

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

Under the new disclosure requirements announced at the beginning of the 111th Congress by the Senate and House Appropriations Committees, all Members of Congress are required to post on their websites each appropriations request they submit to the respective subcommittees. The information must include an explanation of the project, a justification for the request, and the requesting entity.

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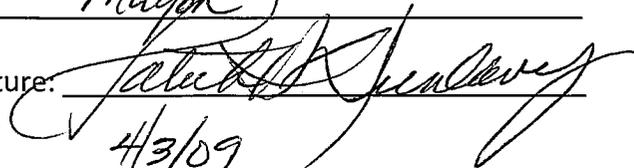
Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: 1000 North Road

Head of the organization making request: Name: PATRICK H. SUNKOVY

Title: Mayor

Signature: 

Date: 4/3/09

Senator Robert F. Bennett
FY2010 Appropriations Request Form

Date:	March 6, 2009
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Requesting Organization:	City of Tooele	Address:	Tooele City Hall, 90 North Road, Tooele, UT 84074-2191		
Organization Point of Contact:	Randy Sant	Phone:			
Address:	90 North Main Street, Tooele, UT 84074-2191		Email:		
DC Representation:	(If any)	Len Simon	Phone:		
Address:	1660 L Street, NW, Suite 501, Washington, DC 20036		Email:		
Name of Project:	1000 North Road Project		Total # of Projects Requested	2	Priority #: 1
Name of Grantee:	Mayor Patrick Dunlavy, Tooele City	Address:	Tooele City Hall, 90 North Road, Tooele, UT 84074-2191		

Suggested Appropriations Bill:	Transportation-HUD				
Suggested Account in Bill:	Surface Transportation Project				
Are you submitting this request to other offices?	If yes, please list: Rep. Bishop and Senator Hatch				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$2,000,000				
Is any of this Funding Included in the President's Budget Request?	No.				
Anticipated Future Funding Requests (amounts and years):					
Local and State Funding Sources and Amounts:					
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	n/a	n/a	n/a
2008			
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):			
State Agency Advocate (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

To complete Phase II of the 1000 North Road Project by constructing the remaining 2 miles of the road.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The 1000 North Road will move the truck traffic from the UID facility to State Highway 36, removing this truck traffic from a residential area of the City and providing a quicker route to the freeway. This will be a tool to assist with additional recruitment of new business to Tooele. The City has lost potential industrial business because of the current truck route. This project solves that problem. In addition to the UID business park, there are two major commercial developments that will move forward with construction once the road is completed. The road is currently on The STIP list for the State and qualifies for federal assistance.

To date the City and state have partnered in funding the first phase of this road. The cost to date spent by the City is \$5.8 million, and the State has contributed \$1.5 million from the Small City Non Urban Funds. These funds have been used to construct an underpass for the

rail line, and pay for design, purchase of right-of-way, and construct the first 1.5 miles of the road. The project will be construction ready within 90-120 days after receiving funding for this project.

The second phase will be to design, and construct the final 2 miles of the road. The estimated cost for Phase II is \$5 million. The city is willing to contribute \$2 million for phase 2. The state approved a \$ 1 million grant from the federal stimulus funding for phase 2. The short fall, and the amount we are requesting your assistance on is \$2 million.

State Exactly How the FY10 Funds would be Allocated.

The second phase will be to design, and construct the final 2 miles of the road.

Justification for the Use of Taxpayer Funds for the Project.

This project is Tooele's number one priority on their capital improvement list. The road is an economic development project because it will connect to the Utah Industrial Depot, a former BRAC property. The City and the owner of the property have created over 1300 new jobs at this facility over the past 8 years.

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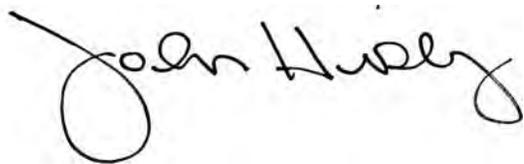
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Project Name: 13th East Upgrade, Creek Road to Draper City

Head of the organization making request: Name: John Hiskey

Title: Deputy to the Mayor

Signature:

A handwritten signature in black ink that reads "John Hiskey". The signature is written in a cursive style with a large, looped initial "J".

Date: March 25, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 02/23/09

Requesting Organization:	Sandy City, Utah	Address:	10000 Centennial Parkway Sandy, UT 84070		
Organization Point of Contact:	John D. Hiskey (on behalf of Mayor Tom Dolan, Sandy City, UT) Special Assistant to the Mayor		Phone:		
Address:	10000 Centennial Parkway Sandy, UT 84070		Email:		
DC Representation: (If any)	William Simmons, Managing Principal, Dutko Worldwide		Phone:		
Address:	412 1 st Street, SE Suite 100 Washington, DC 20003		Email:		
Name of Project:	13 th East Upgrade, Creek Road to Draper City		Total # of Projects Requested	3	Priority #: 1
Name of Grantee:			Address:		

Suggested Appropriations Bill:	Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill
Suggested Account in Bill:	Federal Highway Administration (FHWA) – Transportation, Community, and System Preservation Program Appropriations
Are you submitting this request to other offices?	Senator Orrin Hatch Congressman Jim Matheson
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$8,562,687.00
Is any of this Funding Included in the President's Budget Request?	No
Anticipated Future Funding Requests (amounts and years):	The shortfall in funding for the project is \$8,562,687.00
Local and State Funding Sources and Amounts:	Utah State and Sandy City Local Funding will be appropriated as well.
Other Federal Funding Sources and Amounts:	N/A
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008			
2007			
2006	\$19,000,000.00	SAFETEA-LU	
Federal Agency Advocate (name, office, e-mail and phone number):		FHWA: Anthony Sarhan	
State Agency Advocate (name, office, e-mail and phone number):		UDOT: Peter Tang	

One Sentence Statement of Purpose for the Project.

To rehabilitate, enhance access and safety to 1300 East.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Sandy City is requesting federal funding to improve safety and mitigate congestion along 1300 East, one of the city's busiest roads. 1300 East serves as a major North/South commuter road.

The upgrade to 1300 East is Sandy City's highest priority project. The project includes constructing raised medians and installing street lights from 8600 South to 11000 South on 1300 East. By providing controlled access, a pedestrian refuge, flood and water control as well as street lighting, there will be a significant increase in safety and congestion relief as well as the creation of a major UTA bus route.

Final design is complete. Currently, Sandy City is acquiring the Right-of-Way and Construction Easements.

State Exactly How the FY10 Funds would be Allocated.

The project will achieve its goals by addressing the following items:

- Intersection turn lanes and raised medians
- Improved street lighting
- Roadway resurfacing and re-striping
- Re-Profile of the roadway at 9300 South (near Sandy City Senior Center)
- ADA required improvements
- Pedestrian improvements including sidewalk and trail improvements
- Grade Separated multi-use trail crossing at Dimple Dell Park
- Landscaped center medians
- Reduce accident potential of off-set intersections
- Improve capacity by reducing the number of vehicle conflict points

Justification for the Use of Taxpayer Funds for the Project.

The main purpose of this very important infrastructure project is corridor safety, increased and improved traffic flow, pedestrian and citizen safety and overall corridor improvement.

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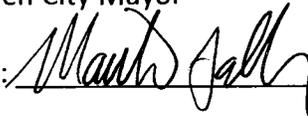
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Project Name: **24th Street/I-15 Interchange**

Head of the organization making request: Name: Matthew Godfrey

Title: Ogden City Mayor

Signature:  _____

Date: March 25, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	February 10, 2009
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Requesting Organization:	City of Ogden	Address:	2549 Washington Blvd., Ogden, UT 84401		
Organization Point of Contact:	John Patterson, CAO	Phone:			
Address:	2549 Washington Blvd., Ogden, UT 84401	Email:			
DC Representation: (If any)	Kenneth Lee	Phone:			
Address:	2815 Glade Vale Way, Vienna, VA 22181	Email:			
Name of Project:	24 th Street/I-15 Interchange	Total # of Projects Requested	6	Priority #:	1
Name of Grantee:	City of Ogden	Address:	2549 Washington Blvd., Ogden, UT 84401		

Suggested Appropriations Bill:	Transportation, Housing and Urban Development				
Suggested Account in Bill:	Interstate Maintenance				
Are you submitting this request to other offices?	If yes, please list:				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$15 million				
Is any of this Funding Included in the President's Budget Request?	No				
Anticipated Future Funding Requests (amounts and years):	The project cost will total \$80 million, future requests will depend on progress and successful funding.				
Local and State Funding Sources and Amounts:	20% match from Utah Department of Transportation (UDOT)				
Other Federal Funding Sources and Amounts:	N/A				
If this is a Transportation Request, is it listed on the TIP or STIP?	X Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:					

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008			
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):			
State Agency Advocate (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

Construction of full interchange will provide needed capacity, prevent other interchanges and roads from reaching a "failing" state, and create access into the central business district, intermodal hub (Fronrunner), historic district, Federal building, the courts building, and baseball stadium.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The current configuration of this interchange serves only traffic coming from and headed to destinations south of Ogden. Development that typically occurs adjacent to interchanges had been stifled because of the inability of drivers to exit and reenter I-15 proceeding in the same direction. This interchange serves as the front door to Downtown Ogden and is crucial to the continued economic growth of Ogden.

State Exactly How the FY10 Funds would be Allocated.

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Justification for the Use of Taxpayer Funds for the Project.

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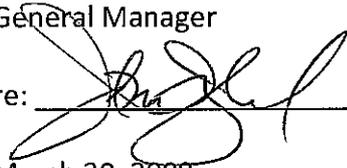
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Project Name: 3500 South BRT Extension Phase 3

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra	Phone:			
Address:	669 West 200 South, Salt Lake City, Utah 84130	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street NW, Washington, DC 20037	Email:			
Name of Project:	3500 South BRT Extension Phase 3	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	5309 New Starts				
Are you submitting this request to other offices?	If yes, please list: Hatch, Matheson, Bishop, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$3,500,000				
Is any of this Funding Included in the President's Budget Request?	-				
Anticipated Future Funding Requests (amounts and years):	\$3,500,000				
Local and State Funding Sources and Amounts:	\$1,000,000				
Other Federal Funding Sources and Amounts:	-				
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	--		
2008	--		
2007	--		
2006	--		
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

The project will increase the speed and on-time performance of the BRT system by allowing buses to operate in exclusive lanes instead of sharing lanes with automobile traffic. The project also upgrades signal timing in the corridor and allows the buses to pre-empt signals so as to avoid delays at stop lights.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

This project converts the 3500 South BRT (built without federal funds) from a shared-lane system to a separate guideway between Market Street and Bangerter Highway in West Valley City.

State Exactly How the FY10 Funds would be Allocated.

FY2010 will be allocated to construction.

Justification for the Use of Taxpayer Funds for the Project.

The project will reduce travel delays, increase ridership, and improve air quality.

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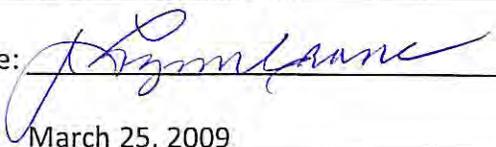
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Project Name: 5600 West Corridor Extension

Head of the organization making request: Name: J. Lynn Crane

Title: Mayor, Herriman City

Signature: 

Date: March 25, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	March 3, 2009
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Requesting Organization:	Herriman City, Utah	Address:	13011 S. Pioneer Street, Herriman, UT 84096		
Organization Point of Contact:	Gordon Haight II, City Engineer	Phone:			
Address:	13011 S. Pioneer Street, Herriman, UT 84096	Email:			
DC Representation: (If any)	Pat Jordan, Jordan & Associates, Inc.	Phone:			
Address:	2111 Wilson Blvd., Suite 600, Arlington, VA 22201	Email:			
Name of Project:	5600 West Corridor Extension	Total # of Projects Requested	4	Priority #:	1
Name of Grantee:	Herriman City, Utah	Address:	13011 S. Pioneer Street, Herriman, UT 84096		

Suggested Appropriations Bill:	THUD
Suggested Account in Bill:	Federal Highway Administration – Surface Transportation Program (FHWA-STP)
Are you submitting this request to other offices?	Yes If yes, please list: Senator Orrin Hatch Representative Jason Chaffetz
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$5,100,000
Is any of this Funding Included in the President's Budget Request?	No
Anticipated Future Funding Requests (amounts and years):	In the event full funding for this project is obtained in FY 2010, no future funding requests for this project are anticipated.
Local and State Funding Sources and Amounts:	Salt Lake County Corridor Preservation Fund and Transportation Impact Fee Revenue for requisite local match of \$1,275,000.
Other Federal Funding Sources and Amounts:	Herriman City has applied for 2009 – 2014 Surface Transportation Priorities funding through the Wasatch Front Regional Council, which is currently under review.
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	N/A		
2008	N/A		
2007	N/A		
2006	N/A		
Federal Agency Advocate (name, office, e-mail and phone number):	Vincent Barone, Federal-Aid Programs Group Leader, Office of Program Administration, Federal Highway Administration, U.S. Department of Transportation		
State Agency Advocate (name, office, e-mail and phone number):	Ned Hacker, Wasatch Front Regional Council, x. 120; Ben Wuthrich, Wasatch Front Regional		

One Sentence Statement of Purpose for the Project.

