be a more appropriate fit. 2. WFRC will wait until the completion of the feasibility study and comments from UDOT.
Sept. 29, 2010	Larry Gardner, South Salt Lake City	The BRT on 33 rd South ending at the Millcreek station should extend eastward all the way to Wasatch Blvd.	The 3900 south BRT line will serve the area in question which is also supported by modeling forecasts.
Sept. 29, 2010	Max Johnson, Salt Lake County Planning Office	Salt Lake County supports the BRT/enhanced bus line on 3900 South	As above
Oct. 5, 2010	Tim Rose and George Lukes, UDOT, Region II Deputy Director and Planner, requests made in a telephone interview with WFRC staff	1. UDOT requests 9000 South be widened to 7 lanes from I-15 to SR-111. The current draft Plan calls for 7 lanes from I-15 to Bangerter Highway. 2. Reconstruct and improve the I-215 (South) / I-15 Interchange. 3. Widen 700 East to 5 lanes from 11400 South to 12300 South. 4. I-215 (west side) Implement operational improvements from 4700 South to I-15. 5. I-215 / Redwood Road (south) Interchange improvement. 6. Construct an overpass at 5600 West and 750 South for the railroad tracks. 7. Widen Redwood Road from I-215 (North) to 1000 North in Salt Lake City to 5 lanes. 8. Widen I-15 from I-215 (north) to Bangerter Highway to 10 lanes total plus HOV. 9. I-80 from I-15 to Mountain View Corridor (MVC) widening 10. Widen State Street from 8000 South to 9000 South to 7 lanes. 11. Reconstruct the I-80 west bound to I-215 south bound (east side) ramp	1. Added as requested. 2. As above. 3. As above. 4. Auxiliary lanes are not required to be in the RTP. 5. As above. 6. As above. 7. As above. 8. WFRC recognizes the need. Nevertheless, WFRC recommends more study on this issue. 9. Travel demand forecasts do not support the need for additional capacity. 10. As above. 11. Auxiliary lanes are not required to be in the



Date	Commenter	Concern	WFRC Response
		<p>and add an auxiliary lane and operational improvements at the 3300 South Interchange.</p> <p>12. Improve the interchange at 5600 West / I-80.</p> <p>13. SR-48 (New Bingham Highway) should be extended from SR-111 to Copperton Township. (approximately 9200 West)</p> <p>14. MVC interchange in Herriman should be at 4000 West (14400 South), not 3600 West.</p> <p>15. 14400 South needs to "change direction" at approximately a 45 degree angle and join with the MVC frontage road. It will also intersect with Juniper Road.</p>	<p>RTP.</p> <p>12. As above.</p> <p>13. As above.</p> <p>14. As above.</p> <p>15. As above.</p>
October 7, 2010	Tom Dolan, Sandy City Mayor	Will there be federal money for trails?	The Regional Council generally allocates 5% of the Congestion Mitigation Air Quality (CMAQ) funding to trail construction. Federal transportation enhancement funding is also available.
As above	JoAnn Seghini, Midvale City Mayor	Must a trails project be on the RTP project list whether it is funded or not?	Inclusion raises their profile for future funding decisions.
As above	Bill Applegarth, Riverton City Mayor	<p>1. What is the difference between enhanced bus and bus rapid transit?</p> <p>2. What is a transitway?</p>	<p>1. Enhanced bus service is generally a more intense level of regular bus service that runs on existing roads. Bus rapid transit service often has exclusive rights of way and priority at intersections.</p> <p>2. A transitway is an undefined higher level of transit service that may be enhanced bus all the way up to commuter rail.</p>
As above	Kelvyn Cullimore, Cottonwood Heights City Mayor	What is a transit center?	A transit center is a hub in which many transit lines and modes converge. For example, the hub at Fireclay in



Date	Commenter	Concern	WFRC Response
			Murray will see the convergence of commuter rail, two light rail lines and local bus service.
As above	Ralph Becker, Salt Lake City Mayor	<p>1. If a transit line is designated as light rail and ends up as bus rapid transit, should that be changed on the map?</p> <p>2. Salt Lake City supports a transit only exit at 200 South off I-80.</p> <p>3. The extension of light rail to the north west quadrant may be a development requirement.</p> <p>4. The proposed downtown streetcar and bus rapid transit network is being re-examined.</p>	<p>1. The ultimate decision as to what level of service will be built will depend on the findings of the environmental study; which findings will be reflected in the draft Plan.</p> <p>2. The Plan has been amended to reflect the request.</p> <p>3. The BRT line has been modified to allow for a possible upgrade to rail.</p> <p>4. WFRC representatives will visit with Salt Lake City Planners.</p>
As above	Carlton Christensen, Salt Lake City Councilmember	How easy will it be to amend the final adopted Plan? For example, if the map shows bus rapid transit and the study recommends something else a year from now, can the Plan be amended to reflect that?	The current Plan has been amended several times. The challenge will be in meeting the new, tighter air quality standards in a conformity determination for any future amendment.
October 13, 2010	Stuart Adams, Utah State Senator	1. Finish the Mountain View Corridor	This is part of the draft RTP.
October 21, 2010	Vaughn Pickell, Bluffdale Community Development Director	“1. The City supports the construction of the Mountain View Corridor (MVC) and the Porter Rockwell Boulevard as shown on the map. The Porter Rockwell Boulevard is a crucial transportation link for the southern part of the Salt Lake Valley. It represents a freeway-to-freeway connection between the MVC and I-15. It will carry trips from Herriman, Bluffdale, Eagle Mountain, Saratoga Springs and beyond. This represents thousands of trips each day. It would be a vital east-west link and would be the most direct connection to I-15 for northbound	1. WFRC concurs
	Vaughn Pickell, Bluffdale City Continued		



Date	Commenter	Concern	WFRC Response
		<p>traffic and the most direct link to Utah County for southbound traffic.</p> <p>2. It appears that an interchange location on the MVC is a little out of place. According to the Final EIS for the MVC, it should be located at about 14600 South rather than at 15000 South. This is important to Bluffdale because we do not have any connection planned at 15000 South west of the City boundary. Conversely, a connection from 14400 South and 3600 West to the MVC interchange at 14600 South would allow travel between Bluffdale and the MVC.</p> <p>3. The City supports the widening of 3600 West from 14400 South northward to 13400 South. This will improve circulation between the MVC, Bangerter Highway, and surface streets once the MVC is built.</p> <p>4. The City supports the construction of interchanges on the Bangerter Highway at 2700 West, Redwood Road, and 600 West. This will improve east-west travel on Bangerter Highway.</p> <p>5. The City supports the further widening of Redwood Road to six lanes in 2040, if needed.</p> <p>6. The City supports the widening of 14600 South at the D&RG railroad crossing from 1 to 2 lanes. The City encourages UDOT to take action as soon as possible to correct the safety and other deficiencies on 14600 South. It is not imperative, however, that the road be straightened if the widening can be accomplished at the present location.</p> <p>7. The City supports the construction of a major arterial between Bangerter Highway at the 600 West interchange to 14600 South, the Porter Rockwell Boulevard, and I-15 as shown on the map. This would be the southern leg of the new 600 West interchange. This project seems to be missing from the Highways Projects List and it should be updated to include this project as well.</p>	<p>2. The correction has been made.</p> <p>3. The project has been added to the draft RTP.</p> <p>4. This is part of the draft RTP.</p> <p>5. This is part of the draft RTP.</p> <p>6. This is part of the draft RTP.</p> <p>7. The correction to the project list has been made.</p>



Date	Commenter	Concern	WFRC Response
		<p>This will provide a valuable connection between Bangerter Highway and the industrial area to the south, which would allow north and west bound trips to access the Bangerter Highway without using I-15 or Redwood Road. It would also allow for the future 14,000 Bluffdale residents of the Independence subdivision to directly reach the FrontRunner station in Draper.</p> <p>8. The City supports the reconstruction of the interchange at I-15 and 14600 South to cure some of the wait time and traffic flow through the area."</p>	8. This is part of the widening project on I-15 and is included in the draft RTP.
October 21, 2010	Derk Timothy, Bluffdale City Mayor	The road called for on the draft RTP, 3600 West from the MVC to 14400 South, has already been built as a local road.	The project has been removed from the draft RTP.
As above	Leona Winger, South Jordan City Mayor-Pro Tem	South Jordan City appreciates the enhanced bus line on 10400 South from the Daybreak TRAX station to the Sandy TRAX station.	WFRC concurs on the need for the enhanced bus line.
October 26, 2010	Hollis Jenks, Army Corps of Engineers at the Natural Resource Agency Mtg.	<p>1. "Would like to see mass transit addressed prior to further widening [of I-80 up Parley's Canyon]. Or a managed/flex lane system. Even elevated systems similar to I-70 near Glenwood Springs, Colorado. Please contact the Corps during the initial planning Phase."</p> <p>2. "Along the 7200 West corridor to SR-201 there are major playas that would either need to be avoided or impacts minimized greatly. Please contact the Corps during initial planning for this project."</p> <p>3. The 12300 South widening project minimized impacts by narrowing or utilizing retaining walls across wetland areas. Porter Rockwell Boulevard should utilize the shortest wetland/stream crossing. Any new bridge should be a clear span over the Jordan River and include a significant setback for the river banks for the bridge abutments.</p> <p>4. Concerning Bingham Junction Road--"Any wetland or stream impacts</p>	<p>1. The WFRC is aware of some of the stream and wetland challenges up Parley's Canyon. Any new environmental document will need to address these issues.</p> <p>2. The environmental document for any future project along 7200 West between SR-201 and I-80 would need to address this issue.</p> <p>3. WFRC agrees that highway projects and selected routes should be the least impactful in order to protect natural resources. Such determinations are best left to project specific environmental studies.</p> <p>4. A future environmental document</p>



Date	Commenter	Concern	WFRC Response
		outside of the EPA superfund site would more than likely need a CWA Sec. 404 permit from the Corps. [The] area of concern is the south end adjacent to the Jordan River within the pond area. Please avoid any of these wetland areas if possible or realign the road to connect with 700 West more [to the] north.	will select the least impactful route for any extension of Bingham Junction Boulevard within the area in question.
October 25, 2010	Paul Allred, Holladay City Planner	“...our desire is very much to have NB on/off accessibility to I-215 at 45 th South. This would be a great benefit to the City. Please include/show this on the Plan for Holladay.”	The requested project has been added to the draft RTP.
October 26, 2010	Gardner Olson, S.L. Metropolitan Water District at the Natural Resource Agency Mtg.	1. Regarding a future HD [Highland Drive] Corridor in Sandy, there is a 60" water line with vents and other structures nearby. “Please coordinate with Metro [Water District] on all plans on this one. 2. The proposed light rail station near the Point of the Mountain is near Metro Water’s 150 th South main pipeline. “Please coordinate with Metro [water] on all plans.”	1. Any future development of Highland Drive would require an environmental document that would address this issue. 2. Any future development of the south county light rail line would require an environmental document that would address this issue.
October 26, 2010	Steve Pastorik, West Valley City Planning Director	“I do understand that interchanges along Bangerter would provide better east/west flow than CFI’s. Our comment, which Erik confirmed, is that while we understand that interchanges provide better east/west flow, we believe the property impacts are too great to move to grade separated interchanges. While it is true that Bangerter already divides the City, interchanges would further impact the City with business impacts through right-of-way purchases at the interchanges and residential impacts resulting from an elevated facility. I also talked with Wayne Pyle, our City Manager, this morning about our comment. He is also concerned about the property impacts of moving to interchanges. However, he’s not completely ruling out interchanges if he can be convinced that interchanges are absolutely necessary.”	



Date	Commenter	Concern	WFRC Response
October 27, 2010	Mike Gladback, Sandy City Engineer	Traffic on 11400 South east of I-15 has doubled since the opening of the new interchange. He recommends that the RTP should include the widening of 11400 South from 1300 East to 1700 East.	The RTP now shows widening of 11400 South from 1300 East to Highland Drive.
October 27, 2010	Andrea Pullos, Salt Lake County Engineer	Add operational improvements to 900 East between 3300 South and 4500 South.	The requested addition has been made.
October 27, 2010	Vaughn Pickell, Bluffdale Community Dev. Dir.	Add the construction of 600 West between Bangerter Highway and 14600 South.	As above.
October 29, 2010	Ryan Kump, Sandy City Engineer by letter	1. 11400 South from 1300 East to 1700 East needs to be widened to four lanes. 2. Sandy has a study in process that is reviewing slip ramps for I-15 at 10000 South along with certain access roads. Mr. Kump has included a request in his letter that WFRC place that addition on the draft RTP.	1. The requested addition has been made. 2. The requested addition has been made in the form a place holder pending further analysis by UDOT and Sandy City.
October 29, 2010	Larry Gardner, Community Development Director, South Salt Lake City	Please move the BRT line on 3900 South between State Street and 700 East to 3300 South.	After careful consideration and a review of the model, it was felt that the current proposal within the draft RTP for a BRT on 3900 south is reasonable. Nevertheless, an environmental study will need to address the matter in depth in the future.
November 5, 2010	Adam Ginsberg, Senior Project Representative	1. The widening of Bengal Boulevard should be included on the draft RTP. 2. The City anticipates a light rail line along Ft. Union Boulevard from the existing TRAX line to the mouth of Big Cottonwood Canyon.	
November 8, 2010	Trae Stokes, Murray City Engineering Department	Please add the Cottonwood Street New Construction project to the 2040 RTP between 4500 South to Vine Street as a 3 lane facility. The project will be located between State Street and 300 West and an EIS is currently underway.	WFRC has added the project to the Draft 2040 RTP.



Date	Commenter	Concern	WFRC Response
November 10, 2010	Bryn McCarty, Herriman City Planner by telephone	1. Please add Juniper Crest Road from 4800 West to the Mountain View Corridor as a 7 lane facility. 2. Please add 4570 West south of 13400 South to 14400 South.	1. The requested addition has been made. 2. As above.
November 24, 2010	Michael Allegra, UTA General Manager	Please include BRT sections 65 and 66 along 5600 West in Phase I of the draft RTP. This will allow for corridor preservation now, will move the project ahead more quickly and result in monetary savings to UTA and West Jordan City.	The requested change has been made.

Phased Draft 2040 RTP Salt Lake County**Comment Summary**

Date	Commenter	Concern	WFRC Response
December 1, 2010	Pat Hanson, City of Holladay	1. 4500 South eastward to Highland Drive—"The project needs to be extended to 2300 East. We are currently requiring building setbacks for a 105' right-of-way." 2. Highland Drive from Murray-Holladay Road to Vanwinkle Expressway—"We are currently requiring dedications for an 80' right-of-way at the time of development. Also, we are working on a long range master plan for the entire length of Highland Drive and consider it a major transit corridor." 3. I-215/4500 South Interchange—"A northbound on and off ramp is (are) considered by the city as a critical component of our overall traffic master plan."	1. The requested change has been made. 2. For the purposes of the current draft Plan, the 1300 East BRT line has better ridership forecasts. WFRC suggests that over the next four years before the next Plan update is due, that more analysis be done to compare the 1300 East and Highland Drive BRT lines so a more informed decision can be made as to the superior alternative. 3. The requested change has been made.
December 9, 2010	Shane Greenwood, South Jordan City Planner	1. "11400 South from Bangerter to 11800 South -- Most of this roadway has already been widened to 4 travel lanes (from Bangerter to Valdania Street 5200 West) as part of the City's master development agreement with Kennecott Land. The remaining portion should be shown as needing widening in Phase 1." 2. "11800 South from 5600 West to	1. The correction has been made. 2. Agreed. This is as



Date	Commenter	Concern	WFRC Response
		<p>U-111 – A small portion of this roadway will be widened as part of the cooperation of UDOT (Mountain View Corridor), Kennecott Land, and the City of South Jordan. The current proposal of Phase II for this work is OK.”</p> <p>3. “10400 South from Bangerter to U-111 – A small portion of the road (from Bangerter Highway to approximately 4800 West) has already been constructed to 4 travel lanes as part of the City’s master development agreement with Kennecott Land. South Jordan City requests Phase 1 from Bangerter Highway to Mountain View Corridor and Phase 2 from Mountain View Corridor to U-111”</p>	shown on the draft RTP.
December 15, 2010	Leslie Burns, Midvale City Planner	<p>She is concerned that 7000 South between I-15 and Redwood Road (Project 26) is not slated to be widened until Phase III of the draft RTP. She cites the strong, ongoing growth in the Bingham Junction area on the west side of Midvale City as creating the need for this project in Phase I.</p>	The portion of 7000 South from I-15 to Bingham Junction Boulevard was placed in Phase I. The portion of 7000 South from Bingham Junction Boulevard to Redwood remains in Phase III consistent with the rest of the road to the west.
December 16, 2010	Bryn McCarty, Herriman City Planner	<p>1. “5600 West – A portion of this road is already built. The remainder has already been funded and will be constructed in 2011-2012. It does not need to be shown on the map or included in the phasing.”</p> <p>2. “Juniper Crest- This is a very important road, as it connects to an interchange on the MVC. We expect to build this road in the next 3-5 years and would like to see it on Phase 1 (instead of Phase 3).”</p> <p>3. “Also, the portion of Porter Rockwell that connects the MVC to Redwood Road has already been funded and is currently being constructed by UDOT. You might want to change that on the map.”</p>	<p>1. The portion of the road that has been completed will be deleted. For ease of identification, all TIP projects are included in the Plan even though they may be underway.</p> <p>2. The requested change has been made.</p> <p>3. The requested change has been made.</p>
December	Steve	1. “4100 S between 6400 W and	1. The requested project



Date	Commenter	Concern	WFRC Response
16, 2010	Pastorik, West Valley City Planner	<p>MVC: This project is current listed as unfunded. A MVC interchange is planned for 4100 S in Phase 2. The improvements to this portion of 4100 S will be needed around the time the interchange is completed.”</p> <p>2. “5400 S between SR-111 and MVC: The project is shown as going from 2 lanes to 6 lanes in Phase 3. A more likely scenario would be to go from 2 to 4 lanes in Phase 1 or 2 and then 6 lanes in Phase 3.”</p> <p>3. “7200 W between SR-201 and 3500 S: This project is listed as a Phase 3 project. The City’s Public Works Department will be widening 7200 W this summer with enough pavement for 4 lanes (I believe our side will be striped for 2 lanes and the County side will be striped for 1 lane). So, this should be a Phase 1 project.”</p> <p>4. “Parkway Blvd (2700 S) between 7200 W and MVC: This section of Parkway Blvd will need to be widened from 2 to 4 lanes when the MVC interchange is completed in Phase 2. Parkway Blvd is already 4 lanes east of MVC. This project is not currently in the draft RTP.”</p> <p>5. “4100 S between SR-111 and 6400 W: This section of 4100 S is 2 lanes and will need to be widened to 4 lanes when the MVC interchange is completed in Phase 2. Most of the right-of-way needed for 4 lanes is in place. This project is not currently in the draft RTP.”</p> <p>6. “We believe significant new development will occur west of SR-111 before 2040. For this reason, extensions of major east/west facilities like 6200 S, 5400 S, and 4100 S should be included in the RTP.”</p> <p>7. How did the 5600 West BRT Project get pushed back to Phase II? Wasn’t it part of the agreement on the EIS for Mountain View?</p>	<p>was moved from unfunded to Phase III consistent with the interchanges on the MVC. 3500 South Street between 7200 West and the MVC was moved up to Phase II based on demand in the area.</p> <p>2. The requested change has been made.</p> <p>3. The requested change has been made.</p> <p>4. Based on anticipated demand and financial constraints, the portion of the project between 5600 West and 7200 West was added to Phase III.</p> <p>5. WFRC recognizes the need for the project in later years. Nevertheless, due to financial constraints, the project is being added to the unfunded Phase after 2040.</p> <p>6. Due to the recent announcement of the extension of Kennecott Mine operations, the need for these projects is not as imminent.</p> <p>7. The first portion of the 5600 West BRT has been moved to Phase I of the draft Plan.</p>



