

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION OF THE
AUTHORITY'S AMENDED TRANSIT AGENCY SAFETY PLAN**

R2019-12-02

December 18, 2019

WHEREAS, Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Authority operates a light rail system known as TRAX (the "TRAX System"); and

WHEREAS, the TRAX System is a rail fixed guideway public transit system, the safety of which is regulated by the Utah Department of Transportation under the Federal Transit Administration's state safety oversight laws and regulations (collectively the "SSO Rules"); and

WHEREAS, pursuant to the SSO Rules, the Authority is required to develop a comprehensive public transit agency safety plan (the "TASP") to: (i) identify and evaluate safety risks related to the TRAX System; (ii) implement strategies mitigating such risks; (iii) establish a process for annual reviews of the safety plan; (iv) set safety performance targets; (v) assign safety responsibilities; and (v) establish a staff safety training program; and

WHEREAS, the SSO Rules require that the TASP, and any updates to the TASP, be approved by the Board of Trustees for the Authority (the "Board") and executed by a single executive who has ultimate responsibility for implementing the TASP (the "Accountable Executive"); and

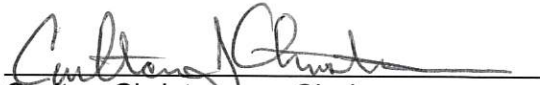
WHEREAS, the Authority has prepared a revised TASP in the form attached as Exhibit A, which revised TASP has been presented to the Board for review and approval.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves the TASP attached as Exhibit A.
2. That the Board hereby designates the Authority's Executive Director as the Accountable Executive who shall execute and deliver the TASP on behalf of the Authority.
3. That the Board hereby authorizes the Authority's Executive Director to execute and deliver the TASP on behalf of the Authority.

4. That the Board hereby ratifies any and all actions previously taken by the Authority's management and staff to prepare the TASP.
5. That the corporate seal be attached hereto.

Approved and adopted this 18^h day of December, 2019.


Carlton Christensen, Chair
Board of Trustees

ATTEST:


Robert K. Biles, Secretary/Treasurer



(Corporate Seal)

Approved As To Form:

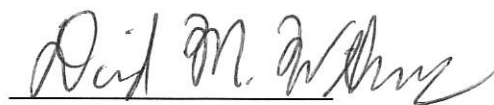

Legal Counsel

Exhibit A
(Transit Agency Safety Plan)

UTAH TRANSIT AUTHORITY Transit Agency Safety Plan (TASP)



UTA 
January 2020

Revision Table

Revision Date	Description of Revisions	Person Issuing Changes
November 1999	Original SSPP issue which includes the System Security Plan	Steve Cain UTA Risk Manager
January 2001	Annual Update	Ed Buchanan Rail Safety Administrator
January 2002	Annual Update (TRAX Only Removal of Bus info.)	Ed Buchanan Rail Safety Administrator
January 2003	Annual Update (Removal of System Security Plan)	Ed Buchanan Rail Safety Administrator
January 2004	Annual Update	Ed Buchanan Rail Safety Administrator
January 2005	Annual Update	Ed Buchanan Rail Safety Administrator
April 2006	Final Rule 659 changes – New standards from UDOT	Ed Buchanan Rail Safety Administrator
April 2007	Implemented the SSPP requirements for commuter railroads using <i>The Manual for the Development of SSPP for Commuter Railroads 5/15/06</i>	Ed Buchanan Rail Safety Administrator
January 2009	Annual Update	Ronald W. Nickle Rail Safety Administrator
December 2009	Annual Update	Ronald W. Nickle Rail Safety Administrator
April 29, 2010	Annual Update	Ronald W. Nickle Rail Safety Administrator
February 2011	Annual Update	Ronald W. Nickle Rail Safety Administrator
October 2012	Annual Update, (OHSAS 18001)	Ed Buchanan Safety Department
January 2013	Annual Update	Darin L. Francom Safety Department
January 2014	Annual Update	Darin L. Francom Safety Department
January 2015	Annual Update, Change document to Transit Agency Safety Plan (TASP) format in preparation for the implementation of MAP-21 requirements from 49 USC 5329 (e)	Darin L. Francom / Ed Buchanan Safety Department
January 2016	Annual Update	Darin L. Francom/Ed Buchanan Safety Department
January 2017	Annual Update	Darin L. Francom/Ed Buchanan Safety Department
January 2019	Annual Review and Update	Darin L. Francom/Sheldon Shaw Safety Department
January 2020	Annual Review and Update	Darin L. Francom/Travis King Safety Department

Table of Contents

I POLICY	1
I Authority and Policy Statement.....	1
I 1.1 Introduction.....	1
I 1.2 Authority.....	1
I 1.3 Policy Statement	2
I 2 Goals and Objectives	4
I 2.1 Goals and Management Responsibilities	4
I 2.2 Corporate Safety Policies.....	5
I 2.3 Integrating Safety into all Aspects of UTA.....	5
I 2.4 Definitions.....	6
I 2.5 Acronyms APTA: American Public Transportation Associates	8
I 3 Overview of Management Structure	10
I 3.1 UTA Board of Trustees and Executive Staff	10
I 3.2 Management—Key Role in Safety	10
I 3.3 Management —Transit Agency Safety Plan (TASP)	11
I 3.4 Light Rail Service	11
I 3.5 Commuter Rail Service.....	12
I 3.6 Bus Service	12
I 3.7 Climate / Geography	13
I 3.8 Utah Transit Authority Organizational Chart	14
I 4 TASP Annual Updates, Revisions, and Changes.....	16
I 4.1 Written Plans.....	16
I 4.2 TASP Annual Update Process Flow Chart	17
I 4.3 Emergency Management Team Meetings.....	17
II RISK MANAGEMENT	19
II 1 Risk Management Program.....	19
II 1.1 Hazard Management	19
II 1.1.2 Local Hazard Management	19
II 1.1.3 Local Hazard Logs	19
II 1.1.4 Corporate Hazard Management	20
II 1.1.5 Safety Department Hazard Logs	20
II 1.1.6 Corrective Action Plan (CAP)	20

II 1.1.7	Corrective Action Plan Development	20
II 1.2	Hazard Process Overview	20
II 1.3	Hazard Identification.....	21
II 1.4	Hazard Investigation, Evaluation, and Analysis	23
II 1.4.1	Root Cause Analysis and accident evaluation.....	23
II 1.4.2	Hazard Reporting Threshold to UDOT.....	23
II 1.4.3	UTA Hazard Analysis Matrix (21 Box).....	25
II 1.4.4	Hazard Severity.....	26
II 1.4.5	Hazard Probability	26
II 1.4.6	Hazard Ratings.....	26
II 1.5	Hazard Control, Elimination, and Tracking	27
II 1.5.1	Hazard Resolution and Elimination	27
II 1.6	Hazard Tracking.....	27
II 1.7	Ongoing Reporting To State Safety Oversight Agency	28
II 1.8	Job Safety Briefing.....	28
II 1.9	Safety Management System (SMS).....	28
II 2.1	Management of Hazardous Materials	29
III	ASSURANCE.....	31
III 1	Internal Safety Audit/Review Program.....	31
III 2	Accident Notification, Investigation, and Reporting	34
III 2.1	Notification Thresholds.....	34
III 2.1.1	Internal Notification.....	34
III 2.1.2	UDOT/SSO) Notification	34
III 2.1.3	FRA Notification.....	35
III 2.1.4	NTSB Notification	35
III 2.1.5	FTA Notification.....	35
III 2.1.6	UOSH Notification	36
III 2.2	Accident Investigation Process	36
III 2.2.1	Accidents Investigation.....	36
III 2.2.2	Workplace Injury Investigations.....	36
III 2.3	Reporting Accidents.....	37
III 2.3.1	Reporting to UDOT SSO	37
III 2.3.2	Reporting to FRA.....	38
III 2.3.3	Reporting to National Transit Database (NTD).....	38

III 2.3.4	Reporting within UTA	38
III 2.4	Corrective Action	38
III 2.4.1	Safety Department Review	38
III 2.4.2	UDOT Review	38
III 3	Safety Data Collection and Analysis.....	40
3.1	Data Collection.....	40
3.2	Data Analysis.....	40
3.3	Continuous Improvement	41
III 4	System Modifications (Management of Change)	42
III 4.1	MOC Authority	42
III 4.2	Management of Change (MOC) Process	43
III 4.3	MOC Action Considerations.....	43
III 4.4	MOC Log	44
III 4.5	Notifying Departments.....	44
III 4.6	MOC Approval and Verification Document.....	44
III 5	Configuration Control.....	45
III 6	System Safety and Security Certification	46
III 6.1	Safety Certification	46
III 6.1.1	Safety and Security Major Capital Project Plans and Documents	46
III 6.2.1	Facilities Hazard Analysis.....	48
III 6.3	Project Certification / Hold Point Process	48
III 6.4	Quality Assurance	50
III 7	Rules Compliance	51
III 7.1	TRAX Rules Compliance	51
III 7.1.1	Documents and Publications	51
III 7.1.2	Rule Compliance Checks	51
III 7.1.3	Reports and Data Analysis	52
III 7.1.4	Enforcement.....	52
III 7.2	FrontRunner Rules Compliance.....	52
III 7.2.1	Documents and Publications	52
III 7.2.2	Rule Compliance Checks	53
III 7.2.3	Enforcement.....	53
III 7.3	Bus Rules Compliance	53
III 7.3.1	Documents and Publications	53
III 7.3.2	Rule Compliance Checks	54

III 7.4	Safety Rules Compliance Checks and Verification	54
III 8	Facilities, Structures and Equipment Inspections	55
III 8.1	Facilities and Equipment to Be Inspected.....	55
III 8.2	Techniques, Schedules, and Procedures.....	55
III 8.2.1	M.O.W. (Line, Signal and Rail Maintenance) Standards and procedures	55
III 8.3	Tracking and Resolving Hazards Identified During Inspections	55
III 8.4	Railroad Bridge Safety Management and Inspection Program.....	56
III 9	Maintenance Audits and Inspection Program	57
III 9.1	Equipment or Facilities Maintenance Audits and/ Inspections.....	57
III 9.2	Auditors of Maintenance and Operations Activities.....	57
III 9.3	Audit Report—Tracking and Resolving Internal Audit Findings.....	57
III 9.4	Follow-Up /Action Plans	58
III 9.5	Resolving Problems and Disagreements.....	58
III 9.6	Use of a Written Checklist.....	58
III 9.7	Tracking and Resolving Hazards or Concerns.....	58
III 10	Drug and Alcohol Program and Medical Monitoring.....	59
III 10.1	Drug and Alcohol Program	59
III 10.2	Medical Monitoring	59
III 11	Procurement.....	60
III 11.1	Measures and Controls for the Procurement Process.....	60
III 11.2	Inspection and Control of Materials.....	60
IV	PROMOTION.....	63
IV 1	TASP Implementation Activities and Responsibilities.....	63
IV 1.1	TASP Committees and Position Responsibilities	63
IV 1.1.1	Safety Communication.....	63
IV 1.2	TASP Committees.....	63
IV 1.2.1	General Managers Safety and Security Committee (GMSSC)	63
IV 1.2.2	Safety and Security Review Committee (SSRC)	63
IV 1.2.3	Management of Change (MOC) Teams	64
IV 1.2.4	Bus Safety Committee (BSC)	64
IV 1.2.5	Facility (Admin) Safety Committee.....	65
IV 1.2.6	Rail Safety Committee (RSC).....	65
IV 1.2.7	Fire Life Safety and Security Committee (FLSSC)	66
IV 1.2.8	Construction Safety Committee (CSC).....	66
IV 1.2.9	Configuration Control Committee (CCC).....	66

IV 1.2.10	Activation Committee (AC).....	66
IV 1.2.11	Safety and Security Working Group (SSWG)	67
IV 1.2.12	Accident Evaluation Group (AEG).....	68
IV 1.2.13	Accident Review Committee (ARC)	68
IV 1.2.14	System Safety Committee Organizational Process Chart	68
IV 1.3	Department Position Responsibilities	70
IV 1.3.1	Safety Department.....	70
IV 1.3.2	Operations Department	71
IV 2	Training and Certification Program	74
IV 2.1	Employee and Contractor Safety	74
IV 2.1.2	Line and Signal Technicians and Rail Maintenance workers	74
IV 2.2	Training and Certification for Employees and Contractors	74
IV 2.4	Employee and Contractor Safety Programs	75
IV 2.5	Construction Safety Requirements.....	76
2.6	Training and Certification Training, Courses, Education.....	76
IV 2.6.1	Safety Administrators Certification	76
IV 3	Local, State, and Federal Requirements.....	77
IV 3.1	Corporate Policies	77
IV 3.2	Corporate Safety Policies.....	77
IV 3.3	Health and Environmental	77
IV 3.4	Occupational, Environmental, Safety and Health (OES&H).....	78
IV 3.5	Federal Railroad Administration and TRAX Light Rail.....	78
IV 3.6	Federal Railroad Administration and FrontRunner Commuter Rail.....	78
IV 3.7	Construction Safety.....	80
IV 3.7.1	Employee and Contractor Awareness of FRA Requirements	80
IV 3.7.2	Personal Protective Equipment	80
IV 3.7.3	Safety and Industrial Hygiene Studies and Reviews.....	80
IV 3.7.4	Safety Training Effectiveness and Knowledge of Employees	81
Appendix A:	Safety Dashboard	84
Appendix C:	Internal Audit Inspection Checklists and Schedule (Sample)	86
Appendix D:	Internal Review Schedule (2018-2020).....	87
Appendix E:	Rail Service Center Safety Checklist/Audit Forms	88
	Facility PM Inspection Checklist (sample).....	90
	Monthly Safety Environmental Check List (Sample).....	91
Appendix F:	Blank Forms.....	92

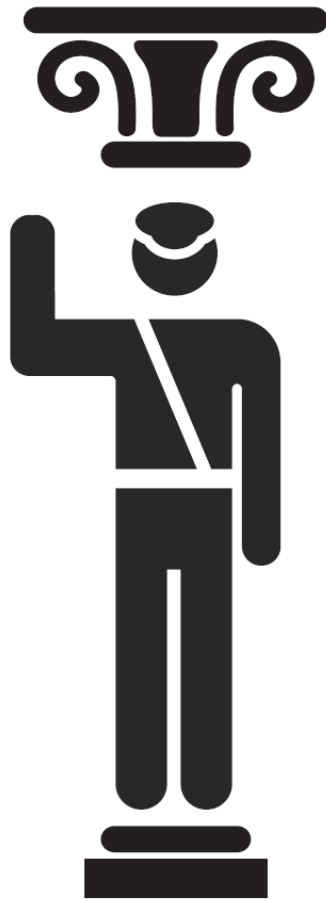
Appendix G: System Maps 107
Weber, North Davis and Box Elder County System Map 109
TRAX and FrontRunner Map 110

I. POLICY

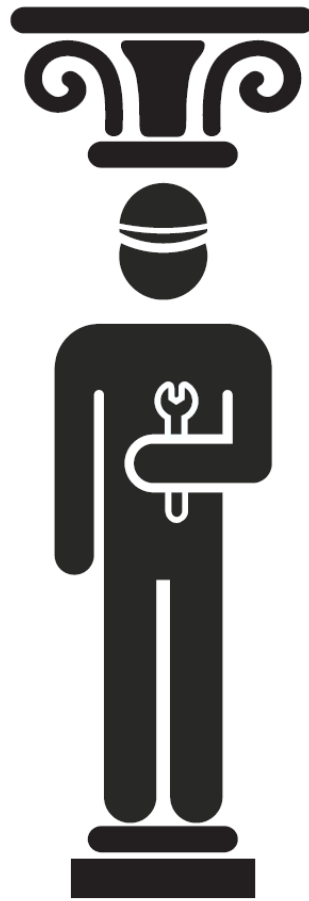
SAFETY



POLICY



RISK
MANAGEMENT



ASSURANCE



PROMOTION

I POLICY

Pillar I of the Transit Agency Safety Plan is **Safety Policy**. This is at its most simple, the safety policy developed, approved and signed by the authority. However, this pillar also describes UTA's commitment to safety, its objectives and safety goals and the organizational structure established and plans written to obtain these goals and objectives.

I Authority and Policy Statement

I 1.1 Introduction

Utah Transit Authority (UTA) is a special transportation district of the state of Utah with its headquarters at 669 West 200 South, Salt Lake City, Utah, 84101. UTA was created on March 2, 1970 by the Utah Legislature. UTA is multimodal agency comprised of light rail, commuter rail, bus, and special services.

UTA's mission is to strengthen and connect communities, enabling individuals to pursue a fuller life with greater ease and convenience by leading in partnering, planning, and wise investment of physical, economic, and human resources. In accordance with the directives of Moving Ahead for Progress in the 21st Century Act, (MAP-21) and Fixing America's Surface Transportation (FAST) Act, UTA undertook the conversion of the System Safety Program Plan (SSPP) into the Transit Agency Safety Plan (TASP) in 2015. The TASP consists of a series of policies and procedures, which must be undertaken to ensure the safety of our customers, employees, emergency responders, and the general public. Development of the TASP was completed in accordance with Title 49 Code of Federal Regulations (CFR) Chapter 53, Utah Department of Transportation (UDOT) State Safety Oversight (SSO) Program Procedures and Standards; Federal Transportation Administration (FTA) and Federal Railroad Administration (FRA); rules and regulations and Utah Occupational Safety and Health Administration (Utah OSHA). The TASP is the system-wide governing safety document for all transit modes operated by UTA.

I 1.2 Authority

FTA regulates by granting authority to develop state safety oversight programs, as defined by 49 CFR 674 - In 2017 UDOT became certified under Part 674.

The FTA recognizes UDOT, as the state safety oversight agency for Utah. UDOT SSO is FTA's appointed safety oversight agency, working cooperatively to regulate UTA's light rail transit (TRAX/Streetcar), by ensuring compliance with state and federal requirements, regulations, and guidance, as applicable.


The FTA functions as both an administrator of funds for capital projects and as a federal regulator as defined by 49 CFR 659, 670 and 673. The FTA conducts regular audits of the state safety oversight agency (UDOT-SSOA), to determine the SSO's and UTA's compliance to the FTA's general requirements. UTA's light rail service TRAX/Streetcar is regulated by the FRA, FTA, and UDOT SSO agencies. Portions of TRAX right-of-way are shared with freight operations. Limited-freight operations are achieved with freight railroads through a temporal separation agreement and, and as such come under FRA jurisdiction oversight.


