

# August 17, 2022

## Transportation Interim Committee

Utah Department of Transportation  
Carlos Braceras, P.E., Executive Director  
Lisa Wilson, P.E., Deputy Director  
Leif Elder, Legislative and Policy Director

# Rail Safety



## **Grade Crossing Safety Team**

- 1 Employee
  - Responsible for Rail Crossing Diagnostic Reports, Railroad State Action Plan, Railroad Safety Grant and Section 130 Projects and Railroad Standards and Project Support.

## **State Safety Oversight Team**

- 1 Employee
  - As per Utah Code 72-1-214(2) - The Department (UDOT) is designated as the state oversight for rail fixed guideway public transportation safety in accordance with 49 U.S.C. Sec. 5329(e)(4)

## **Composed of four teams:**

FRA Inspection Team

Grade Crossing Safety Team

State Safety Oversight Team

Walkway and Clearance Inspection Team

## **10 Employees**

- 2 Hazardous Materials Inspectors
- 2 Motive Power and Equipment Inspectors
- 2 Operating Practices Inspectors
- 2 Signal and Train Control Inspectors
- 2 Track Inspectors

## 5 Employees

- 1 Program Coordinator
- 4 Crossing Safety Specialists
  - All specialists conduct crossing safety inspections based on state statutes.
  - All specialists are assigned crossing projects, with the ultimate goal of writing crossing orders to begin the construction/closing/separating of crossings. Each specialist then conducts a final inspection of a project for compliance with the crossing order.

## 4 Employees

- Oregon Department of Transportation is the designated State Safety Oversight Agency
  - 4 Rail Transit Compliance Specialists
    - 1 specialist devoted to administrative duties to include the SSO program standard and the drafting/editing of state rules required by FTA
    - 3 specialists conduct Federal/State inspections at 2 RTAs (TriMet's MAX service and Portland Streetcar) and 2 tourist trolleys (Willamette Shore Trolley in Lake Oswego and Astoria Riverfront Trolley in Astoria). These specialists also assist in the administrative duties of the SSO.

## 2 Employees

- Walkway and Clearance Inspectors conduct inspections based on state statutes regarding walkway construction and surfaces for use by railroad employees. Examples of walkway rules are crew change locations, toe paths for switching, and walkways for the of conduct air brake tests. The statutes also address side and overhead clearance requirements at trackside building locations, loading/unloading facilities, bridges, tunnels, and other areas on railroad/shipper properties that would affect the conduct and safety of a railroad worker's job duties.



# Current UDOT vs. Oregon Rail Safety Teams

## Team Description

## ODOT

## UDOT

### FRA Inspection Team

10 FTE

0

UDOT is not currently a participant in the FRA State Rail Safety Program and at this time has not assumed responsibility for routine compliance inspections done by FRA.

### Grade Crossing Safety Team

5 FTE

1 FTE

UDOT has a Statewide Railroad Engineer responsible for Rail Crossing Diagnostic Reports, Railroad State Action Plan, Railroad Safety Grant and Section 130 Projects and Railroad Standards and Project Support.

### State Safety Oversight Team

4 FTE

1 FTE

Per FTA requirements, UDOT serves as the State Safety Oversight Agency over UTA Trax and has a dedicated State Safety Oversight Program Manager to facilitate this effort.

### Walkway and Clearance Inspection Team 2 FTE

0

UDOT does not currently regulate the walk way and clearance requirements for surfaces used by railroad employees.

# Rail Transportation Restricted Account

Utah Code 72-2-131 directs use of funds by appropriation:

- **10% of funding** to provide grants to improve rail safety at crossings
- **10% of funding** for environmental impact studies on projects related to railroad crossings
- **80% of funding** for construction/renovation of projects related to railroad crossings on class A/B/C roads

# Rail Transportation Restricted Account

## Funding History: \$3,660,000 ongoing appropriation into the account

- 2021
  - \$152,500 appropriated for Railroad Crossing Safety Grants
  - \$1,372,500 one time appropriation as pass-through to Brigham City
  - \$(2,135,000) one time appropriation reduction
- 2022
  - \$366,000 appropriated ongoing for Railroad Crossing Safety Grants
  - \$32,000,000 one time appropriation as pass-through to Brigham City and North Salt Lake
  - *The remaining \$3,294,000 of ongoing funding was not appropriated*
- 2023
  - \$366,000 appropriated ongoing for Railroad Crossing Safety Grants
  - *The remaining \$3,294,000 of ongoing funding has not been appropriated*

The logo for LTDOT, featuring the letters 'LTDOT' in a bold, white, italicized sans-serif font. The 'L' and 'D' are connected, and the 'O' is a solid circle. The 'T' has a long horizontal stroke extending to the right.

**LTDOT**

Three parallel orange slanted bars of varying lengths, positioned to the left of the tagline.

*Keeping Utah Moving*