Date	Commenter	Concern	WFRC Response
December 15, 2010	G.J. LaBonty, UTA Planner	How is it that the Draper TRAX line south of 12300 South was in the third Phase of the last Plan and is now unfunded? There is a completed EIS. Why did this project not rise to the top?	WFRC will take the comment under consideration inasmuch as WFRC and UTA are currently reviewing the project together.
December 17, 2010	Brad Gilson, Cottonwood Heights City Engineer	<p>1. Cottonwood Heights would like to see the transit corridor along Fort Union Boulevard shown as an undetermined <i>Transit Corridor</i> rather than an 'Enhanced Bus Route' in anticipation for further study on light rail/street cars. This designation is paramount to the city's planning efforts to fully embrace Envision Utah's urban design principles and to ensure that the city can continue to support the Utah ski industry. Light rail and/or street cars will play a critical role in the preservation of the canyon environment.</p> <p>2. The city has an STP project in the 2011-2020 timeframe between Fort Union (7000 South) and I-215 (which would be Phase I). The other segment between Fort Union and Creek Road is shown as Phase III on the map.</p>	<p>1. The requested change to "transit mode undetermined" has been made.</p> <p>2. Both projects are intersection improvements only and are not required to be part of the RTP.</p>
December 17, 2010	Tim Harpst, Salt Lake City Transportation Director	<p>1. Salt Lake City supports a downtown streetcar alignment on 200 South.</p> <p>2. The adopted Downtown Transportation Master Plan calls for a second extension of light rail on 400 West.</p> <p>3. Care is needed in preparation of the north/south portion of the Sugar House Street Car extension study so as not to "presuppose an alignment just yet."</p>	<p>1. A BRT line has been placed in this corridor. As such, it is able to perform a regional role. If additional funding is obtained, a street car is not precluded.</p> <p>2. The project has been included as a streetcar in the draft RTP in the unfunded Phase</p> <p>3. The north/south streetcar line on 1100 east is only a placeholder and the eventual placement of the line will be subject to a full environmental study.</p>
December 20, 2010	Trace Robinson, Riverton City Engineer	"We will be widening 13400 South to 7 lanes from Bangerter to the Mountain View during the 2012 and 2013 construction season. This will complete the freeway to freeway	WFRC is of the understanding that a CFI will most likely be built in the near term. Also, UDOT is conducting a study to



Date	Commenter	Concern	WFRC Response
		connection between Mountain View and Bangerter with the exception of the intersection improvements at Bangerter. It is our concern that showing this intersection in Phase III of the plan may postpone the needed improvements and cause a reprioritization of projects by UDOT. “	determine the length of time a CFI will suffice in the face of anticipated demand, so the proposed interchange will remain in Phase III for now.
December 20, 2010	Lesley Burns, Midvale City Planner	<p>1. “I have a question on the consistency between the map and project list for the 7000/7200 S corridor preservation/enhanced bus project. The map shows this project between State Street and Bangerter, but the project list identifies it as I-15 to Redwood and then Redwood to Bangerter on the Phase 2 and Phase 3 list. Does this project extend to State Street or I-15?”</p> <p>2. “We have provided comments on the Highway Plan regarding the need to widen 7000/7200 S between I-15 and Redwood (specifically 700 W to I-15) as soon as possible rather than in Phase 3 as currently shown because of the development in the area, both existing and coming on line in the next few years.</p> <p>3. The transit project should be coordinated with the highway project, since both will require some of the same improvements between 700 W and I-15.”</p>	<p>1. The correction has been made showing the project extending only to I-15.</p> <p>2. The portion of 7000 South from I-15 to Bingham Junction Boulevard has been placed in Phase I. The portion of 7000 South from Bingham Junction Boulevard to Redwood remains in Phase III consistent with the rest of the road to the west.</p> <p>3. Every effort will be made to coordinate major projects so as to avoid the cost and inconvenience of duplication.</p>
December 22, 2010	Russ Fox, Draper City Planner	1. “We have concerns with Lone Peak Parkway as an “unfunded” project. Mainly because the 600 West interchange is a Phase I project and is currently going through the EIS process. The interchange is targeted to tie into Lone Peak Parkway and take on the traffic from 600 West. Additionally, Galena Park Boulevard is also a Phase I project that would also tie into Lone Peak Parkway. This project should be in a funded Phase, preferably Phase I Phase II. Galena Park Boulevard, 600 West and Lone Peak Parkway will be impacted by the	1. The widening of Lone Peak Parkway from 11400 South to 12300 South has been moved up to Phase III from the unfunded category. The new construction portion from 12300 South to Bangerter Highway has been added to Phase I.



Date	Commenter	Concern	WFRC Response
		<p>proposed commuter rail transit oriented development. I have been working with Scott Festin to make sure that the future transit oriented development has been accurately shown in the TAZ."</p> <p>2. "The Salt Lake – Sandy South Draper Segment Light Rail is shown as an unfunded project. This poses a problem where the corridor for the TRAX line has already been purchased, already received a Record of Decision from the Feds, is planned to service a significant employment hub and is a major connection not only for Draper, but for Utah County and MAG. Again, I have been working with Scott to make certain that the future employment areas near the 14600 South terminus has been reflected in the TAZ. This project needs to be shown as a funded Phase."</p> <p>3. "Highland Drive (projects) have been moved out of Phase II and Phase III of the current RTP to an unfunded Phase. Whereas the Sandy portion of Highland Drive is shown as a Phase III, at a minimum, the connection of the Draper portion of Highland Drive should be in a funded Phase to maintain connectivity."</p>	<p>2. WFRC supports the construction of the south Draper Light Rail segment. Nevertheless, due to limited financial resources, funding has not been identified for the project.</p> <p>3. Both projects have been moved to Phase III as requested.</p>
December 22, 2010	UDOT Region II Director Cory Pope, Assistant Director Tim Rose and George Lukes	<p>1. Add an east bound auxiliary lane to I-80 from Lambs Canyon to the summit.</p> <p>2. Add an east bound general purpose lane to I-80 from I-215 to the summit in Phase III.</p> <p>3. Were the proposed HOT lanes on S.R. 201 part of the EIS completed several years ago for the highway?</p> <p>4. Move up the widening of Foothill Blvd. from 2300 East to I-80 into a funded Phase.</p>	<p>1. Auxiliary lanes are not considered capacity expansion projects and, as such, do not need to appear in the RTP.</p> <p>2. The requested change has been made.</p> <p>3. HOV/HOT lanes were not considered in the S.R. 201 EIS.</p> <p>4. The requested change was made so that the project is now in Phase III.</p>



Date	Commenter	Concern	WFRC Response
December 27, 2010	Scott Stanger, Murray City Planner	"The Draft 2040 Regional Transportation Plan has Cottonwood Street listed as a Phase 3 project. Murray is proceeding with the EA at the present time and we anticipate that the project would be a Phase 2 project."	The requested change has been made.
December 30, 2010	Vaughn Pickell, Bluffdale City Community Development Director	<p>1. The City supports the construction of Porter Rockwell Boulevard (PRB) from Mountain View Corridor (MVC) to 14600 South/I-15 and requests that the phasing of PRB be accelerated to Phase 1. The short piece between the Mountain View Corridor and Redwood Road is already being done.</p> <p>2. "The connection from the MVC to 14400 South at 3600 West is phased in Phase 1. However, this connection, although an important transportation link, will result in the increase of congestion on local Bluffdale streets that have not been designed to carry such volumes. Both 3600 West and 14400 South will see a significant increase when this connection is made and if it is made before the PRB is constructed. The City of Bluffdale respectfully requests that this connection be put in the same Phase as the PRB. The two facilities will function better if constructed simultaneously."</p> <p>3. "The City supports the construction of the MVC to Utah County. The PRB, as previously noted, is a vital link between the MVC and I-15."</p> <p>4. "The City supports the widening of 3600 West to handle traffic flows to and from the MVC. This project should be planned in the same Phase as the PRB and 14400 South."</p> <p>5. "The City supports the widening of Redwood Road from four travel lanes to 6 travel lanes in 2040."</p> <p>6. "The City supports the construction of a new major arterial from the new Bangerter Highway interchange at 600 West to an intersection of the new Porter Rockwell Boulevard and 14600 South."</p>	<p>1. The requested change has been made.</p> <p>2. The connection is needed in Phase I. Also, since the MVC is not a freeway in Phase I, demand should not be unmanageable.</p> <p>3. WFRC agrees.</p> <p>4. the project has been moved to Phase III in coordination with the upgrading of the MVC to freeway status.</p> <p>5. This is included in the draft RTP.</p> <p>6. This is included in the draft RTP as an unfunded need at this time.</p>



Date	Commenter	Concern	WFRC Response
		<p>7. "The City supports the construction of interchanges on Bangerter Highway at 2700 West, Redwood Road and 600 West."</p> <p>8. "The City believes that the upgrading of the D&RGW bridge structure is an important upgrade for safety but not for mobility. The City does not plan 14600 South to be a major facility west of the railroad tracks."</p> <p>9. "The City supports the upgrading of the I-15 interchange at 14600 South. It will become important at the time the PRB is built."</p>	<p>7. These are included in the draft RTP.</p> <p>8. The bridge improvement to one lane in each direction is included in the draft RTP in the unfunded phase.</p> <p>9. WFRC concurs.</p>
January 5, 2011	Brad Klavano, South Jordan City Engineer and George Shaw, Community Development Director	<p>South Jordan City requests that the enhanced bus line along 10400/10600 South currently in Phase III of the draft RTP be moved into Phase I to coincide with the opening of the Mid-Jordan Light Rail Line and Commuter Rail"</p> <p>".... we have recently spent a lot of time updating our Transportation Plan and re-adopting the City's General Plan with land use policies that support transit along the South Jordan Parkway corridor. We have also integrated the goals and policies of the Wasatch Choices 2040 Plan (many of which relate to transit) into our General Plan goals and policies."</p>	Given available funding and anticipated demand, placement of the project in Phase II is deemed appropriate.
January 6, 2011	Bill Applegarth, Riverton City Mayor	Riverton City strongly prefers an interchange in Phase I of the Plan at 13400 South and Bangerter Highway.	Given available funding, anticipated demand and the construction of a continuous flow intersection in the interim, placement of the project in Phase II is deemed appropriate.
January 27, 2011	Bryn McCarty, Herriman City Planner	5600 W (which is listed as project S-78) has already received funding and will be under construction this year. We would like to see these Phase I funds moved to the north-south road in East Herriman, which is currently listed as Phase 3.	<p>1. The 5600 West Project which is on the TIP needs to remain on the RTP.</p> <p>2. The requested change has been made.</p>



Date	Commenter	Concern	WFRC Response
February 1, 2011	Executive Director Ella Dayzie and Board Members of the Indian Walk-In Center	<p>1. Most of their clients ride buses. North / south bus service, while not great, seems adequate. East / west bus service is seriously lacking, however. They did support the bus rapid transit plans in the RTP which showed significant improvement on the west side of the Salt Lake Valley.</p> <p>2. The lack of evening and weekend service for the bus system makes travel difficult for their clients who have shift work employment.</p> <p>3. They noted that transit oriented development as called for in the adopted 'Vision' would be helpful to many of their clients.</p>	<p>1. The Draft RTP calls for a substantial increase in east / west bus rapid transit service.</p> <p>2. The Draft RTP calls for a 25% increase in the background bus network in addition to the proposed new major investments named in the RTP.</p> <p>3. The Draft RTP and the adopted Vision strongly support new and expanded TODs.</p>

Davis County 2009-2010 RTP Scoping Phase Comment Summary

Below is a comprehensive summary of all comments received via e-mail in the scoping phase of RTP development. Separate lists of comments received at open houses, environmental justice visits and three letters from cities are also attached.

Date	Commenter	Concern
10/17/2008	Michael Packard	Mr. Packard supports a form of monorail called cybertran as opposed to streetcars or light rail.
12/18/2008	Tami Diaz	Please do not cut any more bus routes.
2/26/2009	Heath Jackson	A bicycle lane along Beck Street is needed.
10/2/2009	Bruce Oblad	The I-15 interchange in the City of North Salt Lake has access to and from the south only. Access to and from I-15 to the north is needed.
10/5/2009	Steven Anderson, Farmington City	Could we create a bike path that would connect Ogden to Salt Lake to Provo? All major highway projects, especially bridges, should be built with bicycles in mind.
10/5/2009	Trent Florence	Supports a street car/light rail into south Davis County. More bus routes are needed in Salt Lake County, especially east/west in the southern portion of the county. They should run, at least, from 7 a.m. to 11 p.m.
10/6/2009	Craig Howe, West Bountiful City Administrator	<p>As the area around the Legacy Parkway interchange at 500 South develops, we anticipate the impacts to 500 South and the associated neighborhoods will incur congestion within a relatively short period of the development occurring, primarily during rush hour times.</p> <p>Other areas of concern within our City include the 400 North entry and the issues associated with the south end of 800 West as it traverses the Holly Oil property and ends at 500 South in an often deadlocked traffic pattern.</p>



Date	Commenter	Concern
10/6/2009	Aric Jensen, Bountiful City Planning Director	There is no access to I-15 from the North Salt Lake industrial park except at 2600 South. There is no flyover across the tracks at 500 South – trains back cars up into the I-15 interchange. 400 North at I-15 is a split interchange and needs to be rebuilt as a SPUI. The frontage road along I-15 is disconnected between Bountiful and Centerville.”
10/15/2009	Steve Parkinson, City Planner for Clinton City	3000 West from 300 North to 2300 North hasn't been classified but needs to be classified as a collector street. It is the first through street west of 2000 West that traffic can use to go north/south. It needs to be classified as a collector.
10/27/2009	Todd Stevenson, Mayor of Fruit Heights City	“When US-89 is enhanced to become an expressway we want a grade separated crossing at Nicholls Road to connect the east and west sides of our city in the middle of the city.”
10/29/2009	Gary Hill, West Point City Manager	West Point City sent a letter with eight requests for the RTP update. A copy of the letter is attached.
11/25/2009	Scott Robinson	It seems that the plan has as one of its objectives the reduction of vehicle miles traveled (VMT) as a strategy to reduce congestion and related pollution/GHGs. I am concerned that the VMT reduction objective may be in direct conflict with the plan's other objective of promoting mobility and a strong economy. In particular, it seems that the causal relationship between reducing VMT and the reduction of congestion/pollution/GHGs may be very weak and therefore a waste of resources to pursue.
12/14/2009	Scott Harbertson, Farmington City Mayor	Farmington City sent a letter with five requests for the RTP update. A copy of the letter is attached.

2010 RTP Alternatives Phase Davis County Comment Summary

Below is a comprehensive summary of all comments received at the technical advisory committees, the open houses, via e-mail, and by regular mail in the alternatives phase of RTP development for Davis County along with WFRC responses.

Date	Commenter	Concern	WFRC Response
4/7/2010 and 8/11/2010	Leonard Arave, North Salt Lake City Mayor	1. A full interchange is needed at Legacy Parkway and Center Street. 2. 2600 South on/off ramp on I-15 is dysfunctional on west side and needs to be improved. 3. Need an overpass over the tracks in North Salt Lake.	1. An interchange is desirable but too close to the interchange with I-215. 2. This project is being considered as part of the Draft Plan 3. A grade separation is desirable but not regionally significant and will, therefore, not appear on the



Date	Commenter	Concern	WFRC Response
		<p>4. Center Street in North Salt Lake should be a major east/west corridor.</p> <p>5. A northbound on-ramp to I-15 at Center Street is needed.</p> <p>6. A ramp connecting I-15 northbound to I-215 westbound is needed.</p> <p>7. A ramp connecting I-215 eastbound to I-15 southbound is needed.</p> <p>8. A ramp connecting Center Street or southbound Highway 89 to westbound I-215 is needed.</p> <p>9. A ramp connecting eastbound I-215 to Center Street or northbound Highway 89 is needed.</p>	<p>RTP.</p> <p>4. Projected future travel demand warrants operational improvements only.</p> <p>5. A northbound ramp would conflict with the existing I-215 merge ramps.</p> <p>6. This project is being considered as part of the Draft Plan</p> <p>7. This project is being considered as part of the Draft Plan</p> <p>8. This ramp should be included as part of a re-construction of the I-215/I-15 Interchange.</p> <p>9. As above.</p>
5/19/2010	Davis County Chamber of Commerce Transportation Committee	<p>1. Construct West Davis Highway with a Legacy Parkway connection</p> <p>2. Improve congested I-15 Interchange at 2600 South in Bountiful</p> <p>3. Improve congested I-15 Interchange at Hillfield Road</p> <p>4. Improve congested I-15 Interchange at Antelope Drive</p> <p>5. Complete I-15 Widening from Hillfield Road to 31st Street</p> <p>6. Widen and reconstruct Highway 89</p> <p>7. Widen 2000 West from Syracuse Road to Midland Drive</p> <p>8. Make East/West Connections of collector roads across Highway 89</p> <p>9. Widen Syracuse Road from 2000 West to West</p>	<p>1. This project is being considered as part of the Draft Plan, subject to the current ongoing environmental study.</p> <p>2. This project is being considered as part of the Draft Plan</p> <p>3. This project is being considered as part of the Draft Plan and as part of the I-15 EIS.</p> <p>4. This project is being considered as part of the Draft Plan. The existing interchange should be improved.</p> <p>5. This project is being considered as part of the Draft Plan. Projected demand warrants this improvement.</p> <p>6. This project is being considered as part of the Draft Plan</p> <p>7. This project is being considered as part of the Draft Plan</p> <p>8. This project is being considered as part of the Draft Plan. East/west access will be needed as US 89 becomes a freeway.</p> <p>9. This project is being considered as part of the Draft Plan. This is</p>



Date	Commenter	Concern	WFRC Response
		Davis Highway 10. Construct a new I-15 Interchange at 1800 North 11. Create a Legacy Parkway connection for North Salt Lake City on Center Street. 12. Construct a new I-15 Interchange at Shepard Lane	warranted by projected demand and will complete the system. 10. This project is being considered as part of the Draft Plan. This would take pressure off adjacent interchanges. 11. Though desirable, it would be too close to the I-215/Legacy Parkway interchange. 12. This project is being considered as part of the Draft Plan. An interchange at Shepard Lane would help complete the system.
7/28/2010	Ogden-Layton TAC Meeting	Add more bicycle lanes and wider shoulders.	This project is being considered as part of the Draft Plan. A complete network of bicycle lanes is part of the RTP.
7/28/2010	Dave Petersen, Farmington Community Planner	Move the Glover Lane interchange on I-15 in the Current RTP to 200 West and make it a full interchange.	This proposal would be too close to other interchanges and would afford only limited access to the west side of I-15.
8/6/2010	Drew Chamberlain	"I love Legacy highway!!!! Build more so we can have less congestion. Thank you for Legacy Highway."	This project is being considered as part of the Draft Plan
8/3/2010	Cherri Reed, Clinton City Council at the West Davis Highway open house	1. The possible 1800 North/I-15 Interchange should be second choice after one at 6000 South in Weber County or at 800 North in Sunset due to the narrow, residential nature of 1800 North. 800 North would work because it is already slated to be widened to three lanes and has an existing railroad overpass. 2. SR-193 would be a great east/west corridor because it is already funded to 2000 West and taking the road further west would have low impact on residential housing.	The 1800 North interchange is warranted by demand. Also, the other suggested alternatives would be too close to existing interchanges and would have elevation change challenges. 2. This project is being considered as part of the Draft Plan
8/3/2010	Lynn Vinzant, Clinton City Planning Director	3000 West in Clinton needs to be constructed from 2400 North over the county line to connect with 6000 South in Roy.	This project is being considered as part of the Draft Plan