UTA's commuter rail service (Front Runner) is fully regulated by the FRA, and is not regulated by the UDOT-SSO, or the FTA.

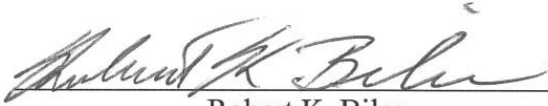
I 1.4 Executive Signatures

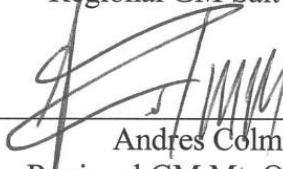
Following general requirements and guidelines from 49 CFR 674, in compliance with the Fixing America's Surface Transportation (FAST) Act and to meet the FTA State Safety Oversight Standard, the Utah Transit Authority has developed a combined bus and rail Transit Agency Safety Plan (TASP) as our governing system safety plan.

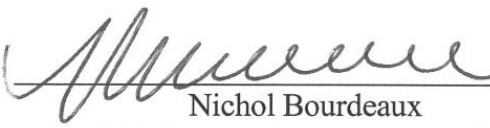
As UTA Executives and Senior Leaders, we have reviewed and endorse the UTA Transit Agency Safety Plan. We also understand that we have the authority and responsibility for day to day implementation and operation of UTA's Safety Management System (SMS).

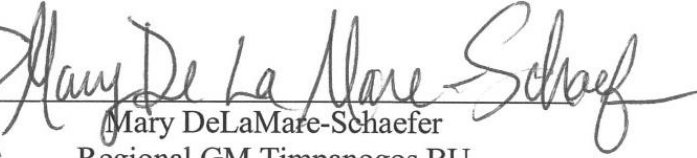

D. Eddy Cumins
Chief Operating Officer


Lorin Simpson
Regional GM Salt Lake BU

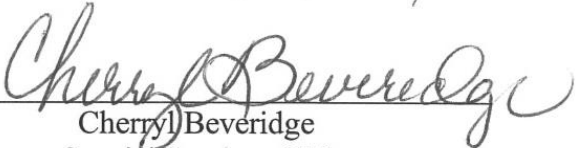

Robert K. Biles
Chief Financial Officer



Andres Colman
Regional GM Mt. Ogden BU



Nichol Bourdeaux
Chief Comms & Marketing Officer



Mary DeLaMare-Schaefer
Regional GM Timpanogos BU



Kim Ulibarri
Chief People Officer



Cheryl Beveridge
Special Services GM



Sheldon Shaw
Director of Safety and Security


Jeff LaMora
Light Rail General Manager


David M. Wilkins
Senior Counsel To The Utah Transit Authority


Bruce Cardon
Commuter Rail General Manager


Mary DeLoretto
Acting Chief Svc Dev Ofc


Dave Hancock
Director of Asset Management

I 2 Goals and Objectives

The Transit Agency Safety Plan (TASP) establishes formal structure and processes to be used by UTA to identify, assess, track, control, minimize, and resolve hazards associated with UTA bus and rail systems. The TASP will be used as a means of preventing injuries, incidents, accidents, system disruption, environmental damage, and other losses. It demonstrates UTA's commitment to safety and compliance through loss prevention programs. The plan is consistent with federal, state, and local regulations, and it sets forth procedures to comply with standards and conditions of industry, 49 CFR Part 659, UDOT's SSO Program Standards, and applicable FRA rules and regulations applicable to TRAX and FrontRunner as contained in 49 CFR.

The TASP applies to the planning, design, procurement, construction, activation, operations, and maintenance services of the bus and rail system. The TASP is approved by and implemented under the direction of the General Manager's Safety and Security Committee (GMSSC). UTA embraces and participates with the Utah Department of Transportation in achieving the state wide goal of "Zero Fatalities" program. "This is a goal that everyone can live with".

UTA's annual objectives are:

- Avoidable accident rate per 100,000 miles:
 - Bus less than 1.0
 - FrontRunner less than 0.5
- Safety Performance Measure: Injuries per 100,000 miles.
 - Light Rail less than 1.1
 - Bus less than 0.2
- Safety Performance Measure: Fatalities per 100,000 miles. UTA's goal is zero fatalities.
 - Light Rail 0.0
 - Bus 0.0
 - FrontRunner 0.0
- Safety Performance Measure: Safety events per 100,000 miles
 - Light Rail less than 2.5
 - Bus less than 0.35
- Safety Performance Measure: System Reliability. Mean distance between major mechanical failures.
 - Light Rail greater than 9,000 miles
 - FrontRunner greater than 12,000
 - Bus Fixed + Route Deviation greater than 18,000 miles
 - Paratransit greater than 23,000 miles
- Total employee industrial injuries less than .75 per 100 employees
- 10% reduction of OSHA reportable injuries
- Eliminate or mitigate Serious and High Hazards

I 2.1 Goals and Management Responsibilities

The goal of UTA's TASP is to utilize and achieve the highest practical level of safety in order to protect passengers, employees, emergency responders, contractors, invitees, and property. At a minimum, the TASP ensures the following processes are incorporated into UTA's system safety programs, plans, processes, and practices to achieve its goals to:

- Define the physical, functional, and operational characteristics of its transit system with its potential impact to people, equipment, infrastructure, facilities, and its operating environment.
- Identify hazards or undesired events by examining historical data, causes, and contributing factors.
- Provide a level of safety that is consistent with transit bus and rail standards.

- Assess risks by balancing the potential frequency of a hazard occurring against the severity of the event, and quantify the event into acceptable or unacceptable categories.
- Eliminate, mitigate, or control unacceptable or undesirable hazards to acceptable levels.
- Determine if UTA's goals and objectives were achieved.
- Monitor hazard resolution effectiveness and determine if there are unexpected hazards.
- Comply with federal, state, and local rules and regulations.
- Continually improve and evaluate system safety design.

The GMSSC is responsible for the development of goals for the TASP. The Safety and Security Director is responsible to report directly to the GMSSC on compliance with the TASP. The TASP's intent is to:

- Establish a clearly defined safety structure with lines of authority and responsibility to implement the program, processes, and policies that integrates safety into all aspects of UTA functions.
- Provide means of measuring and achieving UTA safety goals and initiatives, and compliance with rules and regulations.
- Provide a comprehensive hazard management program to effectively identify and resolve issues.
- Set procedures for review, approval, and documentation of system modifications to existing systems, vehicles, facilities, and equipment.
- Set processes to address safety issues for activation of new systems and modifications to existing systems, facilities, and vehicles prior to initiation of service.
- Establish standards for emergency preparedness and management.
- Conduct continual internal audits, and inspections to evaluate TASP compliance.
- Ensure compliance to safety rules and regulations that impact operations or maintenance.
- Conduct an ongoing maintenance inspections program of vehicles, equipment, facilities, and maintenance cycles, with documentation and the integration of identified safety concerns into the hazard management process.
- Set safety training standards for employees and contractors.
- Establish a configuration management control process for modifications during operations.
- Establish standards for and compliance with the hazardous materials program.
- Establish standards for and compliance with the drug and alcohol program.
- Establish standards for and compliance with procurement processes.

I 2.2 Corporate Safety Policies

Guided by the principles contained in this TASP, the Director of Safety and Security, under the direction of, and as approved by the GMSSC, has developed specific corporate safety and loss control policies. These policies set the framework for guiding the safety program. All UTA corporate safety policies including UTA's TASP are available on the UTA intranet. UTA employees are notified via company email on an annual basis of the newly revised TASP along with its location within UTA's Intranet.

I 2.3 Integrating Safety into all Aspects of UTA

The objective of safety at UTA is the continual improvement of our processes and operations to maximize safety to the highest practicable level. This effort is undertaken by providing continual opportunities for employees to be reminded of safety, incorporate safe practices into their operations, and multiple means for each employee to identify potential hazards.

We accomplish this through safety first messages at UTA meetings, safety committee meetings, weekly Safety messages, monthly safety posters, identification and mitigation of hazards, proactive reviews and inspections to identify potential hazards.

Within the different departments, multiple means of incorporating safety are presented. As examples:

- Safety is part of the Planning Departments “Next Tier” planning meetings to plan for safety in new projects at the earliest opportunity.
- Safety participates in the Transit Oriented Development (TOD) meetings to identify and raise safety concerns
- In new construction projects – safety is considered in Construction Safety Committee, Design and Construction Meeting, Safety and Security Working Group, and Activation Committee meetings.
- Safety has representation in the Technology Advisory Group in selection and implementation of new technology programs
- Safety works with public relations for signs, vehicle wraps, handouts, wristbands, billboards, commercials and social media to maximize the safety message to the community.
- Safety is fully incorporated into training in business units, conducts Roadway Worker Protection, Globally Harmonized System (GHS); Safety Management System (SMS), Security / Incident Command Structure training; and presents multiple updates at Manager, Corporate Staff, and Executive Team meetings.

I 2.4 Definitions

accident :	In accordance with 49 CFR Part 674, an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision involving a rail transit vehicle; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
certifiable items list (CIL)	A UTA-approved list of safety and security critical certifiable elements and sub-elements.
corrective action plan (CAP):	A plan developed by the rail transit agency that describes the actions the rail transit agency will take to minimize, control, correct, or eliminate hazards, and the schedule for implementing those actions.
event	Means, in accordance with 49 CFR Part 674, an Accident, Incident, or Occurrence.
face up means:	When two trains are moving toward each other on the same track due to system or operator error and have the potential to collide.
fail-safe:	A design feature that ensures the system remains safe, or in the event of a failure, causes the system to revert to a state that will not cause a mishap.
hazard:	Any real or potential condition that can cause injury, illness, or death; damage to or loss of a system, equipment or property; or damage to the environment.
hazard management:	The process of identification and analysis of a hazard to mitigate, control, or accept it.
incident	In accordance with 49 CFR Part 674, an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a rail transit agency.
National Transit Database (NTD):	An Internet-based system for reporting of major and non-major events administered by the FTA at www.NTDProgram.com
occurrence	An event where there is no personal injury, nor property damage that causes disruption to rail services. Such events include close calls, near misses, and vandalism/theft.
passenger:	A person who is boarding, on board, or alighting from a transit vehicle for the purpose of travel.
Positive Train Control (PTC)	A system that uses communication-based/processor-based train control technology that is capable of reliably and functionally preventing train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the wrong position.

rail fixed guideway system (RFGS):	As determined by FTA, any light, heavy, or rapid rail system, monorail, inclined planer, funicular, trolley, or automated guideway not regulated by the FRA, that is included in FTA's calculation of fixed guideway route miles or receives funding under formula program for urbanized areas.
rail transit controlled property:	A property that is used by the rail transit agency and may be owned, leased, or maintained by the rail transit agency.
rail transit vehicle:	The rail transits agency's rolling stock, including, but not limited, to passenger or maintenance vehicles.
revenue service operation:	Any transit service operation that is available for public use.
risk:	An expression of possible loss over a specified period of time or number of operational cycles. It may be expressed as the product of hazard severity and probability.
rule:	The regulations, promulgated by the Federal Transit Administration, regarding the state safety oversight of rail fixed guideway systems. The 49 CFR Part 659 Final Rule became effective May 1, 2005.
safety:	Freedom from harm resulting from unintentional acts or circumstances.
safety critical:	A term applied to any condition, event, operation, process, or item whose proper recognition, control, performance, or tolerance is essential to safe system operation (e.g., safety critical function, safety critical path, safety critical component).
safety management system:	A method of identifying hazards and controlling risks in a work and operational environment that continually monitors these methods for effectiveness.
serious injury:	Serious injury means, in accordance with 49 CFR Part 674, any injury which: 1. Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; 2. Results in a fracture of any bone (except simple fractures of fingers, toes, or nose); 3. Causes severe hemorrhages, nerve, muscle, or tendon damage; 4. Involves any internal organ; or 5. Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.)
State Safety Oversight Agency (SSOA):	State Safety Oversight Agency (SSOA) means the entity, other than the rail transit agency, designated by the state or several states to implement the safety and security oversight of rail transit agencies. In particular for this document, SSOA refers to the Utah Safety Oversight Program, managed by the Utah Department of Transportation.
system life cycle:	All phases of the system's life including design, research, development, test and evaluation, production, deployment (inventory), operations, support, and disposal.
<i>UDOT Program Procedures and Standards</i>	Program Procedures and Standards means a written document developed and adopted by the oversight agency (UDOT), that describes the policies, objectives, responsibilities, and procedures used to provide rail transit agency safety and security oversight.
system security plan (SSP):	Document describing the responsibilities and procedures for security of a system.
temporal separation:	Operating conventional freight/passenger and transit rail equipment at completely distinct periods of the day, and procedures to ensure strict observation of the defined operating windows.

I 2.5 Acronyms APTA: American Public Transportation Associates

ARC: Accident Review Committee
AC: Activation Committee
BSC: Bus Safety Committee
CAP: Corrective Action Plan
CAR: Corrective Action Request
CCC: Configuration Control Committee
ED: Executive Director
CFR: Code of Federal Regulations
CIL: Certifiable Items List
CMC: Crisis Management Center
CR: Commuter Rail
CSC: Construction Safety Committee
DSS: Director of Safety & Security
DHS: Department of Homeland Security
EPP: Emergency Preparedness Plan
FAST: Fixing America's Surface transportation
FHR: Final Hazard Rating
FLSSC: Fire Life Safety and Security Committee
FRA: Federal Railroad Administration
FTA: Federal Transportation Administration
GHS: Global Harmonized System
GM: General Manager
GMSSC: General Manager's Safety and Security Committee
IHR: Initial Hazard Rating
MAP-21: Moving Ahead for Progress in the 21st Century
MOC: Management of Change
NCR: Non Conformance Report
NRC: National Response Center
NTD: Nation Transit Database
NTSB: National Transportation Safety Board
OHA: Operational Hazard Analysis
PAR: Preventive Action Request
PHA: Preliminary Hazard Analysis
POC: Point of Contact
PTC: Positive Train Control
QA: Quality Assurance
QC: Quality Control
RAP: Rail Activation Plan

RFGS: Rail Fixed Guideway System
RGM: Rail General Manager
RSC: Rail Safety Committee
SMS: Safety Management System
SOP: Standard Operating Procedure
SSCVR: Safety and Security Certificate Verification Report
SSO: State Safety Oversight
SSP: System Security Plan
SSPP: System Safety Program Plan (replaced by TASP)
SSPS: System Safety Program Standard
SSRC: Safety and Security Management Review Committee
SSWG: Safety and Security Working Group
TASP: Transit Agency Safety Plan (replaces SSPP)
TSA: Transportation Safety Administration
TVA: Threat and Vulnerability Assessment
UDOT: Utah Department of Transportation
UOSH: Utah Occupational Safety and Health Administration
UTA: Utah Transit Authority
UVX: Utah Valley Xpress

I 3 Overview of Management Structure

I 3.1 UTA Board of Trustees and Executive Staff

UTA was incorporated on March 2, 1970, under the authority of the Utah Public Transit District Act of 1969 for the purpose of providing a public mass transportation system for Utah communities.

The governance structure of UTA includes a 3-member full time board of trustees, which is the legislative body for UTA and determines all questions of policy, currently governs UTA. UTA's board of trustees appoints the Executive Director (ED), who is the Accountable Executive for safety and asset management. Under 2018 legislation, the board hires, sets the salaries, and develops performance targets and evaluations for the Executive Director, Internal Auditor, Chief People Officer, Chief Service Delivery Officer, Vice President of Operations, Vice President of Finance and Vice President of External Affairs. The Executive Director is charged with certain responsibilities, some of which require coordination with, or providing advice to, the board of trustees. Legal counsel is provided by the Utah Attorney General's Office.

The ED has full charge of the acquisition, construction, maintenance, and operations of the system and facilities of UTA, and of the administration of UTA business affairs. The ED supervises executive staff of chief department officers. Included in these officers, the chief operations officer is responsible for bus and rail transit operations in accordance with the direction, goals, and policies of the board of trustees. The Safety and Security Director has responsibility for corporate safety. The safety department reports quarterly to the ED and executive staff during meetings of the General Managers Safety and Security Committee (GMSSC).

UTA Executive Management Structure

I 3.2 Management—Key Role in Safety

UTA's safety program is incorporated into every aspect of transit services, by rail and bus service managers. Safe operations of bus and rail units are the responsibility of the regional general manager (RGM). Each operating division has an appointed RGM, who along with managers and supervisors are responsible for implementing policies and procedures for safe operations. The regional general managers of the rail and bus units have charged their management teams to effectively manage safety, and to develop safety programs, plans, procedures, training, policies, and rules to govern safety; and to fully comply with the TASP. Bus and rail maintenance facilities are staffed with a manager of maintenance responsible for the safe operation of the facility, and are supported by shift supervisors and maintenance workers during their performing maintenance, servicing, and inspection.

Supervisors' responsibilities place them at the forefront of UTA's rail and bus services safety efforts. A significant portion of their duty is to serve as frontline safety officers; monitoring, ensuring, and emphasizing safety performance, rules compliance, and promoting a strong safety climate. All employees are charged with adhering to safety, but supervisors are UTA's key to improved safety-related behavior, and positive safety outcomes. Supervisors have the responsibility to monitor safety compliance of their employees and ascertain that employees understand their job functions and the safety requirements of that job.

UTA safety compliance is managed at the lowest levels. Each employee is trained in safety, job duties, and given responsibility for their own safety and the safety with whom he/she works. All employees have the authority to halt an operation if it is deemed to be unsafe. UTA's system safety processes emphasize open and fair dialog between leaders and subordinates to increase the commitment to safety at all levels.

In an oversight role, Safety Administrators report to the manager of safety who reports to the Safety and Security Director. Safety Administrators have a role in executing the functions necessary to ensure safety, to include the following:

- a. Coordinate safety activities of the agency.
- b. Compile safety data and perform analysis to identify and assess operational risk.
- c. Assist in the investigation of accidents and incidents as appropriate.
- d. Review maintenance records to identify safety problems related to maintenance activities.
- e. Evaluate hazard resolutions proposed by departments.

- f. Perform analysis to identify and resolve hazards.
- g. Evaluate proposed system modifications from a safety perspective.
- h. Conduct safety audits, reviews, and inspections.
- i. Provide safety support such as field and laboratory testing.

