



Utah Department of Transportation  
State Safety Oversight Program  
Annual Report to Salt Lake County – FFY 2019

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 and other report activities, and an accident report for the period of FFY 2019. 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 FFY 2019

For Federal Fiscal Year (FFY) 2019 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 FFY 2019 - October 1, 2018 - September 30, 2019

| Phase                        | Total Funds Expended | Federal Grant | SL County Match |
|------------------------------|----------------------|---------------|-----------------|
| 10H - SSO Labor              | \$113,420.07         | \$90,736.04   | \$22,684.03     |
| 11H - SSO Training           | \$13,747.08          | \$10,997.66   | \$2,749.42      |
| 12H - SSO Consultant Support | \$173,189.88         | \$138,551.92  | \$34,637.96     |
| Totals                       | \$300,357.03         | \$240,285.62  | \$60,071.41     |

While the total for the SL County Match funds for the 2018 report was an overage of \$13,293.18, this year's total is under the \$80,000.00 requested and covers the excess spent last year.

The FTA Audit of the UDOT – SSO Program conducted in July/August of 2019 recommended a spending plan to more fully utilize the grant money provided by the FTA. There will not be a large scale audit in 2020 but additional efforts toward safety oversight are anticipated. UDOT will request the same \$80,000.00 to cover the match funding for FY 2020 and we will reconcile these numbers at the end of the federal fiscal year in anticipation of a Triennial Audit in 2021.

## Triennial Audit of the UDOT-SSO Program by FTA – July/August 2019

From July 30<sup>th</sup> through August 1<sup>st</sup>, 2019, UDOT hosted FTA for a Triennial Audit of the UDOT-SSO Program. While we are still waiting for the final report on this audit from the FTA, preliminary indications are that there are no significant findings. In addition, FTA praised the status of the SSO Program and complimented UDOT and UTA on a solid working relationship. The final audit report is anticipated within the next month and will be available upon request.

## Hours of Service (HOS) Audit of UTA – September 2019

UDOT-SSO also completed an annual Hours of Service (HOS) Audit in September of 2019. 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 2 relatively small findings. UTA continues to perform exceptionally well with respect to HOS.

## Accident/Incident Report for FFY 2019

For consistency with this annual report, budget numbers are provided for the fiscal year. For simplicity, the accident numbers will also be reported for FFY 2019. If different dates or specific event information is desired, that can be requested from the SSO Program Manager at any time.

During the period of FFY 2019, there were a total of 66 events. The SSO investigated 44 events as accidents. Individual reports for any of these accidents are available upon request. In the same time period, during 2018, there were 51 events. A slight upswing in these events this year has been a topic of discussion and concern with UTA however, the number of events classified as accidents is actually down, as is the number of fatal accidents. This is somewhat encouraging.

There was one accidental fatality in October of 2018 where the individual was distracted and hit by the TRAX train. During the remainder of the 2018 and until the end of September 2019, there were two other fatalities and these were both intended deaths.

## Program Highlights from FY 2019

In cooperation with Operation Lifesaver and UTA, UDOT-SSO also participated in National Rail Safety Week, September 22<sup>nd</sup> – 28<sup>th</sup>. UDOT and UTA teamed with NHTSA to promote a national campaign of “Stop. Trains Can’t”. This included a large press event at the UTA Salt Lake Central station, the video clip “Stop. Trains Can’t” being shown in movie theaters, and various other events during that week.

The UDOT-SSO program manager continues to monitor progress for the UTA TRAX light rail extension at Salt Lake City International Airport. Work on the UTA portion is anticipated to begin around summer of 2020.

The S-Line Double Track Project was completed early in 2019. This project has reduced the headways for these trains from 20 minutes to 15 minutes. Since the opening of this new area, we have only experienced one minor event, even with the increased frequency of trains in this area.

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.