Date	Commenter	Concern	WFRC Response
8/3/2010	Cody and Jacqueline Carpenter	"The best way to move east/west traffic is on SR-193."	Agreed.
8/3/2010	Marilyn Peterson	"I feel the best route to move traffic east/west would be SR-193 because its already funded to 2000 West."	This project is being considered as part of the Draft Plan
8/3/2010	Russell McLendon	"It makes sense to me to have SR-193 continue to 2000 West because the funds are already there and have it carry further west."	This project is being considered as part of the Draft Plan
8/4/2010 and 8/11/2010	Mitch Adams, Mayor Clinton City	<p>1. Widen 1800 North (SR-37) from 2000 West (SR-108) to I-15 from 2 lanes to 5 lanes in Phase I of the RTP. A bridge over the active railroad corridor should also be included in the project.</p> <p>2. The 1800 North interchange should be included on Phase I of the RTP.</p> <p>3. Widen 1800 North west of 2000 West from 2 lanes to 5 lanes in the same phase of the RTP as the West Davis Corridor Construction.</p> <p>4. Widen SR-108 (2000 West) to 5 lanes placed in Phase 1 of the RTP.</p> <p>5. New construction of 3000 West from 2415 North in Clinton to 6000 South in Roy.</p> <p>6. "Davis county supports the need for the West Davis Corridor and it should be built as soon as possible."</p>	<p>1. The project is warranted by demand. The request for Phase I placement will be considered.</p> <p>2. As above.</p> <p>3. This project is being considered as part of the Draft Plan. The phasing is yet to be determined.</p> <p>4. As above in item 1.</p> <p>5. This project is being considered as part of the Draft Plan. This will complete the system.</p> <p>6. This project is being considered as part of the Draft Plan.</p>
8/5/2010	Barry Edwards, North Salt Lake City Manager, Paul Ottoson, North Salt Lake City Engineer	<p>1. A full interchange at Legacy Parkway and Center Street is needed.</p> <p>2. Center street should be widened to five lanes from Legacy to Orchard Drive.</p> <p>3. North bound on and off ramps could be added to I-15 at Center Street.</p> <p>4. Better transit in the form of a street car system or BRT is</p>	<p>1. An interchange is desirable but too close to the interchange with I-215.</p> <p>2. Projected future travel demand warrants operational improvements only.</p> <p>3. Such improvements would conflict with existing I-215 merge ramps.</p> <p>4. This project is being considered as part of the Draft Plan, subject to</p>



Date	Commenter	Concern	WFRC Response
8/6/2010	Terry Marasco, Utah Clean Air Alliance	<p>needed.</p> <p>1. An air quality analysis needs to be done for each alternative.</p> <p>2. "We suggest an all new/expanded rail alternative with criteria pollutant analysis."</p> <p>3. The MOVES model should be used for the above suggested air quality analysis.</p> <p>4. Add extensive walk/bike paths and connection nodes to each alternative.</p> <p>5. Growth assumptions should be tested using recessionary estimates and optimistic economic forecasts as well.</p> <p>6. There has been no consideration of water availability.</p>	<p>the South Davis Transit Study.</p> <p>1. Completed.</p> <p>2. A transit only alternative was considered four years ago and did not perform well. The current alternatives have robust transit networks.</p> <p>3. During the transition from the Mobile 6 model to MOVES, the latter is not required until March 2012. In addition, the relative air quality impacts of the Plan alternatives are equally discerned with either model.</p> <p>4. These projects are being considered as part of the Draft Plan. This is in process.</p> <p>5. Over time, such assumptions even out. Therefore, a moderate growth estimate is preferred.</p> <p>6. GOPB estimates of water availability are relied upon for this factor.</p>
8/8/2010	Anna Stanton	"Connecting SR-193 with 2000 West and on to the West Davis Corridor makes complete sense to me. There isn't a need to widen 1800 north beyond 2000 West."	<p>1. This project is being considered as part of the Draft Plan. SR-193 should be widened to the West Davis Highway.</p> <p>2. The widening of 1800 North is warranted based on projected demand and the need to complete the system.</p>
8/8/2010	Roger Borgenicht, Future Moves Coalition and Mark Heilesen, Sierra Club	"...the West Davis Corridor road project should be abandoned and new transportation projects in that area should focus on increasing the access to and use of FrontRunner Commuter Rail and linking northern Utah to other regional transit. Linking bikeways and transit facilities can provide viable travel choices for some. This would promote higher density development patterns, better service peak hour travel, and	<p>1. The West Davis Highway EIS is addressing the issue including the need for transit in that corridor.</p>



Date	Commenter	Concern	WFRC Response
		greatly improve long-term air quality. This approach could be used along the entire Wasatch Front to improve air quality and reduce congestion by facilitating a better balanced travel mode share between car, transit and walk/bike trips, especially at the peak hours of travel.”	2. WFRC supports an increase of transit service and pedestrian / bicycle networks for Davis County in general as part of a balance approach to transportation needs.
8/11/2010	Michael Poff, South Weber City Council	The proposed Fairfield Road extension is “unsafe, unstable, not a good idea.”	The Fairfield Road extension is needed to relieve traffic congestion on US 89 and to complete the system. Nevertheless, there is recognition on WFRC’s part of the geotechnical challenges in the placement of a road up the south slope of the Weber River valley in that location and the fact that a portion of the road would be within the Air Force Base boundary.
8/11/2010	Todd Stevenson, Fruit Heights City Mayor	“An east/west grade separated crossing at Nicholls Road and US 89 is critical for access to emergency response services as well as not allowing US 89 to completely bisect our community.”	This project is being considered as part of the Draft Plan, when US 89 becomes a freeway.
8/11/2010	Barry Burton, Davis County Planner	1. The West Davis Highway is needed and the growth in population will warrant an alternative to I-15. 2. “Widening of 1800 North in Clinton and Sunset will be critical to east/west movement enabling an interchange on I-15 to fully function.”	1. This project is being considered as part of the Draft Plan 2. This project is being considered as part of the Draft Plan
8/11/2010	Louenda Downs, Davis County Commissioner	1. Supports a transit loop on SR-193/Hill AFB as noted on Alternative Four. 2. Supports BRT on West Davis Highway as noted on Alternative Three.	1. This project is being considered as part of the Draft Plan 2. WFRC will await the recommendations of the West Davis EIS.
8/11/2010	Colonel Pool, Hill AFB Vice Commander	Supports a transit loop on SR-193/Hill AFB as noted on Alternative Four.	This project is being considered as part of the Draft Plan



Draft 2040 RTP Davis County Comment Summary

Below is a comprehensive summary of all comments received regarding the Davis County portion of the draft 2040 RTP since the closure of the alternatives phase of Plan development and at the RGC Ogden / Layton Technical Advisory Committee meeting held on September 29, 2010.

Date	Commenter	Concern	WFRC Response
September 29, 2010	Barry Edwards, Ken Leetham, and Paul Ottoson, North Salt Lake City, Manager, City Planner, and City Engineer	1. A full interchange is needed at Center Street and Legacy Parkway. They would like to schedule a private meeting with us to discuss the matter as soon as possible. They will invite UDOT as well. 2. A new interchange is needed for North Salt Lake on I-15 at Center Street.	1. The requested interchange was agreed to at the meeting mentioned involving North Salt Lake City, UDOT and WFRC. 2. North Salt Lake City has withdrawn this request.
September 29, 2010	Unidentified TAC member	There will be a water line constructed on the east side of Hill Air Force Base which may be useful as a route for the Fairfield Road.	The Hill Air Force Base planner will be contacted before the project advances further.
September 29, 2010	Scott Anderson, Woods Cross City	The 500 South interchange needs to be re-constructed.	Added as requested.
September 29, 2010	Boyd Davis, West Point City Engineer	3000 West between 1800 North and 900 South needs a center turn lane.	This is not a regionally significant project. Therefore, it does not need to appear on the RTP.
September 29, 2010	Greg Benson—Clearfield City	The interchange at 650 North in Sunset/Clearfield should be upgraded.	As I-15 is widened and the Falcon Hill project is developed, the interchange will be improved.
September 29, 2010	Ken Williams, Centerville City Planner	There needs to be a FrontRunner stop in Centerville City.	Commuter rail station spacing requirements would preclude this request.
September 29, 2010	Aric Jensen, Bountiful City Planner via e-mail	Bountiful City supports the streetcar option over a BRT in South Davis County.	WFRC will defer to the ongoing environmental study's recommendation based on available funding.
October 6, 2010	Krista Hailey, Hill AFB Community Planner	They are supportive of the Fairfield Road extension provided that it does not encroach on base property	The draft Plan calls for the road extension to skirt the eastern fence of the Air Force Base.
October 13, 2010	Stuart Adams, Utah State Senator	1. Widen I-15 from Layton to 31 st street 2. Extend the HOT lane from Layton to Beck Street. 3. Extend the HOT lane from Layton to 31 st Street.	1. This is part of the draft RTP. 2. As Above. 3. As Above.



Date	Commenter	Concern	WFRC Response
		4. Add a lane to Legacy. 5. Finish the West Davis Highway. 6. Improve the Layton Hills Mall Interchange.	4. Traffic modeling suggests the widening of I-15 would be more cost effective. That along with the implementation of the South Davis Transit project should be sufficient to meet forecast travel demand. 5. This is part of the draft RTP. 6. As above.
October 19, 2010	UDOT Region I Planning Staff	1. We have operational concerns about placing an overpass between Antelope and Hillfield. 2. The Region has mixed feelings about the proposed half interchange on Legacy at Center Street in NSL. Operationally this could help but can this be pulled out in the future if a full interchange at Legacy and I-215 goes in?	1. The need for and impacts of the recommended overpass will be addressed by a future environmental study. Should the study recommend against the overpass, it can be deleted at that time. 2. The need for and configuration of the recommended interchange at Legacy and Center Street will be considered during the environmental study for the I-215/Legacy Interchange due to its proximity.
October 20, 2010	Mitch Adams, Clinton City Mayor at the Davis COG	As part of the 1800 North widening project, a railroad overpass should be specifically identified.	The overpass was anticipated as part of the overall project. Nevertheless, it has been specifically added to the draft RTP.
As above	John Petroff, Davis County Commissioner at the Davis COG	He recognizes the need to connect Falcon Hill and SR-126 in Clearfield. Nevertheless, The 800 North overpass over I-15 in the current version of the draft RTP will face technical challenges because I-15 is elevated at that point.	WFRC will conduct a field review to determine if there are other possible locations and configurations that would meet the need to connect Falcon Hill and SR-126.
As above	Jeff Monroe, South Weber City Mayor	The City has long recognized the need for and contemplated the extension of Fairfield Road as shown on the draft RTP.	WFRC concurs on the need for the road to provide an additional north/south route in that area.
October 21, 2010	Steve Meyer, FrontRunner Project Manager	The draft RTP should ensure that there is a transit connection between the Falcon Hill development and the Clearfield commuter rail station.	The draft RTP provides for the connection in question.



Date	Commenter	Concern	WFRC Response
October 26, 2010	John Urbanic, Army Corps of Engineers at the Resource Agency Mtg.	<p>1. Regarding the West Davis Highway, ending at 4000 South "is good."</p> <p>2. "Would like to view alternatives for each [other] project[s]."</p>	<p>1. The preferred alternative selected by the ongoing West Davis Highway EIS, in which the Corps is participating, will determine the terminus of the project.</p> <p>2. Prior to approval, other projects will need to undergo the standard environmental review in which various alternatives are examined. The Corps may view and comment on those alternatives at that time.</p>
October 26, 2010	Paul Rowland, Bountiful City Engineer	1. "The transit line shown on the draft RTP does not preclude the eventual construction of a rail line, correct?"	Yes, the South Davis Transit Line is classified as rail/bus rapid transit.
October 26, 2010	Joe Perrin, A-Trans Engineering	How does the current 2030 RTP weigh in on the new Plan? Does it affect the phasing of projects or is the new Plan a blank slate.	The 2040 draft RTP is technically a blank slate. Nevertheless, the factors which caused certain projects to be included in the first Phase of the current plan are still there and may well bring about the same result in the new Plan.
October 27, 2010	Glen Miles, Davis Chamber of Commerce Trans. Com.	The hillside north of Hill Air Force Base is saturated and would be problematic for the Hillfield Road extension.	Geotechnical issues such as this will need to be addressed by the environmental document prepared prior to construction.
October 27, 2010	Kent Jorgensen, UTA	Is the bus rapid transit line on the west side of Hill Air Force Base on the Bamberger Corridor?	Yes.
October 27, 2010	Gary Petersen, Davis Chamber Trans. Com.	Getting transit connections onto Hill Air Force Base is critical.	Such connections will need to be arranged between UTA and the Air Force Base administration.
October 27, 2010	Vic Saunders, UDOT	The improvement of the 5600 S. Interchange should be included because of the Falcon Hill development.	The project is included on the draft RTP.
November 1, 2010	Woody Woodruff, Layton City Engineer	<p>1. Please show the extension of Hill Field Road from 3200 West to 3650 West as new construction.</p> <p>2. Please add 3650 West from 700 North to Gentile Street as new construction.</p> <p>3. Please add the</p>	<p>1. The requested addition has been made.</p> <p>2. As above</p> <p>3. As above.</p>



Date	Commenter	Concern	WFRC Response
		<p>construction of 2700 West from the Hill Field Road extension to the Layton Parkway.</p> <p>4. Please show an improvement to the I-15 interchange at Antelope Drive.</p>	<p>4. This is part of the draft RTP.</p>

Phased Draft 2040 RTP Davis County Comment Summary

Date	Commenter	Concern	WFRC Response
December 8, 2010	Aric Jensen, Bountiful City Planner	Bountiful wants to make certain that the re-construction of the 500 South / I-15 Interchange and the streetcar into south Davis County is on the "short list" or Phase I of the draft RTP	<p>1. The 500 South Interchange will be improved to a diverging diamond format in 2014/2015. A full reconstruction is slated to take place in Phase III of the Plan.</p> <p>2. Given anticipated financial constraints, the project currently calls for a BRT level of service in Phase I or II with an upgrade to a streetcar in an unfunded (later) phase.</p>
December 13, 2010	Cory Pope UDOT Systems Planning and Programming	<p>"UDOT is requesting that the segment of West Davis Corridor (WDC) from Farmington to Syracuse Road (1700 South) be included in Phase 1 of the Draft 2040 Regional Transportation Plan. The basis for this request is as follows:"</p> <p>1) "This is the shortest segment where projected travel demand would warrant a sizeable project in Phase 1. At Syracuse Road, WDC will be 5 miles west of I-15, with 1.7 miles of developable area and street network west of WDC. If WDC extends to Syracuse Road, 4 interchanges would be provided: Shepard Lane, 200 North, Layton Parkway, and Syracuse Road. This will more than double the amount of traffic using WDC and thus, not using I-15."</p> <p>2) "It is quite likely that funding for this</p>	The requested change has been made.



Date	Commenter	Concern	WFRC Response
		segment would occur in both Phase 1 and 2, allowing for flexibility in the financial constraint considerations. That said, in order to prepare for the possibility of the project we need to include it in Phase 1.”	
December 15, 2010	Mike Bouwhuis, Layton City Council	1. The extension of Antelope Drive to U.S. 89 is on Layton City's master plan. 2. They appreciate the work on the Layton Parkway Interchange. This will allow work to proceed on Hill Field Road.	1. The extension is in the Plan and includes an interchange at U.S. 89. 2. Agreed.
December 20, 2010	James "Woody" Woodruff, P.E. Layton City Engineer	1. “Project Number D-28, has already been improved and needs to be removed from Phase 1. This project was for \$14M.” 2. “Project D-12 Layton Parkway should be broken up into two projects. Phase 1 should be Layton from Flint Street to 2200 West Street. The cost for this is approximately \$14M. Phase 2 Layton Parkway should be from 2200 West to West Davis Corridor for \$41 M.”	1. Layton City plans to re-stripe this road in the Spring of 2011 so it can and has been removed from the draft RTP. 2. The draft Plan has been amended as requested.
December 21, 2010	Ken Leetham, North Salt Lake City Community and Economic Development Director	“Project D-15 includes operational improvements on Center Street between Redwood Road and I-15. We believe that the project should be extended to the east to include that portion of Center Street that intersects with U.S. Highway 89.”	The requested change has been made.
December 21, 2010	UDOT Region I staff members Jason Davis, Darin Duersch, and Darin Fistrup	1. I-15 from US-89 to I-215 (Recommends moving to Phase 1 and adjusting cost to \$100 Million) 2. UDOT recommends full freeway status for the West Davis Highway. 3. They will also provide an updated cost for project D-25 and W-28 – I-15 between I-84 and Hillfield Road.	1. The draft Plan has been amended as requested. 2. The draft Plan includes the West Davis corridor as a freeway based on the UDOT request and the Tier I recommendation of the ongoing EIS. 3. WFRC will incorporate the updated cost figures as they become available.
January 19, 2011	Sunset City Mayor Chad	Delete the I-15 overpass at 650 North.	The requested change has been made.



Date	Commenter	Concern	WFRC Response
January 24, 2011	Bangerter David E. Petersen, Community Development Director, Farmington City	"...the "corridor connector" area in Farmington as identified on the Davis County Highway Project Type map of the Draft 2040 Regional Transportation Plan is shown as a Phase 2 project on the Project Phasing map (see attached). Meanwhile the West Davis Corridor east of this connector through Kaysville, Layton and Syracuse is shown as a Phase 1 project on the same map. It does not make sense that the corridor will be constructed before the "corridor connector"."	After discussions with Farmington City representatives and UDOT, WFRC has decided to remove the Legacy Connector project from the project list, but has left the "hatched" portion on the map in Phase 1. This hatched piece will now be considered the end of the Western Davis Corridor, consistent with the EIS and the three options (western option, D&RGW, and parallel to I-15) left in Farmington City. Once the EIS is finished, the maps can be updated as needed.
January 27, 2011	Dave Milheim, Farmington City Manager	"Formal addition of the enhanced Shepard Lane Interchange at I-15 to the WFRC long range plan. We do not want anyone to assume this interchange is being done as part of the West Davis Corridor connection. It may be once the alignment is set but we want those improvements specifically called out as a Phase One listed project (consistent with the WDC timing) so it does not get "lost" on a rather large list of projects."	The requested change has been made.

2009-2010 RTP Weber County Scoping Phase Comment Summary

Below is a comprehensive summary of all comments received via e-mail in the scoping phase of RTP development. Separate lists of comments received at open houses, environmental justice visits and three letters from cities are also attached.

Date	Commenter	Concern
10/17/2008	Michael Packard	Mr. Packard supports a form of monorail called cybertran as opposed to streetcars or light rail.
12/18/2008	Tami Diaz	Please do not cut any more bus routes.
2/26/2009	Heath Jackson	A bicycle lane along Beck Street is needed.
3/30/2009	Kent Jorgeson	Traffic light timing is needed on Washington and Harrison Boulevards in Ogden.
10/5/2005	Weber County Open House	The summary of comments from the open house is noted below.



11/25/2009	Scott Robinson	<p>It seems that the plan has as one of its objectives the reduction of vehicle miles traveled (VMT) as a strategy to reduce congestion and related pollution/GHGs. I am concerned that the VMT reduction objective may be in direct conflict with the plan's other objective of promoting mobility and a strong economy. In particular, it seems that the causal relationship between reducing VMT and the reduction of congestion/pollution/GHGs may be very weak and therefore a waste of resources to pursue.</p>
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Weber County Transportation Open House

October 5, 2009

Comment Summary

The Wasatch Front Regional Council sponsored an open house for the purpose of displaying the current Regional Transportation Plan (RTP) and receiving comment on transportation needs for the Update to the RTP. Approximately 30 members of the public including several mayors and other elected officials were in attendance. Their comments are summarized below.

- Avoid widening Harrison Blvd. Removal of on-street parking is a better idea.
- Bicycle and pedestrian safety is a problem on Harrison Blvd. and U.S. 89.
- The Legacy Parkway bicycle path is excellent.
- Street car service on Harrison Blvd. is essential.
- A street car would help change development patterns to higher density.
- 5600 South in Roy should be widened and extended to I-84.
- Preservation of air quality and reducing vehicular miles traveled is essential.
- Pedestrian overpasses for Harrison Blvd. and Washington Blvd. at 4400 South.
- “Changes in development patterns to allow people to live where they work will make local and regional public transportation a far more important option.
- Continued support for the Skyline Drive Project in North Ogden and Pleasant View is essential.
- The extension of Wall Avenue north of 2700 N. will cut through residential areas and is not necessary.
- Feeder bus routes for commuter rail and express buses are needed.
- As we set a long range plan, changes in demographics should be considered, especially the growth in the senior population.
- The proposed Legacy Highway on the west side of Weber County is in the right place and will be needed as growth occurs out there.
- “More trails please,” especially along the Weber River and the larger irrigation canals.
- Washington Blvd. should be 2 lanes each way plus a center turning lane in North Ogden City.