The Safety Department will conduct regularly scheduled internal safety audits to evaluate compliance and conformance with UTA's TASP, UDOT-SSO Program Standards; and 49 CFR 659. Safety Administrators serve as alternates to each other. Safety Administrators work closely with management and employees, through various processes and committees, and have authority to determine compliance. When warranted, Safety Administrators may issue corrective action plans (CAP), non-conformance reports (NCR), corrective action requests (CAR), and preventive action requests (PAR) as part of the ISO Environmental, Quality and Safety programs. UTA is certified under OHSAS 18001 Safety Management System (SMS). Safety Administrators are the designated contacts to regulatory agencies, and serve as alternate contacts to the UDOT-SSO oversight agency, Transportation Safety Administration (TSA), and Division of Homeland Security (DHS).

I 3.3 Management —Transit Agency Safety Plan (TASP)

UTA's Executive Director, having authorized and endorsed the program and resulting plans, processes and procedures, has delegated the responsibility to update and implement UTA's Transit Agency Safety Plan (TASP) to the Safety and Security Director. The Safety Department is responsible to oversee the writing and development of the TASP, and to conduct annual updates and revisions, and to disseminate the TASP document in accordance with UDOT SSO Program Standards, and 49 CFR 673, General Requirements.

The TASP is reviewed with and distributed to the ED, chief officers, and regional general managers who comprise the General Manager's Safety and Security Committee. The TASP is also distributed to members of the other safety committees (see chapter 5) and reviewed with new employees. In addition to the above distribution list the TASP is distributed to all employees of the Authority via email. The TASP is also made available to all UTA employees on the company intranet <http://sharepoint/Pages/default.aspx> or <http://utanet/Pages/default.aspx>. UTA employees will be notified via company email of the newly updated TASP on an annual basis. Old versions of the TASP will be removed and replaced with latest approved TASP as they are made available. This process will be initiated and supervised under the direction of the Safety Manager.

The S: Drive on UTA's network is used for the purpose of storing and tracking past and current safety sensitive information and documents; including the TASP, incident and accident reports, corrective action plans, hazard logs, inspections, audits etc. The S: drive is a secured drive and only accessible to safety department, designated personnel and the SSO manager. Current Data and reports are maintained and kept by the safety department and can be reviewed by the SSO Manager at any time.

I 3.4 Light Rail Service

UTA's TRAX light rail and S-Line streetcar services are managed by the General Manager of Light Rail. TRAX service began operations December 4, 1999, and serves Salt Lake County, with an annual ridership of 19,500,000 passengers. TRAX operates 48 stations over 44 miles of track that started with the North-South line, from Sandy to the Salt Lake City. TRAX service includes the Red Line which extends from Daybreak to the University of Utah Medical Center. The Green Line starts at the West Valley City Hall and runs to the Salt Lake City International Airport. The Blue line runs from Draper City in the south (12300 South) to the Salt Lake Central Station at 500 West 300 South. The S-Line Streetcar line runs from the TRAX Central Point Station at 2250 South to Fairmont Station at McClelland St. (Approximately 11th East).

Rail maintenance facilities for light rail vehicles are located at Midvale (613 West 6960 South) and Jordan River (2264 South 900 West). Portions of TRAX are under the Federal Railroad Administration's (FRA) regulation. These segments are from 1250 South to 6100 South on the North-South line and from 6400 South to 5600 West on the Mid-Jordan line. Passenger TRAX operations are temporally separated from freight operations. TRAX operates from approximately 5:00 a.m. to midnight Monday thru Sunday Freight operators utilize track in the corridor from 11:45 p.m. to 4:45 a.m. Freight movements require authorization from the TRAX Control Center (TCC).

UTA's current TRAX vehicle fleet consists of the following LRVs:

Siemens SD-100/160 Series	40
Siemens S70 Series	77 (3 in service as streetcars)

UTA's train control, including automatic block system (ABS), intersects established grade crossings which are protected by gates, flashing lights, and audible signals. Intersections within the street-running portion of the downtown/university/West Valley corridors are controlled with traffic signals and additional train operating signals.

The Director of Asset Management is supported by managers, supervisors, and maintenance of way (MOW) employees, servicing light rail and commuter rail systems, overhead catenary systems (OCS), power stations, infrastructure, and rail facilities. The Maintenance of Way department has responsibilities including light rail and commuter rail. Bus stops and rail stations and platforms, park-and-ride lots, and passenger services facilities are managed by the facilities maintenance manager.

I 3.5 Commuter Rail Service

UTA's Frontrunner commuter rail services are managed by the General Manager of Commuter Rail. FrontRunner is UTA's regional commuter rail service. FrontRunner began revenue operations on April 26, 2008, and expanded services on December 11, 2013. It serves Utah, Salt Lake, Davis, and Weber Counties, with an annual ridership of over 3.8 million passengers. FrontRunner services 15 stations on 82 miles of track, extending from Ogden to Provo.

FrontRunner is regulated by the Federal Railroad Administration, and is subject to FRA rules, regulations, and inspections. Hours of operation are, generally, weekdays 4:00 a.m.–12:30 a.m.; Saturdays from 6:30 a.m. to 12:30 am; with no Sunday service.

There are daily freight industry operations that utilize FrontRunner mainline crossover switches. Freight movements require authorization from the FrontRunner Control Center. All mainline switches are powered and can be operated by personnel in the control room. There are 82 miles of exclusive track which include a total of 62 at-grade crossings. FrontRunner trains utilize cab signals. The mainline is single track with station platform passing sidings. The trains are in a 'push-pull' configuration with diesel-electric locomotives on the north end of the consist and cab cars on the south end.

The senior executive at FrontRunner is the commuter rail general manager. The manager of rail operations and two assistant managers oversee controller/supervisors, train operators, and train hosts. Vehicle maintenance is managed by the manager of commuter rail vehicle maintenance and two assistant managers, supported by supervisors and commuter rail technicians, performing maintenance, servicing, and inspection on the passenger cars and locomotives. All rolling stock maintenance is performed at the Warm Springs Rail Service Center located in Salt Lake City, Utah.

UTA's FrontRunner fleet consists of the following rolling stock:

MP-36 Locomotives	18
Bombardier Cab Cars	22
Bombardier Coach Cars	16
Refurbished Comet Passenger Cars	13

I 3.6 Bus Service

UTA bus operations are managed by regional general managers (RGM) in business units with geographical boundaries including Salt Lake (Salt Lake County includes Central and Meadowbrook facilities); Mt. Ogden (Weber and Davis counties), and Timpanogos (Utah County). Special Services provides paratransit route deviation, rideshare, and vanpool services throughout the UTA service area. Paratransit services in Weber, Tooele, and Utah counties are provided by contractors.

Bus maintenance facilities are located in Ogden, Central and Meadowbrook (Salt Lake), and Timpanogos (Utah County). Special Services maintenance is located at Riverside (adjacent to Meadowbrook).

UTA Bus service includes more than 610 buses. The fleet includes hybrid-electric buses, ski buses, over-the-road coaches, and more than 100 paratransit vehicles. UTA Central division has added 47 compressed natural gas (CNG) buses to their fleet.

UTA runs two bus rapid transit (BRT) lines in Utah County and Salt Lake County that offers park-and-ride lots, ticket-vending machines, upgraded stations, limited stops, faster speeds, greater frequency, signal priority, dedicated bus lanes and specialized buses. The first MAX line opened in July 2008 and operates along 3500 South through South Salt Lake city, West Valley City, and Magna. The MAX BRT line in West Valley City uses Van Hool buses. The Utah Valley Express (UVX) bus rapid transit system opened in December 2018 with 5 miles of dedicated bus lanes servicing 18 dedicated stops along its 10.5-mile route from the Orem and Provo Frontrunner station through downtown Provo, BYU campus, UVU campus and down University Parkway in Orem. The UVX bus fleet includes 25 sixty-foot articulated New Flyer Xcelsior electric hybrid buses that can hold up to 80-passengers with ground-level boarding for ADA passengers.

I 3.7 Climate / Geography

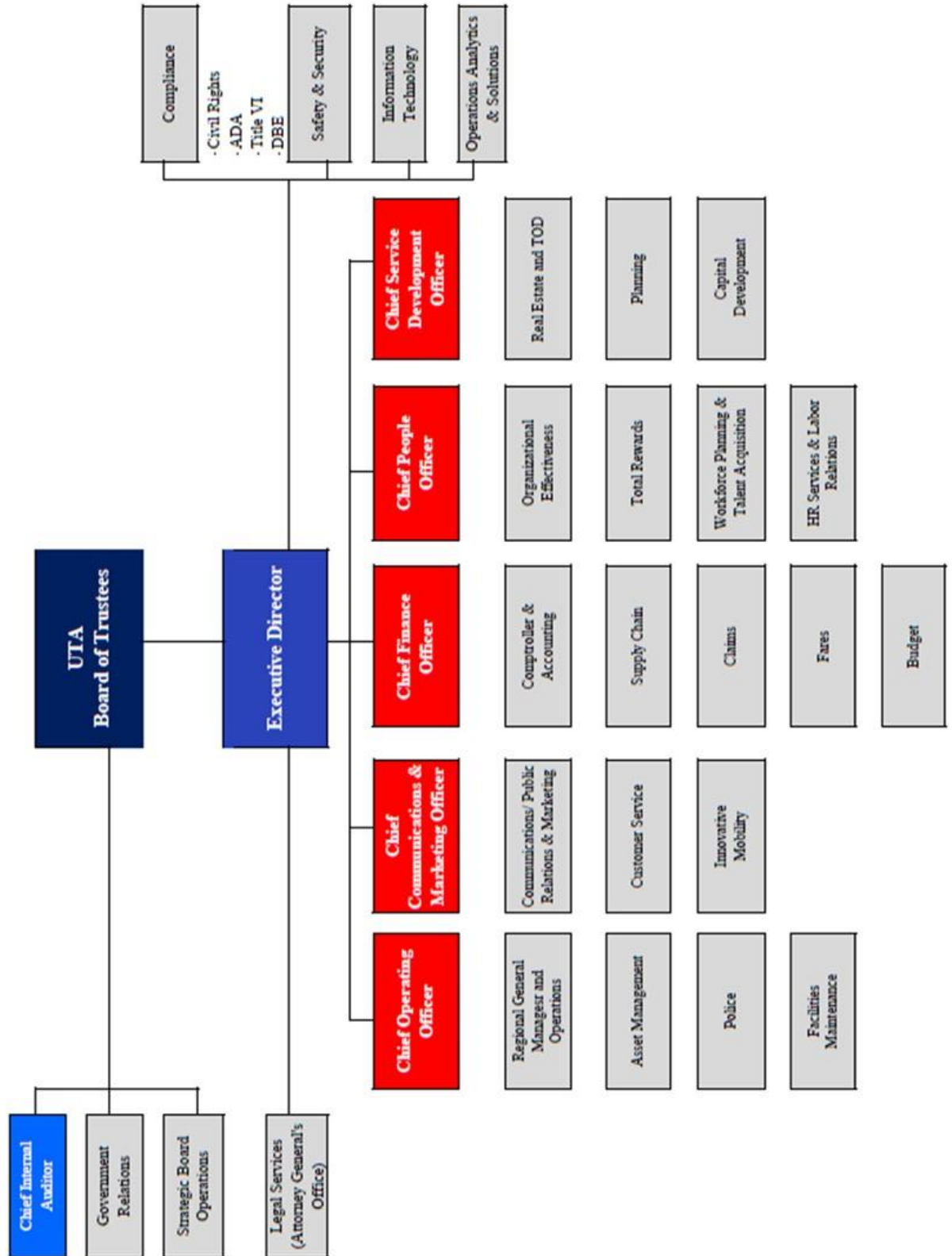
Salt Lake City normally has a semi-arid continental climate with four well-defined seasons. Summers are characterized by hot, dry weather, but the high temperatures are usually not oppressive since the relative humidity is generally low and the nights usually cool. July is the hottest month with temperatures reading 90–100 degrees F. Winters are cold, but usually not severe. The average annual snowfall is less than 60 inches at the Salt Lake City airport but much higher amounts fall in higher bench locations. Heavy fog can develop under temperature inversions in the winter and may persist for several weeks. Precipitation is generally light during the summer and early fall but may be heavy in the spring when storms from the Pacific Ocean are moving through the area more frequently than at any other season of the year.

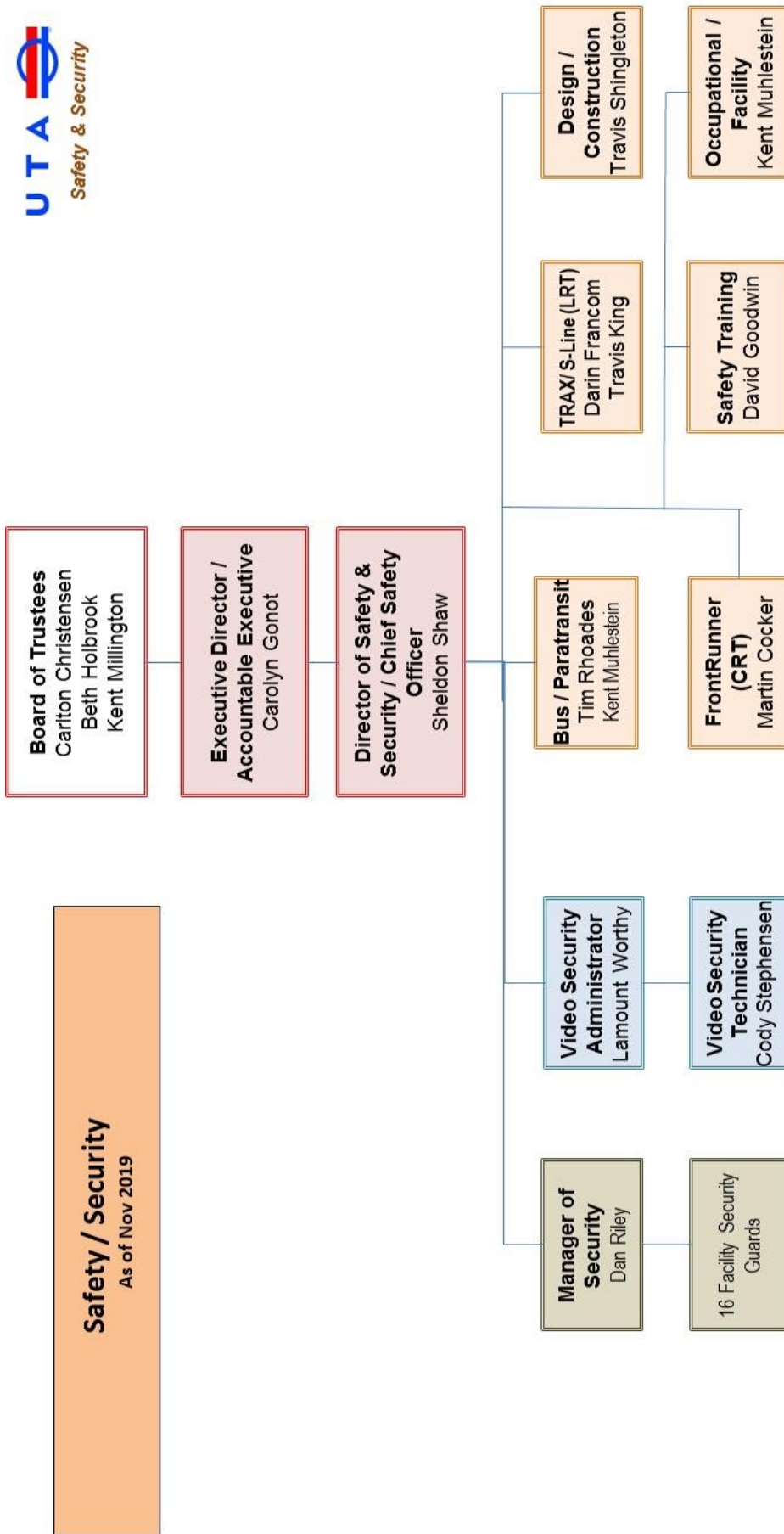
The UTA transit services extend throughout the Wasatch Front area approximately 60 miles wide (E-W) between Park City, Salt Lake City, and Tooele Co. The area also ranges from Box Elder County on the north to Payson City, Utah County in the south, extending nearly 100 miles. Service areas include high mountain valleys situated along the western slope of the Wasatch Mountains. Elevations range from approximately 4,250 feet above sea level to greater than 5,300 feet above sea level on the benches overlooking the valleys. Service to the area ski resorts rises to over 8,000 feet above sea level. The Wasatch Fault runs the length of the UTA service area from north to south roughly tracing a line along the base of the Wasatch Mountains. Fault scarps are easily observed at various locations along the fault.

I 3.8 Utah Transit Authority Organizational Chart

UTA's organizational chart, illustrates the management structure of the organization. The Safety, Security and Technology Division organizational chart focuses on the roles of Safety Department managers and Safety Administrators, showing the process available to report directly to UTA's ED.

Organizational Chart





I 4 TASP Annual Updates, Revisions, and Changes

I 4.1 Written Plans

The Transit Agency Safety Plan (TASP), System Security Plan (SSP) and the Emergency Preparedness Plan (EPP) will be reviewed and updated annually, on or before January 1st, and submitted to UDOT SSO for approval and acceptance in accordance with UDOT's *Rail Transit State Safety Oversight Program Procedures and Standards*. The plans may also be revised when and as required by the General Managers Safety Security Committee.

UDOT SSO may request in writing, modification to the plans due to audit reports, on-site reviews or, investigations. UTA will be given at least 30 days to address any requested changes. Once UDOT has approved the revised plans, UTA will transmit a signed copy of the plans to UDOT SSO in an unalterable electronic format.

Comprehensive emergency management plans have been developed for UTA and are part of the UTA Emergency Preparedness Plan (EPP). Each mode within UTA has the requirement to develop their specific emergency response plan. *TRAX Emergency Response Plan and FrontRunner Emergency Preparedness Plan*. These plans detail activities and responsibilities for Rail Service personnel and are the responsibility of the rail Safety Administrator. The *Rail Services Emergency Preparedness Plan* must meet the requirements of 49 CFR Part 239 and is reviewed annually and updated as needed. UTA's Director of Safety and Security Officer is accountable to senior management for the accuracy and timeliness of all TASP, SSP and EPP updates approvals and distribution to include FRA, UDOT, SSO manager, and managers and supervisors at the Rail Service Center. UTA's Safety Department will coordinate with UDOT-SSO to develop, review, update and distribute the plans. UTA's safety department is responsible to evaluate compliance and or deficiencies with UTA's safety emergency preparedness programs, UDOT-SSO program, 49 CFR 673 general requirements, and FRA regulations, initiatives, and programs, as applicable.