Funds would be used to construct a 1.5-mile extension of 5600 West in Herriman stemming north from the Herriman Parkway to 11800 South, which will reduce congestion in residential neighborhoods and provide connectivity to various points in the southwest Salt Lake Valley.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The Surface Transportation Program account of the Federal Highway Administration (FHWA) provides funding for specific highway and road projects, as directed by Congress. In developing a long-term plan for traffic mitigation, the Herriman City has identified a 1.5-mile extension of 5600 West as a principal solution to the city's existing and future traffic problems. 5600 West is the city's main transportation corridor, yet it effectively dead ends at the Herriman Parkway after extending north from Main Street in downtown Herriman. Once

northbound vehicles reach the Herriman Parkway, they must detour to 6000 West or maneuver through local neighborhoods. The virtual dead end of 5600 West limits the future economic vitality of the region while the do-it-yourself detours pose serious safety threats to residents and pedestrians.

Herriman City proposes to extend 5600 West 1.5 miles north from the Herriman Parkway to 11800 South. Rapid completion of this project is critical as plans to construct the Parkway are ongoing and northern portions of the city are experiencing rapid development. Homes being built in the northern parts of Herriman need an expanded north-south corridor for enhanced access to the city's road network and for improved traffic flow conditions. The extension of 5600 West is planned for that purpose.

The extension of 5600 West will also provide many regional transportation benefits. It will allow improved connectivity from the 12600 South and Herriman Parkway corridors as well as new connectivity to the 11800 South corridor and locations in central and northern Herriman. It will also provide connectivity for future projects, such as a direct route from the proposed extension of the Mountain View corridor. Additionally, the extension of 5600 West will also provide a vital north-south link to serve the transportation needs of southwestern Salt Lake City. Furthermore, members of the Wasatch Front Regional Council have identified the improved 5600 West as a possible route for Light Rail Transit. Local developers have donated approximately \$80 million in land on which the Mountain View Corridor will be constructed. Concurrent with this donation, the Utah Transit Authority (UTA) has announced the construction of a mass transit line along 5600 West, beginning as a bus rapid transit line for later conversion to a rail line. Herriman City has obtained sufficient right-of-way for this future transit corridor.

The total cost of the proposed 5600 West extension project is \$6,375,000. This project is essential to ensuring that statewide transit plans proceed uninhibited. Herriman City is requesting \$5.1 million through the Surface Transportation Priorities account of the Federal Highway Administration in the FY 2010 THUD Appropriations bill. As an alternative, this project is also eligible for funding under the Transportation and Community and System Preservation (TCSP) account.

State Exactly How the FY10 Funds would be Allocated.

P.E. Cost (After an approved Environmental Document)	\$66,000
Right of Way	\$2,091,000
Utilities	\$25,000
Construction	\$3,308,000
C.E Cost	\$198,000
UDOT Review Cost	\$66,000
Incentives	\$0
Project Contingency 10%	\$575,400
Miscellaneous	\$0
Total	\$6,329,400

Justification for the Use of Taxpayer Funds for the Project.

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway. The 5600 West Corridor Extension project would provide many benefits to the region, including connectivity to the Herriman Parkway and 11800 South corridors, connectivity to the future Mountain View Corridor, congestion reduction in residential neighborhoods, and a vital north-south link to serve the transportation needs of the southwestern Salt Lake Valley.

In addition, 5600 West has been identified as a transit corridor in the western section of the Salt Lake Valley. Extending 5600 West in Herriman City will bring public transportation on the west side one step closer to reality. A public transportation network that parallels the Mountain View Corridor will have huge economic benefits for all of the Salt Lake Valley.

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Project Name: Adaptive Traffic Management System; FHWA Adaptive Signal Control Systems

Head of the organization making request: Name: Shiree Thurston
City of Orem, UT
Title: Mayor, Pro-Tem

Signature: 

Date: March 24, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	March 6, 2009
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Requesting Organization:	City of Orem, Utah	Address:	56 North State Street, Room 104 Orem, Utah 84057		
Organization Point of Contact:	Jim Reams, City Manager	Phone:			
Address:	56 North State Street, Room 104 Orem, Utah 84057	Email:			
DC Representation: (If any)	David B. Lee, Lee & Smith, PC Nicholas L. Crockett, Lee & Smith, PC	Phone:			
Address:	2526 L Street, NW Washington, DC 20037	Email:			
Name of Project:	Adaptive Traffic Management System; FHWA Adaptive Signal Control Systems	Total # of Projects Requested	2	Priority #:	1
Name of Grantee:	City of Orem	Address:	56 North State Street, Room 104 Orem, Utah 84057		

Suggested Appropriations Bill:	FY 2010 Transportation, HUD, and Other Related Agencies Appropriations Bill				
Suggested Account in Bill:	Transportation, Federal-Aid Highways Program, Transportation and Community and System Preservation (TCSP)				
Are you submitting this request to other offices?	Yes. If yes, please list: Senator Hatch				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$1,500,000				
Is any of this Funding Included in the President's Budget Request?	No.				
Anticipated Future Funding Requests (amounts and years):	None. If this year's Request is funded in full, then no future funding Requests are anticipated.				
Local and State Funding Sources and Amounts:	The absence of fund-matching requirement language suggests that there is no local matching requirement for grants received under TCSP. In the event there is a matching requirement, Orem is prepared to meet the matching requirement.				
Other Federal Funding Sources and Amounts:	None.				
If this is a Transportation Request, is it listed on the TIP or STIP?	Yes. The technology and equipment involved in this Request is included in STIP; this transportation upgrade gives intersections in Orem the capability to provide the required level of priority necessary to facility Bus Rapid Transit (BRT) systems. Orem's acquisition of this technology and equipment is a necessary component to the "Provo to Orem Bus Rapid Transit (BRT)" project which is listed on STIP.				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	0		
2008	0		
2007	0		
2006	0		
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

Orem's Adaptive Traffic Management System consists of installing ACS-Lite Federal Highway Administration (FHWA) Adaptive Signal Control Systems at all of the City's 69 signalized intersections which will: (1) substantially increase efficiency of existing infrastructure; (2) reduce travel times for drivers; (3) decrease fuel consumption; (4) cut vehicle emissions/pollution; (5) facilitate the impending Provo to Orem Bus Rapid Transit system in Orem; and (6) lessen the number of costly and deadly auto accidents.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Orem's Adaptive Traffic Management System consists of retrofitting the City's current Time of Day (TOD) closed loop system with the ACS-Lite FHWA Adaptive Signal Control Systems at all of the City's 69 signalized intersections. The ACS-Lite System was designed as a cost-effective system for urban areas like Orem that have closed loop systems because the ACS-Lite System can be retrofitted with the City's current TOD, closed loop system. Installing ACS-Lite Federal Highway Administration (FHWA) Adaptive Signal Control Systems at all of the City's intersections which will: (1) substantially increase efficiency of existing infrastructure; (2) reduce travel times for drivers; (3) decrease fuel consumption; (4) cut vehicle emissions/pollution; (5) facilitate the impending Provo to Orem Bus Rapid Transit system in Orem; and (6) lessen the number of costly and deadly auto accidents.

State Exactly How the FY10 Funds would be Allocated.

The Request is for equipment only. All funds will be used to purchase and install ACS-Lite FHWA Adaptive Signal Control Systems at all of Orem's 69 signalized intersections.

Justification for the Use of Taxpayer Funds for the Project.

The Senate Committee Report (110-418) of the FY2009 Transportation, Housing and Urban Development and Related Agencies Appropriations Bill states:

"TCSP program provides grants to States and local governments for planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and practices. These grants may be used to (1) improve the efficiency of the transportation system; (2) reduce the impacts of transportation on the environment; (3) reduce the need for costly future investments in public infrastructure; and (4) provide efficient access to jobs, services, and centers of trade." (*numbers added*)

The city's Request is squarely in line with all of the stated goals of the federal TCSP program. Orem's effort to install an Adaptive Traffic Management System affecting all 69 signalized intersections constitutes Orem "implementing strategies to integrate transportation and community and system preservation plans and practices." According to the U.S. Department of Transportation (USDOT), FHWA, The Adaptive Traffic Management System will enable Orem to maximize the traffic flow potential of their existing transportation infrastructure resulting in shorter commute for the public, a sizeable reduction in fuel consumption, a significant reduction in pollution, and increased safety.

(1) Improve the Efficiency of the Transportation System-

Released in March 2008, a study performed by the USDOT, FHWA, Traffic Signal & Operations Working Group (See Attached) found that the installation of ACS-Lite FHWA Adaptive Signal Control Systems resulted in a substantial reduction in the number of stops and delays at intersection that had been upgraded, thereby substantially reducing overall travel time. In a two-year study released in 2001, by the Research and Innovation Technology Administration (RITA), RITA found that, in Los Angeles, an Adaptive Traffic Control System improved travel time by 13%, decreased stops by 31% and reduced delay by 21%. Please see the following link for more details: <http://www.itsbenefits.its.dot.gov/its/benecost.nsf/ID/CA4E16B4E7167BCF8525725F0073EBE3>

Furthermore, because the updated signalized traffic intersections will enable the Bus Rapid Transit system to operate in Orem, the project will enable Orem to realize the inherent efficiencies that accompany mass transportation.

(2) Reduce Impacts of Transportation on the Environment-

Installing Adaptive Signal Control Systems moves traffic more efficiently, enabling a traveling vehicle to get from point A to point B more quickly. The less time on the road, results in two substantial benefits to the environment: (1) fewer natural resources/less energy is consumed; and (2) therefore, fewer emissions/pollutants are emitted into the atmosphere. Additionally, by expanding the capabilities of existing infrastructure to meet current and future needs of the community, new construction—which could consume existing green space— can be avoided. Lastly, because ACS-Lite FHWA Adaptive Signal Control Systems enable Bus Rapid Transit Systems to operate, there is the inherent environmental benefit that accompanies the efficiencies of mass transportation.

The March 2008 study performed by the USDOT, FHWA (see attached for more details) found that a Tampa, FL intersection—equipped with a FHWA Adaptive Signal Control System— resulted in fewer stops, shorter delays when stopped, and that fuel consumption was reduced by 148 Liters of fuel during rush hour alone. The financial benefit to the community by adding the Adaptive Signal Control System to Route 70 in Tampa—through reduction in fuel and regained productivity—was estimated to be \$2,910 daily and \$757,000 annually. Similarly impressive efficiencies and savings were found in USDOT's Columbus, OH and Houston, TX field studies.

(3) Reduce the Need for Costly Future Investments in Public Infrastructure-

By enhancing existing highway infrastructure in such a way to facilitate more vehicles to travel more efficiently, and by enabling a Bus Rapid Transit System to operate on Orem streets, the existing infrastructure will meet the needs of the growing City longer, thus reducing the need for costly future investment in public infrastructure.

(4) Provide Access to Jobs, Services, and Centers of Trade-

The direct result of installing adaptive traffic signal is to provide faster, safer, and more efficient access to jobs, centers, and

centers of trade throughout the City of Orem. More efficient traffic flow results in shorter commute times and a reduction in fuel costs; these two benefits increase access to destinations throughout the City.

Increased Safety-

While safety is not an explicitly stated objective of the TCSP program, the installation of adaptive traffic signals have been shown to reduce the number of accidents at equipped intersections. Safety is a major objective of the USDOT. Adaptive traffic signals have been repeatedly shown to reduce the number of “red light violations” and consequently, lessen the number motor vehicle accidents.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

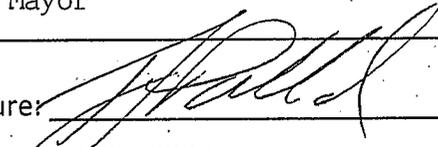
Under the new disclosure requirements announced at the beginning of the 111th Congress by the Senate and House Appropriations Committees, all Members of Congress are required to post on their websites each appropriations request they submit to the respective subcommittees. The information must include an explanation of the project, a justification for the request, and the requesting entity.