2010 RTP Alternatives Phase Weber County Comment Summary

Below is a comprehensive summary of all comments received at the technical advisory committee meetings, via e-mail, at open houses and by letter in the alternatives phase of RTP development relative to Weber County and WFRC responses.

Date	Commenter	Concern	WFRC Response
7/28/2010	Ogden-Layton Technical Advisory Committee Meeting	3500 West should be continued as a four lane highway from 12 th Street to 4300 North	Anticipated travel demand in 2040 does not warrant this level of service.
7/28/2010	Ogden-Layton Technical Advisory Committee Meeting	4700 West should be continued as a four lane highway from 4000 South to 1975 North in Plain City	Continuation of 4700 West from 4000 South to 1200 South is the only portion warranted based on travel demand.
7/28/2010	Ogden-Layton Technical Advisory Committee Meeting	A transit connection to the Ogden Valley/Snow Basin/Powder Mountain is desirable.	Although it would be desirable to have a transit connection to the Ogden Valley, the scope of the RTP is limited to the urban areas.
8/2/2010 at the open house	Matthew Godfrey, Ogden City Mayor; John Arrington; Josh Jones; Mark Johnson; Ron Ball; Jess McClelland	A downtown circulator needs to be identified in the transit plan.	This project is being considered as part of the Draft Plan.
8/2/2010 at the open house	Matthew Godfrey, Ogden City Mayor; Susan Van Hooser, Ogden City Council; Josh Jones	Please do not widen Harrison Blvd. in the RTP. Rather, just make intersection improvements.	Widening Harrison Blvd. north of 40 th Street would be difficult and expensive. That portion received a recommendation of operational improvements only. South of 40 th Street, a widening is warranted.
8/2/2010 at the open house	John Arrington; Park Carr; Blake Wilkinson; Josh Jones; Terry Guthrie; Mark Johnson; Ron Ball	A full interchange at 24 th Street and I-15 is needed.	This project is being considered as part of the Draft Plan based on industrial development to the west.
8/2/2010 at the open house	Michael Ackley; Sharyl Ackley	Better mass transit is needed. "Please extend FrontRunner north and south."	The draft Plan has a robust transit section. Extension of FrontRunner to the south is underway and to the north is under study.



Date	Commenter	Concern	WFRC Response
8/2/2010 at the open house	Salee Orr, South Ogden City Council	If Adams Avenue is widened, a safe crossing for the Jr. High students and other pedestrians will need to be put in place.	This project is being considered as part of the Draft Plan. Nevertheless, a pedestrian overpass would not generally appear on the RTP because it is not a regionally significant facility.
8/2/2010 at the open house	Josh Jones	"The rail line from the transit hub to WSU should go through the East Central Neighborhood..." Also, a bicycle connection from downtown Ogden is needed across the rail yard and I-15. "Bicycle traffic and alternative transportation should be paramount."	1. The alignments within the RTP are merely placeholders. The final fixed guideway transit route will be determined by the ongoing environmental study. 2. An east/west bicycle route connection is being considered as part of the 24 th Street Viaduct improvement. Bicycle routes are an essential element of the RTP.
8/2/2010 at the open house	Breon Jacobs, Manager, Adams Ave. Tollway	Any work on Adams Avenue should not adversely affect the toll road.	This project is being considered as part of the Draft Plan. The projects contemplated in the Draft RTP will bring additional customers to the toll road.
8/2/2010 at the open house	Edward Dickie, North Ogden City Manager	1. 450 East (Washington Blvd. above 2600 N.) should be widened up to at least 3100 North. 2. Monroe Road should go through to 3100 North. 3. Harrison Blvd./Mountain Road should be widened within North Ogden City.	1. The construction of Skyline Drive and Monroe St. should meet this need. 2. This project is being considered as part of the Draft Plan based on anticipated demand. 3. There is not sufficient anticipated demand to justify this project.
8/6/2010	Terry Marasco, Utah Clean Air Alliance	1. An air quality analysis needs to be done for each alternative. 2. "We suggest an all new/expanded rail alternative with criteria pollutant analysis." 3. The MOVES model should be used for the above suggested air quality analysis.	1. Completed. 2. A transit only alternative was considered four years ago and did not perform well. The current alternatives have robust transit networks. 3. During the transition from the Mobile 6 model to MOVES, the latter is not required until March 2012. In addition, the relative air quality impacts of the Plan alternatives are equally discerned with either



Date	Commenter	Concern	WFRC Response
		<p>4. Add extensive walk/bike paths and connection nodes to each alternative.</p> <p>5. Growth assumptions should be tested using recessionary estimates and optimistic economic forecasts as well.</p> <p>6. There has been no consideration of water availability.</p>	<p>model.</p> <p>4. These projects are being considered as part of the Draft Plan. This is in process.</p> <p>5. Over time, such assumptions even out. Therefore, a moderate growth estimate is preferred.</p> <p>6. GOPB estimates of water availability are relied upon for this factor.</p>
8/6/2010	Drew Chamberlain	The Legacy Parkway has been a great success which should be continued with Legacy North (West Davis Highway)	This project is being considered as part of the Draft Plan, subject to the ongoing environmental study.
8/9/2010	Roger Borgenicht, Future Moves Coalition and Mark Heileson, Sierra Club	The draft RTP update should emphasize transit over highways. The West Davis Highway/North Legacy should be taken off the Plan. Emphasis should be placed on feeder routes for major transit facilities.	<p>1. WFRC supports an increase of transit service and pedestrian/bicycle networks for Weber County in general as part of a balanced approach to meeting transportation needs.</p> <p>2. The West Davis Highway EIS is addressing the need for transit in that corridor.</p>
8/19/2010	Steve Harris, Public Works Director, Washington Terrace City	"The inclusion of Adams Avenue ... is a key element in providing access to the Ogden Regional Hospital.... The proposed route should be extended north on 475 East to I-84, across I-84 and to the existing Adams Avenue Parkway Toll Road. It should then connect to the Adams Avenue Project along existing south Adams Avenue. The roadway would provide an important north-south corridor that is not available at this time from Fisher Highway/State 193—or further south—to Washington Boulevard/US 89. The proposal should also include UDOT ownership of the entire route."	This project is being considered as part of the Draft Plan. Nevertheless, there is a recognition on WFRC's part of the geotechnical challenges in the placement of a road up the south slope of the Weber River valley in that location and the fact that the proposed facility would encroach on Air Force Base property.
8/20/2010	Jessica Fowler	The proposed routes for the West Davis Highway/North Legacy in western Weber County are too far west for the heavy majority of the population and would not be used.	The route selected was the subject of a lengthy study and is being included as corridor preservation only north of 4000 South.



Draft 2040 Plan Weber County Comment Summary

Below is a comprehensive summary of all comments received regarding the Weber County portion of the draft 2040 RTP since the closure of the alternatives phase of Plan development and at the RGC Ogden / Layton Technical Advisory Committee meeting held on September 29, 2010.

Date	Commenter	Concern	WFRC Response
Sept. 8, 2010	Ogden Mayor Matthew Godfrey and City Council by letter	1. They believe that the impacts of a widening project on Harrison Boulevard would be "significant to our community in many ways." A meeting with the City Council is scheduled for November 9 th .	1. The recommendation is now to widen Harrison Boulevard south of Country Hills Drive and make operational improvements from there north to Mountain Road.
Sept. 3-21, 2010	48 e-mails from concerned citizens	1. All were opposed to the widening of Harrison Boulevard. 2. Several commenters supported using 25 th Street as the east/west transit for the proposed street car.	1. as above. 2. The current environmental study will determine the locally preferred alternative route for the proposed street car.
Sept. 29, 2010	Curtis Christensen, Weber County Engineer	1. Weber County agrees on the need for a park and ride lot in the Ogden Valley. The current location may be problematic. He would like to work with us to find a suitable location. 2. The right-of-way preservation for the SR-67 extension should be shown.	1. WFRC will work with Weber County planning staff to determine a better location. 2. The map will be altered to reflect the request.
Sept. 29, 2010	Bruce Talbot, Pleasant View City Planner	1. "You could remove the 1100 West segments in Pleasant View from the list and the map. They are collector roads but will be built by development (portions already are) and remain as local roads. There is no intent to apply for STP or state funding for these segments." The foregoing received by e-mail after the meeting. 2. FrontRunner should be shown as extending into Box Elder County.	1. The map will be altered to reflect this request. 2. This request will be considered upon consultation with UTA.
Sept. 29, 2010	Daniel Gilles & Greg Montgomery Ogden City Planning	1. The Pioneer Road extension from the Business Depot Ogden to 400 East is problematic because of wetland issues, residential conflicts, and the cost of a new railroad overpass. The city has planned on 2 nd Street as the east/west connection to Wall Avenue.	1. This project has been added to the draft RTP.



Date	Commenter	Concern	WFRC Response
		2. Harrison should show operational improvements as far north as Mountain Road.	2. The map will be altered to reflect this request.
Oct. 4, 2010 at WACOG	Matthew Godfrey, Ogden City Mayor	1. The 24 th Street interchange should be shown as new construction. 2. The downtown transit circulator should be shown as a transit way and not enhanced bus.	1. This comment will be considered as part of the Draft 2040 RTP update process. 2. As above.
As above	Jan Zogmaister, Weber County Commissioner	If you reconstruct the 24 th St. Interchange, the 21 st St. Interchange will have to be re-done as well. You will lose access to West Haven City.	As above.
As above	Richard Harris, North Ogden Mayor	The widening of 450 East from 2600 North to 3100 North in North Ogden City needs to be shown on the Draft 2040 RTP as it is in the current 2030 Plan.	As above.
As above	Keith Butler, Marriott-Slaterville Mayor	Pioneer Road (400 North) should be re-striped to 5 lanes from I-15 to 1200 West.	As above.
As above	James Minster, South Ogden City Mayor	1. Harrison Boulevard is overcrowded today and there are seemingly no plans to improve it. 2. The intersection at Harrison and U.S. 89 needs to be significantly improved.	1. The draft RTP calls for the widening of Harrison Boulevard south of County Hills Drive in South Ogden City. 2. The intersection will be improved as part of the U.S. 89 / Harrison Blvd. projects.
As Above	David Hardman, Weber Chamber of Commerce	Signal coordination should be included in any improvement of Harrison Boulevard.	1. This is generally the case in any major arterial street improvement.
As above	Mark Allen, Washington Terrace Mayor	The Fairfield Road project from SR-193 to Adams Avenue would reduce pressure on Harrison Boulevard.	The proposed Fairfield Road extension is desirable from several standpoints including congestion relief on other parallel facilities.
As above	Kent Jorgensen, UTA	The proposed park and ride lot in Huntsville is desirable.	The park and ride lot has been included in the Draft Plan. The exact location needs further study.
October 14, 2010	Weber Chamber of Commerce	1. Put the improvement of the Uintah / U.S. 89 intersection into the first phase of the RTP.	1. WFRC agrees the intersection improvement in question is badly needed. It



Date	Commenter	Concern	WFRC Response
	Transportation Committee Members	<p>2. They support corridor preservation for 12th Street west of I-15 for now and widening later on.</p> <p>3. "Fix the intersection of Midland Drive and 4000 South."</p> <p>4. Widen Midland Drive.</p> <p>5. "Any thought of extending Hinckley Drive to the west?"</p> <p>6. East / west traffic is getting increasingly congested.</p> <p>7. The improvement of the intersection of U.S. 89 and Harrison needs to be a priority.</p> <p>8. How does our operational improvement only on Harrison Boulevard meet future demand?</p> <p>9. "FrontRunner extensions out to Pleasant View are mostly empty." (So why build more capacity?)</p> <p>10. Put the widening of 450 East north of 27th North on the draft RTP.</p>	<p>is, nevertheless, not a regionally significant project and, therefore, does not need to appear on the RTP.</p> <p>2. This is part of the draft RTP.</p> <p>3. Intersection improvements are generally not considered regionally significant and, therefore, do not need to appear on the RTP.</p> <p>4. This is part of the RTP.</p> <p>5. Parallel routes on 2550 South and 4000 south will be widened which should be sufficient to meet travel demand.</p> <p>6. WFRC recognizes this and seeks to meet increased east/west travel demand with additional highway, transit and operational improvements.</p> <p>7. The intersection will be improved as part of the Harrison Boulevard and U.S. 89 projects called for in the RTP.</p> <p>8. Transit and highway operational improvements should be sufficient to meet forecast travel demand north of County Hills Drive. Also, the community and financial impacts of a full widening project would be severe.</p> <p>9. Future travel demand forecasts suggest a need for increased transit capacity in northern Weber County.</p> <p>10. This is part of the draft RTP.</p>
October 14, 2010	WACOG Transportation Subcommittee	<p>1. Widen 600 West in Pleasant View north of 27th North.</p> <p>2. Widen Larsen Lane in Harrisville.</p> <p>3. Widen 1900 West from 12th</p>	<p>1. This is a small, local road and does not need to be included on the draft RTP.</p> <p>2. This has been added to the draft RTP</p> <p>3. This has been added to</p>



Date	Commenter	Concern	WFRC Response
		<p>Street to Pioneer Road.</p> <p>4. Widen 3500 West from 2550 South to 12th Street.</p> <p>5. Widen 3500 West from Midland Drive to 2550 South.</p>	<p>the draft RTP from 12th Street to 27th North. The need for this is also suggested by travel demand forecasts.</p> <p>4. Operational improvements will meet forecast travel demand.</p> <p>5. As above.</p>
October 19, 2010	UDOT Region I Planning Staff	<p>1. Harrison Blvd. should show a 7 section roadway from Weber State to 12th street if the model shows that in 2040 it is warranted.</p> <p>2. We want to show improvements at the US-89 and Harrison (SR-203) intersection</p> <p>3. The plan shows Widening on 4th north in Ogden from I-15 to 1200 West, this project will be completed this fall.</p> <p>4. The 4th North extension in Ogden needs to show an overpass.</p> <p>5. "On the West Davis Corridor we don't show the exact tie in point to the south. Where this is an ongoing environmental document and the logical termini for either end has not yet been determined, can we also show an undetermined tie in on the north end as well."</p>	<p>1. Transit and highway operational improvements should be sufficient to meet forecast travel demand north of County Hills Drive. Also, the community and financial impacts of a full widening project would be severe.</p> <p>2. The intersection will be improved as part of the Harrison Boulevard and U.S. 89 projects called for in the RTP.</p> <p>3. The draft RTP has been amended to show a re-striping.</p> <p>4. The project has been removed from the draft RTP eliminating the need for an overpass.</p> <p>5. The draft RTP calls for corridor preservation based on the 2009 Corridor Study for the northern portion of the highway. A future highway terminus will be established as part of this and future environmental studies.</p>
October 25, 2010	Doug Larsen on behalf of the Weber Chamber of Commerce Trans. Comm.	"Monroe Blvd: From 1300 North to 3100 North – <i>Please Remove</i> "	WFRC will contact North Ogden City and review their master plan with the city planner.
October 26, 2010	John Derinzy, Weber County Representative for the Army Corps of	1. "I would just recommend that the applicant involve the Corps as early in their development plans as they can. This would help to expedite the Section 404 permitting process.	1. The WFRC supports early and ongoing involvement of regulatory agencies in order to minimize natural resource impacts, costs and delays.



Date	Commenter	Concern	WFRC Response
	Engineers at the Natural Resource Agency Mtg.	<p>[The applicant will] also need to be in compliance with the 2008 mitigation rule that stipulates the mitigation sequence be followed."</p> <p>2. "Utilize all project design mechanisms available to help with minimizing impacts to wetlands. Remember to include all possible alternatives. Utilize uplands to [the] greatest extent possible to reduce mitigation costs."</p> <p>3. "Be sure to present to the Corps a valid and legitimate need for the project and that the project must be built."</p>	<p>2. The WFRC agrees that projects should be designed to be the least impactful to wetlands and other natural resources.</p> <p>3. All individual projects must start with a statement of purpose and need. Projects included on the RTP must show a need as well.</p>
October 27, 2010	Mayor Clifford, Pleasant View City via e-mail	"It should read 600 West, from Elberta Drive to 2700 North. The road needs to extend up the hill through Pleasant View Drive to Elberta Drive to complete the road. This implies that we also need to address the intersection of 600 West and Pleasant View Drive."	The requested operational improvement will be added to the RTP.
As Above	Joe Perrin, A-Trans Engineering	How does the current 2030 RTP weigh in on the new Plan? Does it affect the phasing of projects or is the new Plan a blank slate.	The 2040 draft RTP is technically a blank slate. Nevertheless, the factors which caused certain projects to be included in the first phase of the current plan still exist, for the most part, and may well bring about the same result in the new Plan.
November 5, 2010	Richard Harris, North Ogden City Mayor	<p>Please place Monroe Boulevard from the Ogden City/North Ogden City boundary to 3100 North in North Ogden on the subject list.</p> <p>North Ogden's 2008 Transportation Master Plan (completed by InterPlan in December 2008) designates Monroe Boulevard as a major collector route and projects daily traffic volumes of 18,000 vehicles per day in 2040 (based on our "build-out" population of about 38,000 residents). Monroe Boulevard, along with Washington Boulevard and Mountain Road</p>	The requested project has been added to the RTP.