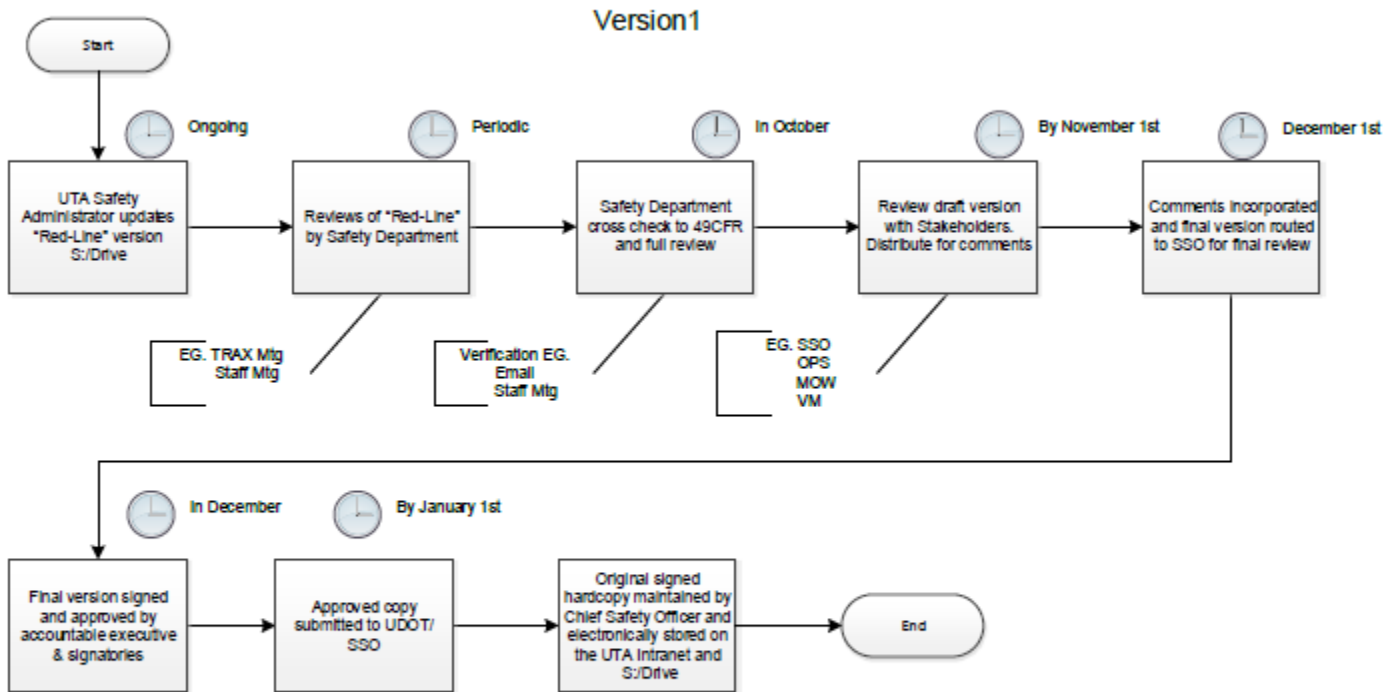
The UTA *System Security Plan (SSP)* details the security program for UTA and includes the TRAX light rail and the FrontRunner commuter rail line. This plan describes the system security and the threat and vulnerability management process employed by UTA Transit Police organization. This plan details how state and local law enforcement agencies and UTA Transit Police work together to provide for a secure system. Involvement of UTA security managers and local law enforcement personnel is essential for a strong cooperative security effort.

The plans are controlled documents that are applicable to all UTA employees and contractors. Copies are distributed to members of the GMSSC, UTA managers, and Safety Committee members and are sent to all UTA employees via email. The current TASP is also available on the intranet and is updated as new versions are made available. (Note: The SSP is not distributed as it is a security sensitive document. It may be reviewed after an approved written request is made).

I 4.2 TASP Annual Update Process Flow Chart

TASP Update Process

Process Number: SMS-1



Process Executive: Chief Safety Security and Technology Officer
 Process Owner: Safety Manager

Revised: November 6, 2018

I 4.3 Emergency Management Team Meetings

Emergency management meetings are conducted quarterly within each business unit. Quarterly emergency response team committee meetings are also conducted and each business unit sends representatives to attend. Emergency Management training is further explained in the EPP. These meetings are either conducted separately or part of the existing safety committees.

Fire Life Safety and Security Committee meetings are conducted each month. The Safety Administrator, along with an operations supervisor and a vehicle maintenance supervisor represent the Rail Services employees in the planning and coordinating of emergency activities at these meetings. Emergency response organizations are informed of the rail system and important fire/life safety features. These meetings provide an informational forum and interface to address emergency concerns. Meetings with external agencies are coordinated for training, information, exercising, and to provide familiarization training for local first responders. Exercises, types, reports, and schedule is also explained within the EPP.

II. RISK MANAGEMENT



II RISK MANAGEMENT

Pillar II of the Transit Agency Safety Plan is **Risk Management**, describing how UTA identifies, evaluates, tracks and mitigates hazards and risk in the organization and on the transit system. In this pillar, the processes undertaken by the authority are provided in sufficient detail to be effectively undertaken. Acceptable risk levels, performance targets and mitigation measures are established.

II 1 Risk Management Program

II 1.1 Hazard Management

The management of identified hazards is a vital component of the UTA Safety Management System. A hazard is defined as a condition or set of conditions, internal or external to the UTA system, which when activated could cause injury or death or damage or loss of equipment or property. An unacceptable hazard is a condition that may endanger human life or property or result in system loss. This includes harm to passengers, employees, contractors, equipment, and to the general public. These hazardous conditions must be mitigated. Hazards are identified in several different internal and external sources. Hazards may be observed in the operating environment, through procedures, during system modifications and capital projects, accidents, extensions or operational changes.

The Hazard Management Program applies to all UTA employees and obligates everyone to constantly observe hazards in their work areas and report them to their safety committee, the Safety Administrator or to their supervisor or manager. The overall hazard management program incorporates a system-wide hazard identification process, including activities for:

- a. Identification
- b. Investigation
- c. Evaluation and analysis
- d. Mitigate or elimination
- e. Tracking
- f. Ongoing reporting to UDOT SSO and UTA corporate staff relating to hazard management activities and status

II 1.1.2 Local Hazard Management

UTA Department Managers play a key role in the hazard management process and ensure that the process has been fully integrated within their departments. Managers also ensure the following elements of the hazard management process are present in their departments:

- a. Ensure employees have the ability to report hazards to management in person or through the use of a hazard identification form;
- b. Ensure hazards are placed on a local hazard log for tracking and documentation;
- c. Represent management or select designee to represent management on a local safety committee;
- d. Ensure each hazard has been assigned to a specific individual /POC;
- e. Management or management's designee will work with bargaining unit representative to establish the hazard rating, a safety representative will participate as arbiter and have final approval of rating.
- f. Ensure employees receive appropriate hazard management training.

II 1.1.3 Local Hazard Logs

Department managers ensure local hazard logs are used to track hazards at the departmental level within UTA. These logs are maintained within the department and are reviewed by the local safety committee on a monthly basis. Hazards placed on the local log receive their initial and final hazard rating using UTA's 21 box hazard rating matrix. Management will give hazards their initial rating and final ratings. ...(See section 1.1.2. e). Hazard ratings should be changed when new information or as a result of data analysis. If the hazard rating is changed as a result of new information or the result of data analysis the manager or designee will be notified.

II 1.1.4 Corporate Hazard Management

When a hazard is identified as needing mitigation that requires cost or changes beyond that of the local safety committee or department abilities, the hazard will be elevated to the corresponding Safety Department Hazard Logs and be reviewed by the Safety and Security Review Committee (SSRC). The SSRC represents key department managers that has the ability to make decision and employ multiple disciplines at UTA and has access to higher level budgeted solutions.

II 1.1.5 Safety Department Hazard Logs

Safety Administrators (SA) are responsible for the maintenance of Safety Department Hazard Logs. They ensure that hazards meeting defined criteria are entered onto the Safety Department Hazard Logs. Hazard rating can be assigned by the either the Safety Administrator or the SSRC. The following are Specific hazards that are identified and mitigated at the corporate level:

- a. Unacceptable hazards (High Hazards);
- b. Hazards identified from audits from outside agency's (UDOT SSO, FTA, FRA, OSHA)
- c. Hazards identified from accident investigations;
- d. Hazards where corrective action will cost more than \$25,000;
- e. Serious or high hazards on local department hazard log over 180 day; or
- f. When warranted by the Safety Department

II 1.1.6 Corrective Action Plan (CAP)

Corrective action plans are utilized within UTA for hazards that meet certain criteria. The hazards identified in the section above require the usage of a corrective action plan.

In the following instances corrective action plans must receive prior approval by the SSO Manager before corrective action plans may be carried out:

- a. Unacceptable hazards (High Hazards);
- b. Audit findings from regulatory agencies resulting in Non-conformance (UDOT, FTA, FRA, OSHA);
- c. Accident investigations requiring corrective action,
- d. Testing or audits of Industrial Hygiene which potentially exceed OSHA PEL limits

CAP's are assigned a specific tracking numbers by Safety Administrators and are placed on the Safety Department hazard log with its associated hazard. CAP's must contain at a minimum:

- a. A person of responsibility for the corrective action
- b. A proposed completion date
- c. Plan approval when applicable

II 1.1.7 Corrective Action Plan Development

Corrective action plans are developed by department managers/designee in conjunction with the Safety Department and associated safety committees (Local Safety Committee, SSRC, and GMSSC). Accident Evaluation Groups are also utilized when developing CAP's resulting from hazards identified after an accident. Safety Administrators ensure that the CAP process is followed and properly tracked until it is closed. Corrective action plans may be tracked on hazard logs or on a CAP form.

II 1.2 Hazard Process Overview

UTA's hazard process includes light rail, S-Line, commuter rail, and bus systems. The following lays out an overall description of how hazards are identified, evaluated, analyzed, controlled or eliminated, tracked and reported to UTA senior management and UDOT State Safety Oversight.

- a. The Safety Administrators assigned to TRAX, FrontRunner, and Bus are the primary points of contact (POC) for the hazard management process.

- b. Safety Committee members for rail and bus identify, evaluate, and analyze hazards.
- c. The Safety Administrator will enter identified hazards into the hazard log for that mode (bus, TRAX or CR-rail).
- d. The Safety Administrator and or committee develops a Corrective Action Plan (CAP) for each unacceptable and undesirable hazard entry and identify point of contact or owner of the hazard and places this information on the hazard log for tracking purposes.
- e. CAP's may also be identified as a result of accident investigation. (See Corrective Action III 2.4)
- f. Safety committee members also participate in the evaluation and control or elimination of the hazard.
- g. Hazards must be mitigated at the lowest level possible. However, when a hazard is identified as having a mitigation that involves multiple departments, or requires cost or changes beyond the safety committee or department abilities or budgets the hazard will be elevated to the Safety and Security Review Committee (SSRC). The SSRC represents key department managers and has the capability to employ multiple disciplines at UTA and has access to higher level budgeted solutions.
- h. Recommendations/Results from Contractor or Internal audit, testing, industrial or environmental sampling results requiring corrective actions will be placed in the hazard log for follow up and possible need for retesting for compliance with Safety or environmental requirements.
- i. If mitigation or control of a hazard is not achieved through the SSRC, the hazard mitigation process may be elevated to the General Manager's Safety and Security Committee (GMSSC) for final resolution.

II 1.3 Hazard Identification

Identification of hazards is the responsibility of all UTA employees and contractors. The continuous identification, monitoring, and elimination of hazards is key to an effective system safety program.

- a. Hazard identification methods include, but are not limited to the following:
 - b. Observation, inspection, and interaction of all UTA employees and contractors,
 - c. Reports from safety committee members, passengers, customer service, and field personnel,
 - d. Evaluation of accidents, incidents, near misses, to include data trends and projections.
 - e. Preliminary Hazard Analysis (PHA) of a design or new construction,
 - f. Safety certification, system integration testing, pre-revenue testing, system modification, configuration management verification, and inspection processes,
 - g. Operation Hazard Analysis (OHA) of revenue operations
 - h. Internal and external safety audits, inspections, observations, defects, findings, observations, violations, and reviews
 - i. Controller logs, daily operating clearances/bulletins, and training feedback
 - j. "Lesson learned" inputs.
 - k. Review of applicable regulatory codes and standards
 - l. "NTSB, FRA, FTA,SSO, OSHA, safety recommendations, guidance, initiatives, and alerts
 - m. Nonconformance Reports, Corrective Action Reports and Preventive Action Reports (NCR,CARS and PARS) that may arise from UTA ISO 14001 Environmental and 9001 Quality, or OHSAS 18001 Safety Management Systems audits.

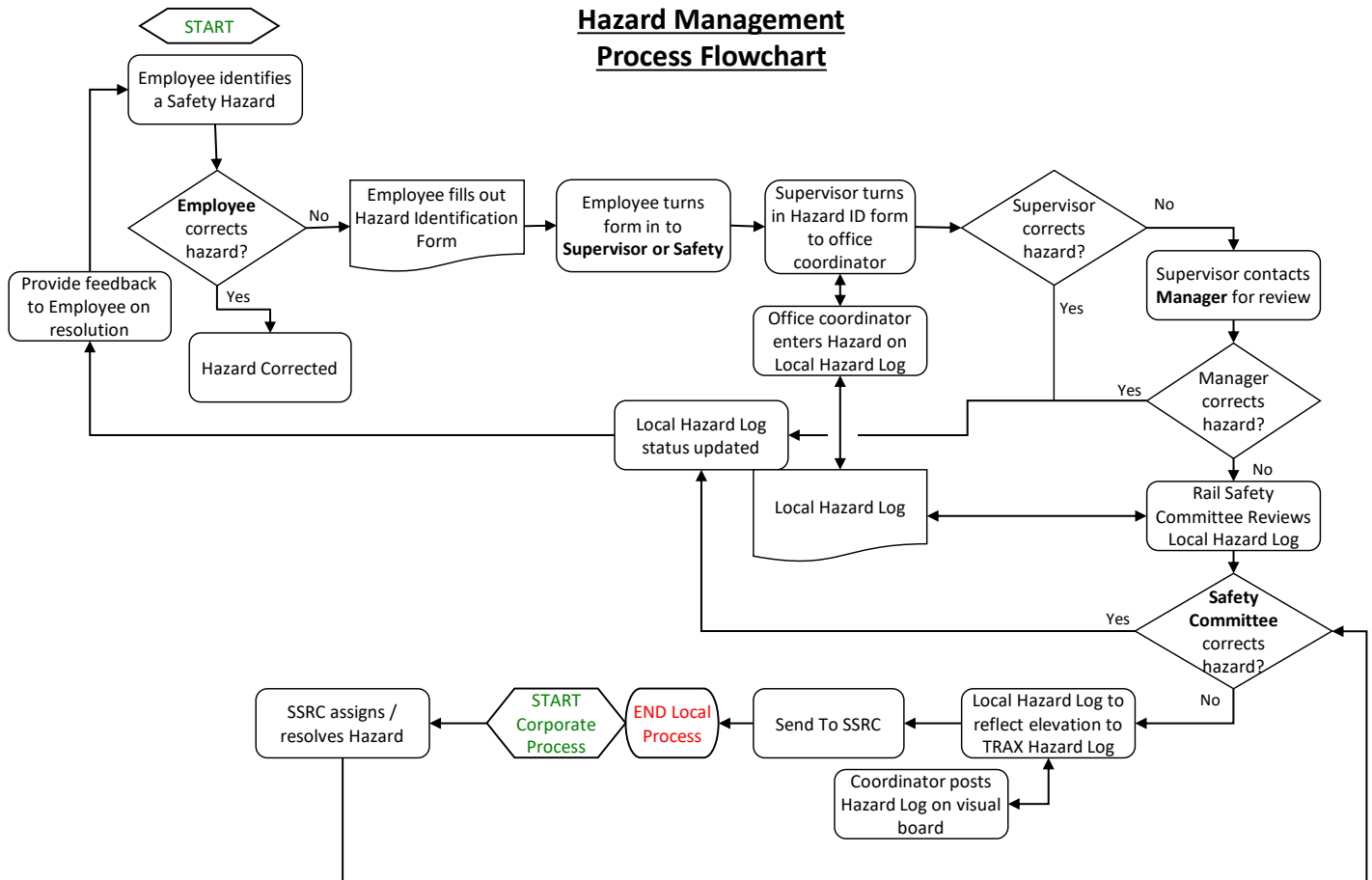
Examples of observed hazards may include:

- a. An uneven sidewalk joint that could cause a trip and fall
- b. Opening in a section of corridor fencing which allows access of a trespasser
- c. A forklift that has an oil or hydraulic leak
- d. Ice formation on stairway
- e. Missing fire extinguisher in a maintenance shop



The UTA hazard logs (by mode - Bus, CR, TRAX) are managed by the Safety Administrators (SA). Hazards identified by an employee to his/her supervisor may be resolved by the employee and supervisor. For example, a discharged fire extinguisher may be identified by an employee and brought to the attention of his/her supervisor and the supervisor gives the employee authorization to order a newly charged extinguisher from the supply room for a replacement. If the supervisor is unable to solve the identified hazard, he/she will forward the hazard to a safety committee representative to be brought to the safety committee for resolution. The safety committee and SA will review the hazard and assign an initial hazard rating (IHR) and place the hazard on the hazard log to be tracked. The following flow process is followed by employees in identifying and correcting hazards at the employee/supervisor level and actions taken to move the hazard to the safety committee and beyond if necessary.

Hazard Management Process Flowchart



Hazard Control Flow Chart
Revision 3.0
10/26/17



Potential Sources of Hazard Identification

II 1.4 Hazard Investigation, Evaluation, and Analysis

UTA is currently in the process of developing a data base where events and observed hazards can be tracked and analyzed for leading indicators of potential hazards. This will allow management to be proactive in correcting hazards.

Safety concerns should be identified and corrected at the lowest level (employee/department) as soon as practicable. Safety concerns that are not eliminated at this level are reported to the Safety Administrator. Reported concerns will be assessed by the SA and or safety committee to determine if a safety hazard exists and assign an initial hazard rating (IHR).