Senator Bennett is requiring any entity seeking federal funding to sign, date, and return this form to his office by April 6, 2009. By signing below, the requesting entity acknowledges that each Fiscal Year 2010 Appropriations Request form submitted to Senator Bennett's office, along with this addendum, will be posted on the senator's website in compliance with the new practice of the committee, and will therefore be available to the public. By signing this addendum, the requesting entity also acknowledges that the corresponding appropriations request is a priority for the city, county, council, or other organization that it represents. Each request will continue to be thoroughly reviewed by Senator Bennett's office and by the staff of the Appropriations Committee.

Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for each appropriations request submitted for Fiscal Year 2010.

Project Name: Avalanche Control Modification Program for Utah State Road 210

Head of the organization making request: Name: Mayor Tom Pollard
Title: Mayor
Signature: 
Date: April 2, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:

Requesting Organization:	Town of Alta	Address:	10201 East Utwo Ten Alta, Utah 84092		
Organization Point of Contact:	Tom Pollard, Mayor	Phone:			
Address:	P.O. Box 8016; Alta, UT 84092	Email:			
DC Representation:	Neeta Bidwai, Congressman Matheson's Office	Phone:			
Address:	1323 Longworth Bldg., Washington, DC, 20515	Email:			
Name of Project:	Avalanche Control Modification Program for Utah State Road 210	Total #of Projects Requested	1	Priority #:	1
Name of Grantee:	Town of Alta	Address:	10210 East Utwo Ten Alta, UT 84092		

Suggested Appropriations	\$1,376,000
Suggested Account in Bill:	Transportation Housing and Urban Development (T-HUD)
Are you submitting this request to other offices?	Congressman Jim Matheson and Senator Orrin Hatch
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$1,376,000
Is any of this Funding Included in the President's Budget Request?	No
Anticipated Future Funding Requests (amounts and years):	\$8,624,000 over 6 years; this project can function independent of future funding (see detailed description on p.2)
Local and State Funding Sources and Amounts:	None
Other Federal Funding Sources and Amounts:	None
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	NA

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	\$0	NA	NA
2008	\$0	NA	NA
2007	\$0	NA	NA
2006	\$0	NA	NA
Federal Agency Advocate (name, office, e-mail and phone number):		None	
State Agency Advocate (name, office, e-mail and phone number):		None	

One Sentence Statement of Purpose for the Project.

The Town of Alta requests \$1,376,000 to replace exiting military artillery used for avalanche control with the modern technology of gas exploders (gas ex's) over a defined portion of Little Cottonwood Canyon where avalanche control is necessary for life safety over both occupied buildings and Utah State Road 210 (SR-210)

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Please refer to p.2

State Exactly How the FY10 Funds would be Allocated.

The entire \$1,376,000 request would go directly towards the purchase and installation of nine gaz-ex's and supporting gas tank structure.

Justification for the Use of Taxpayer Funds for the project.

In addition to the resident population, Alta and Snowbird attract over 8,000 visitors and employees per day with 4,000 to 5,000 cars per day traveling SR-210. Safe and effective avalanche control is imperative to maintain the safety of those traveling on SR-210 and in occupied structures.

Detailed Description of the Project (from p.1)

This project will replace the use of outdated military weapons with gas exploders (gaz ex's) to control avalanches over occupied structures as well as approximately .8 of a mile of Little Cottonwood Canyon's SR-210. Gaz ex's are a modern technology providing a safer, faster and more efficient method of avalanche control when compared to using military weapons. Gaz ex's also eliminate safety hazards of shrapnel, over or under shooting and residue in the watershed, all possible with the use of military weapons.

Avalanche control is essential for life safety for all residents, employees, and visitors in Little Cottonwood Canyon. Alta and Snowbird are nationally and internationally renowned mountain recreation areas, both winter and summer. Alta and Snowbird have been at the forefront of avalanche forecasting and avalanche control for life safety for over 50 years. Sadly, the area is currently lagging behind by utilizing military weapons for avalanche control. A recent article in a British Columbia newspaper was captioned as "British Columbia Ministry of Transport to Lay Down its Arms", in describing the shift from military weapons to gaz ex's. It is time we do the same.

Alta is requesting \$1,376,000 to purchase and install nine gaz ex's and one supporting gas tank structure as part of an Avalanche Control Modernization Program. The installation of these gaz ex's will replace the use of aging military weapons used to control avalanches on nine avalanche paths above occupied structures and approximately .8 of a mile of SR-210. Ultimately it would cost approximately \$10,000,000 to install gaz ex's to replace all military weapon use for the entire canyon.

The first phase of this program was a comprehensive study of SR-210 by Fehr and Peers Transportation Consultants completed in 2007, at a total cost of approximately \$350,000. The study was a multi-jurisdictional, public, and private agency effort funded by the Utah Department of Transportation, the Town of Alta, Salt Lake County, Alta Ski Lifts, and Snowbird. The installation of these nine gaz ex's was identified as a priority in a comprehensive road and safety study completed in 2006 and installation could begin immediately.

The second phase of the program was the installation of two gaz ex's and a gas supplying structure on the eastern edge of this current request, one of the recommendations from the above study. The gaz ex's were installed in 2008, for approximately \$250,000, and were paid for by the Utah Department of Transportation, Alta Ski Lifts, Snowbird, Salt Lake County and the Town of Alta. These gaz ex's have proven successful in controlling avalanches in the targeted paths.

This request is for the next phase, phase 3 of the Avalanche Control Modernization Program. Completion of this phase can easily be isolated from the rest of the canyon and would be successful regardless of the timing or status of improvements to the remainder of the canyon.

No federal funds have been used to date and no other significant amounts of funding have been identified for Phase 3. This would be the perfect opportunity for a partnership with the Federal Government on a relatively new but proven technology for avalanche control.

Federal funding is seen as the only way to bring the avalanche control program up to 21st century standards. Federal funding would provide for the heavy up front costs with installation of gaz ex's. A heavy up front cost that Alta simply cannot bear.

Once that up front step has been taken, the gaz ex's would be incorporated into the larger avalanche forecasting and control program. The strong local commitment from the State Department of Transportation, The Town of Alta, Salt Lake County, Alta Ski Lifts, and Snowbird would remain the same. The Avalanche Control program would continue with the same personnel and the same funding, but with a much more efficient system of gaz ex's. This would be self-sustaining in that it would be part of an overall system that has been ongoing for the past 50 years.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

Under the new disclosure requirements announced at the beginning of the 111th Congress by the Senate and House Appropriations Committees, all Members of Congress are required to post on their websites each appropriations request they submit to the respective subcommittees. The information must include an explanation of the project, a justification for the request, and the requesting entity.

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Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted for Fiscal Year 2010.**

Project Name: Bikeway Trails

Head of the organization making request: Name: Ralph Becker

Title: Mayor of Salt Lake City

Signature:  _____

Date: April 7, 2009

Senator Robert F. Bennett
FY2010 Appropriations Request Form

Date:	March 6, 2009
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Requesting Organization:	Salt Lake City	Address:	451 South State Street Salt Lake City, Utah 84111		
Organization Point of Contact:	Dan Bergenthal, Salt Lake City Transportation Division		Phone:		
Address:	349 South 200 East, Suite 450, Salt Lake City, UT 84114-5502		Email:		
DC Representation: (If any)	Len Simon		Phone:		
Address:	1660 L Street, NW, Suite 501, Washington, DC 20036		Email:		
Name of Project:	Bikeway Trail		Total # of Projects Requested	4	Priority #: 3
Name of Grantee:	Mayor Ralph Becker, Salt Lake City	Address:	451 South State Street Salt Lake City, Utah 84111		

Suggested Appropriations Bill:	Transportation-HUD	
Suggested Account in Bill:	Surface Transportation Program	
Are you submitting this request to other offices?	If yes, please list: Senator Hatch, Representative Bishop and Representative Matheson	
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$1,025,000	
Is any of this Funding Included in the President's Budget Request?	No.	
Anticipated Future Funding Requests (amounts and years):	Possible future request for SAFETEA-LU reauthorization.	
Local and State Funding Sources and Amounts:	The 20% local match required by the DOT will be provided by Salt Lake City's General Fund	
Other Federal Funding Sources and Amounts:	N/A	
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No This project is not included on the TIP or STIP, however the bikeway trails listed below are supported by the MPO/UDOT. A letter supporting this project from the regional MPO will be forthcoming to the Senator's office. Trails supported by the MPO/UDOT: -PRATT Trail -Surplus Canal Trail -North Temple Grand Boulevard -West Side Airport Trail -TRAX Trail 2100 South to 1300 South -City Creek Bike Trail	
If this is an Energy & Water Request, please include a statutory authorization for the request:	No.	

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	N/A	N/A	N/A
2008			
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):	n/a		
State Agency Advocate (name, office, e-mail and phone number):	n/a		

One Sentence Statement of Purpose for the Project.

Salt Lake City seeks funding for planning, design and initial implementation of bike trails throughout the City and surrounding communities.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The first trail that the City seeks funding for is commonly called the PRATT Trail. Planning for the trail is headed by the PRATT Committee and Salt Lake County with participation from Salt Lake City. The Committee is working to create the 8-mile Parley's Trail, connecting the Bonneville Shoreline Trail on the east with the Jordan River Parkway on the west.

The City is also seeking funding for the 900 South Abandoned Rail Line Trail. Recently, Union Pacific abandoned a rail corridor which parallels 900 South Street in Salt Lake City. The rail line property was given to Salt Lake City in 2007. The City has discussed creating a linear park and shared use trail on the property between the Jordan River and approximately 500 West. The City is also looking to further develop Surplus Canal Trail. There is the opportunity to construct a trail along the Surplus Canal between 2100 South and 500 South. There is also an option of connecting the 900 south abandoned rail lines which would connect back to the Jordan River and to Emigration Canyon.

The City would also like to develop the City Creek Trail. Recently, the Union Pacific Railroad abandoned a rail corridor which parallels Folsom Ave (40th South). The rail line property is now owned by Salt Lake City which extends eastward from the Jordan River to about 800 West. The City has discussed redeveloping this corridor. The City is looking to restore the Antelope Island Trail. The trail would most likely be a boom to tourists and residents allowing access to the Great Salt Lake and Antelope Island from Salt Lake City. IT would allow bicyclists to do a loop that could include the North Temple Frontage Road, Antelope Island Trail (proposed), Antelope Island Road, Antelope Island Causeway, Legacy Highway Trail and the Jordan River Trail.

A popular trail for bicyclists in the West Side Airport Trail and the City is hoping to restore the trail. In addition, the TRAX Trail 2100 South to 1300 South is an important trail for the community. As part of the North/South TRAX project UTA agreed to allow a trail to be placed in the TRAX right-of-way. To date, no work has been performed to determine the feasibility of the trail.

Also, Public Utilities is proposing to construct a bike trail on the west side of the existing City Creek Canyon Road from the horseshoe to the water treatment plant. The desire is to separate bicyclists from other roadway users to reduce conflicts. Public Utilities is in the planning stage for this trail.

Finally, Public Utilities is proposing to construct a bike pedestrian trail along the Jordan Salt Lake Canal alignment from approximately 2700 South to approximately 2100 South. Public Utilities is in the planning stage for this trail.

State Exactly How the FY10 Funds would be Allocated.

The Mayor expects the bulk of the funding will be allocated in FY10.

Justification for the Use of Taxpayer Funds for the Project.