Date	Commenter	Concern	WFRC Response
		<p>(Harrison Boulevard) comprise the routes that will move all but a small percentage of North Ogden's traffic in and out of the city. Since it looks like Harrison Boulevard won't be improved in the future, it's even more important that Monroe Boulevard be completed through North Ogden to handle projected traffic.</p> <p>Ed Dickie, Craig Barker, and I reviewed the entire route from 2nd Street in Ogden to 3100 North in North Ogden. Monroe Boulevard is constructed to an arterial standard (at least 100' R/W) from 2nd Street to the North Ogden boundary. It has been constructed to a major collector standard (100' R/W to 80' R/W as it moves north) in sections through North Ogden as subdivisions have been completed. All the remaining sections do not yet exist and are designated across open fields. There are few, if any, structures that will be impacted when those sections are constructed. This should resolve concerns that neighborhoods would be impacted with an increased R/W width - no neighborhoods will be impacted in that manner.</p> <p>For planning purposes, the length will total about 1.1 miles and InterPlan's 2008 cost estimate was \$5.2 Million.</p>	
November 22, 2010	Bill Morris, City Administrator Marriott-Slaterville City	"...Marriott-Slaterville desires to add reconstruction of 1200 West between S.R. 39 and Wahlquit Jr. High."	Reconstruction projects do not need to be part of the RTP in order to be advanced.
November 22, 2010	Bill Morris, City Administrator, Harrisville City	Harrisville City requests that "WFRC add to their plan the reconstruction of Larsen Lane between Washington Blvd. and U.S. Hwy. 89."	As above



Draft Phased 2040 Plan Weber County Comment Summary

DATE	COMMENTER	CONCERN	WFRC RESPONSE
December 15, 2010	Daniel Gilles, Ogden City Planner	<p>1. 20th Street should be classified as a collector, not a minor arterial.</p> <p>2. 21st Street should be classified as a collector, not a minor arterial.</p> <p>3. Project W-33 is a local, not UDOT road.</p> <p>4. Project W-34 is a UDOT, not local road.</p> <p>5. What are “operational improvements?</p>	<p>1. This road is currently shown as a minor arterial on the UDOT functional class list. Nevertheless, WFRC will seek a meeting with Ogden City on this issue.</p> <p>2. As above</p> <p>3. The correction will be made.</p> <p>4. As above</p> <p>5. Operational improvements may include upgrades to intersections, access management and other changes with the exception of through lanes.</p>
December 15, 2010	Greg Montgomery, Ogden City Planner	<p>1. Revise the sequence of the 24th Street EIS. The interchange should be first followed by 24th Street widening, 2550 South and Pennsylvania Avenue because they later projects would have to be revised again if they were done first.</p> <p>2. Project 37, Skyline Drive – There are two sections that need to be completed but only one is shown. The missing piece is north of 4600 South.</p> <p>3. There should be a notation that the streetcar project from Ogden downtown to Weber State University still has multiple east/west routes under consideration.</p>	<p>1. Both projects are shown in Phase II. WFRC agrees that the interchange should be completed prior to or concurrently with the other projects, but not afterwards.</p> <p>2. The requested addition will be made.</p> <p>3. The requested explanation will be made in the narrative of the project.</p>
December 15, 2010	Kent Jorgenson, UTA	<p>1. The Weber Valley Park and Ride lot should be re-named the Ogden Valley Park and Ride lot.</p> <p>2. The Pleasant View to Brigham City Commuter Rail extension shown in Phase III is really an Ogden to Brigham City project.</p> <p>3. Support for the downtown</p>	<p>1. The correction will be made.</p> <p>2. The project is split with the commuter rail upgrade from Ogden to Pleasant View in Phase III. The corridor preservation from Pleasant View to Brigham City is shown separately.</p> <p>3. WFRC will be visiting</p>



		<p>circulator should be sought from WACOG.</p> <p>4. Bicycle projects should be included in future RTPs.</p>	<p>WACOG on January 3, 2011.</p> <p>4. Highway projects with bicycle lanes will be noted. Prioritization of bicycle projects is proceeding and documents will be available at the draft Plan open houses in February.</p>
December 15, 2010	Unidentified commenter at the RGC TAC meeting	The draft 2040 Plan functional classification shows some roads being upgraded without capacity being expanded. How does this happen?	This is an example of the need for cities to review each project within their boundaries to make certain that all classifications are correct.
December 17, 2010	Steve Harris, City of Washington Terrace Public Works Director	"The north-south corridor options may change in the near future because of the Adams Avenue toll road changing hands, from father to son. In addition, the unfunded extension of the road from the I-84 freeway, through South Weber, and to the Fisher Highway (Utah 193)—Fairfield Road—may become more of a priority as ATK and others develop on the east side of Hill AFB."	WFRC agrees and will monitor the situation for needed improvements.
December 21, 2010	UDOT Region I staff members Jason Davis, Darin Duersch, and Darin Fistrup	W-40 – I-15 Interchange at Riverdale Road (Recommends moving to Phase 1 – will be adding at least one movement (west to north soon)	The draft Plan has been amended as requested.
January 4, 2011	Jan Zogmaister, Weber County Commissioner	<p>1. "Making 24th Street a full interchange is unnecessary. In my opinion the proposed change will critically impact the existing interchanges at 21st and 31st as well as existing businesses. It cannot be accomplished without the reconstruction of the viaduct. The total cost far outweighs the possible need.</p> <p>2. "4700 W widening. At one time 4700 W was preserved as a corridor for the N Legacy hi-way. With the new proposed corridor on 5100 W, it (4700 West widening) is unnecessary and the corridor acquisition from 4800 S to 5100 S</p>	<p>1. The project is in Phase III of the draft Plan and is currently undergoing an environmental study.</p> <p>2. Upon consultation with West Haven City, it was determined that the only remaining portion of the road to be built is between 4600 South and 4800 South. West Haven City has preserved the</p>



		<p>is not raw land but homes which will increase the cost considerably. Again the cost outweighs the need."</p> <p>3. I am unable to find the Hinckley Drive expansion on the map so this comment may not be applicable. But the point that Hinckley connects to SR-108 (Midland Dr) needs to be widened through to 4000 S This would have been done had the funds been available for the full SR-108 project. This would be a fix for an immediate problem and the rest can be addressed at a future date.</p>	<p>corridor for this purpose and no houses are at risk. The current draft RTP contemplates only a two lane collector road in this section.</p> <p>3. SR-108 is in Phase I of the draft Plan.</p>
January 14, 2011	Richard Harris and Ed Dickie, North Ogden Mayor and City Manager	<p>1. 450 East / 400 East from 3300 North to 2600 North – Request to move to Phase 1</p> <p>2. Skyline Drive in North Ogden from Pleasant View City Line to 2600 North – Request to move to Phase 2</p>	<p>1. The requested change has been made.</p> <p>2. As above</p>

CHRONOLOGY OF PUBLIC INVOLVEMENT EFFORTS FOR THE REGIONAL TRANSPORTATION PLAN

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 2007-2030: Regional Transportation Plan in May 2007 through the rewrite process for the Regional Transportation Plan: 2011-2035. A 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. May 24, 2007—Regional Council staff members Kip Billings and Sam Klemm were interviewed on KSL-TV news on the matter of the newly adopted 2007-2030 Regional Transportation Plan (RTP) and associated issues of air quality and transit.
2. May 25, 2007—The Deseret News, Salt Lake Tribune and the Ogden Standard-Examiner carried articles on the adoption of the new 2007-2030 RTP. Regional Council staff members Chuck Chappell, Sam Klemm and Kip Billings were quoted in the articles.
3. June 12, 2007—Chuck Chappell, Executive Director of the Regional Council, addressed the Davis County Commission in favor of a ballot initiative that would raise sales tax $\frac{1}{4}$ of a cent for transportation projects.
4. June 13, 2007—Regional Council Chairman John Petroff and Executive Director Chuck Chappell were quoted in the Salt Lake Tribune and Deseret News in articles covering the issue of the $\frac{1}{4}$ cent sales tax for transportation in Davis County.



5. June 21, 2007—Regional Council Executive Director Chuck Chappell participated in a planning study meeting for the public to discuss the possible alternatives for the North Legacy Connector. There were approximately 200 people in attendance.
6. June 26, 2007—The Davis County Clipper covered the meeting noted above in item 5 and quoted Regional Council Executive Director, Chuck Chappell.
7. June 26, 2007—The Regional Council published legal notices advertising the availability of the Draft Transportation Improvement Program, 2008-2013, for public comment. The public comment period will run from June 27th through July 31st. Copies of the notices are attached as addendum 1.
8. June 27, 2007—Regional Council staff members Jory Johner, Sam Klemm, Ned Hacker and Ben Wuthrich participated in a transportation fair sponsored by UDOT in Kaysville and displayed the recently adopted RTP. All major transportation providers had booths at the fair including the cities. Also, many of the current studies such as the South Davis Transit study had representatives present. The fair was well advertised and went from 2:00 p.m. to 9:00 p.m. There were over 400 attendees who signed in and many more that did not. The issues brought up by members of the public to the Regional Council representatives included, bicycle trails, the location of the North Legacy Corridor, the scheduling of improvements in the corridor, interchanges on U.S. 89, commuter rail, the widening of I-15, new interchanges in Layton and Clinton and east/west congestion.
9. July 3, 2007—The Regional Council sent letters to 200 area transportation stakeholders announcing the availability of the Draft TIP: 2008-2013, for public review and comment.
10. July 7, 2007—The Deseret News carried a brief article on the availability of the Draft TIP for public comment.
11. July 8, 2007—The Ogden Standard-Examiner carried a lengthy commentary on the RTP and some of the issues within it such as east-west travel in northwestern Davis County and the viability of the financial projections within the Plan.
12. July 17, 2007—The latest version of the Happening! Newsletter was sent out to approximately 2,000 area mayors, city council members, legislators, and other transportation stakeholders. A copy is attached as addendum 2.
13. July 17, 2007—Regional Council Executive Director, Chuck Chappell, participated in a presentation of the Unified Statewide Long Range Plan to the Transportation Interim Committee of the State Legislature.
14. July 27, 2007—The Tooele Transcript-Bulletin published a lengthy article on the Unified Long Range Plan and quoted Regional Council staff member Val Halford several times in the article.
15. August 13, 2007—Regional Council staff members, Chuck Chappell and Sam Klemm briefed the Salt Lake Area Chamber of Commerce Transportation Committee on the major elements of newly adopted RTP.
16. August 16-18, 2007—Regional Council staff members participated in a booth sponsored by UTA at the Davis County Fair. The WFRC staff members displayed the RTP map and spoke with hundreds of Fair attendees on future transportation developments.



17. August 28, 2007—The Ogden Standard-Examiner carried a lengthy article on a discussion at the Davis County Council of Governments regarding the disposition of funds for highway corridor preservation. The article quoted WFRC Executive Director Chuck Chappell twice and noted that the Council agreed to contract with WFRC to administer the funds.
18. August 28, 2007—Regional Council staff member Sam Klemm attended an open house sponsored by UDOT at its Region I office in Ogden for the re-construction of 12th Street. There were about a dozen attendees from the public, many of whom stopped to speak with Mr. Klemm regarding the display of the RTP.
19. August 30, 2007—Regional Council staff member Ned Hacker represented WFRC at an open house sponsored by UTA for the Commuter Rail South EIS held at Sandy City Hall. The open house was lightly attended. Mr. Hacker displayed the recently adopted RTP maps and answered questions from members of the public.
20. September 24, 2007—The Regional Council sent its quarterly *Happenings!* Newsletter to over 1,900 interested stakeholders. A copy is attached as addendum 3.
21. September 26, 2007—Regional Council staff members Wayne Bennion and Scott Festin addressed the National Association of Commercial Appraisers, Utah Chapter at their annual meeting. Messrs. Bennion and Festin discussed growth trends and projected demographics for an audience of approximately 200.
22. September 27, 2007—Regional Council staff members Chuck Chappell and Val Halford met with a delegation from Turkmenistan who are visiting the United States to look at urban planning processes. Messrs. Chappell and Halford presented the Regional Transportation Plan and the Wasatch Choices visioning process.
23. October 9, 2007—The Regional Council published 10,000 copies of a brochure on the Regional Transportation Plan and mailed 6,187 of them to chamber of commerce members from Salt Lake, Davis and Weber Counties, all mayors and city councils, legislators, and other interested members of the public. A copy of the brochure is attached as addendum 4.
24. October 9, 2007—Regional Council staff member Sam Klemm represented the Council at an open house in Ogden sponsored by UDOT to seek public input on issues surrounding the improvement of the 24th Street Interchange. Mr. Klemm displayed the RTP and answered questions from interested members of the public.
25. October 11, 2007—Five hundred and fifty copies of the new RTP brochure were given to the West Valley Chamber of Commerce to distribute to their members.
26. October 11, 2007—Regional Council staff member Sam Klemm displayed the RTP at an open house in Morgan City sponsored by UDOT for a bridge re-construction project in the city.
27. October 17, 2007—Both the Deseret News and the Salt Lake Tribune carried articles on an audit conducted by the Legislative Auditor on the project prioritization process developed by WFRC. The news articles were covering a presentation of the audit to the Audit Committee of the Legislature.



28. October 18, 2007—The Salt Lake Tribune covered the discussion of the audit of the Regional Council's project prioritization process by the Transportation Interim Committee of the Legislature. Regional Council staff member, Sam Klemm, was quoted in the article.
29. October 24, 2007—The Regional Council participated in an open house in Orem sponsored by the Mountain Land Association of Governments. There were approximately 250 members of the public in attendance. The open house displayed current transportation environmental studies, current highway and transit projects and current long range transportation plans.
30. October 25, 2007—The Regional Council adopted a resolution in support of the $\frac{1}{4}$ cent sales tax initiative in Davis and Weber Counties. A press release announcing the resolution was sent out to members of the media.
31. October 26, 2007—The Regional Council was quoted in the Deseret News as endorsing the $\frac{1}{4}$ sales tax for transportation in Davis and Weber Counties.
32. November 13, 2007—Regional Council Executive Director Chuck Chappell represented the Council at a discussion of transportation funding prioritization at the Executive Appropriations Committee of the Legislature. The discussion lasted approximately an hour.
33. November 13-15, 2007—Various Regional Council staff members manned a booth at the annual UDOT engineer's conference. There were hundreds of attendees and many of them stopped by the WFRC booth to discuss the displays of the RTP and TIP.
34. November 14, 2007—Regional Council staff member Sam Klemm represented WFRC at an open house for the Mountain View Corridor Draft EIS. Mr. Klemm displayed the adopted RTP and distributed copies of the new brochure. The Draft EIS team had 20 people and approximately 200 members of the public attended the open house held at Hunter High School.
35. November 17, 2007—Regional Council staff member Ned Hacker represented WFRC at an open house for the Mountain View Corridor Draft EIS. Mr. Klemm displayed the adopted RTP and distributed copies of the new brochure. The Draft EIS team had 20 people and approximately 30 members of the public attended the open house held at Copper Hills High School.
36. November 26, 2007—Regional Council Executive Director Chuck Chappell made a formal presentation on the prioritization of highway and transit projects to the expanded Salt Lake County Council of Governments. There were numerous questions on the particulars of the report and which projects already had funding from other sources.
37. December 3, 2007—Regional Council staff members Kip Billings and Wayne Bennion made a formal presentation on the prioritization process for the recently adopted $\frac{1}{4}$ cent sales tax for transportation in Weber County to the Weber Area Council of Governments.
38. December 5, 2007—Regional Council staff member Wayne Bennion represented the Council at an open house sponsored by UDOT for the 2000 West--Hinckley Drive project. The meeting was well attended and many individuals took copies of the Regional Transportation brochure.
39. December 18, 2007—The Salt Lake Tribune ran a lengthy article on projected growth on the West Bench owned primarily by Kennecott Land Corporation. Regional Council spokesman, Sam Klemm, was quoted in the article relative to meeting the transportation needs of that growth.



40. December 27, 2007—The Regional Council distributed its quarterly newsletter to approximately 2,000 transportation stakeholders throughout the region. A copy is attached as addendum 5.
41. January 8, 2008—Regional Council staff member Sam Klemm made presentations to the Harrisville and Clinton city councils on the role and planning efforts of the WFRC. A printed copy of the power point presentation which be given to all 45 city councils in the region is attached as addendum 6.
42. January 10, 2008—Regional Council staff member Sam Klemm and Executive Director Chuck Chappell gave the aforementioned power point presentations to the Alta City and Ogden City Councils.
43. January 15, 2008—Regional Council staff member Doug Hattery gave the city council presentation to the Clearfield and Woods Cross City Councils.
44. January 16, 2008—Regional Council staff member Ned Hacker gave the city council presentation to the West Haven City Council.
45. January 22, 2008—Regional Council Executive Director Chuck Chappell gave the city council presentation to the Salt Lake City Council.
46. January 22, 2008—Regional Council staff member Sam Klemm gave the city council presentation to the Bluffdale City Council.
47. January 22, 2008—The Davis County Clipper covered, at length, the city council presentation to Woods Cross City by Regional Council staff member Doug Hattery. A copy of the article is attached as addendum 7.
48. January 23, 2008—Regional Council Executive Director Chuck Chappell gave the city council presentation to the Taylorsville City Council.
49. February 5, 2008—The City Council presentation was given to the Farmington, North Salt Lake, West Point and West Valley City councils.
50. February 6, 2008—Regional Council staff member Doug Hattery gave the city council presentation to the Farr West City Council.
51. February 6, 2008—Regional Council staff member Sam Klemm briefed the Utah Congressional Delegation staff members in Washington, D.C. on upcoming transportation issues.
52. February 7, 2008—Regional Council staff member Ned Hacker gave the city council presentation to the Fruit Heights City Council.
53. February 8, 2008—The Regional Council published a legal notice advertising a comment period for some amendments to the RTP. The notice is attached as addendum 8.
54. February 8, 2008—The Regional Council sent out approximately 2,000 notices of the proposed RTP amendment comment period to interested transportation stakeholders. A copy of the notice is attached as addendum 9.



55. February 11, 2008—The Ogden Standard Examiner gave full coverage to Doug Hattery's presentation to the Farr West City Council on WFRC's purpose and function. A copy of the article is attached as addendum 10.
56. February 12, 2008—Regional Council staff member Sam Klemm gave the city council presentation to the Pleasant View City Council.
57. February 19, 2008—The Morgan County Transportation Review was presented to the Morgan County Council by Regional Council staff member Sam Klemm in concert with UDOT representatives Darin Fistrup and Andy Neff. A copy of the table of contents of the report is attached as addendum 11.
58. February 19, 2008—Regional Council staff members Chuck Chappell, Doug Hattery and Sam Klemm gave the city council presentations to the Murray, Roy and Kaysville City Councils respectively.
59. February 20, 2008—Regional Council staff member Sam Klemm attended an open house sponsored by UDOT for the North Davis / West Weber East / West Study. The open house had approximately 50 members of the public attend.
60. February 21, 2008—Regional Council staff member Ned Hacker gave the city council presentation to the Plain City and Marriott-Slaterville city councils.
61. February 25, 2008—The Ogden Standard-Examiner covered, at length, a presentation of the Morgan County Transportation Plan to the Morgan County Council by WFRC Staff Member, Sam Klemm. The Morgan County Transportation Plan was prepared by WFRC staff members. A copy of the article is attached as addendum 12.
62. February 26, 2008—Regional Council staff members Chuck Chappell, Wayne Bennion and Sam Klemm made the WFRC city council presentations to the Bountiful, South Weber and Midvale city councils respectively.
63. March 4, 2008—The Salt Lake Tribune carried an article noting the proposed RTP amendments and the upcoming open houses. This was pursuant to a press release issued by WFRC the previous day.
64. March 4, 2008—The Regional Council sent an e-mail memorandum to all stakeholders mentioning the RTP amendment and inviting them to come to the open house on March 6th.
65. March 4, 2008—Regional Council representative Chuck Chappell made the WFRC city council presentation to the Riverdale and Washington Terrace City Councils. Regional Council staff member Sam Klemm made the same presentation to the Riverton City Council.
66. March 5, 2008—The Deseret News carried an article noting the proposed RTP amendments and the upcoming open houses. This was pursuant to a press release issued by WFRC on Monday.
67. March 6, 2008—Regional Council staff members, Doug Hattery, Sam Klemm, Jory Johner and Ned Hacker staffed an open house sponsored by WFRC to display and receive comment on some proposed amendments to the RTP. Representatives from UTA were also present. There were 44 attendees who put their names on the sign in sheet. Numerous comments were also received which will be catalogued and given to the Regional Council on March 27 2008.



68. March 7, 2008—The Regional Council published and sent out approximately 2,000 copies of a brochure on air quality issues. A copy is attached as addendum 13.
69. March 11, 2008—The Regional Council sent a press release to area media outlets advertising the availability of the new air quality brochure and including an electronic copy for their use.
70. March 11, 2008—Regional Council staff member Sam Klemm presented the city council presentation to the North Ogden City Council. They had a number of questions regarding how to access the corridor preservation fund.
71. March 11, 2008—Regional Council staff member Sam Klemm presented the Morgan County Transportation Plan to the Morgan City Council. They had a number of questions regarding the timing of several important projects in the city.
72. March 13, 2008—The Davis County Clipper and KUER Radio News carried coverage of the recent air quality brochure published by WFRC.
73. March 14, 2008—The Ogden Standard-Examiner carried a lengthy article based on the air quality brochure recently published by WFRC.
74. March 17, 2008—The Ogden Standard-Examiner covered the WFRC city council presentation to North Ogden City. Regional Council staff member Sam Klemm was quoted at length in the article.
75. March 18, 2008—Regional Council staff member Doug Hattery gave the WFRC city council presentation to the city councils of Centerville and West Bountiful. The presentations seemed to go well.
76. March 26, 2008—Regional Council staff member Sam Klemm participated in an open house sponsored by UTA for the Airport TRAX Line. The open house was well attended with 105 members of the public visiting the various displays including that staffed by Mr. Klemm displaying the current RTP and some draft amendments to the RTP.
77. March 31, 2008—Regional Council Public Information Officer was quoted in a lengthy headline article in the Ogden Standard-Examiner regarding a proposal discussed in the recent Regional Council meeting to give free transit fares on red air alert days.
78. April 1, 2008—Regional Council staff members Wayne Bennion and Sam Klemm gave the city council presentations to the Sunset City and South Jordan City Councils respectively.
79. April 2, 2008—Regional Council staff member Sam Klemm spoke to the Morgan County annual conference sponsored by UDOT to focus on area roads. Mr. Klemm noted the recent transportation study on Morgan County and City and discussed several of its findings.
80. April 4, 2008—The Regional Council published its quarterly *Happenings!* Newsletter which is sent to approximately 2,000 mayors, city council members, legislators, senior government officials, community leaders and other transportation stakeholders. Articles in the newsletter covered the latest amendment to the RTP, important legislation from the recently completed session of the Legislature and the upcoming Green Infrastructure Conference. A copy of the newsletter is attached as addendum 14.