II 1.4.1 Root Cause Analysis and accident evaluation

Hazards are investigated through evaluating accidents, incidents, and close calls. Hazards originating from accidents are reviewed by the Safety Administrator and accident evaluation groups as necessary. As part of evaluating accidents and incidents, root cause analysis is used to help focus on the bottom-line fundamental cause and determine the most effective solutions to mitigating hazards. The primary purpose of the accident evaluation group is to determine the cause of the accident and any contributing factors that may have contributed to an accident. A third party expert may be used to assist with an investigation if it is deemed necessary.

II 1.4.2 Hazard Reporting Threshold to UDOT

UTA will notify UDOT of all hazardous conditions that affect the immediate safety or security of the rail system. At a minimum, UTA notifies UDOT within one business day, according to the notification procedures in the UDOT standard, of hazardous conditions that are rated as HIGH and set forth in the transit agency's Hazard Identification/Resolution Matrix.

UTA is responsible for assigning severity/probability ratings to hazardous conditions. UTA will include in its hazard log and hazard management process all hazardous conditions, accidents, incidents, occurrences, and discoveries that meet the criteria listed below:

- a. Accidents or Incidents involving individuals working in the transit agency-controlled right of way that are investigated by the transit agency.
- b. Malfunctions of safety-critical systems that could result, or have resulted in catastrophic or single-point failure.
- c. Broken or missing safety-critical equipment, infrastructure, or systems that could result, or have resulted, in employee or passenger injury, or damage to UTA property.

- d. Discoveries of systemic or patterns of employee non-compliance with transit agency rules and procedures.
- e. Rail transit vehicle collisions with fixed objects on the mainline or in the yards.
- f. Rail transit vehicle derailments in the yards.
- g. Face-up or near miss of rail vehicles.
- h. Grade crossing warning system activation failure.
- i. Speed restriction or track closure due to track or facility damage.
- j. Fire or smoke on the track, on a vehicle, or in a facility.
- k. Broken or loose wheel or axle.
- l. Fallen or dragging rail vehicle equipment
- m. Split switch without derailment
- n. Train uncoupling in revenue service.
- o. Signal violation or overrun.
- p. Unauthorized train encroachment or overrun into work zone.
- q. Vehicle door openings on the wrong side, off station platforms, or during train movement.
- r. Incapacitated operator in revenue service.
- s. Exposed energized electrical conductors or equipment that can be contacted by passengers or employees.
- t. Employee or patron electric shock.

II 1.4.3 UTA Hazard Analysis Matrix (21 Box)

UTA’s hazard analysis matrix shown below, provides the ability to assign hazards a specific hazard rating based on a combination of severity and probability. Hazards may be rated as HIGH, SERIOUS, MEDIUM, LOW, and ELIMINATED.

SEVERITY					
Severity Level		Injury or Occupational Illness	Other than Injury		
			Property Damage (PD)	System disruption (SD)	Evacuation
1	Catastrophic	Death (does not include suicides, or death by natural causes)	> \$ 250,000;	> 24 hrs	Fire / Life Evacuation
2	Critical	Fracture, Severe Bleeding, Paralysis, Brain injury, Dismemberment	\$250,000 – \$100,000	12 - 24 hrs	
3	Marginal	Bruising, Abrasions, Bleeding, Sprains/Strains (Ambulance transport)	\$100,000 – \$25,000	4 – 12 hrs	
4	Negligible	Bruising, Abrasions, Sprains/Strains (No Ambulance transport)	< \$25,000;	< 4 hrs	

Hazard severity is a subjective measure of the worst credible mishap resulting from personnel error, environmental conditions, design inadequacies and/or procedural efficiencies for system, subsystem or component failure or malfunction. Hazard severity is ranked as shown above.

PROBABILITY					
Probability Level		Likelihood of event in life of an Specific item	MTBE*in Operating Hours (oh)	Occurrence within Fleet or Inventory	MTBE in days
A	Frequent	Will occur frequently	< 1,000 OH	Continuously Experienced	1 per month
B	Probable	Will occur several times	1,000 – 100,000 oh	Will occur frequently	1 per year
C	Occasional	Likely to occur sometimes	100,000 – 1,000,000 oh	Will occur several times	1 per 2 years
D	Remote	Unlikely but possible to occur	1,000,000 - 100,000,000	Unlikely, but can be expected to occur	1 per 5 years
E	Improbable	So unlikely, assumed occurrence may not be experienced.	> 100,000,000 oh	Unlikely to occur, but possible	1 per 10 years
F	Eliminate	Actions taken to remove the hazard / conflict	Never	Will not occur	N/A

*Mean Time Between Events The likelihood that hazards will be experienced during the planned life expectancy of the system can be estimated in potential occurrences per unit of time, events, population, items, or activity. The probability may be derived from research, analysis, and evaluation of historical safety data.

UTA Risk Assessment Matrix		SEVERITY			
		1. Catastrophic	2. Critical	3. Marginal	4. Negligible
PROBABILITY	A. Frequent	High	High	Serious	Medium
	B. Probable	High	High	Serious	Medium
	C. Occasional	High	Serious	Medium	Low
	D. Remote	Serious	Medium	Medium	Low
	E. Improbable	Medium	Medium	Medium	Low
	F. Eliminated	Eliminated			
Resolution Requirements					
High *		Unacceptable	correction required		
Serious		Undesirable	correction may be required, decision by management		
Medium		Acceptable w/ review	with review and documentation by management		
Low		Acceptable	without review		
Eliminated		Acceptable	no action needed		

November 2017 Update

II 1.4.4 Hazard Severity

Hazard severity is a subjective determination of the worst case that could be anticipated to result from human error, design inadequacies, component failure or malfunction. The categories of hazards based on the modified MIL-STD-882 are as follows:

Category 1 Catastrophic - Operating conditions are such that human error, design deficiencies, element, subsystem or component failure or procedural deficiencies may cause death or major system loss and require immediate termination of the unsafe activity or operation

Category 2 Critical - operating conditions are such that human error, subsystem or component failure or procedural deficiencies may cause severe injury, severe occupational illness or major system damage and require immediate corrective action.

Category 3 Marginal - Operating conditions are such that they may result in minor injury, occupational illness or system damage and are such that human error, subsystem or component failures can be counteracted or controlled.

Category 4 Negligible - Operating conditions are such that human error, subsystem or component failure or procedural deficiencies will result in less than minor injury, occupational illness or system damage.

The categorization of hazards is consistent with risk-based criteria for severity; it reflects the principle that not all hazards pose an equal amount of risk to personal safety.

II 1.4.5 Hazard Probability

The probability of a particular event or a specific hazard occurring may be defined as a non-dimensional ratio of the number of times that a specific event occurs to the total number of trials in which this event will occur during the planned life expectancy of a system. Generally, hazard probability is described qualitatively in potential occurrences per units of time, miles, trips/runs or passengers carried. A hazard probability may be derived from the analysis of transit system operating experience, evaluation of UTA safety data, the analysis of reliability and failure data, or from historical safety data from other passenger rail systems or bus systems. (see Matrix)

II 1.4.6 Hazard Ratings

UTA has adopted a system for assessing the level of risk for each identified hazard to determine what action(s) must be taken to correct or document the hazard risk. This assessment system has been incorporated into the formal system safety analysis which enables the Safety Administrators or safety committees as decision makers to understand the amount of risk involved in accepting the hazard in relation to the cost (schedule, cost, operations) to reduce the hazard to an acceptable level.

The Hazard Matrix (1.4.3) identifies the hazard risk index (HRI) based upon hazard category and probability and the criteria for defining further actions based upon the index.

HIGH risk hazards that receive an unacceptable initial hazard analysis made by management, safety committee or the Safety Administrator receive immediate attention/control. A high hazard rating requires corrective action. Hazards that receive a high hazard rating will be elevated from the local hazard log to the appropriate Safety Department hazard log.

SERIOUS hazards that are undesirable may require corrective action and decisions by management. Hazards that receive a serious hazard rating will remain on the local hazard logs no more than 150 days before being moved to the appropriate Safety Department Log.

MEDIUM hazards may be acceptable with review by management. Events from a medium hazard are less likely to occur and are less severe in nature.

LOW hazards do not require review and are acceptable.

ELIMINATED hazard is no longer present.

II 1.5 Hazard Control, Elimination, and Tracking

Safety critical hazards that have been identified must be controlled or eliminated so that the hazard does not continue to pose a danger. This may be done in a temporary manner as long as the hazard is controlled until a long term fix has been implemented. The process of controlling, tracking, and elimination, of hazards is recorded on the hazard log. The hazard log is forwarded to UDOT SSO on a monthly basis.

All hazard log entries that receive a serious or high hazard rating will require the development of a corrective action plan (CAP).

Corrective action plans include the following information:

- a. Element of activity identified as deficient
- b. Planned activities to resolve deficiency
- c. UTA department responsible for implementing corrective action
- d. Scheduled completion date for implementation
- e. Estimated cost of implementation

Hazard log entries with their associated corrective action plan are reviewed regularly by the safety department, safety committees, UDOT SSO and periodically reviewed by executive management. CAP's may be tracked and sorted from the hazard log. When a CAP is closed the hazard log will reflect this action and a closed date. Individual CAP files are stored in the Safety Department folder by hazard tracking number under hazard management.

II 1.5.1 Hazard Resolution and Elimination

Hazard resolution is defined as the analysis and subsequent actions taken to reduce the hazard to the lowest level practical and the risk associated with an identified hazard. Hazard resolution is not synonymous with hazard elimination. In a transit environment, there are some hazards, which are impossible to eliminate and others, which are highly impractical to eliminate. Reduction of risk to the lowest practical level can be accomplished in a variety of ways from protective and warning devices to special procedures.

1. Design out or design to minimize hazard severity. To the extent permitted by cost and practicality, identified hazards will be eliminated or controlled by the design of equipment, systems and facilities.
2. Hazards that cannot reasonably be eliminated or controlled through design will be controlled to the extent practicable to an acceptable level through the use of fixed, automatic, or other protective safety design features or devices. Provisions will be made for periodic functional checks of safety devices and training for employees to ensure that system safety objectives are met.
3. When design and safety devices cannot reasonably nor effective, eliminate or control an identified hazard, safety warning devices will be used (to the extent practicable) to alert persons to the hazards.
4. Where it is impossible to reasonably eliminate or adequately control a hazard through design of the use of safety warning devices, procedures and training will be used to control the hazard.

II 1.6 Hazard Tracking

Each CAP developed for Serious or High hazards, from investigations or deficiencies will be submitted to UDOT SSO as required for initial review and approval. The CAP form will be assigned a tracking number and placed on the Hazard log with its identified hazard. Upon completion of the corrective action the safety department will submit the CAP to UDOT SSO for adoption. The completed CAP is formally adopted by receiving UDOT SSO's signature. The Hazard Log will then be updated to show the status of the identified hazard with its CAP to "CLOSED".

UTA will monitor all Corrective Action Plans with the use of the UTA Hazard Log and will provide UDOT with an updated hazard log monthly.

Internally, the safety department will coordinate with the appropriate department to develop a Corrective Action Plan (CAP) and fill out a CAP form for the identified hazard. The CAP form will be assigned a tracking number and placed on the hazard log with the corresponding hazards for tracking purposes.

For hazards that receive a medium or low rating, the use of a corrective action is optional depending on the complexity and ability to correct the identified hazard; e.g. clearing shrubs or trimming branches of a tree. UTA will coordinate with the UDOT SSO to determine if a CAP is necessary for medium or low hazards.

II 1.7 Ongoing Reporting To State Safety Oversight Agency

The Safety Administrator will review the current status and identify any issues with the resolution action and dates. The hazard log, at a minimum is provided to the SSO monthly

All hazards identified and rated as unacceptable hazardous conditions will be separately tracked and reported to UDOT along with the corrective action plans for each unacceptable hazardous condition found. All hazards identified and rated as unacceptable hazardous conditions will be separately tracked and reported to UDOT with determination of an unacceptable hazardous condition.

UDOT will notify UTA in writing of its acceptance or rejection of the corrective action plan and in accordance with procedures specified in the UDOT SSO standard. The UTA CAP form requires the UDOT SSO to sign and date the CAP indicating the assigned resolution and completion of the CAP. The CAP is maintained in the Safety Department files and is identified by a specific hazard log identifier tracking number. After a hazard has been resolved, it will be assigned its final hazard rating.

II 1.8 Job Safety Briefing

Hazards that are identified in the work area need to be recorded on the hazard log which is maintained by the Safety Administrator to the specific transportation mode at UTA. All employees are encouraged to identify and control or resolve hazards at the lowest management level possible. Employees that perform job tasks are required to discuss job tasks and identified hazards that are associated with those tasks or job steps during job briefings. Identified hazards that cannot be controlled with PPE or procedures must be resolved or mitigated through the hazard management process.

II 1.9 Safety Management System (SMS)

Under the SMS employees are asked to be aware of their surroundings, processes, or work areas and to observe and report all hazardous conditions or potentially hazardous conditions to their supervisor. Along with their supervisor, the employee should work to mitigate those hazards.

Prevention of hazardous conditions prior to an injury or equipment damage occurring is the goal of SMS. Compliance with regulatory standards such as OSHA, FRA and UDOT is a primary goal of maintaining ongoing certifications. Annually, a certified registrar will audit UTA and determine compliance with the requirements of all three management systems. Preventive hazards are documented and placed on a division (Bus, LRT, FR) Preventive Hazard Log. Each hazard is evaluated and assessed as to the potential injury or equipment damage that could occur if a mishap or injury took place. An initial hazard rating (IHR) is assigned to each hazard. Corrective action that is implemented and hazard mitigation will reduce the hazard frequency or severity and thus reduce the final hazard rating (FHR). The UTA Risk Assessment Matrix (21 Box) is used to evaluate hazards. Hazards rated with a High or Serious FHR must be mitigated and reduced to an acceptable level.



Additional information on these management systems can be obtained on the SharePoint Intranet site under Document Control, Centralized Management Systems.

II 2 Hazardous Materials Program

II 2.1 Management of Hazardous Materials

For any hazardous chemical used or stored in the workplace, UTA must maintain a safety data sheet (SDS). A SDS is a chemical safety instruction sheet that informs employees of specific safety or health hazards of chemicals in the work place, & gives directions to employees for Protective Equipment (PPE) i.e. goggles, gloves, respirator, safety glasses, etc. All safety data sheets are accessible through an Intranet-based system <http://www.utahtransit.msds.com/MSDSSearch.aspx?fm=0&tb=0>. A quick link to this web site is also available through the Sharepoint Site and on every UTA desktop home screen.

A list of hazardous chemicals is submitted to the state emergency response commission (SERC), local emergency planning committee (LEPC), and local fire department. UTA facilities must also report an annual inventory of these chemicals by March 1 of each year to their SERC, LEPC, and local fire department. The Environmental Department has been given this reporting responsibility. The information must be made available to the public.

Reporting requirements have been limited by quantity. UTA submits an annual Tier II chemical inventory report for the six facilities that are subject to reporting.

The common hazardous materials transported to or from and used by UTA that are subject to reporting as described in 49 CFR are:

- a. Diesel Fuel
- b. Gasoline
- c. New and used oil
- d. Antifreeze (ethylene glycol)
- e. Lead acid batteries (sulfuric acid)

The liquids are stored in tanks or drums within secondary containment. UTA also uses many hazardous chemicals contained in soaps, solvents, brake cleaners, paints, and aerosols. These hazardous materials are described in the product-specific safety data sheets (SDS) as outlined in 29 CFR 1200 (Right to Know).

UTA has small quantity generator and conditionally exempt generator status of hazardous waste at various facilities. Hazardous waste, as defined in 40 CFR, is a hazardous material that has outlived its usefulness or has become contaminated through use. Hazardous wastes, can be generated by:



Discarding a hazardous material (oil-based paint, pesticides, some soaps, expired products)

Using a product (used batteries, fluorescent lamps, HID lamps, paint thinner, aerosol dregs)

Any hazardous substance generated from a process or procedure critical to maintenance or operations of Frontrunner, TRAX or Bus.

Hazardous wastes are stored in closed containers and can be collected in satellite accumulation areas. These containers are labeled as hazardous waste and are located near where the waste is generated. The environmental compliance administrators are responsible for preparing appropriate manifests, scheduling hazardous materials transportation, and final disposal.

III. ASSURANCE



III ASSURANCE

Pillar III of the Transit Agency Safety Plan is **Safety Assurance**, which outlines how UTA implements, measure and reviews processes to ensure that it remains in compliance with established standards. These processes and reports will provide the confidence to UTA leadership that the organization and system is functioning within an acceptable level of safety. The audits, inspections, rules checks and compliance verification procedures are described, required schedules are established and acceptable measures are identified.

III 1 Internal Safety Audit/Review Program

49 CFR § 673, identifies requirements for planned and scheduled internal safety audits. They are performed to evaluate compliance with UTA's Transit Agency Safety Plan (TASP). All TRAX rail service departments and functions are subject to review. UTA's Internal Safety and Security Audit/Review Programs contain a comprehensive series of processes utilized to determine the compliance and effectiveness of UTA's TASP/ System Security Plan (SSP) and Emergency Preparedness Plan (EPP), which are applicable to all departments or functions.

The ED has delegated authority to establish and implement the TASP to the Director of Safety & Security (DSS) who oversees the safety performance functions of UTA. The DSS has the responsibility to develop and implement programs to promote safe operations to reduce or eliminate accidents and to monitor TASP compliance and maintenance.

The DSS assigns responsibility and authority to the ISO Internal audits programs coordinator, the Safety Administrators, and assigned internal auditor team members to interface with UDOT SSO, to provide the internal oversight of the rail TASP compliance; and to oversee the internal safety audits.

The audits program coordinator, currently performed by the Environmental Compliance Administrator, utilize UTA's audit team members who conduct ongoing, planned, and scheduled internal safety audits, reviews, and inspections of UTA's departments and functions to evaluate compliance with TASP requirements. The audit coordinator also measure the overall effectiveness in achieving the goals and objectives of the TASP. UTA audit team members use a checklist approach to determine compliance based on 49 CFR 659 regulations and is in the process of developing 49 CFR 673 compliant audit checklists which will go into effect when UTA become 49 CFR 673 compliant.

Per 49 CFR Part 225, UTA is committed to complete and accurate reporting of accidents, incident and injuries in our system. We encourage employee reporting and will not tolerate harassment or intimidation to discourage reporting. UTA collects reports for reportable incidents. These incidents are reviewed at AEG's and any applicable CAP's are assigned to mitigate risks found. Reports submitted to the FRA are audited annually to ensure accurate and complete reporting.