The Federal government should fund this project to promote alternative transportation in an effort to increase healthy lifestyles. This project helps the region to come one step closer to meeting the goals of developing alternative transportation, mobility and recreation needs of the state and nation

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: **Bluff Pedestrian Bridge**

Head of the organization making request: Name: Bruce Adams

Title: Chairman, San Juan County Commission

Signature: Bruce Adams

Date: April 30, 2009

**for Robert F. Bennett
Appropriations Request Form**

Date:	March 2, 2009
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Requesting Organization:	San Juan County	Address:	P.O. Box 748, South Main Street #202, Monticello, UT 84535-0009	
Organization Point of Contact:	Rick Bailey, San Juan County Manager	Phone:	435-587-3225	
Address:	P.O. Box 748, South Main Street #202, Monticello, UT 84535-0009	Email:	RMbailey@sanjuancounty.org	
DC Representation: (If any)	Brandy Tomhave, The Tomhave Group	Phone:	410-659-6608	
Address:	776 McHenry Street Baltimore, MD 21230	Email:	brandy@tomhavegroup.com	
Name of Project:	Bluff Pedestrian Bridge	Total # of Projects Requested	One	Priority #: One
Name of Grantee:	San Juan County	Address:	P.O. Box 748, South Main Street #202, Monticello, UT 84535-0009	

Suggested Appropriations Bill:	TTHUD
Suggested Account in Bill:	Federal Highway Administration, Transportation Enhancement Program
Are you submitting this request to other offices? No	If yes, please list:
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$500,000
Is any of this Funding Included in the President's Budget Request?	No
Anticipated Future Funding Requests (amounts and years):	None
Local and State Funding Sources and Amounts:	San Juan County has thus far raised approximately \$320,000 in philanthropic donations from private individuals. The Engineers estimate for the cost of this project is approximately \$1 million. The private fund raising effort is ongoing and will continue as long as necessary. County hotel tax revenues are available for future operation and maintenance costs.
Other Federal Funding Sources and Amounts:	None
If this is a Transportation Request, is it listed on the TIP or STIP?	All San Juan County transportation projects on the Navajo Nation are categorically included on the Utah STIP by a place holder for such projects.
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A

Project Funding History

	ated	Appropriations Bill	Account
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):	N/A		
State Agency Advocate (name, office, e-mail and phone number):	N/A		

One Sentence Statement of Purpose for the Project.

Reconstruction of a the Bluff Pedestrian Bridge, to restore safe crossing of Navajo school children across a 350 foot wide San Juan River.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The Bluff Pedestrian Bridge was totally destroyed in 2006 when the San Juan River flooded. Since then, Navajo students, patients and workers living on the Navajo side of the San Juan River have been denied direct access to Bluff, Utah, on the opposite side of the river, where all schools, medical care and businesses are located. Reconstruction of the bridge is a transportation enhancement project that fully complies with the intent of Congress in SAFETEA-LU to encourage pedestrian and bicycle traffic, especially in rural and historic areas. This bridge project is designed to not only provide access for local residents, but also provide a destination for tourists. The Bluff Pedestrian Bridge will be a key component of the San Juan River Trail and the Bluff Community Preserve, providing essential access to the Anasazi Fourteen Room Ruin on the Navajo side of the river. The County has already raised nearly half the cost of the project, making this transportation enhancement project a bargain for the U.S. taxpayer, who otherwise pays for 80% of similar endeavors under the Federal Highway Administration's Transportation Enhancement Program.

State Exactly How the FY10 Funds would be Allocated.

An interpretive site will be included in the restoration project, as part of bridge construction, in order to present the history, culture and values of the Navajo people, and memorialize the history of the bridge itself.

Justification for the Use of Taxpayer Funds for the Project.

This bridge is of National Significance because it will provide the only access to an important Anasazi archaeological site. Use of taxpayer funds for this project is consistent with our nation's financial investment in making federal lands accessible to the public, especially when those lands contain natural and cultural treasures that belong to all of us.

ADDENDUM

**Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010**

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Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Forest Street Parkway Trail Extension

Head of the organization making request: Name: Lou Ann Christensen

Title: Mayor, Brigham City

Signature: 

Date: March 25, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: March 3, 2009

Requesting Organization:	Brigham City Corporation	Address:	20 N. Main Street, Brigham City, UT 84302		
Organization Point of Contact:	Ben Boyce, Director of Leisure Services	Phone:			
Address:	20 N. Main Street, Brigham City, UT 84302	Email:			
DC Representation: (If any)	Pat Jordan, Jordan & Associates, Inc.	Phone:			
Address:	2111 Wilson Blvd., Suite 600, Arlington, VA 22201	Email:			
Name of Project:	Brigham City Forest Street Parkway Trail Extension	Total # of Projects Requested	2	Priority #:	2
Name of Grantee:	Brigham City Corporation	Address:	20 N. Main Street, Brigham City, UT 84302		

Suggested Appropriations Bill:	THUD
Suggested Account in Bill:	Federal Highway Administration – Transportation, Community and System Preservation (FHWA-TCSP)
Are you submitting this request to other offices?	Yes If yes, please list: Senator Orrin Hatch Representative Rob Bishop
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$560,000
Is any of this Funding Included in the President's Budget Request?	No
Anticipated Future Funding Requests (amounts and years):	In the event full funding is provided for this project in FY 2010, no future requests for funding are anticipated.
Local and State Funding Sources and Amounts:	The total cost of the project is \$698,295, or roughly \$700,000. TCSP awards require a 20 percent local share of the total cost—in this case \$140,000--which Brigham City would provide from city redevelopment funds. Brigham applied for funds for this project through the federal Transportation Enhancements (TE) program within the FHWA, which is administered by the Utah Department of Transportation (UDOT). Brigham received \$441,000 in TE funds, which were used to complete the first phase of the project.
Other Federal Funding Sources and Amounts:	None
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	N/A		
2008	N/A		
2007	N/A		
2006	N/A		
Federal Agency Advocate (name, office, e-mail and phone number):	Ken Petty, TCSP Program Office, U.S. Department of Transportation,		
State Agency Advocate (name, office, e-mail and phone number):	Matt Swapp, Local Government Program Engineer/Transportation Enhancement, Utah Department of Transportation,		

One Sentence Statement of Purpose for the Project.

Federal funds would be used to complete Phase 2 of the Forest Street Parkway, which provides a pedestrian/bicycle connection between downtown Brigham and the Bear River Migratory Bird Refuge.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

This funding application is for necessary construction activities to complete the Forest Street Parkway in Brigham City between the downtown area of the City and the Bear River Migratory Bird Refuge Visitors' Center. The proposed improvements in this project include paved pedestrian- and bicycle-friendly sidewalks, landscaping, and other amenities to promote pedestrian friendliness, walkability to the bird refuge, and bicycle access through this extraordinary area. This roadway/pedestrian path is intended to promote safe recreational access to a national park, and create a unique "sense of place" in Brigham City.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-203) authorized the Transportation, Community, and System Preservation (TCSP) Program through FY 2009. A total of \$270 million is authorized for this program in fiscal years 2005-2009. Funds obtained under this program would be used to develop a trailway system along Forest Street in Brigham City, Utah, that would accommodate both pedestrian and bicycle traffic. This trail would connect downtown Brigham City, the future site of the northern terminus of the FrontRunner commuter rail system, with the James V. Hansen Wildlife Education Center at the Bear River Migratory Bird Refuge. This project would benefit the residents of Brigham City and all visitors to the region by providing a safe pathway for recreation and trips to and from the bird refuge.

Brigham City Corporation has completed the first phase of the project across the I-15 overpass leaving Phase 2, a section from 1200 West to the overpass (approximately .5 miles) and 575 feet of trail from 900 West Forest Street to 980 West Forest Street, to be completed.

Background

Brigham City, located in Box Elder County, Utah, has a paved, non-motorized trail that currently extends approximately 1.6 miles along Forest Street, originating at the site known as the Brigham City Shops (located at approximately 980 West) and continuing westward to the Interstate 15 (I-15) interchange. This trail is known locally as the Forest Street Parkway. The U.S. Fish and Wildlife Service (USFWS) has completed construction of the James V. Hansen Wildlife Education Center at the Bear River Migratory Bird Refuge on the west side of the I-15/Forest Street interchange. This application is for the construction of the proposed extension of the Forest Street Parkway west to the new visitors' center.

Project Overview

The proposed paved, non-motorized trail begins at 1200 West, continues along the north side of Forest Street to and over I-15, and terminates at the James V. Hansen Wildlife Education Center at the Bear River Migratory Bird Refuge operated by the USFWS. The total length of the trail extension is approximately 6,600 feet (1.25 miles). A little more than .5 miles of trail still needs to be completed. The proposed action would require three traffic crossings, two of which are at existing intersections. One crossing would occur at the new visitor's center location on a lightly-traveled county road.

Separate alternatives were analyzed in the Forest Street Parkway Extension Feasibility Study (BIO-WEST 2004). The proposed action is the alternative recommended by UDOT. The entire length of the proposed action, about 6,600 feet, is publicly owned by the State of Utah (27%), Brigham City (52%), and Box Elder County (21 %). Additional property needs to be acquired from existing businesses along the north side of Forest Street in order to accommodate a full-width trail (8 feet), plus park strip and shoulders (an additional 5 feet), to match the existing parkway cross-section along the south side of Forest Street. Brigham City will work with property owners to acquire sufficient right-of-way and to minimize the impact on their properties.

The proposed action would have some wetland impacts in locations where fill would need to be placed along the north side of the trail extension to meet existing grades along Forest Street. Additional right-of-way would likely be needed in these areas, as fill slopes may extend beyond existing property boundaries. Assuming a 10-foot-wide construction easement for a distance of 1,700 feet through these areas, the proposed action could impact as much as 0.38 acres of wetlands. This impact would require a nationwide 404 Clean Water Act Permit and mitigation for impacted wetlands. However, Brigham City has approximately 6 acres of credit for wetland mitigation that is available for use on this project subject to City Council approval. Detailed designs of the proposed trail extension would be needed in order to determine the precise extent of possible wetland impacts at these locations.

Relation to Surface Transportation

Currently, the Phase 2 portion of the trail project is an obstacle for a pedestrian and bicycle connection from Brigham City to the new James V. Hansen Wildlife Education Center at the Bear River Migratory Bird Refuge. The completion of Phase 2 will accommodate the proposed action, thus providing a safe pedestrian/bicycle facility separated from vehicular traffic. The proposed action would also enhance and improve the existing Forest Street interchange and encourage further development of the area's intermodal transportation system. In addition, Forest Street Parkway is an important component of Brigham City's overall trail master plan as the primary east-west backbone trail through the community. This trail system will ultimately connect the intermodal transit station to the bird refuge in the west and the Bonneville Shoreline Trail on the east.

State Exactly How the FY10 Funds would be Allocated.

The total cost of the project is \$698,295, or roughly \$700,000. TCSP awards require a 20 percent local share of the total cost—in this case \$140,000---which Brigham City would provide from city redevelopment funds. Brigham is seeking the remaining 80 percent of the total cost (\$560,000) in the FY 2010 Transportation and Housing and Urban Development Appropriations bill.

Below is a detailed breakdown of the total cost of the project:

West Forest Street Parkway Cost Estimate – From 1200 West to Green Waste Site	
Activity Description	Cost
Mobilization	\$25,000
Traffic Control	\$13,000
Silt Fence	\$4,800
Temporary Environmental Fence	\$4,800
Survey	\$10,000
Reconstruct Meter Box	\$16,000
Borrow (fill)	\$87,000
Relocate Fire Hydrant	\$15,000
Extend Sewer Main	\$15,000
Remove Fence	\$3,000
Clearing and Grubbing	\$1,000
18-Inch Corrugated Steel Pipe Culvert, Class A	\$900
Pedestrian Access Ramp	\$3,000
Concrete Sidewalk	\$99,225
Concrete Flatwork 7-Inch Thick	\$31,600
6 ft Chain Link Fence	\$54,000
Relocate Signs Less than 20 sq. ft.	\$1,200
Wood Fiber Mulch	\$1,500
Strip, Stockpile, and Spread Topsoil	\$20,100
Broadcast Seed	\$1,500
Relocate Power Poles	\$50,000
Contingency – 10%	\$51,000
Property Acquisition	\$25,000
Design and Engineering – 12%	\$60,240
Subtotal this Activity	\$593,865
West Forest Street Parkway Cost Estimate – 900 West to City Shop	
Activity Description	Cost
Mobilization	\$5,000
Traffic Control	\$5,000
Survey	\$2,500
Reconstruct Meter Box	\$4,000
Borrow (fill)	\$12,000
Relocate Fire Hydrant	\$3,000
Remove Fence	\$825
Clearing and Grubbing	\$300
Pedestrian Access Ramp	\$3,000
Concrete Sidewalk	\$23,625
Concrete Flatwork 7-Inch Thick	\$12,000
6 ft. Chain Link Fence	\$4,500
Relocate Signs Less Than 20 sq. ft.	\$600
Strip, Stockpile, and Spread Topsoil	\$2,700
Landscape	\$2,250
Contingency – 10%	\$8,630
Property Acquisition	\$4,000
Design and Engineering – 12%	\$10,500
Subtotal this Activity	\$104,430
Total Project Cost	\$698,295

Justification for the Use of Taxpayer Funds for the Project.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-203) authorized the Transportation, Community, and System Preservation (TCSP) Program through FY 2009. A total of \$270 million is authorized for this program in fiscal years 2005-2009. Funds obtained under this program would be used to develop a trailway system along Forest Street in Brigham City, Utah, that would accommodate both pedestrian and bicycle traffic. This trail would connect downtown Brigham City, the future site of the northern terminus of the FrontRunner commuter rail system, with the James V. Hansen Wildlife Education Center at the Bear River Migratory Bird Refuge. This project would benefit the residents of Brigham City and all visitors to the region by providing a safe pathway for recreation and trips to and from the bird refuge.