81. April 15, 2008—Regional Council staff members Doug Hattery and Sam Klemm gave the city council presentations to the South Ogden and Sandy city councils.
82. April 22, 2008—Regional Council staff members Wayne Bennion and Sam Klemm gave the city council presentations to the Syracuse and West Jordan City Councils.
83. April 23, 2008—Regional Council staff member Sam Klemm briefed the new Transportation Interim Committee of the Legislature's new staff person, Lief Elder, on the purpose and role of WFRC.
84. April 24-25, 2008—Regional Council staff member Sam Klemm helped staff a booth sponsored by UTA at the Salt Lake Area Chamber of Commerce Business to Business Expo. The Expo was well attended and the booth was visited often. Mr. Klemm gave explanations of the RTP to many Expo attendees.
85. May 1, 2008—The Regional Council arranged for UDOT Region II Director, Randy Park, to address the Salt Lake County Council of Governments on upcoming highway projects in the Salt Lake Valley.
86. May 7, 2008—Regional Council staff members Ned Hacker and Andy Li attended an open house sponsored by UDOT for the Layton Interchange EIS. Mr. Hacker and Mr. Li displayed the RTP and distributed copies of the RTP brochure. There were numerous questions about various elements of the RTP. The open house was well attended with 166 members of the public visiting the displays.
87. May 13, 2008—KSL TV news carried a story on the Foothill Blvd. traffic study. Regional Council staff member was interviewed for the story and shown on the 6:00 p.m. and 10:00 p.m. news programs.
88. May 14, 2008—The Salt Lake Tribune covered a conference sponsored by the Utah Taxpayers Association on the issue of congestion pricing. Regional Council Executive Director Chuck Chappell was a presenter at the conference and was quoted in the Tribune story as well.
89. May 16, 2008—The Ogden Standard-Examiner ran a story on the upcoming transit alternatives analysis for Ogden City. Regional Council staff member Greg Scott was quoted in the article.
90. May 27-28, 2008—Regional Council staff member Sam Klemm participated in two workshops on the evenings of the dates noted above for the Morgan County growth visioning process. Both meetings were well attended and there were lengthy discussions on growth and transportation issues.
91. May 29, 2008—Regional Council staff member Kip Billings represented the Council at an open house sponsored by UDOT for the widening of SR-108. Kip displayed the RTP, answered questions and handed out copies of the RTP brochure.
92. June 2, 2008—Doug Hattery of the Regional Council staff addressed the Salt Lake City Transportation Advisory Committee on the recently completed Foothill Drive study which was managed by WFRC.



93. June 4, 2008—Regional Council staff member Sam Klemm addressed the last visioning workshop for Morgan County. The workshops are sponsored by Morgan County and managed by Envision Utah.
94. June 5, 2008—Jory Johner represented the Regional Council at an open house for the 500 South widening project in Woods Cross. Jory displayed the large RTP maps and answered numerous questions from members of the public. Approximately 50 members of the public attended the meeting.
95. June 6, 2008—The Regional Council circulated approximately 2,000 copies of the quarterly *Happenings!* Newsletter. A copy is attached as addendum 15.
96. June 11, 2008—Regional Council Executive Director Chuck Chappell made a formal presentation on highway needs and projected costs to the Utah State Tax Revision Commission.
97. June 11, 2009—Regional Council staff member Wayne Bennion represented WFRC at an open house in Clearfield for the East/West transportation study being conducted by UDOT.
98. June 12, 2008—Regional Council staff member Ben Wuthrich represented WFRC at an open house in Clearfield for the East/West transportation study being conducted by UDOT.
99. June 20, 2008—Regional Council staff member Sam Klemm made a formal presentation to the annual conference of minority transit officials in Salt Lake City. The presentation centered on the draft coordinated human services transportation plan which will be put up for public comment on June 25th.
100. June 24, 2008—Notice was sent to approximately 80 human service agency representatives regarding the comment period availability of the Coordinated Human Services Transportation Plan.
101. June 24, 2008—Notice of the comment period and two open houses for the new TIP, the Draft Coordinated Human Services Transportation Plan, and some proposed amendments to the RTP was sent to approximately 2500 members of the WFRC stakeholder general mailing list.
102. June 25, 2008—The comment period began for the Coordinated Human Services Transportation Plan, several proposed amendments to the RTP, and the new TIP. The comment period will run through July 31, 2008. Official notice was published in the Salt Lake Tribune, the Deseret News and the Ogden Standard-Examiner. Copies of the notices are attached as addendum 16.
103. June 27, 2008—The Deseret News carried an article mentioning the current public comment period and the two upcoming open houses.
104. June 30, 2008—A notice regarding the current comment period and upcoming open houses was sent to the members of the Committee on accessible Transportation of the Utah Transit Authority.
105. July 8, 2008—The Regional Council sponsored an advertisement in the Ogden Standard-Examiner for this Thursday's open house. It was a three column wide ad.



106. July 9, 2008—The Ogden Standard-Examiner carried a multi-column article on the upcoming open house and three separate quotes from Regional Council staff member, Sam Klemm.

107. July 10, 2008—The Regional Council sponsored an open house held at the Ogden Intermodal Center for some amendments to the RTP, the Draft 2009-2014 TIP and the Draft Coordinated Human Services Transportation Plan. The original open house sign-in sheet and comments are attached as addendum 17. The comments for the entire comment period will be summarized for the Regional Council and attached to this document on August 28, 2008 at the next Regional Council meeting.

108. July 11, 2008—The Regional Council ran a quarter page full color advertisement for the upcoming open house in the area Hispanic newspaper, Mundo Hispano. A copy of the ad is attached as addendum 18.

109. July 13, 2008—The Salt Lake Tribune carried an article on the front page of the local section discussing the bus rapid transit element of the RTP. Regional Council staff member Sam Klemm was quoted twice in the article.

110. July 15, 2008—The Regional Council ran a quarter page full color ad in the Tribune and the Deseret News for the upcoming open house. Unfortunately, the ad was for the wrong date. The newspaper apologized and will run the correct ad Thursday morning, the day of the open house.

111. July 16, 2008—Regional Council staff member Sam Klemm was interviewed by KCPW radio in response to a press release on the upcoming open house. The interview will run through tomorrow evening.

112. July 16, 2008—The Deseret News carried a story on the open house to be held on July 17th, and invited the public to attend.

113. July 16, 2008—The Regional Council sent notice to all the Salt Lake County and Davis County stake holders of the open house to be held on July 17th.

114. July 17, 2008—The Regional Council paid for a full color quarter page in the Deseret News and the Salt Lake Tribune announcing this day's open house.

115. July 17, 2008—The Regional Council sponsored an open house in the Salt Lake City Library for some proposed amendments to the RTP, the Draft TIP, and the Draft Human Services Transportation Plan. The open house drew 33 members of the public who left a number of comments. In addition, representatives from UTA and UDOT were present to address questions from the attendees. Copies of the sign-in sheet and the comments are attached as addendum 19.

116. July 17, 2008—Regional Council Deputy Director Doug Hattery made the final WFRC city council presentation to Holladay City. All 45 city councils in the urbanized area covered by the RTP have now had this presentation.

117. July 23, 2008—KCPW radio news carried a lengthy article on their website and on their broadcast news on the Draft Human Services Transportation Plan.

118. July 23, 2008—The Regional Council was cited as the source of a preferred alignment for North Legacy in an article in the Davis County Clipper regarding corridor preservation.



119. August 4, 2008—Regional Council representatives Doug Hattery and Ben Wuthrich presented the results of the recent public comment period to WACOG regarding the Draft 2009-2014 TIP, certain RTP amendments, and the Draft Coordinated Human Services Transit Plan.

120. August 6, 2008—Regional Council staff member Sam Klemm authored an editorial that appeared in the Utah Policy Daily website and e-mail that is popular among policy makers.

121. August 7, 2008—Regional Council representatives Doug Hattery, Sam Klemm and Ben Wuthrich presented the results of the recent public comment period to the Salt Lake County COG regarding the Draft 2009-2014 TIP, certain RTP amendments, and the Draft Coordinated Human Services Transit Plan.

122. August 20, 2008—Regional Council representatives Chuck Chappell and Ben Wuthrich presented the results of the recent public comment period to the Salt Lake County COG regarding the Draft 2009-2014 TIP, certain RTP amendments, and the Draft Coordinated Human Services Transit Plan.

123. August 21, 2008—Regional Council Executive Director Chuck Chappell and Public Information Officer Sam Klemm met with three north Davis legislators to discuss transportation planning and funding issues.

124. August 29, 2008—The Ogden Standard-Examiner published a lengthy article on the creation of the Air Quality Subcommittee of the Regional Growth Committee. Regional Council Executive Director Chuck Chappell was quoted in the article.

125. September 2, 2008—The Ogden Standard-Examiner carried an article regarding the upcoming study of streetcar alternatives in Ogden City. Regional Council staff member Greg Scott was quoted twice in the article.

126. September 5, 2008—The Regional Council began a comment period on September 6th on a series of proposed amendments the RTP which will run through October 7th. Notice of the comment period was included on the Regional Council's website, sent to a list of approximately 2,000 interested stakeholders and published in the legal notice section of the Ogden Standard-Examiner, the Salt Lake Tribune and the Deseret News. A copy of the legal notice is attached as addendum 20.

127. September 22, 2008—The Regional Council published its quarterly *Happenings!* newsletter focusing on the recent opening of the Legacy Parkway. A copy is attached as addendum 21.

127. February 27—September 22, 2008—Regional Council staff member Val Halford in association with Gabe Epperson of Envision Utah met with all 45 city planners in the urbanized area to emphasize the importance of the adopted growth principles and how they apply to the RTP. A copy of their meeting schedule is attached as addendum 22.

129. October 1, 2008—Regional Council spokesman Sam Klemm was quoted four times in a lengthy article in the Ogden Standard-Examiner on highway funding issues.

130. October 1, 2008—Regional Council staff member Sam Klemm represented the Council at an open house in Ogden on bicycle planning sponsored by UDOT. The open house was well attended with 59 members of the public visiting including Ogden Mayor, Matthew Godfrey. Mr. Klemm spoke to numerous attendees with regard to the bicycle portion of the RTP.



131. October 2, 2008—The Commerce CRG real estate group invited WFRC Executive Director, Chuck Chappell, and staff member, Sam Klemm, to speak to their staff about future highway and transit developments on the RTP and the TIP. The meeting lasted an hour in which many questions were asked and answered.
132. October 13, 2008—Regional Council staff member Jory Johner represented the Council at an open house sponsored by UDOT for a statewide bicycle planning document. The open house was well attended with Mr. Johner being busy talking to members of the public regarding bicycle transportation needs the entire evening.
133. October 15, 2008—Regional Council staff member Sam Klemm attended the annual transportation fair in Utah County sponsored by the Mountainland Association of Governments. Mr. Klemm displayed the RTP and discussed various elements of the Plan with members of the public.
134. October 16, 2008—The Deseret News carried an article on the Draper TRAX extension that made three references to the Regional Council including the Council's duty of approve a preferred alternative.
135. October 16, 2008—Regional Council staff member Jory Johner attended an open house for the Tooele Mid-Valley Highway sponsored by UDOT. Mr. Johner answered numerous questions with regard to EIS procedure and the factors that go into making a decision on the final preferred alternative.
136. October 16-17, 2008—The Regional Council was the host for a conference of metropolitan planning organizations from the intermountain west. Discussion topics included the progress of the UTA Frontlines transit program, the Western Climate Initiative, the federal transportation program re-authorization and project financing.
137. October 21, 2008—Regional Council staff member Greg Scott attended an open house sponsored by UTA for the South Davis Transit Study. Mr. Scott displayed the Regional Transportation Plan and answered questions posed by members of the public.
138. October 22, 2008—The Salt Lake Tribune published an article on the groundbreaking of the Airport TRAX line. Regional Council spokesperson, Sam Klemm, was quoted liberally throughout the article on the importance of the line and how it would help regional mobility.
139. October 30, 2008—Regional Council staff member Ben Wuthrich was quoted at length in an article in the Ogden Standard-Examiner regarding funding for a highway project in northern Davis County.
140. November 2, 2008—The Regional Council was referenced twice as the area transportation planning agency in an article in the Deseret News on the lack of bus service in the southwestern portion of the Salt Lake Valley.
141. November 4-6, 2008—The Regional Council sponsored a booth at the annual UDOT engineering conference held at the Expo Center in Sandy. The conference was well attended with many individuals stopping by the booth to view the RTP and ask questions regarding its various elements.



142. November 11, 2008—KCPW Radio aired a story on the upcoming State Street livability study in which the Regional Council was identified as the sponsor and Regional Council staff member Doug Hattery was quoted at length.

143. November 18, 2008—Regional Council staff member attended an open house in Centerville sponsored by UTA regarding possible bus service changes. Mr. Klemm displayed the RTP and answered questions about major upcoming projects. Attendees included the local Utah State Representative, the Mayor and three city council members.

144. November 20, 2008—Regional Council staff member Scott Festin was interviewed by KCPW radio news regarding demographic projections in Salt Lake County.

145. December 2, 2008—The Regional Council was mentioned by name as a transportation prioritization agency in a Channel 4 TV news story.

146. December 7, 2008—The Regional Council was cited as the source for transportation planning and prioritization in a lengthy news article on a possible stimulus package in the Ogden Standard-Examiner.

147. December 12, 2008—Regional Council staff members Greg Scott and Sam Klemm were quoted at length on an article about the need for a transportation study for the Hill Air Force Base Falcon Hill project.

148. December 15, 2008—Regional Council staff members Doug Hattery and Sam Klemm were quoted at length in an article in the Ogden Standard-Examiner regarding the Weber North Legacy Corridor Study.

149. December 15, 2008—Regional Council Deputy Director Doug Hattery was quoted in a news article posted on the KSL-TV News website regarding the North Legacy Corridor Study in western Weber County.

150. December 22, 2008—Regional Council staff members Greg Scott and Sam Klemm were quoted in a front page article in the Ogden Standard-Examiner on the issue of a street car study.

151. December 22, 2008—The quarterly Happenings! Newsletter was sent out to approximately 2,000 interested stakeholders including legislators, city council members, news media representatives, special interest groups and members of the public. A copy of the newsletter is attached as addendum 23.

152. January 5, 2009—Doug Hattery, WFRC Deputy Director, was interviewed by KCPW Radio on the findings of the Foothill Blvd. study.

153. January 6, 2009—Doug Hattery, WFRC Deputy Director, made a presentation of the findings of the Foothill Study to the Salt Lake City Council.

154. January 7, 2009—The Salt Lake Tribune carried a lengthy article on the Regional Council staff member Doug Hattery's presentation to the Salt Lake City Council on the recently completed Foothill Blvd. Study.

155. January 7, 2009—Channel 2 TV news ran a story on the Foothill Blvd. study and interviewed WFRC staff member Doug Hattery as part of the story.



156. January 12, 2009—The Deseret News carried a lengthy article on the Foothill Blvd. study as prepared by the Regional Council. WFRC Deputy Director Doug Hattery was quoted in the article.

157. January 12, 2009—The Salt Lake Tribune carried an editorial that mentioned the Regional Council by name as the sponsor of the Foothill Blvd. study and then endorsed the findings of the study.

158. January 15, 2009—The Regional Council ran a legal notice in the Salt Lake Tribune and the Deseret News advertising a request for proposals for the State Street Livability Study. Notice was also sent by e-mail to potential bidders. A copy of the legal notice is attached as addendum 24.

159. January 28, 2009—Regional Council staff member Sam Klemm attended an open house for the 114th South construction project, displayed the RTP, handed out copies of the RTP brochure, and met with many of the approximately 100 members of the public that attended the meeting.

160. February 5, 2009—Regional Council staff member Sam Klemm spoke to the Trumpeters breakfast club on the elements of transportation planning and projected needs within the RTP.

161. February 6, 2009—Regional Council Executive Director was quoted at length in an article in the Salt Lake Tribune regarding his presentation to the Salt Lake County Council on the proposed disposition of Stimulus Bill highway funds.

162. February 6, 2009—Regional Council staff member Greg Scott was quoted in an article in the Ogden Standard-Examiner on the proposal of streetcars for Ogden City.

163. February 12, 2009—Regional Council Executive Director Chuck Chappell was quoted at length in an article in the Ogden Standard-Examiner. The article focused on the construction of Syracuse Road and how to fund it using monies from the Stimulus Bill passed by Congress.

164. February 12, 2009—Regional Council staff member Scott Festin briefed the Salt Lake County Association of Community Councils on the WFRC sub allocation of census data and what it means for their individual areas.

165. February 13, 2009—Regional Council staff members Chuck Chappell and Sam Klemm made a formal presentation to the Weber County members of the Utah State Legislature. The presentation covered the funding made available by the Stimulus Bill and the principal projects in the RTP and the TIP within Weber County and how to pay for them.

166. February 19, 2009—Regional Council staff members Doug Hattery and Sam Klemm briefed the legislative committee of the Davis County Chamber of Commerce on transportation issues currently before the Utah State Legislature.

167. February 19, 2009—The Davis County Clipper carried a lengthy article on the above noted briefing of the Davis Chamber of Commerce Legislative Committee by WFRC representatives, Doug Hattery and Sam Klemm.

168. February 20, 2009—Regional Council Executive Director Chuck Chappell briefed the Davis County Caucus of the Utah State Legislature on transportation issues facing Davis County.



169. February 23, 2009—The Davis County Clipper covered Doug Hattery's and Sam Klemm's presentation to the Davis Chamber of Commerce Legislative Committee noted in item 166 above.

170. March 2, 2009—Regional Council staff member Sam Klemm was quoted twice in an article in the Ogden Standard-Examiner regarding a bill in the State Legislature that would have a direct impact on highway planning.

171. March 3, 2009—Regional Council staff member Sam Klemm addressed the Utah State Senate Natural Resources Committee on a bill that would have made the use of eminent domain difficult for highway expansion.

172. March 5, 2009—The Regional Council sent letters to all Utah State Legislators in the Wasatch Front Region in support of the proposed bonding bill in the Legislature that would authorize a \$2.5 billion bond for highways. In addition, a press release was sent to the members of the media emphasizing the support for the proposal by the Regional Council and citing the letter.

173. March 18, 2009—In its headline article, the Deseret News detailed the highway expenditures supported by the federal stimulus package and the Regional Council's participation in that process. Regional Council spokesman Sam Klemm was quoted at length in the article.

174. March 23, 2009—The Regional Council published its quarterly newsletter, *Happenings!* The newsletter covered the recent Utah State Legislative general session, the federal stimulus funding and the new Council Vice-Chairman, Weber County Commissioner Craig Dearden. A copy of the newsletter is attached as addendum 25.

175. March 24, 2009—Regional Council staff member Greg Scott attended an open house for the Ogden Transit study sponsored by UTA and WFRC. Approximately 200 members of the public attended and left numerous written comments on that project and others within the RTP as part of the scoping process for the next update to the RTP which is due in 2011. All comments are catalogued and made part of the public comment record.

176. March 26, 2009—Regional Council staff member Greg Scott represented the Regional Council at a second open house for the Ogden Transit Study. This open house was also well attended and resulted in numerous comments that will be used in the scoping phase of the update to the RTP. All comments are catalogued and made part of the public comment record.

177. March 26, 2009—Regional Council staff member Jory Johner represented the Council at an open house for Ogden City in which future City master plan alternatives were discussed. Jory displayed the current RTP and took comments regarding possible changes to it in the 2011 update to the Plan.

178. April 2, 2009—Regional Council staff member Sam Klemm attended and spoke at an annual meeting of local and UDOT officials in Morgan County. There were several questions asked and answered regarding federal funding and the status of the Federal transportation program re-authorization by Congress.

179. April 2, 2009—The Salt Lake County Planning Department made a formal presentation to the Salt Lake County Council of Governments regarding the unified land use plan for the Salt Lake Valley. The proposed Plan leans heavily on the Growth Principles adopted by the Regional Council. The presenter from Salt Lake County made repeated references to the Wasatch Front Council and the participation of WFRC staff members in their effort.



180. April 8, 2009—Regional Council staff member Greg Scott made a formal presentation on the growth principles to the West Haven City Planning Commission in cooperation with Envision Utah.