The ISO Internal audits programs coordinator will ensure that auditors are independent from the first line of supervision responsible for the activity being audited. This means that audit team members will not be assigned to audit the workgroup they are assigned to. As an example, Safety Department personnel will not be assigned to audit other Safety Department personnel.

UTA uses the "Recommended Best Practices for States Conducting Three-Year Safety Reviews" document produced by the FTA Office of Safety and Security from March 2009. This document identifies eight (8) types of verification methods that can be used by the internal auditors to perform the 21 TASP elements three-year audits, which are listed below. These are the same guidelines that the State Safety Oversight (SSO) uses for UTA three-year Triennial audits. It is recommended that the internal auditors use more than one method to verify compliance. Depending on the area being inspected a field visit, which allows, observation of processes and personnel may be required.

1. Document Review: sampling the UTA TASP and referenced and or supporting procedures to ensure that each required element of the State's Program Standard and 49 CFR part 673 is addressed. (this reference and requirement is noted on the Internal Audit Form for the element being audited)
2. Rules Review: Sampling of UTA operating rules and bulletins and maintenance rules and procedures to determine if they have been reviewed and updated on a regular basis, if they have been distributed to

appropriate UTA personnel as specified in the TASP, if training has been offered, and if this process has been tracked. Rules compliance is verified by supervisors. Auditors should ask supervisor personnel and or Safety personnel to provide examples of Rules Checks which have been accomplished during the previous audit period. Safety personnel observe/audit supervisors to verify that they are conducting Rules Checks. Auditors should verify that these processes are occurring.

3. Records Review: Sampling of the UTA records for evidence of implementation of the TASP and referenced or supporting procedures. Records reviewed and or sampled may include, but not limited to, training records, records of employee rules compliance checks, internal safety audit reports, maintenance inspection reports, minutes of safety committee meetings, etc.
4. Interviews with UTA Senior Management: discussions held with senior UTA management, including the UTA Executive Directors, to assess their knowledge of the UTA safety program, as specified in the TASP and referenced or supporting procedures, and to gauge their commitment to the safety program.
5. Interviews with UTA Safety personnel: Discussion held with UTA safety personnel, including the Safety and Security Director, to assess implementation of the UTA safety program, to identify issues in its implementation, and to highlight areas of compliance and non-compliance with Part 673 requirements. Safety personnel should provide evidence of system rides, interviews with operators, mechanics, supervisors and passengers to assess safety compliance and or hazard observations throughout the system.
6. Interviews with other UTA personnel: Discussions held with other UTA personnel (including a representative sample of rank and file operations and maintenance personnel) to verify their understanding of requirements specified in the TASP and referenced or supporting procedures.
7. Field Observations: Some departments and functions REQUIRE the auditors to make field or work area observations. This requirement will be noted on the Internal Audit Checklist for that specific area and auditors may be required to schedule times when specific field work is being done to allow for observations to be conducted. Observations and sampling conducted on-site at the UTA to observe implementation of the processes and procedures described in the TASP and supporting or referenced documents, procedures and materials related to the UTA safety program. Although auditors are not expected to be experts in Rules or mechanical processes they should make field observations to verify that supervisors, who are technical experts, are performing and documenting technical field observations of operators, mechanics, MOW, Facilities Maintenance, etc. Field observations should also certify that rules compliance rules compliance, technical tests performed, repairs, etc. are being observed/documentated.
8. Inspections and Measurements: Inspections and measurements conducted on-site at the UTA to ensure that the UTA infrastructure and equipment is maintained according to specifications identified in the UTA standards, procedures and equipment manuals. Auditors should verify that supervisors are performing periodic rules and preventative maintenance on equipment checks. This can include reviews of key performance indicators (KPI) matrix, preventive maintenance schedules, work orders, etc.

NOTE: Each of these verification methods has specific strengths and limitations. To adequately assess implementation of each TASP elements required in 673, FTA believes that more than one verification method should be used.

UTA has developed an Internal Audit Checklist for each of the 21 element/areas of the TASP. The Check lists include the elements to be assessed, the eight (8) on-site verification methods, and recommendations for how these methods can be applied to each of the specific elements. If a specific checklist item does not have applicability to the audit topic the auditor should note that item as not applicable (N/A), with a brief description to include personnel visited with and processes discussed.

Audit teams may conduct field observations to make observations of the work process in the area being audited. Auditors should interview supervisors to verify compliance with rules and procedures. In addition to completing audit checklists, supporting documentation for verifying compliance with rules checks and compliance verification may also be submitted to the Internal Audit Coordinator as part of the audit. This will verify that rules checks and observation are an ongoing practice within the departments. Supporting documentation may be obtained from safety personnel and department supervisors. See appendices C, D, and E for samples of the internal audit inspection checklists and schedule.

The audit team members will complete the Audit Checklist by completing all applicable verification methods of “Recommended Activities” used during the audit. Include copies of rules, processes, charts, etc. discussed as evidence of compliance or of non-compliance of specific requirements. In conjunction with the Safety Department and Internal Audit Coordinator will make a determination of “compliance” when a department or function is substantially adhering to the TASP requirements. Determination of compliance may include recommendations for improvement of TASP process activities, or prevent future determinations of non-compliance. The department or function will review the recommendation and consider measures to improve process activities. In the event the department or function is substantially not adhering to the TASP, then a finding of non-compliance, along with a corrective action plan (CAP) will be issued to the department. That department is required to sign accepting responsibility to respond to or resolve the CAP and to provide a planned completion date. The CAP form contains a section for a proposed corrective action as well as a corrective action resolution to be filled in by the assigned department. Managers of departments have the responsibility to take corrective actions plan as recommended by the audit team reports. Upon completion the CAP must be adopted by the Safety Department, and by UDOT if required. Corrective action plans developed from audit findings of non-compliance with recommendations, and from compliance with recommendations are reviewed, accepted, and placed on the hazard log for tracking purposes by the Safety Department and Safety and Security Management Review Committee (SSRC) in coordination with UDOT SSO. Matters that are not resolved by the SSRC are referred to the GMSSC committee.

Each department or function is required to be audited as per UDOT’s Rail Transit State Safety Oversight Program Procedures and Standards. The Safety Administrator is responsible for developing a three-year schedule for all internal audits. This schedule is distributed to all affected departments and to the state safety oversight manager. The schedule is furnished as a separate document to UDOT SSO.

UDOT is invited to participate in all internal audits. The Safety Administrator or audit team leader notifies the UDOT State Safety Oversight office at least 30 days prior to conducting an internal audit so that UDOT may schedule and participate in those audits as desired.

The internal audit coordinator notifies all affected departments and provides the manager of the department with a current checklist of audit requirements. Sufficient time is given to the department to prepare all necessary materials for the audit.

The Safety Administrator completes individual audit reports and submits them to UDOT within 30 days of audit completion. In addition the annual safety audit report, detailing UTA’s internal safety and security review activities are submitted for the past year, with subsequent findings. The report is certified by the Executive Director, and forwarded to UDOT, on or before February 15 of the following year.

III 2 Accident Notification, Investigation, and Reporting

III 2.1 Notification Thresholds

III 2.1.1 Internal Notification

Initial internal incident/accident notification is initiated by UTA control centers (TRAX, FrontRunner, bus, special services, and police dispatch) electronically via text message and e-mail through the UTA emergency notification list, and the go team notification list, according to corporate policies and procedures, NO. 4.3.7 "Emergency Notification" and as specified by rail service SOPs and the TASP.

The controller will initiate internal notification resulting in the following: (TRAX SOP 109.08)

- a. events resulting in possible injury or death of persons
- b. Fire
- c. Hazardous materials spill or release
- d. Other situations that may require response by local emergency personnel

Electronic notification requires the following information:

- a. Time, date, location, and direction of travel
- b. Type of accident and description of event
- c. Number of persons injured (transported)
- d. Estimated damages

Workplace injuries that require the first report of injury form to be completed will require supervision to notify the Safety Department at the time of the events.

III 2.1.2 UDOT/SSO Notification

UTA has included on its emergency notification list UDOT's SSO and UDOT TOC. Following an accident, the UTA Safety department will follow up with state safety oversight, in person or by phone email or text message within two hours of any accident that results in the following:

Accidents:

- a. Fatality (occurring at the scene or within 30 days following the accident);
- b. One or more persons suffering serious injury
- c. A collision involving a rail transit vehicle with any other vehicle, person, or object;
- d. A runaway train;
- e. An evacuation for life safety reasons
- f. Any derailment of a rail transit vehicle (yard and mainline)

	Fatality	≥ 1 Injuries w/ Transport	Personal Injury that is not serious	Serious Injury	Damage that disrupts Ops	Collision	Runaway Train	Evac for Life Safety	Derail anywhere	Close Call Vandalism /theft
Accident	X			X		X	X	X	X	
Incident		X	X		X					
Occurrence										X

UDOT SSO contact information:
 Jim Golden, UDOT SSO Manager:
 E-mail: jimgolden@utah.gov
 Cell phone: 801.360.0052

Designated backups:
Brian Allen, UDOT [Designated Back-Up #1]
801.633.6408
brianallen@utah.gov

Robert Miles, UDOT [Designated Back-Up #2]
801.910.2070
robertmiles@utah.gov

III 2.1.3 FRA Notification

For accidents that occur within FRA designated territory (1300 South to 6100 South and From 700 West Freight spur to 5600 West on Mid-Jordan Red Line), the FRA will be notified immediately by telephone by the Safety Department, using the National Response Center (NRC) at 1-(800)-424-0201, of any incident/accident resulting in the following as required by 49 CFR 225:

- a. Death of a rail passenger or a railroad employee
- b. Death of an employee of a contractor to a railroad performing work for the railroad on property owned, leased, or maintained by the contracting railroad
- c. Death or injury to five or more persons
- d. A train accident that results in serious injury to two or more train crewmember or passengers requiring their admission to a hospital
- e. A train accident resulting in evacuation of a passenger train A fatality resulting from a train accident or train accident/incident at a highway-rail crossing when death occurs within 24 hours of the accident/incident
- f. Collision occurring at a Grade Crossing
- g. A train accident resulting in damage of \$150,000 or more to railroad and non-railroad property
- h. A train accident resulting in damage of \$25,000 or more to a passenger train, including railroad and non-rail road property
- i. A collision or derailment on a main line that is used for scheduled passenger service, or that fouls a main line used for scheduled passenger service

III 2.1.4 NTSB Notification

The UTA Safety department will notify the NTSB, by telephone using the National Response Center (NRC) at 1-(800)-424-0201, within two hours of any accident/incident meeting the following criteria per 49 CFR 840:

- a. A passenger or employee fatality or serious injury to two or more crew members or passengers requiring admission to a hospital
 - b. The evacuation of a passenger train
 - c. Damage to a tank car or container resulting in release of hazardous materials or involving evacuation of the general public
 - d. A fatality at a grade crossing
- Notification will also be made, no later than four hours after an accident, regarding any accident resulting in:
- a. Damage of \$150,000 or more for repairs or the current replacement cost, to railroad and non-railroad property
 - b. Damage of \$25,000 or more to a passenger train and to railroad and non-railroad property

III 2.1.5 FTA Notification

In accordance with 49 CFR 674.33, the transit agency must provide notification to FTA of any reportable accident within two hours for the following.

- a. A collision between a rail transit vehicle and another rail transit vehicle.
- b. A collision at a grade crossing resulting in serious injury or fatality.

- c. A collision with a person resulting in serious injury or fatality.
- d. A collision with an object resulting in serious injury or fatality.
- e. Property damage resulting from a collision involving a rail transit vehicle; or any derailment of a rail transit vehicle.

The UTA Safety Department will notify FTA of an accident by contacting the U.S. Department of Transportation Crisis Management Center (CMC) within two hours of a reportable accident by emailing CMC-01@dot.gov (recommended method) or by phone: 202-366-1863.

III 2.1.6 UOSH Notification

The UTA Safety Department will notify Utah OSHA at (801) 530-6901 within 8 hrs. of any workplace accident resulting in the following:

- Fatalities (including heart attacks)
- Admittance to the hospital
- Amputations past the first digit on hand or foot
- Heat, chemical or electrical burns which result in temporary or permanent impairment to the body
- Electrical shocks
- Major bone fractures
- Any loss of consciousness in the workplace
- Permanent or temporary impairment where part of the body is made functionally useless
- Deep cuts
- Sight impairment
- Any injury or illness that may shorten the worker's life or significantly alter a normal physical or mental ability (either temporarily or permanently), such as visual or hearing impairment

III 2.2 Accident Investigation Process

UDOT SSO has formally authorized UTA to conduct its own investigation of Light Rail accidents, and will utilize UTA's investigation as its own investigation, unless UDOT SSO decides to conduct its own investigation. UDOT may decide to conduct an independent investigation in addition to the transit agency's investigation. Accidents that are investigated by UTA are conducted per Corporate Policy 4.5.2 Post Incident Investigation Policy and Transit Services Rail Safety Investigation Procedure.

III 2.2.1 Accidents Investigation

Rail accidents that require two hour notification to the UDOT SSO will be investigated by the Safety department. Rail investigation will be conducted in accordance with the Rail Safety Investigation Procedure. The Rail Safety Investigation Procedure can be found on the Safety Department share drive. A third party investigation (contract expertise) will be assessed on a case by case basis in consultation with UDOT.

III 2.2.2 Workplace Injury Investigations

Workplace injuries that require employees to complete the first report of injury must be investigated at a minimum by a supervisor. If during the investigation process a hazard is identified, the hazard identification form must be filled out and tracked until the hazard is mitigated. In the event of serious injury or death the Safety Department will conduct a formal investigation.

- a. Fatality
- b. Fractures
- c. Injury or illness resulting in immediate admittance to the hospital
- d. Amputation
- e. Deep cuts
- f. Severe burns

- g. Electric shock
- h. Sight impairment
- i. Loss of consciousness or concussions

III 2.3 Reporting Accidents

III 2.3.1 Reporting to UDOT SSO

Reports and corrective actions are available to UDOT which includes all events that meet reportable UDOT thresholds and are reviewed during monthly coordination meetings.

In conducting an accident investigation, UTA will provide UDOT SSO the following:

Preliminary Written Report:	As soon as possible after the accident, but within three business days the transit agency must email preliminary written information, including any accident investigation summary information, preliminary reports from field personnel, and other available information.
Investigation Status Report:	At the request of UDOT SSO, UTA will provide a report indicating status of the investigation, including any significant new reports or report components, and any preliminary investigation conclusions within 10 days of the accident.
Draft Final Accident Report:	Within 30 days of the accident, the Safety department will submit a draft final report to UDOT SSO for acceptance. This report will include the corrective action plan (CAP) as approved by the UTA Accident Evaluation Group (AEG). If UTA requires additional time to complete the investigation activities, then UTA shall request additional time from UDOT SSO.
Final Accident Report:	After UDOT adopts the draft accident report, as signified by the SSO's signature, UTA will create a non-alterable version of the final report and submit it to UDOT SSO. UTA will retain final reports on the safety network drive.

The Draft Final Report must contain the following information, at a minimum:

- a. Executive summary
- b. Sequence of events, including a comprehensive description of injuries, fatalities, and property damage with estimated dollar value
- c. Clear description of events before, during, and after the accident/incident
- d. Findings and analysis, including investigation activities
- e. Description of the investigation process and methodology
- f. Description of post-accident/incident testing and research conducted
- g. Conclusions, including any findings
- h. Probable and contributory causes
- i. Recommendations to prevent reoccurrence
- j. Supporting analysis to defend any recommendations made
- k. Short- and long-term actions
- l. Changes to rules, policies, or procedures
- m. CAP(s) to address any findings resulting from the investigation.

UDOT reports all reportable FTA events in an annual report.

III 2.3.2 Reporting to FRA

The UTA Safety department will submit required reports Per 49 CFR 225, for accident/incidents using the AIRGNET reporting software, for accidents/incidents that occur within FRA operating territory.

III 2.3.3 Reporting to National Transit Database (NTD)

As part of complying with reporting requirements to the Nation Transit Database, UTA will submit monthly safety summary event reports (S&S-50) and any major event report (S&S-40) forms for both bus and light rail operations that meet reporting thresholds defined by the NTD within 30 days.

III 2.3.4 Reporting within UTA

The UTA safety department reports are made available to the Director of Safety and Security (DSS), VP of Operations, and Regional General Managers (RGM's). Reports will be forwarded by the DSS to the /ED as needed.

III 2.4 Corrective Action

III 2.4.1 Safety Department Review

The Safety department will initiate an investigation to determine causal or contributing factors for events it deems necessary. Findings from the investigation that identify serious or high hazards, will require a corrective action plan and will be placed on the safety department hazard log. The Safety department will then coordinate with the appropriate departments to develop a corrective action plan (CAP) and fill out a CAP for the identified hazard. The CAP form will be assigned a number and placed on hazard log with the corresponding hazard for tracking purposes.

The corrective action plan will contain:

- a. Action to be taken
- b. Proposed completion date
- c. Individual or department responsible for implementation

III 2.4.2 UDOT Review

UTA will develop a corrective action plan (CAP) for submission to UDOT when:

- a. Results from an incident/accident investigation contain identified causal factors that are determined by UTA or UDOT as requiring corrective actions
- b. Hazards or deficiencies are identified from internal and audits performed by UTA or UDOT

The corrective action plan will contain:

- a. Action to be taken
- b. Proposed completion date
- c. Individual or department responsible for implementation
- d. Process or plan for implementation of plan
- e. Date Corrective action plan was opened
- f. Identify noted deficiency/finding/hazard
- g. Cost resolving deficiency, if known or applicable

As part of developing a corrective action plan UTA may employ the use of an accident evaluation group (AEG).

An accident evaluation group will be organized to evaluate the following events:

- a. Fatalities
- b. Incidents involving multiple medical transports from the scene
- c. Major component or system failure

The AEG will be comprised of key UTA staff from varying department that would have a role in the development of the CAP. UDOT will also be an invited member to all AEG meetings and play an active role in identifying casual or contributing factors.

Each CAP resulting from an investigation, or from hazards or deficiencies identified, will be made available to UDOT SSO for review. The CAP form will be assigned a tracking number and placed on the hazard log with its identified hazard. Upon completion of the corrective action the Safety department will submit to UDOT the completed CAP form for adoption, signified by UDOT SSO's signature on the CAP form. The hazard log will then be updated to show the status of the identified hazard with its CAP to "CLOSED".