Furthermore, the project would provide trail users with significant benefits. Because the Bear River Migratory Bird Refuge is a long-time tourist destination in Box Elder County (over 250,000 visitors annually), Brigham City recognizes the need to create a stronger, safer, bicycle- and pedestrian-friendly connection from the City to the refuge. The lands surrounding the I-15 Forest Street interchange are under pressure for development, and the City understands the need to ensure that pedestrians are safely accommodated. Timing is critical

in this project, as proper coordination with property owners and the refuge must be allowed before development along the corridor precludes continuation of the parkway trail to the west. The proposed extension of the Forest Street Parkway trail across the Interstate to the refuge visitors' center will help address these issues, as well as enhance the visual attractiveness of this gateway to Brigham City through appropriate landscaping along this commercial corridor.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

Under the new disclosure requirements announced at the beginning of the 111th Congress by the Senate and House Appropriations Committees, all Members of Congress are required to post on their websites each appropriations request they submit to the respective subcommittees. The information must include an explanation of the project, a justification for the request, and the requesting entity.

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Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: BROWN'S PARK ROAD

Head of the organization making request: Name: STEWART LEITH

Title: COMMISSION CHAIR

Signature: Stewart Leith

Date: 4/27/09

Senator Robert F. Bennett
FY2010 Appropriations Request Form

Date:	March 2, 2009
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Requesting Organization:	Daggett County	Address:	Shipping address: 91 N. 1st West, Manila, UT 84046 Mailing address: P.O. Box 219, Manila, UT 84046		
Organization Point of Contact:	Commissioner Floyd Briggs		Phone:		
Address:	91 N. 1st West, Manila, UT 84046		Email:		
DC Representation: (If any)	None		Phone:	N/A	
Address:	N/A		Email:	N/A	
Name of Project:	Browns Park Road		Total # of Projects Requested	1	Priority #: 1
Name of Grantee:	Daggett County		Address:	91 N. 1st West, Manila, UT 84046	

Suggested Appropriations Bill:	Transportation
Suggested Account in Bill:	Unknown
Are you submitting this request to other offices?	Office of Congressman Jim Matheson Office of Senator Orrin Hatch
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$578,184.16
Is any of this Funding Included in the President's Budget Request?	Unknown
Anticipated Future Funding Requests (amounts and years):	Total estimated costs to finish Browns Park Road improvements from Red Creek to the Utah/Colorado state line is approximately \$18,690,000. Additional funding will be necessary; however, additional requests for Appropriations are uncertain.
Local and State Funding Sources and Amounts:	No current funding
Other Federal Funding Sources and Amounts:	No current funding
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	None		
2008	None		
2007	None		
2006	None		
Federal Agency Advocate (name, office, e-mail and phone number):	None		
State Agency Advocate (name, office, e-mail and phone number):	None		

One Sentence Statement of Purpose for the Project.

Continue roadway improvement efforts for Browns Park Road by completing final design for roadway segments between Red Creek and Jesse Ewing Canyon.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Years ago the states of Wyoming, Utah, and Colorado realized that an east-west connector was needed across the northeast section of Utah to shorten travel times. The Browns Park Road corridor was chosen as the facility that would serve this function. The three states entered into an agreement that each state would improve and pave the section of roadway within their boundaries as soon as possible. Many years have passed since this agreement and Daggett County has struggled to come up with the required funding to completely meet these commitments. This project is included in Daggett County's General Plan and has been worked on for the past 40 years. This is a high priority project for the County and it is our desire to capitalize on our previous efforts and complete the reconstruction work on this

road as soon as possible. This federal aid would assist the County in meeting these commitments.

The purpose of this project is to build a safer and more efficient transportation facility that complies with American Association of State Highway and Transportation Officials (AASHTO) standards benefitting local recreational, agricultural and commercial interests in the Browns Park area. This project will allow Daggett County to prepare final design plans for 6.84 miles of the 17 mile road connecting Wyoming to Colorado through Utah's Brown Park National Recreation Area. This final design will provide plans for correcting many of the steep and hazardous sections of the roadway currently being used by residents, area ranchers and visitors to the Brown's Park area.

Previously, Daggett County has worked with the Joint Highway Committee, the State of Utah and the Utah Permanent Community Impact Fund Board (CIB) to obtain funding to complete the environmental study (EIS) for the entire roadway corridor from Red Creek to the Utah/Colorado state line, clear all right-of-way, and reconstruct the section in Jesse Ewing Canyon reducing hazardous grades and curves. When the construction of this segment is completed, spring 2009, and the completion of the final design of this segment, the County will continue to pursue State and Federal funding as well as local funding to construct the roadway as designed.

Funding obtained for Browns Park Road to date has been used towards the EIS, right-of-way, and design and construction of the Jesse Ewing Canyon phase. The total funding secured was \$10,063,000 contributed from several funding sources, summarized as follows: Federal Earmark Funding from Congress (\$1,089,168 total including 20% local match), Federal STP-Rural (Non-Urban) Funding (\$2,617,183 total including 6.77% local match), Federal public Lands Highways funding (\$916,028 total, no match), Utah Permanent Community Impact Fund Board (CIB) Grant Loan (\$5,190,000, no match), and other miscellaneous funding (interest, etc.) (\$250,621 total).

State Exactly How the FY10 Funds would be Allocated.

Funds obtained through FY2010 Appropriations would be used towards pre-construction/final design costs of roadway segments between Red Creek and Jesse Ewing Canyon of Browns Park Road. Estimated costs for pre-construction/final design efforts for the roadway segment between Red Creek and Clay Basin are \$236,944.20 and \$341,239.96 for the segment between Clay Basin and Jesse Ewing Canyon, \$578,184.16 total. This would complete the design of these segments and construction packages would be prepared for future construction.

Justification for the Use of Taxpayer Funds for the Project.

The entire population of Daggett County is only 900 residents. It is financially impossible for those few residents to fund such a large project on their small tax base. The project is important because it serves the needs of local residents, area ranchers and the 30,000 plus visitors who travel to this area for recreation. It also allows those traveling between Wyoming and Colorado via the Brown's Park Road to do so on a safe, reliable roadway. In addition, oil, gas and mining interests use this roadway in its present un-safe condition which will be remedied by the project.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Cache Valley Transit District Expansion Project

Head of the organization making request: Name: Todd Beutler

Title: General Manager

Signature: 

Date: March 29, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 03/04/09

Requesting Organization:	Cache Valley Transit District	Address:	754 West 600 North, Logan Utah 84321		
Organization Point of Contact:	Todd Beutler	Phone:			
Address:		Email:			
DC Representation: (If any)	Tim Stewart	Phone:			
Address:	122 C Street NW Suite 500	Email:			
Name of Project:	Cache Valley Transit District Expansion	Total # of Projects Requested	1	Priority #:	1
Name of Grantee:	Cache Valley Transit District	Address:	754 West 600 North, Logan Utah 84321		

Suggested Appropriations Bill:	Transportation Housing and Urban Development				
Suggested Account in Bill:	Bus and Bus Facilities OR Alternative Analysis				
Are you submitting this request to other offices?	If yes, please list: Congressman Bishop and Senator Hatch				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$5,000,000				
Is any of this Funding Included in the President's Budget Request?	No				
Anticipated Future Funding Requests (amounts and years):	We will be seeking full authorization through the upcoming Surface Transportation bill				
Local and State Funding Sources and Amounts:	50/50 cost share funded through local options sales tax				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:					

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008			
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):	Ryan Hammon Community Planner 12300 West Dakota Ave. Suite 310 Lakewood, CO 80228-2583		
State Agency Advocate (name, office, e-mail and phone number):	Leone Gibson Transit Plans & Programs Director Utah Department of Transportation 4501 South 2700 West Mail Stop 141200 Salt Lake City, UT 84114-1200		

One Sentence Statement of Purpose for the Project.

Cache Valley Transit District Facilities Expansion

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

CVTD plays as an essential part to Cache Valley as UTA does to the Wasatch Front in terms of public transportation for the valleys' population. With a 55% ridership increase over the past eight years to now over 1.7 million trips annually and an operating cost of roughly on-third the national average, the Transit system plays a key role in the valley communities ongoing efforts to improve air quality and relive traffic congestion. Since its inception, the transit district has experienced rapid and currently unsustainable growth without additional federal resources.

The District needs to expand the maintenance facility, storage areas, parking facility, administration building and the transit hub, all of which operate at 100 to 120% of capacity. The District recognizes the most cost effective approach is to build new facilities on a larger parcel. This would be accomplished over multiple phases and several years. The first phase of the project for which these funds would be use would be for initial facility design and engineering, appropriate site location, conduct necessary environmental assessments and to develop architectural plans.

State Exactly How the FY10 Funds would be Allocated.

\$3,000,000 land acquisition for the new facility, \$2,000,000 for site construction

Justification for the Use of Taxpayer Funds for the Project.

The unique geology of the Valley and the propensity for strong winter inversions will put Cache Valley out of attainment requirements of federal clean air standards within two years. Failure to comply with these tough new EPA regulations will result in loss of significant federal funds across the board and will implement a rigorous and onerous new EPA mandated compliance plan which will include the mandated reduction of vehicle miles driven. Significant expansion of the public transit system, while not the only solution, will help in reducing the number of cars on the road and will be an integral part of the attainment plan as well as showing a demonstrated effort to meet the federal mandates head on.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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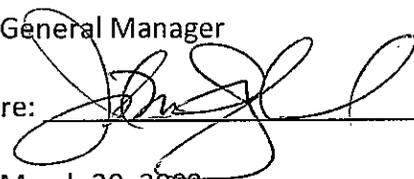
Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Central Bus Maintenance Facility

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra	Phone:			
Address:	669 West 200 South, Salt Lake City, Utah 84130		Email:		
DC Representation:	(If any) James C. Barker	Phone:			
Address:	2526 L Street NW, Washington, DC 20037		Email:		
Name of Project:	Central Bus Maintenance Facility		Total # of Projects Requested		Priority #:
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	5309 Bus & Bus Facilities				
Are you submitting this request to other offices?	If yes, please list: Hatch, Bishop, Matheson, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$48,000,000				
Is any of this Funding Included in the President's Budget Request?	-				
Anticipated Future Funding Requests (amounts and years):	-				
Local and State Funding Sources and Amounts:	UTA Local Share \$12,000,000 Operating Revenue				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	-		
2008	-		
2007			
2006			
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

A new 250 bus maintenance facility is needed to replace a 40-year old 90 bus facility in the same area.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

A new central operations and maintenance facility to replace the existing central garage, is proposed to be built on land owned by UTA on a parcel along 200 South Street between the Union Pacific Railroad and I-15. Site preparation will begin within six months thus contributing to economic recovery.

State Exactly How the FY10 Funds would be Allocated.

FY 2010 funds will be used for preliminary engineering and design, site preparation and facility construction.

Justification for the Use of Taxpayer Funds for the Project.

A centrally located new bus maintenance and operations facility will create substantial environmental benefits in terms of fuel usage and emissions, increase operational efficiency, redevelop an urban industrial site and increase energy efficiency and environmental effectiveness of bus maintenance operations.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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Note: A signed addendum must be returned for **each appropriations request submitted for Fiscal Year 2010.**

Project Name: Clean Fuel Bus Program

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra	Phone:			
Address:	669 West 200 South, Salt Lake City, Utah 84130	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street NW, Washington, DC 20037	Email:			
Name of Project:	Clean Fuel Bus Program	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	5308 Clean Fuels; 5309 Bus & Bus Facilities				
Are you submitting this request to other offices?	If yes, please list: Hatch, Bishop, Matheson, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$24,000,000				
Is any of this Funding Included in the President's Budget Request?	-				
Anticipated Future Funding Requests (amounts and years):	-				
Local and State Funding Sources and Amounts:	\$6,000,000 UTA Local Share				
Other Federal Funding Sources and Amounts:	-				
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	-		
2008	-		
2007	-		
2006	-		
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

Begin the transfer from diesel buses to diesel powered hybrid electric clean fuel buses.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

UTA is seeking section 5308 Clean Fuel Grant Program funds to upgrade UTA's replacement bus purchases from diesel to hybrid-electric. Buses will be ordered and manufactured domestically within 24 months thus contributing to economic recovery.