181. April 9, 2009—Mr. Drew Chamberlain submitted the following comment and requested that it be read to Trans Com and the Regional Council during the public comment section:

“Is anyone talking about the monumental failure of the FrontRunner? Why are we building a 1 Billion dollar FR to Provo when FR in Davis County has been such a failure? Thank you for Legacy Parkway, it is wonderful and solved the congestion in Davis County.” Mr. Chamberlain’s comment was read to Trans Com. There were no questions from the members of the Committee. It will be read to the Regional Council next month.

182. April 15, 2009—Regional Council staff member Doug Hattery made a formal presentation on the growth principles to the West Valley City Planning Commission in cooperation with Envision Utah.

183. April 16, 2009—Regional Council staff member Jory Johner made a formal presentation on the growth principles to the Pleasant View City Planning Commission in cooperation with Envision Utah.

184. April 22, 2009—The Regional Council paid for an advertisement in the Earth Day section of the Salt Lake Tribune and the Deseret News. The ad read “The Wasatch Front Regional Council Supports Earth Day.”

185. April 27, 2009—Layton Deputy City Attorney Clint Drake requested and was given detailed maps from the Davis County portion of the North Legacy Corridor Study.

186. May 4, 2009—The Regional Council is an official co-sponsor of a statewide effort called “Clear The Air” which is designed to promote alternative forms of travel. Other co-sponsors include Governor John Huntsman, Salt Lake County Mayor Peter Corroon, Salt Lake City Mayor Ralph Becker, UDOT and UTA.

187. May 12, 2009—Regional Council representatives Sam Klemm and Bartly Mathews made a formal presentation to the Riverdale City Planning Commission regarding the growth principles and the status of WFRC as the area transportation planning agency.

188. May 14, 2009—Regional Council staff member Greg Scott made a formal presentation to the Weber Area Chamber of Commerce Transportation Committee on the status of the Ogden City street car study.

189. May 14, 2009—Regional Council representatives Jory Johner and Bartly Mathews made a formal presentation to the West Point City Planning Commission regarding the growth principles and the status of WFRC as the area transportation planning agency.

190. May 26, 2009—Regional Council representative Val Halford made a formal presentation to the Clinton City Planning Commission regarding the growth principles and the status of WFRC as the area transportation planning agency.

191. May 27, 2009—Regional Council representative Sam Klemm made a formal presentation to the Salt Lake City Planning Commission regarding the growth principles and the status of WFRC as the area transportation planning agency.



192. May 27, 2009—Regional Council staff member Sam Klemm gave a briefing on the RTP and TIP to the Legislative Assistant for Transportation for Senator Bennett's office, Katherine Webb.
193. June 5, 2009—The Regional Council was featured in a lengthy article published in the Ogden Standard-Examiner on the ongoing mobility study for the transportation disadvantaged. Regional Council staff member Sam Klemm was quoted in the article at length.
194. June 8, 2009—Regional Council staff member Kip Billings represented WFRC at an open house sponsored by UDOT for the 1800 North EIS in Syracuse. Mr. Billings displayed the RTP, distributed copies of the RTP brochure and answered questions from members of the public.
195. June 9, 2009—The Resource Development Coordinating Committee, an interagency organization of Utah State natural resource agencies, invited Regional Council staff members Greg Scott and Sam Klemm to give an update on the scoping process for the RTP. There were numerous questions, a summary of which is attached as addendum 26.
196. June 11, 2009—Regional Council staff member Sam Klemm spoke to the Conference of Minority Transit Officials Utah Chapter at their annual meeting. Mr. Klemm's presentation focused on growth principles and their implementation into the RTP.
197. June 16, 2009—The Ogden Standard-Examiner carried an article on the restructuring of paratransit and the Regional Council's involvement in a mobility study for the transportation disadvantaged. Regional Council staff member Sam Klemm was quoted in the article.
198. June 16, 2009—Regional Council staff member Sam Klemm made a formal presentation to the Bountiful City Planning Commission on the Growth Principles.
199. June 16, 2009—The Tooele Transcript-Bulletin carried an op-ed article authored by WFRC Executive Director Chuck Chappell on transportation planning and the involvement of the Tooele County Council of Governments.
200. June 17, 2009—Regional Council staff member Jory Johner made a formal presentation to the North Ogden City Planning Commission on the Growth Principles.
201. June 22, 2009—The Ogden Standard-Examiner carried a lengthy article on the Regional Council's North Legacy Corridor Study. Regional Council staff member Doug Hattery was quoted in the article.
202. June 22, 2009—Regional Council staff member Ben Wuthrich was interviewed on KSL Radio News on the North Legacy Corridor Study.
203. June 23, 2009—Regional Council Executive Director Chuck Chappell and others met with the Salt Lake Tribune Editorial Board and discussed the State Street Livability Study being sponsored by the Regional Council.
204. June 23, 2009—Regional Council Executive Director Chuck Chappell made a formal presentation to a conference hosted by UTA regarding the BRT projects on the RTP.
205. June 25, 2009—Regional Council Deputy Director Doug Hattery made a formal presentation to the South Weber City Planning Commission on the Growth Principles.



206. June 28, 2009—The Salt Lake Tribune carried a lengthy article on the State Street livability study being sponsored by the Regional Council in partnership with UDOT, UTA and the affected cities. The Regional Council was mentioned by name twice in the article.
207. June 30, 2009—Regional Council Executive Director and Salt Lake County Mayor Peter Carroon were interviewed on KCPW Radio regarding the WFRC sponsored livability study for State Street.
208. July 2, 2008—Regional Council staff member Sam Klemm and Christy Oostema of Envision Utah made a formal presentation to the Holladay City Council on the Growth Principles.
209. July 7, 2009—The Regional Council was mentioned in a news broadcast on KCPW radio news on the prospective extension of commuter Rail into Box Elder County.
210. July 8, 2009—The quarterly WFRC newsletter, *Happenings!*, was sent out to over 2,000 interested stakeholders. Articles in the newsletter included discussions of a livability study on State Street, preparations for the update to the RTP and the status of Stimulus Projects in the Region. A copy of the newsletter is attached as addendum 26.
211. July 10, 2009—Regional Council Executive Director Chuck Chappell addressed Salt Lake City's 'Green Team' regarding the Growth Principles and the concept of green infrastructure within the RTP.
212. July 23, 2009—Regional Council staff member Sam Klemm made a formal presentation on the growth principles in conjunction with Envision Utah to the Draper City Planning Commission.
213. July 26-27, 2009—The Regional Council ran a 4" X 6" advertisement on page A7 in the Salt Lake Tribune and the Deseret News announcing the TIP open house on the following Wednesday.
214. July 28, 2009—Regional Council staff member Sam Klemm and Envision Utah Planner Gabe Epperson made a formal presentations on the importance of the growth principles to the Roy City Planning Commission and the Syracuse City Council.
215. July 29, 2009—The Regional Council sponsored an open house at the UTA intermodal plaza in Salt Lake City to take comment on the Draft 2010-2015 TIP and the update to the current RTP. The open house was well attended with approximately 40 people stopping to inquire regarding current or proposed plans. A written comment has been made part of the official record.
216. July 30, 2009—The Ogden Standard-Examiner carried a lengthy article on Regional Council member Kip Billings presentation on air quality and conformity issues with the 2011 RTP update. Mr. Billings was quoted three times in the article.
217. August 1, 2009—The Salt Lake Tribune ran an article on the use of stimulus money by the Regional Council. Regional Council Deputy Director, Doug Hattery was quoted in the article.
218. August 3, 2009—Regional Council Executive Director Chuck Chappell was a featured speaker at the American Public Transit Association conference held in Salt Lake City. The topic was 'WFRC and the MPO role in the development and implementation of the RTP in cooperation with UTA as the local transit authority'.



219. August 4, 2009—The Ogden Standard-Examiner carried an advertisement paid for by the Regional Council announcing the TIP open house on August 5th.

220. August 12, 2009—Regional Council Executive Director Chuck Chappell spoke to a dozen Salt Lake City Community Council leaders regarding the “Life on State” study, the growth principles and the current RTP.

221. August 12, 2009—Regional Council staff members participated in a special meeting of representatives from natural resource agencies to hear concerns at the scoping level for the update to the RTP. There were approximately 50 attendees from various natural resource agencies. A copy of the comment summary is attached as addendum 27.

222. June 16, 2009—The Tooele Transcript-Bulletin carried a guest column authored by Regional Council Executive Director, Chuck Chappell emphasizing that Tooele Transportation Rural Planning Organization decisions are made by local elected officials. A copy is attached as addendum 28.

223. August 19, 2009—Regional Council representatives Doug Hattery and Barbara Thomas participated in a formal presentation on the low income mobility study to the Interim Transportation Committee of the Utah State Legislature. Mr. Hattery made the presentation and Ms. Thomas organized it in conjunction with the Legislative Research Representative, Leif Elder, the UTA representative, Executive Director John Inglish, and the Consultant, Will Rodman from Nelson \ Nygaard.

224. August 20, 2009—The Deseret News carried a lengthy article on the aforementioned presentation to the Utah State Legislature’s Interim Transportation Committee by Regional Council staff member Doug Hattery. Mr. Hattery was quoted in the article and the Regional Council was mentioned by name.

225. August 25, 2009—Regional Council staff members Andy Li and Ned Hacker participated in an open house for the Layton / I-15 Interchange project. They displayed maps of the current RTP, answered questions and distributed copies of the RTP brochure.

226. August 25, 2009—Regional Council staff member Sam Klemm made a formal presentation on the growth principles to the West Valley City Council.

227. August 25, 2009-- Regional Council Deputy Director Doug Hattery made a formal presentation on the growth principles to the Taylorsville City Planning Commission.

228. September 1, 2009—Regional Growth staff members Ned Hacker and Sam Klemm represented the Council at a transportation fair sponsored by the University of Utah. Mr. Hacker and Mr. Klemm displayed the current RTP and answered questions from members of the public. Questions centered on the transit and bicycle portions of the RTP.

229. September 1, 2009—Regional Council staff member Sam Klemm and Envision Utah Representative Christie Ostema made a formal presentation to the Roy City Council on the Growth Principles.

230. September 8, 2009—Regional Council staff member Greg Scott made a formal presentation to the Layton City Planning Commission on the Growth Principles.



231. September 10, 2009-- Regional Council staff member Greg Scott made a formal presentation to the Kaysville City Planning Commission on the Growth Principles.
232. September 16, 2009—Regional Council planner Val Halford made an environmental justice visit to the Salt Lake County Community Action Program. Questions focused on transit and especially bus service development. A summary of their comments is included in the Environmental Justice Comment File in the Regional Transportation Plan.
233. September 22, 2009—Regional Council Public Information Officer Sam Klemm spoke to the Draper City Council on the subject of Growth Principles as the Council voted on a formal adoption of the same.
234. September 22, 2009—Regional Council planner Val Halford made a formal presentation on the Growth Principles to the Fruit Heights City Planning Commission.
235. September 25, 2009—Regional Council staff member Sam Klemm represented the Council at a transportation open house in Kennecott's Daybreak development. At the open house Mr. Klemm displayed copies of the highway, transit and bicycle maps from the current RTP. Attendance was moderate.
236. October 9, 2009—Regional Council staff member Sam Klemm represented the Council at the annual NAACP awards dinner.
237. October 9, 2009—The Regional Council paid for a 1/3 page advertisement in the local Hispanic general circulation newspaper, Mundo Hispano, to give notice of the open house in Salt Lake City on October 20th. A copy of the article is attached as addendum 29.
238. October 13, 2009--Regional Council Deputy Director Doug Hattery addressed the West Bountiful City Planning Commission on the implementation of the Growth Principles.
239. October 14, 2009—The Regional Council published its quarterly newsletter, *Happenings!* Articles in the newsletter included a discussion of the current green infrastructure study, a spotlight on Board Member Peter Carroon, Salt Lake County Mayor and a discussion of current federal transportation reauthorization legislation. A copy of the newsletter is attached as addendum 30.
240. October 15, 2009—The Davis County Clipper carried an article mentioning that the Regional Council will sponsor and open house in Davis County and giving the time, location, and date.
241. October 18, 2009—The Regional Council purchased an advertisement in the Salt Lake Tribune and the Deseret News announcing the open house in Salt Lake City on October 20th. The ad was prominently displayed in the A section of both newspapers.
242. October 19, 2009—The Deseret News carried an article announcing the RTP open houses for Salt Lake County and Davis Counties noted below.
243. October 19, 2009—Regional Council representatives Val Halford and Sam Klemm interviewed the Local President, Rod Dunn, and the Shop Steward for the Amalgamated Transit Workers Union Local for UTA with regard to their concerns and needs for the pending Update to the RTP. A summary of their comments is in the public comment section of the RTP.



244. October 19, 2009—Regional Council representatives Scott Festin and Sam Klemm visited with the Executive Board of the Coalition de La Raza with regard to transportation needs. A summary of their comments is available in the Environmental Justice section of the RTP.

245. October 20, 2009—The Regional Council sponsored a well attended open house at the Salt Lake County Government Center. The open house was timed with the Salt Lake County Council meeting. Copies of comments received are summarized in the public comment section of the RTP.

246. October 21, 2009—The Regional Council sponsored an open house for Davis County at the Syracuse City Community Center. The open house was scheduled in concert with the Davis County Council of Governments. Comments received are summarized in the Public Comment section of the RTP.

247. October 25, 2009--The Deseret News covered the Davis County open house noted above in a lengthy article in which Regional Council staff members Greg Scott and Sam Klemm were quoted at length.

248. November 2, 2009—For environmental justice purposes, Regional Council staff members Ned Hacker and Sam Klemm addressed the Executive Board of the NAACP on transportation planning. The Board members had several concerns relative to current and future transportation needs. Those comments are recorded in the section on environmental justice in the RTP.

249. November 3-5, 2009—Several Regional Council staff members participated in a booth sponsored by the Regional Council at the annual UDOT engineering conference. The current RTP and TIP were displayed and staff members answered questions from numerous conference attendees.

250. November 12, 2009—The Salt Lake Tribune published a lengthy article on the Green Infrastructure Study being conducted by the Regional Council. The article was on the front page of the local section and quoted Regional Council staff members Val Halford, LaNiece Davenport and Sam Klemm.

251. November 12, 2009—Regional Council staff member Ned Hacker made a formal presentation to the Hooper City Planning Commission on the Growth Principles.

252. November 12, 2009—Regional Council staff member Sam Klemm made a formal presentation to the Plain City Planning Commission on the Growth Principles.

253. November 17, 2009—Regional Council staff member Sam Klemm made a formal presentation to the Marriott-Slaterville Heights City Planning Commission on the Growth Principles.

254. December 1, 2009—Regional Council Chairman Mike Jensen addressed the Salt Lake County Council of Governments annual legislative luncheon for Salt Lake County Legislators. Chairman Jensen discussed transportation needs in advance of the upcoming general session of the Utah State Legislature.

255. December 9, 2009—The Salt Lake Tribune carried a lengthy article on the South Davis Transit Study. The Regional Council was identified by name as a participant in the study and staff member Sam Klemm was quoted twice in the article.



256. December 10, 2009—Regional Council staff member Sam Klemm was interviewed on KCPW radio regarding a BRT line through the East Millcreek area that has become a political issue.
257. December 14, 2009—The Regional Council and its transportation plans were referenced in an article in the Davis County Clipper on a possible new interchange in Bountiful.
258. December 16, 2009—The Regional Council published its quarterly newsletter, *Happenings!*, with articles on the recently completed West Weber Transportation Corridor Study, the newly re-constituted Air Quality Committee and a WFRC led study on public safety radio interoperability. The latter item is being completed at the request of the Utah Division of Homeland Security. A copy of the newsletter is attached as addendum 31.
259. December 31, 2009—The Regional Council and a study of transportation for the disadvantaged was the focus of an article in the Ogden Standard-Examiner. Regional Council staff member Sam Klemm was quoted twice in the article.
260. January 4, 2010—Regional Council staff member Sam Klemm participated in an open house sponsored by UDOT for the Taylorsville Reversible Lanes Project. The open house was well attended including four members of the State Legislature. Mr. Klemm displayed the RTP and answered questions from open house attendees.
261. January 7, 2010—Regional Council staff members Greg Scott and Sam Klemm made a formal presentation on the RTP with a focus on the transit element to the East Millcreek Community Council. They had several concerns regarding a proposed BRT line within the RTP and had asked for a presentation in order to ask a number of questions and give voice to their issues.
262. January 13, 2010—Regional Council staff member Greg Scott represented the Council at an open house sponsored by UTA for the Draper City TRAX extension. The open house at a private high school in Draper was well attended.
263. January 14, 2010—Regional Council staff member Sam Klemm represented the Council at a second open house sponsored by UTA for the Draper City TRAX extension at the Sandy City Sr. Center. The open house was well attended and Mr. Klemm gave away multiple copies of the RTP maps.
264. January 14, 2010—Regional Council staff member Sam Klemm attended the Weber County Chamber of Commerce monthly transportation committee meeting and discussed the update to the RTP with them.
265. January 19, 2009—Regional Council staff members Wayne Bennion and Sam Klemm gave a private briefing to Jim Smith, Executive Director of the Davis County Chamber of Commerce, at his request. The briefing covered the purpose of the Regional Council and it associated plans (RTP and TIP).
266. January 28, 2010—Regional Council leadership held a news conference to discuss the Update to the Vision for growth and development upon which the RTP is based.
267. January 29, 2010—The Deseret News and KSL TV carried stories based on the news conference noted above.



268. January 29, 2010—The Regional Council sent notices of the comment period on the draft ‘Vision’ update to all 2,000 addressees on its general contact list which includes all area mayors, city and county council members, city planning commissioners, legislators, and other interested parties. The notice included the ‘Vision’ map and summary.

269. February 1-2, 2010—The Regional Council ran legal notices in the Deseret News, the Salt Lake Tribune and the Ogden Standard-Examiner announcing the commencement of the comment period on the draft ‘Vision’ update. The comment period will run from February 1, 2010 through March 12, 2010. A certified copy of the legal notice is attached as addendum 32.

270. February 4, 2010—The Regional Council sent letters to all area Utah State Legislators expressing their concern over certain bills that would impact transportation and local government.

271. February 5, 2010—Regional Council staff members Doug Hattery and Sam Klemm made a formal presentation to the Weber County Legislative Caucus on transportation issues.

272. February 8, 2010—at his request, Utah State Representative Kerry Gibson was updated on the status of the Hinckley Drive Extension project.

273. February 9, 2010—The Ogden Standard-Examiner carried a lengthy article on the draft ‘Vision’ update for growth and development prepared by the Regional Council. Staff members Chuck Chappell and Sam Klemm were quoted in the article.

274. February 10, 2010—Regional Council Executive Director Chuck Chappell was interviewed on KCPW Radio on their ½ hour Talk of the Town interview show on the topic of the Draft ‘Vision’ update.

275. February 10, 2010—The Regional Transportation Plan was mentioned in an article on Ogden City Streetcars and a possible federal funding opportunity.

276. February 16, 2010—The Ogden Standard-Examiner carried an editorial written by the Regional Council and published under the name of Michael Jensen, Chairman of the Council.

277. February 18, 2010—Regional Council Public Information Officer Sam Klemm made a formal presentation on RTP development to the Salt Lake County caucus of the Utah State Legislature.

278. February 20, 2010—The Salt Lake Tribune carried an op-ed written by the Regional Council under the name of the Council Chairman, Michael Jensen. The op-ed discussed the coming growth cycle and the draft ‘Vision’ update for development. A copy is attached as addendum 33.

279. February 22, 2010—Regional Council Deputy Director Doug Hattery made a formal presentation on RTP development and certain transportation projects to the Davis County Caucus of the Utah State Legislature.

280. February 22, 2010—Regional Council Deputy Director Doug Hattery made a formal presentation on the purpose and function of a metropolitan planning organization to a group of young leaders from the Davis County Chamber of Commerce.

281. February 23-24, 2010—Regional Council staff member Sam Klemm discussed transportation needs and priorities with senior congressional staff members from all five Utah Congressional representatives in Washington, D.C.



