



Utah Department of Transportation  
State Safety Oversight Program  
Annual Report Salt Lake County – November 2018

Pursuant to the interlocal agreement between Salt Lake County and the Utah Department of Transportation, we hereby present this Annual Report of rail transit State Safety Oversight program activities. This report outlines the financial information with regard to the Salt Lake County match funding, an update about audit activities in 2018, and an Accident/Incident report for 2018. Please do not hesitate to contact me at any time should you have questions or wish to discuss the program.

Respectfully:

*James W. Golden*

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## Financial Information from 2018

For 2018 the requested amount of match funding for the UDOT – State Safety Oversight (SSO) Program was \$80,000.00. Total expenditures for the SSO Program are shown below:

### SSO Program - 4FA18

as of December 10, 2018

Phase	Total Funds Expended	Federal Grant	SL County Match
10H - SSO Labor	\$109,834.94	\$87,867.93	\$21,967.01
11H - SSO Training	\$9,986.74	\$7,989.38	\$1,997.36
12H - SSO Consultant Support	\$346,644.00	\$277,315.19	\$69,328.81
Totals	\$466,465.68	\$373,172.50	\$93,293.18

The overage is attributed to fact that in 2018 we performed our Triennial Audit of UTA which was not fully accounted for in our estimate. With no audit needed for 2019, it is anticipated that the request of \$80,000.00 for 2019 will cover the overage from 2018 and be sufficient for the remainder of 2019.

## Triennial Audit of UTA – February 2018

In February of 2018, the UDOT - SSO conducted an FTA-mandated triennial audit of UTA TRAX and S-Line Streetcar. Last completed in 2015, the triennial audit is a detailed assessment of the transit system involving numerous UTA departments in operations, maintenance, and safety programs. The SSO, supported by subject matter experts from its consultant, conducted the week-long audit which included interviews, record reviews, and inspections.

The audit report is available upon request. I am pleased to report that there were few significant findings or areas of concern; most involve opportunities for enhancement. UTA personnel were both proud of their operations and excited for the opportunity to find areas for improvement. UDOT-SSO is in the process of reviewing and closing the Corrective Action Plans (CAPs) from this audit.

UDOT-SSO also completed an annual Hours of Service (HOS) Audit in August of 2018. This is a requirement of the waiver that UTA has with the Federal Railroad Administration (FRA) for the shared track section of UTA rail. This was a very clean audit with only 3 relatively small findings and a few other recommendations. Overall, UTA is performing exceptionally with respect to HOS.

## Accident/Incident Report to date for 2018

As of December 10, 2018 the SSO has been involved with the investigation of 58 Accidents involving UTA TRAX trains. Reports for these accidents are available upon request. In the same time period, during 2017, there were 51 events. A slight upswing in these events this year has been a topic of discussion and concern with UTA.

Unfortunately, these accidents have resulted in 5 fatalities on the TRAX system this year. Three of these deaths were accidental (one due to a medical condition, one due to intoxication and distraction, and the other due to distraction) and the other two were determined to be intended deaths.

## Program Highlights from 2017 and 2018 to date

In cooperation with Operation Lifesaver and UTA, UDOT-SSO also participated in National Rail Safety Week, September 23<sup>rd</sup> – 29<sup>th</sup>. UDOT staff helped to produce a video segment that was released thru social media to help “Stop Track Tragedies” with special consideration of the most common accident in the system this year; illegal left turns into trains that are approaching from behind.

UDOT-SSO program is participating in the planning stages for the UTA TRAX light rail extension at Salt Lake City International Airport. The SSO Program Manager has attended meetings with UTA and airport staff and provided feedback on initial engineering drawings.

The SSO has also been involved with the S-Line Double Track Project. This project will add a second set of tracks between 300 East and 500 East on the S-Line. Once complete this project will reduce the headway for these trains from 20 minutes to 15 minutes. Anticipated completion of this project is early in 2019.

For further information, please feel free to contact the UDOT SSO Program Manager, whose contact information is contained on the cover page of this report.