State Exactly How the FY10 Funds would be Allocated.

The request pays the difference in cost (approx. \$200,000 per unit) between the two technologies for the buses UTA expects to buy in FY2010.

Justification for the Use of Taxpayer Funds for the Project.

Utah is facing serious challenges in meeting air-quality standards as its population grows. Upgrading new buses from diesel to hybrid electric power is one step towards halting the decline in the region's air quality.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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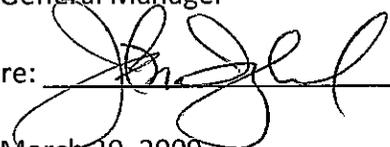
Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted for Fiscal Year 2010.**

Project Name: Cooperative Planning Program

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra	Phone:			
Address:	669 West 200 South, Salt Lake City, Utah 84130	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street, NW, Washington, DC 20037	Email:			
Name of Project:	Cooperative Planning Program	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	Section 5338, title 49				
Are you submitting this request to other offices?	If yes, please list: Hatch, Matheson, Bishop, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$1,000,000				
Is any of this Funding Included in the President's Budget Request?	-				
Anticipated Future Funding Requests (amounts and years):	-				
Local and State Funding Sources and Amounts:	-				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	-		
2008	-		
2007	-		
2006	-		
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

The project will be conducting a home interview survey to improve the accuracy of the regional travel demand model.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Conducting a home interview survey will allow UTA and its regional planning partners – WFRC and MAG – to better understand how the public's travel habits have changed; enabling these agencies to improve their Travel Demand Modeling capability and to develop better methods to predict the effects of transportation system changes. Project will be underway in 18 months thus contributing to economic recovery.

State Exactly How the FY10 Funds would be Allocated.

Funds will be allocated to conducting a home interview survey to improve the accuracy of the regional travel demand model.

Justification for the Use of Taxpayer Funds for the Project.

This survey enables UTA to determine if there are unmet needs in the market that it should be serving, or if there are barriers to ridership that UTA can remove. It helps other transportation planners and providers to make wise decisions when allocating resources for transportation system investments.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

Under the new disclosure requirements announced at the beginning of the 111th Congress by the Senate and House Appropriations Committees, all Members of Congress are required to post on their websites each appropriations request they submit to the respective subcommittees. The information must include an explanation of the project, a justification for the request, and the requesting entity.

Senator Bennett is requiring any entity seeking federal funding to sign, date, and return this form to his office by April 6, 2009. By signing below, the requesting entity acknowledges that each Fiscal Year 2010 Appropriations Request form submitted to Senator Bennett's office, along with this addendum, will be posted on the senator's website in compliance with the new practice of the committee, and will therefore be available to the public. By signing this addendum, the requesting entity also acknowledges that the corresponding appropriations request is a priority for the city, county, council, or other organization that it represents. Each request will continue to be thoroughly reviewed by Senator Bennett's office and by the staff of the Appropriations Committee.

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Note: A signed addendum must be returned for **each appropriations request** submitted for Fiscal Year 2010.

Project Name: Bike Trails and Underpass

Head of the organization making request: Name: Frank B. Lojko

Title: Vice President Student Services

Signature: Frank B. Lojko

Date: 3/24/09

 Lynn D. Madavel
president

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	March 3, 2009
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Requesting Organization:	Dixie State College	Address:	225 S 700 E St George Utah 84770		
Organization Point of Contact:	Frank B. Lojko	Phone:			
Address:	Dixie State College, 225 S 700 E St George UT 84770	Email:			
DC Representation: (If any)		Phone:			
Address:		Email:			
Name of Project:		Total # of Projects Requested	2	Priority #:	
Name of Grantee:		Address:			

Suggested Appropriations Bill:	US Dept. of Transportation
Suggested Account in Bill:	Trails and Bike Paths
Are you submitting this request to other offices?	If yes, please list: Congressman Matheson and Senator Hatch
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$923,000 + \$120,000 contingency & overruns=\$1,043,000
Is any of this Funding Included in the President's Budget Request?	
Anticipated Future Funding Requests (amounts and years):	
Local and State Funding Sources and Amounts:	
Other Federal Funding Sources and Amounts:	
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008			
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):			
State Agency Advocate (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

The construction of pedestrian trail and bike path from Dixie State College main campus with tunnel built under I-15 south and north bound lanes connecting pathway to "Dixie State College's Health Sciences campus location at Dixie Regional Medical Center Complex.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The I-15 underpass from the main campus of Dixie State College to the Dixie Regional Medical Center campus (The Taylor Health Science Building is located at that site), which requires construction of bike and pedestrian pathway under both north and south bound lanes of I-15. Interstate I-15 divides the City of St. George and Dixie's two campuses. The project will connect the City of St. George's west and east communities via the pathway and tunnel. The tunnel and pathway will permit visitors, students and the community to connect safely to either side of the City and to and from the campuses. This pathway will link to other hiking and biking systems in the City and throughout Washington County.

State Exactly How the FY10 Funds would be Allocated.

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Justification for the Use of Taxpayer Funds for the Project.

The entire City of St. George, visitors and especially the students at Dixie State College can link to both campuses and to their respective housing units via this pathway system.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Draper Light Rail

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra, Asst. GM	Phone:			
Address:	669 West 200 South, Salt Lake City, Utah 84130	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street NW, Washington, DC 20037	Email:			
Name of Project:	Draper Light Rail	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	5309 New Starts, 5339 Discretionary Alternatives Analysis				
Are you submitting this request to other offices?	If yes, please list: Hatch, Bishop, Matheson, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$10,000,000				
Is any of this Funding Included in the President's Budget Request?	unknown				
Anticipated Future Funding Requests (amounts and years):	\$132,000,000 2011 - \$20,000,000, 2012-2014 - \$144,000,000				
Local and State Funding Sources and Amounts:	UTA Local Share \$2,500,000 Local Sales Tax				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	0	0	0
2008			
2007			
2006			
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

The extension will expand the connectivity and accessibility of the rail transit system in the southern part of the Salt Lake Valley and improve the mobility of thousands of residents.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The Draper extension is a 3.84 mile, three-station extension of the existing North/South TRAX Light Rail line from the current end-of-line at Sandy Civic Center (10000 South) to Pioneer Road (12400 South) in Draper City.

State Exactly How the FY10 Funds would be Allocated.

2010 funds will be used for preliminary engineering, final design, property acquisition, procurement, construction and to reimburse UTA for the Federal Share of the project costs already spent. Construction beginning within 12 months thus contributing to economic recovery.

Justification for the Use of Taxpayer Funds for the Project.

The project is needed to serve travel demand in the Salt Lake Valley and meet regional air quality goals which are goals of the SAFTEA-LU Act.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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Note: A signed addendum must be returned for **each appropriations request submitted for Fiscal Year 2010.**

Project Name: FHWA State-by-State Environmental Training Program

Head of the organization making request: Name: Richard C. Stewart

Title: Chief Executive Officer

Signature: RC Stewart

Date: 7 Apr 09

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	March 6, 2009
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Requesting Organization:	The Shipley Group	Address:	1584 South 500 West, Suite 201 Woods Cross, UT 84010		
Organization Point of Contact:	Sid Allen	Phone:			
Address:	Same as above	Email:			
DC Representation: (If any)	Luke Johnson	Phone:			
Address:	6809 Crutchfield St., Falls Church, VA 22043	Email:			
Name of Project:	FHWA State by State Training Program	Total # of Projects Requested	3	Priority #:	1
Name of Grantee:		Address:			

Suggested Appropriations Bill:	Transportation, HUD
Suggested Account in Bill:	FHWA – Under subtitle - For inclusion in State-by-State Training program - FHWA Office of Planning, Environment, and Realty – Office of Project Development and Environmental Review.
Are you submitting this request to other offices?	No
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$2,000,000
Is any of this Funding Included in the President's Budget Request?	Unknown
Anticipated Future Funding Requests (amounts and years):	Yes
Local and State Funding Sources and Amounts:	
Other Federal Funding Sources and Amounts:	None
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	0		
2008	0		
2007	0		
2006	0		
Federal Agency Advocate (name, office, e-mail and phone number):			
State Agency Advocate (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

An additional \$2 million dollars are provided for the State-by-State Training program to the FHWA Office of Planning, Environment, and Realty – Office of Project Development and Environmental Review aimed at improving environmental documents for transportation & highway projects.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Significant resources were allocated to the Federal Highways Administration (FHWA) upon passage of the American Recovery and Reinvestment Act. These infrastructure projects, as well as other projects that will be funded in FY 10 are going to come with high expectations and goals for creating jobs and getting dollars on the ground in the most efficient way possible. These projects must comply with the provisions of the National Environmental Policy Act, as well as other applicable statutes. This is perhaps far more of a challenge than what is being anticipated. The ability to be able to navigate the environmental requirements, including the demands of understanding and documenting evolving requirements for climate change will be critical. The proposed training will help standardize work and studies, minimize the risk of litigation, and reduce time for review and evaluation which can all help avoid delays. Without a strategy to efficiently meet environmental requirements, many of the resources provided may not have the immediate desired effect. Materials and curriculum has been developed in cooperation with the Department of Transportation, Federal Highways Administration. These materials have been developed based upon the infrastructure emphasis of the FHWA mission. The additional dollars would provide enhanced opportunities to all regions of DOT, FHWA and would help aid the timely processing of projects due to increased coordination between FHWA and State DOT's.

State Exactly How the FY10 Funds would be Allocated.

Funds would allocated to the FHWA Office of Planning, Environment, and Realty, Office of Project Development and Environmental Review to be used for FHWA to provide training in the State by State Training program for "Improving Environmental Documents for Transportation and Highway Projects."

Justification for the Use of Taxpayer Funds for the Project.

Significant resources have been provided under the American Recovery and Reinvestment Act and recent appropriations legislation, including those dollars to be appropriated in FY 10. It is critical that these infrastructure projects help create jobs and get dollars on the ground as soon as possible. Complying with environmental requirements will be necessary to ensure that that occurs. These funds would provide training that will help standardize work and studies, minimize the risk of litigation, and reduce time for review and evaluation which can all help avoid delays. Without a strategy to efficiently meet environmental requirements, many of the resources provided may not have the immediate desired effect.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

Under the new disclosure requirements announced at the beginning of the 111th Congress by the Senate and House Appropriations Committees, all Members of Congress are required to post on their websites each appropriations request they submit to the respective subcommittees. The information must include an explanation of the project, a justification for the request, and the requesting entity.

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Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Freeways to Fuel: A National Approach to Biodiesel Feedstock Production

Head of the organization making request: Name: Stan L. Albrecht

Title: President, Utah State University

Signature: 

Date: April 2, 2009

Senator Robert F. Bennett
FY2010 Appropriations Request Form

Date:	March 6, 2009
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Requesting Organization:	Utah State University	Address:	1455 Old Main Hill, Logan, UT 84322-1455		
Organization Point of Contact:	Michael J. Kennedy	Phone:			
Address:	USU, 1455 Old Main Hill, Logan, UT 84322-1455	Email:			
DC Representation: (If any)	David B. Lee, Lee and Smith, PC	Phone:			
Address:	2526 L Street, NW, Washington, DC 20037	Email:			
Name of Project:	Freeways to Fuel: A National Approach to Biodiesel Feedstock Production	Total # of Projects Requested	24	Priority #:	
				Subcmte.	1
				USU	15
				USU/SDL Combined	18
Name of Grantee:	Utah State University	Address:	1455 Old Main Hill, Logan, UT 84322-1455		

Suggested Appropriations Bill:	FY10 Transportation Appropriations Bill	
Suggested Account in Bill:	FHWA	
Are you submitting this request to other offices?	No.	If yes, please list:
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$1,000,000	
Is any of this Funding Included in the President's Budget Request?	No.	
Anticipated Future Funding Requests (amounts and years):	FY11 - \$1,000,000; FY12 - \$1,000,000	
Local and State Funding Sources and Amounts:	UDOT - \$57,000 (2007-2008)	
Other Federal Funding Sources and Amounts:	Western Sun Grant – \$300,000 (2009-2011), pending. \$20,000 National Biodiesel Board	
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A	

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008			
2007			
2006			
Federal Agency Contact (name, office, e-mail and phone number):	Dr. Gale Buchanan, USDA Undersecretary of REE; Ray Willard FHWA – TRB Roadside Maintenance Operations Chair		
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

This project is focused on determining the following: 1) Will conditions along roadsides, military bases, railroads and airports allow for economically and sustainable growth of biofuel crops? 2) What agronomic methods/crop combination will provide most benefit to sustainable plant establishment/yield?