282. February 25, 2010—Regional Council Deputy Director Doug Hattery testified before the House Natural Resources, Agriculture and Environment Committee regarding a bill to include a representative of transportation planning on the Utah State Air Quality Board.
283. March 9, 2010—Regional Council Executive Director Chuck Chappell and staff member Ned Hacker made a formal presentation on the draft ‘Vision’ update to the Salt Lake City Council. There were numerous questions from the City Council and an extended dialogue on the same.
284. March 10, 2010—The Ogden Standard-Examiner published an editorial from its editorial board on growth and the need for additional transit. This follows a visit to the editorial board by senior Regional Council staff and Vice-Chairman Craig Dearden.
285. March 12, 2010—The Ogden Standard-Examiner published a second editorial on growth pursuant to a visit to its editorial board by Regional Council Vice-Chairman Craig Dearden and staff members Chuck Chappell and Sam Klemm. The article focused on the need to manage growth and proper ways of doing it. The draft ‘Vision’ update was specifically referenced.
286. March 17, 2010—Regional Council staff member Jory Johner made a formal presentation on the draft ‘Vision’ update and the Growth Principles to the Taylorsville City Council.
287. March 18, 2010—Regional Council staff member Sam Klemm participated in an open house held at the UTA Frontlines Office to showcase the North Temple TRAX extension and the North Temple viaduct re-construction in particular. Mr. Klemm displayed the RTP and answered questions from members of the public. Attendance was moderate.
288. March 24, 2010—The Regional Council in association with the Salt Lake Area Chamber of Commerce, and all cities along State Street in Salt Lake County held a well attended news conference regarding a recently completed study on re-development of that important corridor. News articles and stories appeared in the Salt Lake Tribune, the Deseret News and on KSL Radio, KCPW Radio, and television stations KSL, KUTV, KSTU and KTVX. WFRC Executive Director Chuck Chappell was quoted in the Deseret News, the Salt Lake Tribune, and shown on KSL TV.
289. April 5, 2010—The Ogden Standard-Examiner carried an article discussing the prioritization process for roads in Farmington City and how the Regional Council was involved.
290. April 14, 2010—The Life on State study was highlighted by the national Association of Metropolitan Planning Organizations in their weekly newsletter.
291. April 17, 2010—Regional Council staff member Jory Johner attended and made a presentation entitled “Working With Government Agencies” at the Utah Bike Summit held at the Salt Lake City Library. The summit focused on bicycle transportation needs and potential solutions within Utah. The proceedings were televised on the local cable city public access channel on May 8, 2010.
292. April 20, 2010—Regional Council staff member represented the office at an open house sponsored by UDOT on the 5400 South reversible lanes project. The open house was well attended and Mr. Klemm discussed the current RTP with numerous attendees.
293. April 21, 2010—The Salt Lake Tribune carried a front page feature article on the Life on State study and the Regional Council’s sponsorship thereof. Staff members Greg Scott and Sam Klemm were both quoted separately in the article.



294. April 26, 2010—The Regional Council has created a Facebook page on the internet. Current plans call for posting one new comment each week on the page.
295. April 28, 2010—The Ogden Standard-Examiner covered a presentation by WFRC staff member Val Halford to the Clearfield City Council on the Regional Council's green infrastructure planning efforts. Mr. Halford was quoted twice in the article.
296. May 11, 2010—Regional Council staff member Ned Hacker addressed the Salt Lake City Planning Commission on the subject of our growth 'Vision' map. The Commission adopted the 'Vision' and the associated growth principles later in the meeting.
297. May 13, 2010—The Regional Council's Congestion Mitigation Air Quality program was referenced in an article detailing the funding for a new bicycle trail in Layton City as part of UTA's rails to trails program. The article appeared in the Ogden Standard-Examiner.
298. May 19, 2010—Regional Council Executive Director Chuck Chappell testified before the Utah State Legislature's Transportation Interim Committee on local city and county highway needs.
299. May 28, 2010—The Salt Lake Tribune and Deseret News both carried articles with photographs of the new Regional Council Executive Director, Andrew Gruber.
300. June 3, 2010—UDOT Region II Director Corey Pope made a formal presentation on this summer's construction activities to the Salt Lake County Council of Governments. This presentation was arranged by WFRC Public Information Officer Sam Klemm.
301. June 3, 2010—The WFRC sponsored Southwest Transit Study was covered in a lengthy article in the South Valley Journal. The fact that the Regional Council is a sponsor was specifically referenced.
302. June 7, 2010—UDOT Region I Director Jason Davis made a formal presentation on this summer's construction activities to the Weber Area Council of Governments. This presentation was arranged by WFRC Public Information Officer Sam Klemm.
303. June 10, 2010—Regional Council staff member Sam Klemm made a presentation on WFRC news to the Transportation Committee of the Weber Chamber of Commerce.
304. June 16, 2010—Regional Council staff member Sam Klemm represented WFRC at the Southwest Transit Study open house in Riverton. Mr. Klemm displayed the updated Vision map and the current RTP. Attendance was moderate.
305. June 17, 2010—Regional Council Executive Director Chuck Chappell made a formal presentation on transportation needs and potential solutions to the Davis Chamber of Commerce Transportation Committee.
306. June 23, 2010—The Regional Council's quarterly newsletter, *Happenings!*, was sent out to the WFRC general mailing list. A copy is attached as addendum 34.
307. June 24, 2010—Regional Council Public Information Officer Sam Klemm made a formal presentation including a detailed Power Point slide show regarding recent WFRC initiatives to the annual conference of the Utah Chapter of the Conference of Minority Transit Officials.



308. July 3, 2010—A formal comment period for the draft 2011-2016 TIP began. It was properly noticed in the Salt Lake Tribune and Deseret News by UDOT. A copy of the notice is on the WFRC website.

309. July 7, 2010—The South Valley Journal carried an article on the Southwest Transit Study open house sponsored by the Regional Council and UTA. Regional Council staff member Sam Klemm was quoted in the article.

310. July 12, 2010—The Ogden-Standard Examiner published an article on population growth in Davis County and cited WFRC projections as the basis of those estimates.

311. July 12, 2010—The Regional Council sent out a notice for the upcoming green infrastructure open houses to its general e-mailing list of over 1,900 recipients.

312. July 13, 2010—The Regional Council sponsored two open houses on green infrastructure in Tooele and the downtown Salt Lake City Library.

313. July 14, 2010—The Regional Council sponsored two open houses on green infrastructure in Morgan City and Washington Terrace City.

314. July 14, 2010—The Regional Council sent out a notice for the draft 2011-2016 TIP to an e-mail list of over 600 interested transportation stakeholders.

315. July 15, 2010—The Regional Council sponsored two open houses on green infrastructure in Sandy City and Kaysville City.

316. July 16, 2010—A formal comment period for the PM 2.5 air quality conformity finding on the current 2007-2030 RTP began. A copy of the legal notice is attached as addendum 35. A copy of the notice is on the WFRC website.

317. July 22, 2010—The Deseret News carried an article on the upcoming open RTP alternatives phase houses scheduled by the Regional Council.

318. July 29, 2010—A memorandum detailing the upcoming open houses for the RTP alternatives phase, draft 2011-2016 TIP and a new PM 2.5 air quality conformity determination for the current RTP was sent out to approximately 2,000 interested transportation stakeholders on the WFRC general e-mailing list.

319. August 1, 2010—The Deseret News carried a feature article on the Ogden City Streetcar environmental study and the preferred alignment. The Regional Council was listed in the first sentence as one of the primary sponsors of the study.

320. August 2, 2010—The Regional Council sponsored an open house in Ogden for the Alternatives portion of the RTP development process. The open house was held in conjunction with the Weber Area Council of Governments (WACOG). Forty members of the public attended and gave comment. The general summary for all comments received is attached as noted below.

321. August 3, 2010—The Regional Council ran an advertisement for the Salt Lake County RTP alternatives open house in the Salt Lake Tribune and Deseret news. The advertisement was in color and 1/4 page. A copy is attached as addendum 36.



322. August 3, 2010—Regional Council staff members Scott Festin and Sam Klemm represented the Council at an open house sponsored by UDOT for the West Davis Highway EIS. The open house was held at Sunset City Hall. Approximately 70 members of the public attended, many of whom viewed the maps of the RTP alternatives.

323. August 3, 2010—Regional Council staff members Andrew Gruber and Sam Klemm met with Senate President Mike Waddoups and discussed several transportation issues.

324. August 4, 2010—The Deseret News carried an article on the open house mentioned in item 320 in which the alternatives to the RTP and the Draft TIP were mentioned specifically and Regional Council staff member Sam Klemm was quoted.

325. August 4, 2010—Regional Council staff members Val Halford and Jory Johner represented the Council at an open house sponsored by UDOT for the West Davis Highway EIS. The open house was held in West Haven City. Approximately 70 members of the public attended, many of whom viewed the maps of the RTP alternatives.

326. August 4, 2010—A formal presentation of the alternatives for the update to the RTP was made to the Weber Area Council of Governments.

327. August 5, 2010—The Regional Council ran an advertisement in the Ahora Utah Spanish language newspaper for the open house to be held on the same day for the alternatives portion of the RTP.

328. August 5, 2010—The Regional Council sponsored an open house in conjunction with the Salt Lake County Council of Governments at the Salt Lake County Government Center. Attendance was moderate. A copy is attached as addendum 37.

329. August 5, 2010-- A formal presentation of the alternatives for the update to the RTP was made to the Salt Lake County Council of Governments.

330. August 6, 2010-- Regional Council staff members Andrew Gruber and Sam Klemm met with House Speaker Dave Clark and discussed several transportation issues.

331. August 11, 2010—A formal presentation of the alternatives for the update to the RTP was made to the Davis County Council of Governments.

332. August 13, 2010—Copies of comment summaries on the alternatives phase of RTP development were sent to all members of the Regional Growth Committee.

333. August 16, 2010—Regional Council staff members Andrew Gruber, Doug Hattery, Ned Hacker and Sam Klemm met with a coalition of environmental groups forming Utahns for Better Transportation to discuss issues of common concern.

334. August 18, 2010—Regional Council staff members Andrew Gruber, Doug Hattery and Mary Guy-Sell made a formal presentation to the Interim Transportation Committee of the Utah State Legislature on the ongoing mobility management effort for the transportation disadvantaged population.



335. September 8, 2010—The Wasatch Front Regional Council was specifically referenced in an article in the Ogden Standard-Examiner regarding planning and funding for local roads in Woods Cross City.

336. September 9, 2010—In a lengthy page one article, the Ogden Standard-Examiner detailed the controversy over the possible widening of Harrison Blvd. in the update to the RTP. Regional Council staff members Greg Scott and Sam Klemm were quoted in the article.

337. September 16, 2010—Regional Council staff member Sam Klemm attended the Southwest Transit Study open house in Riverton. Mr. Klemm displayed the current RTP and the adopted ‘Vision’ to the visiting members of the public.

338. September 20, 2010—The Ogden Standard-Examiner ran an article on the 800 North reconstruction project in Clinton and Clearfield and specifically referenced the Regional Council twice.

339. September 20, 2010—The Ogden Standard-Examiner published an editorial opposing the inclusion of the widening of Harrison Blvd. within the RTP and made multiple references to WFRC.

340. September 20, 2010—Regional Council staff member Sam Klemm displayed the recently completed draft RTP at an open house sponsored by UDOT for several continuous flow intersection improvements on the west side of the Salt Lake Valley. The meeting was well attended and Mr. Klemm spoke with numerous members of the public on the new draft RTP.

341. September 24, 2010—The Salt Lake Tribune carried an article on the opening of the bicycle commuter hub in Salt Lake City. The Regional Council was listed as a financial contributor to the construction of the facility.

342. September 24, 2010—The Regional Council’s quarterly newsletter, *Happenings!*, went out to the office’s master e-mailing list. A copy is attached as addendum 38.

343. September 27, 2010—A reply written by WFRC Executive Director Andrew Gruber to a Ogden Standard-Examiner editorial on the possible widening of Harrison Blvd. within the RTP was published by the newspaper on their website. It will be in the printed version in a day or two.

344. October 14, 2010—Regional Council staff members Ned Hacker and Sam Klemm made a formal presentation to the Weber County Chamber of Commerce Transportation Committee. The Committee members had numerous questions and comments which were recorded in the RTP’s Weber County comment summary.

345. October 15, 2010—A consortium of applicants including WFRC was given a \$5 million grant from HUD to promote sustainable communities. The announcement was made at a formal news conference organized by HUD and headlined by Deputy Secretary Ron Sims. WFRC Executive Director Andrew Gruber was one of the speakers at the news conference.

346. October 15, 2010—KCPW radio news broadcast a lengthy story on the HUD grant. WFRC Executive Director was quoted in the story.

347. October 16, 2010—The Deseret News and the Salt Lake Tribune both carried stories on the HUD Grant news conference mentioned in the previous entry.



348. October 22, 2010—The Salt Lake Tribune carried a lengthy article on the draft RTP as presented in the RGC meeting. The article was the main story on the local section (B1) page. Regional Council staff members Ned Hacker and Sam Klemm were quoted several times.

349. October 28, 2010—The Ogden Standard-Examiner, the Deseret News and the Davis County Clipper all carried lengthy articles on the draft RTP 2040 list of projects approved by the Regional Council.

350. November 1, 2010—KSL news radio carried a live news clip regarding the draft RTP. Regional Council staff member Sam Klemm was quoted in the clip.

351. November 11, 2010—Regional Council Executive Director Andrew Gruber spoke to the Davis Chamber of Commerce Transportation Committee on growth and the transportation improvements that will be needed to meet that growth.

352. November 15, 2010—The Davis County Clipper ran a five column article on the above presentation by Director Gruber. Mr. Gruber was quoted several times in the article which focused on the development of the RTP.

353. November 16-18, 2010—The Regional Council sponsored and staffed a booth at the annual UDOT Engineer's Conference. Total attendance this year was 1,500 registered members. The booth was visited frequently and there were many questions about the development of the RTP.

354. November 17, 2010—Regional Council Executive Director Andrew Gruber and Mountainland Executive Director Andrew Jackson made a formal presentation to the Interim Transportation Committee of the Utah State Legislature on the development and current status of their respective draft RTPs.

355. November 30, 2010—Regional Council staff member Wayne Bennion represented the Regional Council at an open house in Sunset City for the 1800 North EIS. Mr. Bennion displayed the draft RTP, answered questions and took comments.

356. December 1, 2010—Regional Council Executive Director Andrew Gruber and staff member Kip Billings made a formal presentation to the Utah State Air Quality Board on a recent EPA ruling on air quality state implementation plans and how that ruling may affect transportation funding.

357. December 1, 2010—Regional Council staff member Sam Klemm represented the Council at an open house sponsored by UTA to take comment on a bus route reorganization scoping. Mr. Klemm displayed the draft RTP, answered questions and took comments.

358. December 9, 2010—Regional Council staff member Sam Klemm represented the Council at an open house for the Sugar House street car line sponsored by UTA. The open house was well attended and Mr. Klemm had numerous discussions with members of the public regarding the draft RTP and Vision.

359. December 13, 2010—Regional Council staff members Andrew Gruber and Sam Klemm met with Utah State Lt. Governor Greg Bell. They briefed the Lt. Governor on the draft phased RTP and other legislative issues.

360. December 16, 2010—Regional Council staff member Ned Hacker addressed the Herriman City Council on the findings of the Southwest Salt Lake County Transit Study.



361. January 3, 2010—Regional Council staff members Ned Hacker and Greg Scott made a formal presentation regarding the draft phased RTP to the Weber County Council of Governments. There were several comments.

362. January 4, 2011—Regional Council staff members Andrew Gruber and Sam Klemm and others met with Speaker of the House Rebecca Lockhart to discuss various transportation funding needs and proposals.

363. January 6, 2011—Regional Council staff members Val Halford and Greg Scott mad a formal presentation regarding the draft phased RTP to the Salt Lake County Council of Governments. There were several questions and comments.

364. January 10, 2011—Regional Council staff members Andrew Gruber and Sam Klemm presented the draft RTP to U.S. Congressman Jim Matheson.

365. January 11, 2011—Regional Council staff members Andrew Gruber and Sam Klemm presented the draft RTP to the transportation committee of the Salt Lake Area Chamber of Commerce.

366. January 13, 2011—Regional Council staff members Jory Johner, Ned Hacker and Greg Scott met with the Ogden City Council on transportation needs on Harrison Boulevard

367. January 14, 2011—Regional Council Executive Director Andrew Gruber made a formal presentation of the adopted Vision and the draft RTP to the Exoro Group Policy Forum.

368. January 19, 2011—Regional Council staff members Andrew Gruber and Sam Klemm discussed transportation needs with Utah State Senate President Mike Waddoups.

369. January 19, 2011—Regional Council staff members Jory Johner and Ned Hacker made a formal presentation of the draft RTP to the Davis County Council of Governments.

370. January 27, 2011—The Regional Council formally the draft RTP for public comment in its meeting. As part of that meeting and all regular meetings, there was a public comment agenda item in which comments were solicited.

371. January 27, 2011—Regional Council staff member Sam Klemm represented the Council at an open house sponsored by UDOT for the 5400 South widening project in Kearns. The open house was well attended and Mr. Klemm spoke with numerous members of the public on the draft RTP.

372. January 28, 2011—Regional Council staff members Andrew Gruber and Sam Klemm met with Utah State Senate Majority Leader Scott Jenkins and discussed funding needs for transportation.

373. January 28, 2011—The Salt Lake Tribune carried a lengthy article on the approval of the draft RTP for public comment. The article covered many of the main projects within the Plan.

374. January 31, 2011—Regional Council staff members Andrew Gruber and Sam Klemm presented the Draft 2011-2040 RTP to U.S. Congressman Rob Bishop and his staff in a private meeting.



375. February 1, 2011—Regional Council staff member Sam Klemm addressed the Indian Walk-In Center Board of Directors regarding the Draft 2011-2040 RTP. They had several questions and comments which were recorded in the environmental justice section.

376. February 7, 2011—The Regional Council's plans were specifically referenced in an article in the Ogden Standard-Examiner on the West Davis Highway.

377. February 8, 2011—Regional Council staff member Ben Wuthrich represented the Council at an open house sponsored by UDOT on the West Davis Highway in Syracuse City. Mr. Wuthrich displayed the draft RTP and answered questions from members of the public. Attendance was estimated at over 600.

378. February 9, 2011—The Regional Council was specifically referenced in a Deseret News article on the West Davis Highway.

379. February 9, 2011—Regional Council staff members Ben Wuthrich and Sam Klemm represented the Council at an open house sponsored by UDOT on the West Davis Highway in Farmington City. Mr. Wuthrich and Mr. Klemm displayed the draft RTP and answered questions from members of the public. Attendance was estimated at over 1,000.

380. February 10, 2011—Regional Council staff member Ben Wuthrich represented the Council at an open house sponsored by UDOT on the West Davis Highway in West Haven City. Mr. Wuthrich displayed the draft RTP and answered questions from members of the public. Attendance was estimated at over 1,000.

381. February 15, 2011—Regional Council staff members Andrew Gruber and Sam Klemm made formal presentations on transportation and program reauthorization needs to the Washington staff representatives of Congressmen Chaffetz and Matheson and Senators Hatch and Lee.

382. February 16, 2011—Regional Council staff members Andrew Gruber and Sam Klemm made a formal presentation on transportation and program reauthorization needs to the Washington staff representative of Congressman Bishop.

383. February 22, 2011—Regional Council staff member Sam Klemm made a formal presentation on the Vision, the draft RTP and a transportation funding bill to the Legislative Committee of the Weber County Chamber of Commerce.

384. February 24, 2011—Regional Council staff members Sam Klemm made a formal presentation on the Vision, the draft RTP and a transportation funding bill to the Legislative Committee of the Davis County Chamber of Commerce.

385. February 24, 2011—Regional Council Executive Director Andrew Gruber presented the Vision, the draft RTP and support for a transportation funding bill to the Salt Lake County Caucus of the Utah State Legislature.

386. February 25, 2011—Regional Council Executive Director Andrew Gruber presented the Vision, the draft RTP and support for a transportation funding bill to the Davis County Caucus of the Utah State Legislature.



387. February 28, 2011-- Regional Council Executive Director Andrew Gruber presented the Vision, the draft RTP and support for a transportation funding bill to the Weber County Caucus of the Utah State Legislature.