UTA will monitor all corrective action plans with the use of the UTA hazard log and will provide UDOT with an updated log monthly.

III 3 Safety Data Collection and Analysis

3.1 Data Collection

Safety data is collected and stored by the safety department personnel on a secured network drive (Safety Department S:\ Drive). It is reviewed, analyzed, and provided to UTA general manager in the General Managers Safety and Security Committee (GMSSC) meetings to assist the organization in eliminating hazards (see appendix B).

Safety critical hazards are identified, investigated, reviewed, resolved, and tracked by the SSRC committee through the UTA TRAX Hazard Log. The hazard log is made available to UDOT SSO at any time through the Safety Department S:\ Drive. SSO Manager has been given access to this drive to enable UDOT to have access to various data and documents.

Accidents, incidents, and other safety events are recorded and tracked by the Safety Department using the light rail event tracker. The light rail event tracker is provided to the UDOT SSO quarterly prior to the quarterly meeting. It is also stored on the S:\ Drive which UDOT has access to.

In addition, UTA personnel involved in an accident or incident are required to complete UTA's accident/incident report form (green sheet). On-scene supervisors file supervisor's accident /incident report forms. Copies of these documents, as well as any pictures are copied into the Safety Department drive by the Safety Administrator. Accidents and incidents, require a UTA Safety Administrator to complete a safety department investigation form.

UTA also obtains data from the NTD, US DOT, the National Safety Council, NTSB, APTA, and other transit organizations.

The Safety Administrator reviews TRAX control center's daily logs and records events involving the rail system. Events meeting minimum threshold levels are reported to UDOT, FRA, and FTA as required by current regulations.

System event data is entered monthly into the National Transit Database (NTD) Commuter rail and TRAX accidents occurring in FRA territory are reported to the Federal Railroad Administration using the on-line AIRGnet software provided by FRA.

Other sources of data include:

- Control Logs
- Accident/Incident Reports
- Hazard Logs
- UTA Police Reports
- Employee Training records
- Maintenance Records
- Rules Checks Reports

3.2 Data Analysis

Data collected is analyzed on a regular basis and is used to evaluate safety performance and identify areas potentially requiring corrective action to reduce the number of events. Types of events that are used for this analysis are areas where there is an increase or reoccurrence of accidents, incidents and occurrences as defined by the FTA.

Event data collected is also used to determine goal specific KPI's required by the FTA in specific areas including events, injuries, fatalities and mean time between mechanical failures. Data collected is also tracked on UTA's safety dashboard and projects current accident rates while comparing them to the prior year. This data evaluation is used to determine the effectiveness of implemented mitigations and areas needing further evaluation and corrective action.

Rules checks, close calls and interviews are used as a means of proactive risk mitigation and is tracked on UTA's safety dashboard and is used to find, fix and follow up on hazard identified and tracked on UTA's hazard logs.

3.3 Continuous Improvement

UTA uses the concepts of continuous improvement throughout its entire organization including safety. UTA's utilization of the safety department hazard log and local department hazards logs allows for this process to be utilized. Safety committees review local department hazard logs on a monthly basis and create corrective actions for identified hazards. All closed hazards are documented and kept for historical reference for the purposes of tracking reoccurring hazards that may require additional mitigation. Safety department hazard logs are also reviewed on a monthly basis by the SSRC. The effectiveness of corrective actions that have been implemented are often used to determine if a specific hazard's risk has been sufficiently reduced needed for closure.

III 4 System Modifications (Management of Change)

System Modifications at UTA refer to changes in operating systems that require review and approval by the agency. System modifications at UTA utilize the Management of Change (MOC) process. The Safety and Security Review Committee (SSRC) chaired by the Safety Manager provides direction and oversight of any system modification.

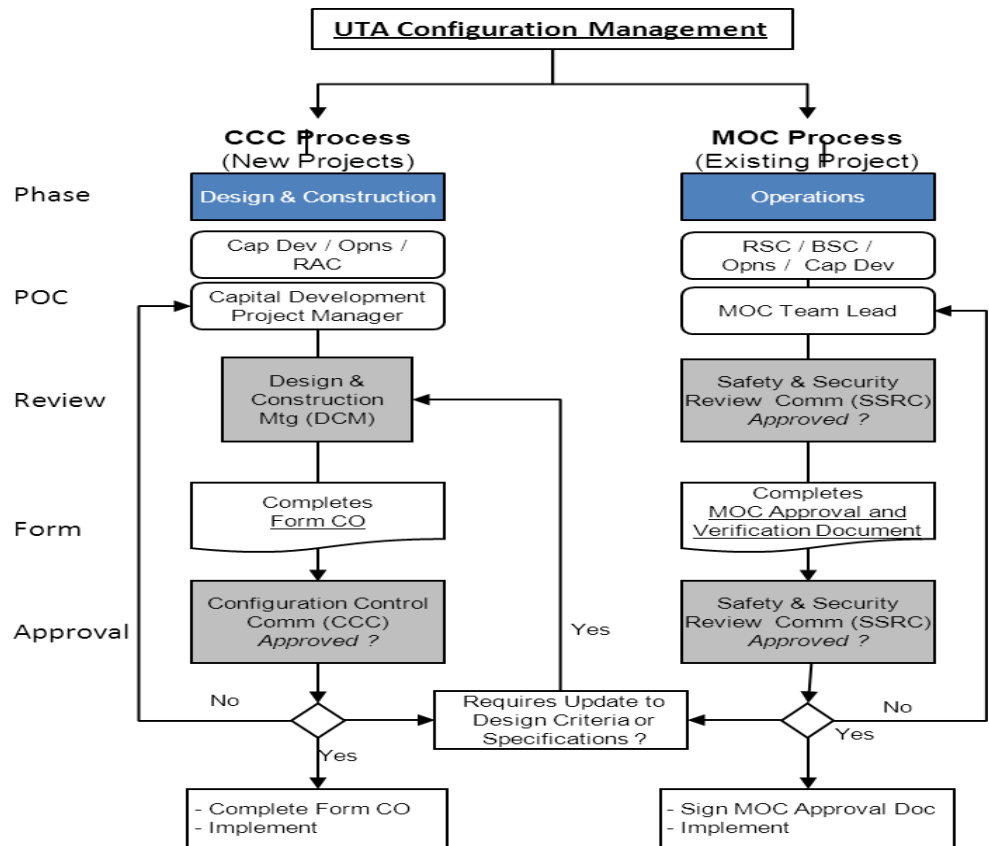
The system modification process at UTA is designed to evaluate and mitigate the impact changes will have on the people, procedures, equipment, vehicles and environment of the system affected by the change. The safety and security concerns for these changes will be addressed and resolved prior to initiation of the change, or implementation within the system. All modifications of rail vehicles that meet the MOC criteria must first be reviewed and approved by the Manager of Technical Services prior to being presented to the SSRC for final approval. This process is outlined in light rail SOP 4800-0300-351 "Configuraton Control of Light Rail Vehicle Fleet".

Configuration Management at UTA coordinates new systems or extensions by Capital Projects Department before they are implemented in the existing operating environment and is managed through the Configuration Control Committee (CCC) process during design and construction. This process is more fully explained in the Capital Development SOP #003 Pillar IV 1.1.8 of the TASP. The CCC process is managed at UTA by the Capital Projects Department, and has representatives from each process involved at UTA. Capital Projects Department personnel will follow project guidance as outlined in the Project Control User Manual. Document Control (4.0) and the development of files and file codes for projects as well as the electronic storage of documents in the SIRE system.

The flowchart illustrates the current configuration management process.

III 4.1 MOC Authority

Authority to manage system changes is derived from the ED of Utah Transit Authority. The responsibility for implementing and enforcing MOC processes falls under the authority of each UTA executive and manager. Responsibility for change approvals falls under the authority of the Safety and Security Review Committee (SSRC), which is comprised of a group of experienced design, maintenance, and operational personnel from Bus, TRAX, FrontRunner, and Capital Projects Departments.



III 4.2 Management of Change (MOC) Process

The management of change process is an internal review and approval process managed by the SSRC. Proposed configuration modifications to existing bus, rail, and facilities infrastructure, systems, equipment, or vehicles will be reviewed and formally accepted for implementation by the SSRC committee. Each proposed change must be evaluated to determine the impact on an existing system regarding the areas of maintenance, operations, safety, and environmental, and security effects **prior to** any changes.

The goal of the MOC process is to ensure that UTA systems continue to provide a level of safety equivalent to or better than the existing system. MOC process applies to existing bus and rail services systems, vehicles, facilities, and equipment. This process is intended to prevent unauthorized changes that could compromise safety or introduce a hazard without approval.

The MOC process complies with UDOT SSO's program standard; FTA's general requirements, guidance, and circulars; and FRA guidelines to ensure that safety hazards and concerns are adequately addressed in modifications to existing systems, vehicles, and equipment.

The process for implementing MOC solutions is as follows:

1. During normal operations, inspections, audits, or accident evaluations the bus and rail safety committees (BSC, RSC), or Capital Projects develop corrective action plans (CAPs) or planned modifications. If the cost of the CAP requires interdepartmental, intergovernmental coordination, or exceeds \$ 5,000, the RSC / BSC will form a MOC team with a team lead (TL).
2. The TL will coordinate the resolution and complete the MOC approval and verification document (MOC document, format provided at end of this section).
3. The MOC action will be entered on the MOC log with a number assigned, as maintained by the Safety Department.
4. The issue and recommended solutions will be coordinated with the different affected departments during the development of the MOC document.
5. The MOC document, with recommended modification or corrective action, will be presented by the MOC TL at a SSRC for review and approval. It is recommended that the issue be brought to SSRC at the earliest opportunity to discuss the issue and provide direction, prior to presentation for approval.
6. The SSRC will review the proposed action, based on the considerations listed in the following section.
7. If approved by the SSRC, a minimum of two members will sign the MOC document
8. MOC TL will implement the CAP, documenting compliance with the provisions stated.
9. When completed, the MOC TL will provide evidence to the SSRC of implementation and required integration testing or operational checks. As-built plan drawing changes and As-In-Service software (if applicable) will be given to the department responsible for future maintenance of the change.
10. Red-line drawings and As-In-Service software (if applicable) will be received from the contractor or other worker. These drawings and software will be filed within SIRE (electronically preferred) and provided to Capital Projects Engineers and or Facilities Maintenance Drawings.

The MOC log and corresponding hazard logs will be updated with close-out date of the completed action.

III 4.3 MOC Action Considerations

The SSRC will consider, at minimum, the following issues when evaluating a MOC action for approval:

- a. Safety issues or hazards associated with the changes, including impact to safety-functional or safety-critical hazard mitigation processes
- b. Environmental compliance issues
- c. Security issues
- d. New or modified maintenance concerns
- e. Operations impacts of the change
- f. Impact on operating rule book or standard operating procedures
- g. Impact on public

- h. Impact on personnel
- i. Impact on other systems, including Positive Train Control (PTC)
- j. Funding source
- k. Schedule for implementation
- l. Effect on safety certification process and critical items list (CIL)

III 4.4 MOC Log

The management of change log will record each requested and implemented action. A number will be assigned corresponding to the current year, then sequential number (12-001, 12-002, etc.). The MOC log will be maintained by the Safety Department on the safety drive (S\).

III 4.5 Notifying Departments

The MOC approval and verification document will be used to ensure notification to and coordination with affected departments. The document will provide the review of the action and recommendations to the department representative. The designated department representative will sign off on the document.

III 4.6 MOC Approval and Verification Document

The management of change process for each action will be presented to the SSRC with an approval and verification document in the following format with the requested information. Coordination, approval, and verification signatures will be completed at the appropriate time during the process

A sample MOC approval and verification document is provided in the appendix.

III 5 Configuration Control

Configuration control within UTA is managed through the Configuration Control Committee (CCC) process during design and construction, and the management of change (MOC) process during operations. The CCC process is managed for UTA by the Capital Projects Department. The MOC process is managed by the Safety and Security Review Committee (SSRC) chaired by the Safety and Security Director.

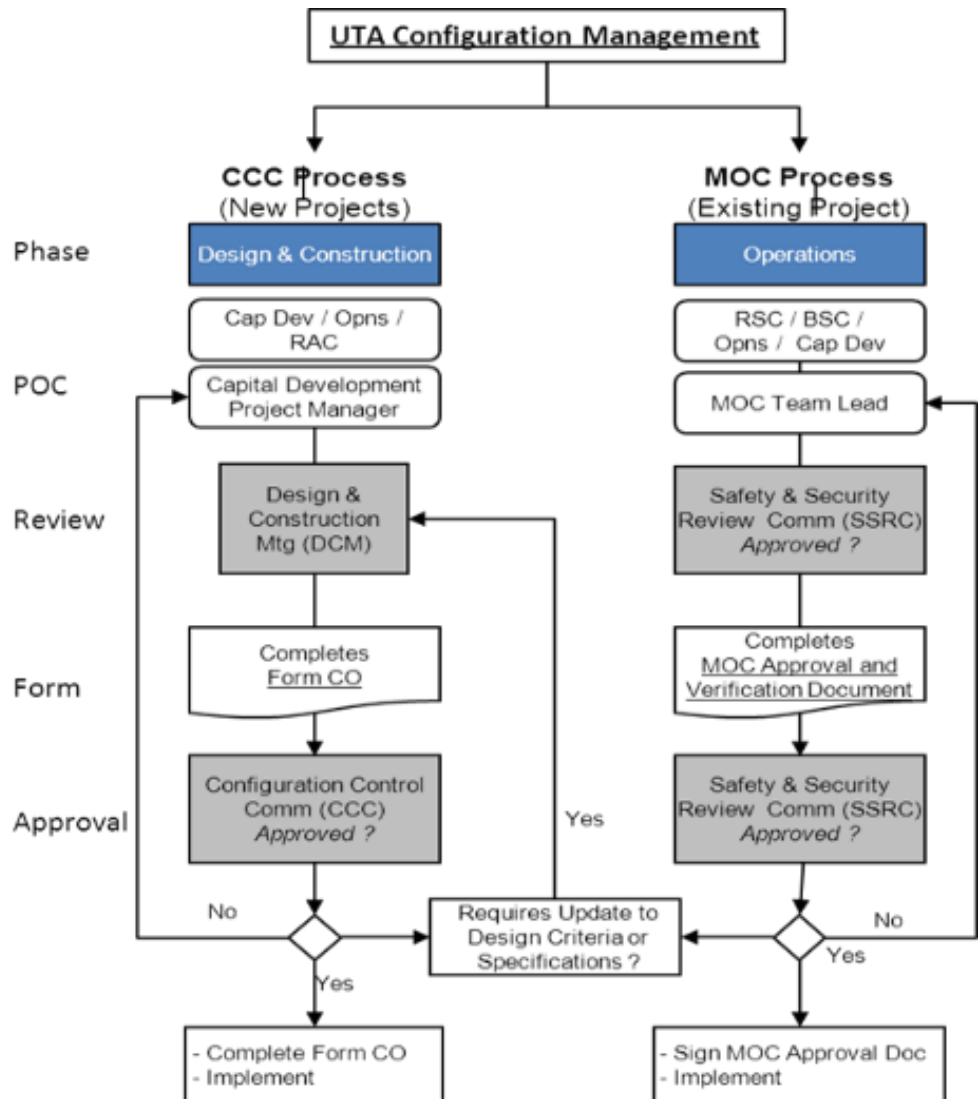
The CCC process is managed for UTA by Capital Projects, and coordinates new systems or extensions before they are implemented in the existing operating environment. Project managers employ the Project Management Plan (PMP) to guide capital project development and implementation. The Project Management Plan (PMP) will be used in conjunction with the Project Control User Manual by the Project Control Specialist. This manual is updated periodically and contains direction for as built and document control procedures. Specific guidance for document control procedures, File Creation (4.2), File codes, SIRE use (4.2), is provided in The Project Control User Manual Section 4.0. Smaller projects may include an abbreviated PMP specific to the project.

Representatives from each involved department and safety are represented in the CCC process. Notification of project changes to existing structures or facilities which might have potential safety or security impacts to effected UTA personnel is critical. Additionally, public, or other effected groups shall be notified of any change which might have potential safety or security impacts. Effected personnel are invited to participate in project meetings and coordinate any changes. Additional training may be required. Operations and maintenance procedures, bulletins or SOP's may need to be developed. The general public may be effected. The Public Relations Department will assist with communications to outside agencies or effected groups and is an essential element of communication which must

take place from the beginning of any project and at various stages of a project through completion and implementation of services impacted by a project. Any negative or hazardous impacts observed by a change must be reported to management personnel as soon as possible.

The flowchart illustrates the current configuration management process. For detailed discussion of the management of change process and documentation, see section III 4 System Modifications.

The process always asks if any modifications to the design criteria are required. If so, changes are vetted through the Design and Construction Meeting (DCM) and incorporated into the next update of the criteria.



III 6 System Safety and Security Certification

III 6.1 Safety Certification

This section describes UTA's System Safety and Security Certification process used to ensure that safety concerns and hazards are adequately addressed prior to the initiation of passenger operations for New Starts and subsequent major projects to extend, rehabilitate, or modify an existing system, or to replace vehicles or equipment. A guiding principle of the certification process is the verification that safety and security-related requirements are incorporated into a project, thereby demonstrating that it is operationally ready for revenue service.

UTA's *System Security Plan* and *Emergency Preparedness Plan (EPP)*, separate documents, integrate and interacts the process for managing threats and vulnerabilities into the safety certification process.

Safety certification takes place throughout a project. It begins at the initiation of design of a project, is carried through construction, mitigating hazards in the process, evaluated during start up and testing, and transitioned into operations.