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

<p>EXPANDED PURPOSE: Nearly all highway, airport, railway and military areas in the United States have fallow areas that require regular maintenance to keep them from becoming unsightly and unsafe. For example, Utah has over 5000 miles of highway rights-of-way considering the length and width of the highway shoulder translates into more than 1.5 million acres that need maintenance on an annual basis. The expense to the public to mow, control pests, and maintain these areas can reach over \$300/mile/year which for an annual total of over 1.7 million dollars (2007 Utah Department of Transportation - UDOT). Nationally, this problem extends over nearly 20 million acres in one estimate. A potential solution for these problems is growing biodiesel feedstock crops along the freeway rights-of-way and other non-traditional agronomic areas under dry land conditions and converting the oil seeds into biodiesel.</p>
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It is the purpose of the project to study the feasibility and develop methods of crop establishment that will allow sustainable, economic biofuel feedstock production to occur in these non-traditional agronomic areas. Collection, transportation and storage of these feed stocks will be conducted with conventional agricultural equipment which provides optimism for a rapid transition of this technology to the public sector and successful implementation within 2 – 3 years. This method of production would, in theory, produce 1 billion gallons of economically viable feedstock annually and demonstrates that maintained non-traditional agricultural land can become a benefit to stewards rather than a loss.

A national alliance of state land grant universities and departments of transportation will collaborate to solve this research question. Simultaneously, while field and greenhouse research is being conducted, a national alliance effort will continue to move forward to study this method in various regions of the country.

State Exactly How the FY10 Funds would be Allocated.

Funds will be utilized by land grant universities working in concert with respective state/federal agencies to establish research plots regionally across explore different types of areas, crops and establishment methods.

Salaries and Wages

Project Director - Dallas Hanks salary for 12 months + benefits	\$90,000
Co-PI – Ralph Whitesides (salary for 6 months)	\$50,000
Administrative assistant	\$30,000
Part time assistant (4 months)	\$12,000

Total Salaries and Wages **\$182,000**

Travel

Visitation of alliance partners/meetings	\$35,000
Annual meeting for alliance	\$17,000

Total Travel **\$52,000**

Other Direct Costs

USU equipment, seed, fertilizer, space	\$30,000
Alliance member allocations (\$70,000/partner) salaries, equipment, supplies, space, travel	\$700,000
Office Supplies	\$5,000
Mailings, Phone etc.	\$5,000
Misc.	\$6,000

Total Direct Costs **\$746,000**

Overhead @ 25% \$186,500

Total Amount of this request **\$1,166,500**

List of Collaborators

- Dr. Matt Veal - North Carolina State University
- Dr. Steven Taylor - Auburn University
- Dr. Hans Kok – Washington State University/University of Idaho
- Dr. Joe Colletti - Iowa State University
- Dr. Michael McCaskey - State University of New York
- Dr. Glenn Miller – University of Nevada - Reno
- Dr. Don Wykoski – Oregon State University
- Daryl Ehrensing – Oregon State University
- Charles Gould – Michigan State University

- Glen Kaufmann – Penn State University
- Joel Schumacher – Montana State University
- Dr. Alice Pilgram – Montana State University
- Shauna Lindsey – Utah Department of Transportation
- Ray Willard – Washington State Department of Transportation
- Peter Moulton – Washington State Department of Community, Trade and Economic Development
- Lynn Averbeck – Oregon Department of Transportation
- Paul Trella – New Holland Ag
- Ken Tanner – Aerway Ag
- Mike Cleavland – Great Plains Manufacturing
- Alan Weber – National Biodiesel Board
- Jill Hamilton – National Biodiesel Foundation
- Howard Haines – Montana DEQ

Justification for the Use of Taxpayer Funds for the Project.

Benefits of biofuel production with this method include:

- Replacement of petroleum usage with biodiesel by agencies adopting this technique
- This method does not enter the food for fuel debate
- Increases aesthetics along utilized areas
- Increases sustainability of utilized areas
- Decreases costs of maintenance – in some scenarios provides financial benefits
- Increases the public awareness regarding biodiesel

USU Contact:

Dr. Ralph Whitesides
Plants, Soils, and Climate Department
Utah State University
4820 Old Main Hill
Logan, UT 84322-4820

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

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Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Holladay Village Center Pedestrian Improvements

Head of the organization making request: Name: Dennis Webb

Title: Mayor, City of Holladay

Signature: 

Date: March 25, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: March 3, 2009

Requesting Organization:	The City of Holladay	Address:	4580 South 2300 East, Holladay, UT 84117		
Organization Point of Contact:	Randy Fitts, City Manager	Phone:			
Address:	4580 South 2300 East, Holladay, UT 84117	Email:			
DC Representation: (If any)	Pat Jordan, Jordan & Associates, Inc.	Phone:			
Address:	2111 Wilson Blvd., Suite 600, Arlington, VA 22201	Email:			
Name of Project:	Holladay Village Center Pedestrian Improvements	Total # of Projects Requested	3	Priority #:	1
Name of Grantee:	The City of Holladay	Address:	4580 South 2300 East, Holladay, UT 84117		

Suggested Appropriations Bill:	THUD
Suggested Account in Bill:	Federal Highway Administration – Transportation Community and System Preservation (FHWA-TCSP)
Are you submitting this request to other offices?	Yes If yes, please list: Senator Orrin Hatch Representative Jim Matheson
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$716,000
Is any of this Funding Included in the President's Budget Request?	No
Anticipated Future Funding Requests (amounts and years):	None, if fully funded this year.
Local and State Funding Sources and Amounts:	The City of Holladay would provide the requisite 20 percent local match of \$179,000 from the City's General Fund.
Other Federal Funding Sources and Amounts:	None
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	N/A		
2008	N/A		
2007	N/A		
2006	N/A		
Federal Agency Advocate (name, office, e-mail and phone number):	Ken Petty, TCSP Program Office, U.S. Department of Transportation,		
State Agency Advocate (name, office, e-mail and phone number):	Matt Swapp, Local Government Program Engineer/Transportation Enhancement, Utah Department of Transportation,		

One Sentence Statement of Purpose for the Project.

Federal funding would be used to construct and improve sidewalks, lighting, and other amenities to create a pedestrian-friendly, walkable area within the Holladay Village Center.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

This funding application is for the construction of a mid-block road is an integral part of the Village Master. The proposed project includes wide sidewalks, lighting, and other amenities to promote pedestrian friendliness and walkability through this important commercial area. This roadway is intended to promote commercial activity through increased retail frontage and access, enhancing small footprint development, and creating a unique "sense of place". The ultimate result will be increased economic base as well as enhanced quality of life for Holladay residents.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-203) authorized the Transportation, Community, and System Preservation (TCSP) Program through FY 2009. A total of \$270 million is

authorized for this program in fiscal years 2005-2009. Funds obtained under this program would be used to develop a pedestrian-friendly, walkable section of the overall Holladay Village Center that reduces the possible conflict with vehicular traffic in and out of the new development. This project would help the City of Holladay meet its vision of what the Holladay Village Center will accomplish, namely architectural and aesthetic continuity and improved vehicular traffic movement.

Background

Since its creation, the City of Holladay has had the goal of creating a vibrant and beautiful downtown area, reflective of the city’s unique history and culture. Almost immediately, the city began exploring what should and could be done to stop the deterioration of the downtown area and develop a plan for the future. This city held numerous meetings involving residents, downtown businesses, community leaders, and planning professionals. The resulting vision of the downtown revitalization project was labeled “the Holladay Village Center,” and later simply called the “Holladay Village”.

The City of Holladay first adopted the Holladay Village Center Overlay Zone in the fall of 2000. A building moratorium on development in the Village Zone was subsequently adopted in December of 2002 to allow adequate time for development and adoption of a master plan to guide development within this important commercial area. A framework master plan was adopted in late 2004. The master plan was refined with detailed design standards for adoption in the fall of 2006. Again, the process involved many public meetings and vital input from our citizens and business community. The Mid-Block Improvement project was adopted as part of the Holladay Village Master Plan.

“Block 1” Property

As the planning process moved forward, the City was presented with the opportunity to purchase the property on the northwest corner of Holladay Boulevard and Murray-Holladay Road. That site was viewed as a cornerstone for making the Holladay Village vision an economic reality. The City acquired the Video Vern property in April of 2005. The dilapidated structure was demolished in the fall of 2005.

Based on developer proposals, the City selected a private developer to acquire the parcel and to negotiate a developmental agreement. The purchase and development agreement was recently executed by the City and the developer.

Roadways

In 2005, the City of Holladay applied for federal funding assistance for the transportation, related work in the Village. With the support of all members of Utah’s congressional delegation, the city was successful in obtaining grant funding commitments in SAFETEA-LU of approximately \$8 million. These funds are matched with approximately \$1.7 million by the City. Project elements include roadway reconstruction and beautification along the primary corridors of Murray-Holladay Road, 2300 East, and Holladay Boulevard. Also included is the extension of Laney Avenue connecting 2300 East and a pedestrian plaza area at what is now the five-point intersection. This funding, administered through Utah Department of Transportation, provides the backbone for the Holladay Village redevelopment. That project is currently out to bid and is scheduled to commence construction in the spring of this year (2009).

State Exactly How the FY10 Funds would be Allocated.

Budget Breakdown and total cost of the project:

The total cost of the project is \$895,000. The City of Holladay requests \$716,000 in federal funding to complete the project. The remaining \$179,000 would be provided by the City to fulfill local match requirements of the TCSP program.

<i>Project Activity</i>	<i>Cost</i>
Design Engineering	\$32,000
Right-of-way Acquisition	\$416,000
Construction	\$313,000
Construction Engineering and Inspection Cost	\$32,000
Project Contingency	\$103,000
Total	\$895,000

Justification for the Use of Taxpayer Funds for the Project.

This project is nationally significant because it meets the goals of increasing safety for both drivers and pedestrians, and institutes traffic-calming measures that will lead to a more vibrant community. The city has already implemented a master plan and zoning regulations that lay the basis for a more pedestrian-friendly community. This project also places an emphasis on “place making” as part of the transportation project, which UDOT has identified as unique and exemplary—possibly serving as a model project for similar development nationwide.

The overall Village Center project is sustainable in the long term. Productivity would be continued by the increased revenue resulting from the revitalized Holladay Village Center and increased mobility around the entire project area. Measurable outcomes include traffic and pedestrian safety statistics. Additionally, sales and property tax revenues would be an accurate measurement of overall success of the

redevelopment aspects of the project, of which the mid-block improvements project is a necessary component.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements Fiscal Year 2010

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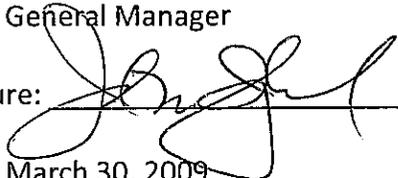
Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Intelligent Transit Systems Program

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra	Phone:			
Address:	669 West 200 South	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street, NW, Washington, DC. 20037	Email:			
Name of Project:	Intelligent Transit Systems Program	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	ITS Deployment				
Are you submitting this request to other offices?	If yes, please list: Hatch, Bishop, Matheson, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$11,200,000				
Is any of this Funding Included in the President's Budget Request?	-				
Anticipated Future Funding Requests (amounts and years):	\$56,000,000				
Local and State Funding Sources and Amounts:	UTA Local Share \$2,800,000 Operating Revenue				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	-		
2008	-		
2007	-		
2006	-		
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

Utah requests federal funds to continue its deployment of Intelligent Transportation System programs.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

UTA's Intelligent Transportation System (ITS) program focuses on the reduction of pollution and congestion through encouraging the use of public transportation.

State Exactly How the FY10 Funds would be Allocated.

FY 2010 funds will be used to purchase and deploy ITS technology (electronic fare collection, schedule retrieval, communications, real time passenger information, automatic passenger counters, vehicle locators)

Justification for the Use of Taxpayer Funds for the Project.

Utah is facing serious challenges in meeting air-quality standards and transportation demand as its population grows. Providing enhanced amenities and innovative traveler services designed to encourage use of public transportation is a major step towards improving the region's air quality.

ADDENDUM

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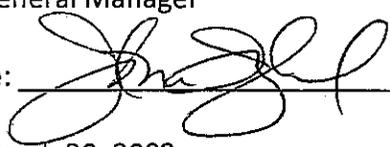
Going forward, Senator Bennett will continue to work to represent Utah's interests by ensuring Utah's priorities are adequately represented with congressionally directed spending.

Note: A signed addendum must be returned for **each appropriations request submitted for Fiscal Year 2010.**

Project Name: Intermodal Centers

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra	Phone:			
Address:	669 West 200 South	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street NW, Washington, DC 20037	Email:			
Name of Project:	Intermodal Centers	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	5309 Bus & Bus Facilities				
Are you submitting this request to other offices?	If yes, please list: Hatch, Matheson, Bishop, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$30,000,000				
Is any of this Funding Included in the President's Budget Request?	unknown				
Anticipated Future Funding Requests (amounts and years):	\$28,000,000				
Local and State Funding Sources and Amounts:	\$3,800,000				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008	\$4,100,000	USDOT – FTA	5309 Bus & Bus Facilities
2007	\$1,500,000	USDOT – FTA	5309 Bus & Bus Facilities
2006	\$1,843,000	USDOT – FTA	5309 Bus & Bus Facilities
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

The terminals provide intermodal connections to local and intercity bus service and commuter and light rail systems from major mixed-use development and/or regional park-and-ride lots.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

Each intermodal center provides a one-stop hub of regional transit services. Together, the six-terminal network creates a convenient system for traveling from one end of the region to another without the need for a car.

State Exactly How the FY10 Funds would be Allocated.

FY 2010 funds will be allocated to construction on the West Valley City and Salt Lake Central Intermodal Facilities and procurement, design and construction for the Orem and Provo Intermodal Centers. Funding would allow accelerated completion of intermodal centers thus contributing to economic recovery.

Justification for the Use of Taxpayer Funds for the Project.

The intermodal centers will facilitate development of transit and pedestrian oriented land use patterns. The intermodal centers will increase the use of alternative transportation modes throughout the region and reduce future highway investment needs.

ADDENDUM

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Note: A signed addendum must be returned for **each appropriations request submitted** for Fiscal Year 2010.

Project Name: Jordan River Light Rail Service Center

Head of the organization making request: Name: John M. English

Title: General Manager

Signature: 

Date: March 30, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date: 2-26-09

Requesting Organization:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		
Organization Point of Contact:	Mike Allegra, Asst Gm	Phone:			
Address:	669 West 200 South, Salt Lake City, Utah 84130	Email:			
DC Representation: (If any)	James C. Barker	Phone:			
Address:	2526 L Street NW, Washington, DC 20037	Email:			
Name of Project:	Jordan River Light Rail Service Center	Total # of Projects Requested		Priority #:	
Name of Grantee:	Utah Transit Authority	Address:	3600 South 700 West, Salt Lake City, Utah 84130		

Suggested Appropriations Bill:	Transportation, HUD Appropriations Bill				
Suggested Account in Bill:	5309 New Starts				
Are you submitting this request to other offices?	If yes, please list: Hatch, Bishop, Matheson, Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$67,000,000				
Is any of this Funding Included in the President's Budget Request?	--				
Anticipated Future Funding Requests (amounts and years):	--				
Local and State Funding Sources and Amounts:	UTA Local Share \$17,000,000 Local Sales Taxes				
Other Federal Funding Sources and Amounts:					
If this is a Transportation Request, is it listed on the TIP or STIP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009			
2008	--		
2007			
2006			
Federal Agency Contact (name, office, e-mail and phone number):			
State Agency Contact (name, office, e-mail and phone number):			

One Sentence Statement of Purpose for the Project.

Conversion of existing warehouse facility for new TRAX light rail vehicle service center.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

UTA purchased an existing warehouse adjacent to the West Valley light rail line. UTA is completing design work for modifications to the building and track layout for vehicle storage. Design to be complete within six months, construction to begin thereafter thus contributing to economic recovery.

State Exactly How the FY10 Funds would be Allocated.

FY 2010 Funds will be used for reimbursement of design work and construction of facility modifications.

Justification for the Use of Taxpayer Funds for the Project.

This new facility is centrally located within the existing and planned light rail transit system. This central location provides significant operational and electrical power efficiencies. The reuse of an existing facility creates substantial economic and environmental benefits.

ADDENDUM

Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010

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Note: A signed addendum must be returned for **each appropriations request submitted for Fiscal Year 2010.**

Project Name: Jordan River Parkway

Head of the organization making request: Name: Ralph Becker

Title: Mayor of Salt Lake City

Signature:  _____

Date: April 7, 2009

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	March 6, 2009
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Requesting Organization:	Salt Lake City	Address:	451 South State Street Salt Lake City, Utah 84111		
Organization Point of Contact:	Rick Graham	Phone:			
Address:	451 South State #135, Salt Lake City, UT 84111		Email:		
DC Representation: (If any)	Len Simon, Simon and Company	Phone:			
Address:	1660 L Street, NW Suite 501 Washington, DC 20036		Email:		
Name of Project:	Jordan River Parkway	Total # of Projects Requested	4	Priority #:	1
Name of Grantee:	Mayor Ralph Becker, Salt Lake City	Address:	451 South State Street Salt Lake City, Utah 84111		

Suggested Appropriations Bill:	Transportation-HUD
Suggested Account in Bill:	Transportation, System and Community Preservation
Are you submitting this request to other offices?	If yes, please list: Senator Hatch, Representative Matheson and Representative Bishop
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$2,000,000
Is any of this Funding Included in the President's Budget Request?	N/A
Anticipated Future Funding Requests (amounts and years):	Possible future request for SAFETEA-LU reauthorization.
Local and State Funding Sources and Amounts:	This project has received broad community support as evident by donations by PacifiCorp who has donated land for trailway and \$250,000 for trail improvements. City funding would be provided through the City's General Fund to meet the 20% Department of Transportation local match.
Other Federal Funding Sources and Amounts:	No.
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Other sections of the Jordan River Trail are included in the STIP, however the specific section that is the focus of this request is not included in the STIP. However, the project being submitted for Federal funding (gap between I-80 and Constitutions Park) is supported by the MPO, the Wasatch Front Regional Council. Support letters for this project and the Jordan River Parkway have been submitted to your office.
If this is an Energy & Water Request, please include a statutory authorization for the request:	No.

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	n/a	n/a	n/a
2008			
2007			
2006			
Federal Agency Advocate (name, office, e-mail and phone number):	n/a		
State Agency Advocate (name, office, e-mail and phone number):	n/a		

One Sentence Statement of Purpose for the Project.

Completion of the Jordan River Parkway, which will allow residential communities to be connected to each other and to the downtown business district of the City.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

The Jordan River is a natural waterway that flows from the south boundary to the furthest most north boundary of Salt Lake City. Over the last several years the City, with matching fund support from the State of Utah, has invested millions of dollars in the development of a public trail system along the entire river corridor.

While considerable funding and construction work has been completed there remains one critical gap along the river corridor that needs to be developed. The gap exists between I-80 and Constitution Park which is located just north of the State Fair Park. Closing the gap requires difficult planning and construction work for the trail section that crosses Union Pacific rail lines. In addition to the rail crossings this section of trail will also intersect the planned east/west City Creek and Folsom Corridor trail that is a vital connection corridor between City Creek and Canyon, the downtown business district and the river.

State Exactly How the FY10 Funds would be Allocated.

The Mayor expects the bulk of the funding will be allocated in FY10.

Federal funding is needed to design and construct the trail from approximately 200 East, through the City's Fisher Mansion historic property, under the I-80 interstate roadway, across the railroad tracks to North Temple Street. Also, funding is needed to design the City Creek trail way system from 600 West Street to the river, and through the southwest corner of the Utah State Fair Park. Design concept studies have been prepared, but formal design development plans and construction must be completed.

Justification for the Use of Taxpayer Funds for the Project.

The Trail is an integral part of the City's pedestrian plan that gives residents and commuters an environmentally friendly alternative transportation system through the City. Other alternative pedestrian trails and bicycle trails intersect the Jordan River Trail system from an east and west direction.

ADDENDUM

**Senator Robert F. Bennett Appropriation Disclosure Requirements
Fiscal Year 2010**

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Project Name: _Magna Main Street Reconstruction_____

Head of the organization making request: Name: _Peter Corroon_____

Title: _Mayor_____

Signature: _____

Date: _March 26, 2009_____

**Senator Robert F. Bennett
FY2010 Appropriations Request Form**

Date:	February 17, 2009
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Requesting Organization:	Salt Lake County	Address:	2001 South Main St., Salt Lake City, UT 84190		
Organization Point of Contact:	Rob Jeppsen	Phone:			
Address:	2001 South State St., Salt Lake City, UT 84190	Email:			
DC Representation: (If any)	Scott MacConomy	Phone:			
Address:	2000 L St. NW, Ste 350, Washington, DC 20036	Email:			
Name of Project:	Magna Main Street	Total # of Projects Requested	4	Priority #:	2
Name of Grantee:	Salt Lake County	Address:	2001 South State St. Salt Lake City, UT 84190		

Suggested Appropriations Bill:	Transportation-Housing and Urban Development (THUD)				
Suggested Account in Bill:	Transportation, Community and System Preservation				
Are you submitting this request to other offices?	If yes, please list: Sen. Hatch, Rep. Chaffetz				
Total Amount of Federal Funding Requested for Fiscal Year 2010:	\$2,000,000				
Is any of this Funding Included in the President's Budget Request?	No				
Anticipated Future Funding Requests (amounts and years):	N/A				
Local and State Funding Sources and Amounts:	N/A				
Other Federal Funding Sources and Amounts:	N/A				
If this is a Transportation Request, is it listed on the TIP or STIP?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
If this is an Energy & Water Request, please include a statutory authorization for the request:	N/A				

Project Funding History

Fiscal Year	Amount Appropriated	Appropriations Bill	Account
2009	N/A	N/A	N/A
2008	N/A	N/A	N/A
2007	N/A	N/A	N/A
2006	N/A	N/A	N/A
Federal Agency Advocate (name, office, e-mail and phone number):	N/A		
State Agency Advocate (name, office, e-mail and phone number):	N/A		

One Sentence Statement of Purpose for the Project.

Magna Main Street Reconstruction would improve the quality of the road, improve safety through better signage and lighting, and provide adequate pedestrian thoroughfares and crossings.

Detailed Description the Project.

If you wish, you may submit a separate white paper with additional details.

See Attached Page

State Exactly How the FY10 Funds would be Allocated.

Magna Main Street Reconstruction dollars would go to the engineering design of the road from the demolition and excavation. Federal funds would purchase the new pavement, energy efficient LED street lights, striping and signs, improved storm drainage system and an improved sidewalk. Final stage funds of the project would be used for landscaping of the affected area.

Justification for the Use of Taxpayer Funds for the Project.

Magna Main Street Reconstruction is also a public works project that would benefit visitors and citizens of Salt Lake County. In addition to improving vehicle transit and safety on this road, the county will spend less on energy through solar powered LED street lights. This project will allow the county to also provide safe walking areas for pedestrians. This project would also create jobs past the life of the project as the new main street would beautify the area and provide incentives for economic development.



Project Brief 2009

Project: Magna Main Street Reconstruction

Federal Request: \$2,000,000

Legislative Vehicle: Transportation, Community and System Preservation Account in the FY 2010 Transportation-Housing and Urban Development Appropriations Bill

Project Description: Main Street in Magna is in need of a major upgrade. This thoroughfare cannot accommodate the increasing rates of pedestrian traffic found in this growing area. The current road is not equipped for safe pedestrian crossings or with adequate sidewalks. The reconstruction of Main Street would also improve the condition of the road and would provide better signage to facilitate clear, efficient traffic patterns. Additionally, landscaping, lighting and other improvements would beautify the area and provide incentives for further business development.

Street renovations would occur at the east end of Main Street from 8700 West to 8400 West. The reconstruction project would include sidewalks, street repaving, the addition of trees, pedestrian crossings, decorative lighting, and the construction of curbs and sidewalks, and more efficient water drainage gutters. Decorative lighting would be subject to the same energy efficient standards set by the county and would use LED technology for illumination and would operate on solar power. This request would fund the road reconstruction portion of the Main Street project.

Project Budget:

Engineering Design	\$95,165
Construction Mngt.	\$96,078
Mobilization	\$35,850
Traffic Control	\$11,472
Demolition & Excavation	\$287,320
Storm Drainage	\$70,285
Sidewalks, Curb & Gutter	\$298,940
Road, Asphalt	\$438,795
Street Lights	\$458,164
Landscaping	\$150,248
Striping & Signs	\$22,944
Miscellaneous	\$34,739
Total:	\$2,000,000

D.C. Contact: Scott MacConomy 202.912.8637