III 6.1.1 Safety and Security Major Capital Project Plans and Documents

The following documents guide the safety certification process during a major capital projects:

Project Plans (with Safety Input)	Abbreviation	UTA Owner
Project Management Plan	PMP	Project Manager
Safety & Security Certification Plan	SSCP	Project Manager
Safety & Security Mgmt Plan	SSMP	Project Manager
Activation Plan	RAP	Project Dev (Cap Dev)
Preliminary Hazard Analysis	PHA	Project Manager
Operational Hazard Analysis	OHA	Safety Admin.
Construction Emergency Mgmt & Response Plan	ERP	Contractor by Project
System Integration Test Plan	SITP	Contractor
Rail Service Plan	RSP	Rail Ops
Construction Safety Program Manual / Program Manual	CSPM/ CSSP	Contractor
Document Control Plan	DCP	Capital Projects
Real Estate Management Plan	RAMP	Project Manager
Rail Fleet Management Plan	RFMP	Project Manager
Bus Fleet Management Plan	BFMP	Project Manager
Operation & Management Plan	O&MP	Project Manager

III 6.2 Hazard Analysis

Risk analysis during the project's design and design safety reviews provides the basis to develop a preliminary hazard analysis (PHA) for the project. This PHA, typically maintained in a matrix log for the project, identifies hazards and potential hazards along the corridor, at platforms and in park and ride lots. The hazards are rated based on the risk analysis matrix (see section 6) and possible solutions to these hazards are proposed. The solutions are then evaluated and incorporated into the design to mitigate or reduce the hazards to the maximum practicable extent.

Similarly for security aspects of the project, and UTA system as a whole, a threat and vulnerability analysis (TVA) is conducted on each project. Elements identified in the TVA that can be designed out of the system, are incorporated into the construction of the project.

During the initiation of testing and systems integration, additional operating hazards are identified and incorporated into the hazard analysis matrix. This is the start of a transition from a PHA to an operating hazards analysis (OHA). Resolutions to these hazards are incorporated into the construction or testing efforts, or a procedure for operations is written to be used during operations.

At the completion of systems integration testing, and prior to pre-revenue operations, the PHA/OHA is reviewed to determine all the hazards that have been eliminated, mitigated, or accepted. The solutions implemented (design, rule, procedure) are noted on the matrix. The OHA remains active throughout pre-revenue and 90 days into revenue operations. The remaining hazards, not mitigated or accepted after 90 days, will be incorporated into the

hazard log for that mode of transit (commuter rail, light rail, bus) to be tracked and resolved in the hazard management process (see section 6). An illustration of this process follows this section.



III 6.2.1 Facilities Hazard Analysis



III 6.3 Project Certification / Hold Point Process

UTA’s “Hold Point” safety certification process is documented in the *Activation Plan (AP)*, a separate document for each project, through the Activation Committee (AC). The AC will follow a proactive approach to examine, identify, and document safety and security critical certifiable elements and sub elements; utilizing UTA’s approved certifiable items lists (CILs) for each certifiable element.

The RAC will maintain a master safety and security certifiable items list (CIL) for internal distribution, review, consideration, and incorporation of key safety critical elements and items into the Safety and Security elements of UTA’s *Design Criteria* and checklists. See appendix F. These documents are used to improve safety and functionality of system design, promote effective and efficient use of resources, reduce the number or work-arounds and change orders, and reduce hazards in service and maintenance.

Hold Points are conducted before each commissioning phase of the project. Structured reviews and associated approvals will ensure a comprehensive review of all conditions before each phase is started to minimize, mitigate, or eliminate potential safety, testing or operating issues. These phases include the following:

- a. system integration/testing (SIT) - Hold Point 1
- b. pre-revenue operations (PRO) – Hold Point 2
- c. revenue operations (RO) – Hold Point 3

A comprehensive review of all conditions will be conducted during the hold point period to eliminate or resolve all potential safety issues. Each of the three commissioning phases of a project presents a new set of operating conditions which can introduce safety concerns and/or hazards unforeseen during the design and construction process. The rail systems activation specialist is responsible for conducting all hold point reviews. He/she will coordinate the overall safety review effort, including the issuance and distribution of each report, indicating approval, by signature, to move to the next phase of commissioning.

During the activation hold point process, a report will be generated for each of the three hold points. Generally, each report will consist of the following detail:

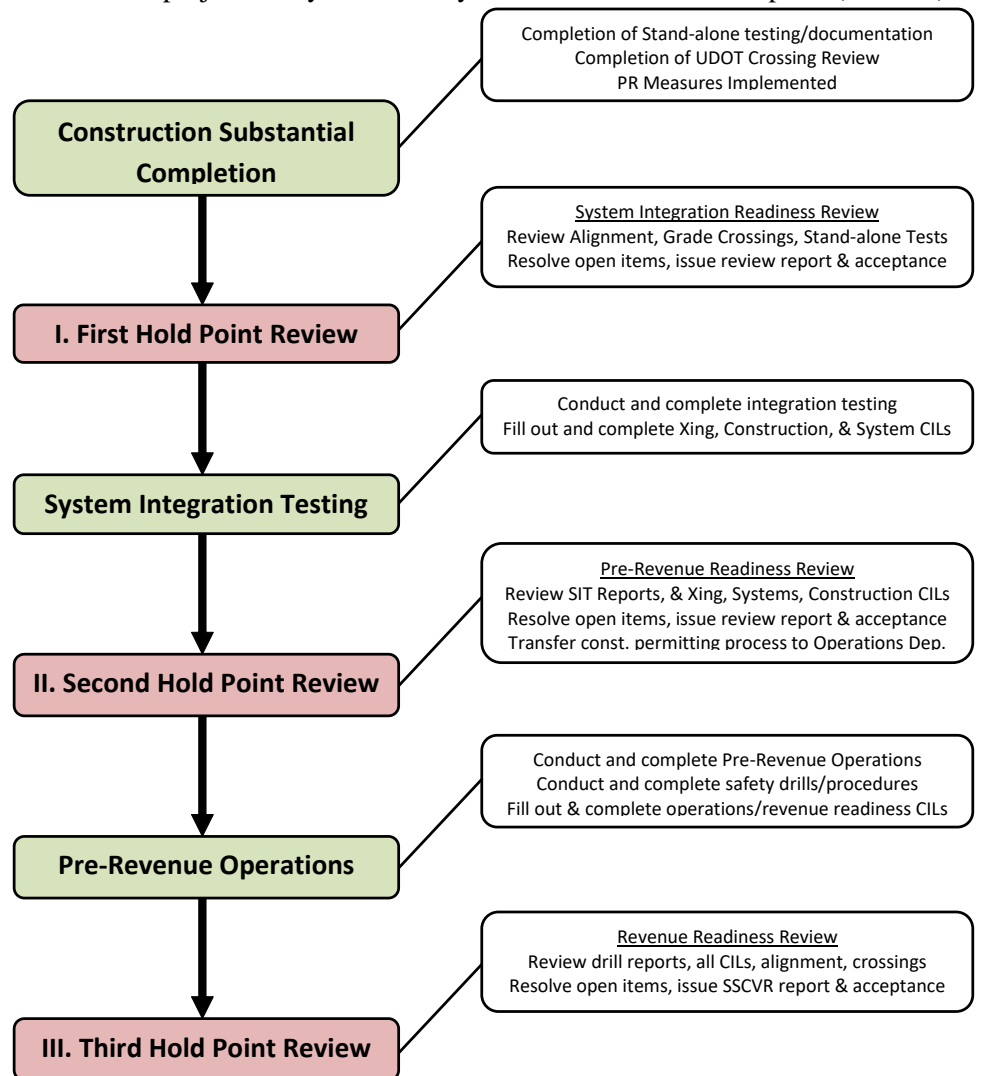
- a. participants - those whom are required to participate in the safety review
- b. zones/reaches/areas which are reviewed
- c. list and verification of items or activities (CILs, testing) required and successfully completed
- d. findings as a result of the review of the area, which require corrective action or approved work-arounds

Each report will be signed by the RAC members, and then by the approval authority, typically the Safety and Security Director before moving to the next phase of commissioning. Samples of the Hold Point approval documents are provided in Appendix F – Blank Forms.

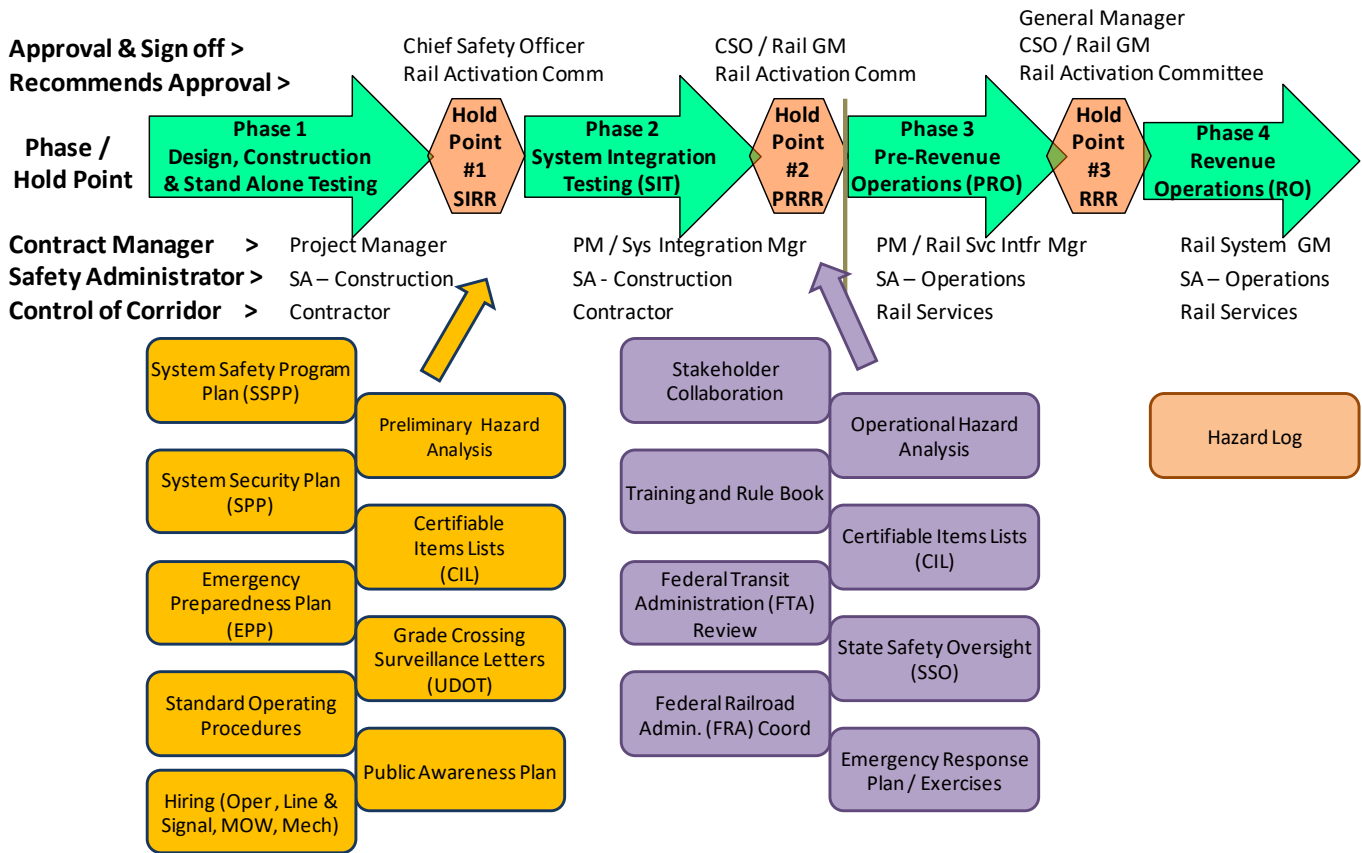
The Safety Administrator prepares the final project safety and security certificate verification reports (SSCVR), with an exception/restriction resolution schedule and acceptable work-arounds.

The reports also summarize the project readiness for revenue service by issuing certificates of compliance for each certifiable element, to the SSRC for review and acceptance. The SSCVR is then submitted to the UTA ED and Rail Services GM and for formal approval by UTA's executive management.

The ED will issue the project's final safety and security certification verification statement to the appropriate oversight agencies, authorizing UTA to commence passenger service pursuant to UTA's TASP.



Activation “Hold Point” Process



III 6.4 Quality Assurance

Large projects at UTA have a quality assurance/quality control (QA/QC) function built into the design and construction of the project. Specific personnel are responsible for QA/QC activities. In general, QA/QC activities in large projects follow standard industry practice and are subject to review by the FTA and others. Quality control during construction projects is a requirement of the contractor, and submitted in his quality plan prior to initiation of construction. UTA retains qualified inspectors and testing firms to provide Quality Assurance by document submittal reviews and periodic testing of materials throughout the project.

The Supply Chain Department handles quality assurance for day to day procurement, inventory and warehouse activities. Received goods are compared to items ordered, lot numbering or other certifications as required on safety critical items. Where applicable, receiving personnel assure that lot number documentation is provided before materials are received or accepted. Periodically, purchasing personnel or Safety Administrators will randomly sample hardware, slings, lifting devices, and other devices for compliance with specifications. Items will also be periodically functionally tested to assure they meet standards.

III 7 Rules Compliance

III 7.1 TRAX Rules Compliance

III 7.1.1 Documents and Publications

TRAX Rule Book and Standard Operating Procedures (SOPs)

The TRAX Rule Book and Standard Operating Procedures (SOPs) describe policies, rules, and practices regarding the TRAX light rail system. The TRAX Rule Book and SOPs are maintained by Rail Service Operations. The TRAX Rule Book and SOP's are reviewed annually by the Light Rail Services Policy and Procedure Review Forum (PPRF), and approved by the Rail General Manager (RGM). Changes, additions, or revisions that have been reviewed and approved by the PPRF and the Light Rail General Manager are circulated to all employees, requiring each to provide their signature (either holographical when a paper version is distributed or digitally after completing a Computer Based Training (CBT) module reviewing a change) confirming they have read and understand the TRAX Rule and SOPs. Train operators and employees working in the right-of-way are required to carry a current rule book.

TRAX Daily Operating Clearance:

TRAX issues a Daily Operating Clearance (DOC) that lists and describes advisories, bulletins, work permits and general comments. A Rule and SOP of the day are included on the Clearance. Yard and tail track movements are issued on a separate form. Employees are required to sign a daily log sheet confirming that they have read and received the daily operating clearance and yard and tail track movements for that date. UTA complies with all FRA rules, regulations and programs with exceptions as described in the joint use waiver.

III 7.1.2 Rule Compliance Checks

Operations

Operational Rule Compliance Testing

Observation tests are conducted by operations field supervisors as a part of their daily supervisory role to determine if an employee is compliant with rules, procedures, and regulations. Supervisors will conduct observed (the supervisor is in plain view of operators) and unobserved (a supervisor is making observations from a position that is not known, or cannot be seen by operators) to ensure overall compliance. Each field supervisor is required to perform at least three observation tests every week during their field shifts at random times on random days based on train operations. All observation tests will be documented on the Operational Testing Form or by entering their observations into the Rules Observation Program (ROP). All paper records of operational tests are retained for three calendar years from the day of the test. Digital storage of entries into the ROP will be retained for three years from date of entry.

Operations training supervisors conduct biannual efficiency checks of all train operators to determine an employee's ability to comply with rules, regulations, and procedures. The efficiency check results are recorded by the operations supervisor and retained in the operator's training record folder. All operator training records are maintained by the operation training supervisor.

Operation field supervisors/controllers are evaluated for rules compliance by undergoing periodic controller and system evaluations conducted by the operations supervisor trainer. Applicable evaluation forms are completed by the operations supervisor trainer and signed by the evaluated supervisor. Completed and signed evaluation forms are filed in the evaluated supervisor's training record folder. All supervisor training records are maintained by the operations supervisor trainer.

Maintenance of Way

Maintenance employees are randomly checked for compliance with rules set forth by the FRA. Twice a year, maintenance of way supervisors conducts random audits of employees working in rail transit right-of-ways for compliance with roadway worker regulations. As part of conducting rules compliance audits, supervisors fill out a corresponding form containing a rules compliance checklist for each employee. Rules compliance checks, passing and non- passing findings are tracked in a log maintained by the maintenance department.

LRV Maintenance

LRV Maintenance supervisor and leads conduct daily, weekly and monthly rules checks during their shift. These rules checks are documented on the LR vehicle maintenance pass down. Various items checked are employee adherence to using Blue flag, Lockout tag-out, placement of chains including forklift and crane inspections. This process is followed for all LRV running maintenance at each light rail shop. There is a QA/QC Supervisor that audits the weekly checks and reports the findings to the assistant managers for follow up and corrective action. This information is stored on the vehicle maintenance SharePoint page under QA/QC.”

III 7.1.3 Reports and Data Analysis

Results of the operational tests are compiled on a rolling quarterly basis and reviewed by the Manager of Rail Operations or other designated person(s) and forwarded to the Safety Administrator every calendar quarter. A written form of the discussion and review will be provided to the Safety Department within 30 days after the end of the quarter. Additional information regarding operational tests is available to the Safety Administrator as needed on request.

III 7.1.4 Enforcement

Violations

Rule violations are addressed through the corporate positive people management process (PPM) which includes: coaching, retraining, and, formal discipline (performance agreement and termination) that may result in termination. See UTA Corporate Policy 6.3.1. Rail operations maintains a log for all stop indications and wrong route violations, and may further investigate any rules violation that is reported, or that may be part of an accident or incident. Additionally, all accidents and incidents are reviewed by supervisors and the Safety Administrator to determine if rules have been violated, or if revisions, changes, or additions are necessary.

Hazard Management

The Safety Administrator may incorporate violation trends or deficiencies for any rule or procedure into the hazard management program for resolution. Hazards unresolved by the Rail Safety Committee (RSC) are directed to the SSRC committee for further tracking, review, resolution, and or correction.

Non-compliant audit findings determined to be hazardous are documented in the hazard log. A date of observation, description of the hazardous condition, corrective action required, and implementation date are tracked until the hazardous condition is corrected. See the Hazard Management Program portion of the TASP for further information.

The Safety Administrator conducts ongoing and regular observations, reviews, and audits to determine the effectiveness of the rule compliance program.

Rail Service and the Rail Safety Committee review rules and procedures regularly to determine if changes, revisions, or additions are necessary.

III 7.2 FrontRunner Rules Compliance

III 7.2.1 Documents and Publications

General Code of Operating Rules (GCOR):

FrontRunner uses the GCOR as their primary rule book for both operations and maintenance. The GCOR is updated frequently through biannual national committee meetings and published every five years. UTA has a representative at these meetings.

System Special Instructions (SSI) and General Orders:

FrontRunner publishes a set of system special instructions (SSI) annually which are rules and instructions that are specific to operations. These changes include GCOR rule revisions, safety rules, signals, yard procedures, etc. Between publications of the SSI, a general order may be issued to add or revise a rule if needed. All operations employees must read, sign for, and carry all issued general orders until such time as they can be incorporated in the next version of the SSI.

FrontRunner Timetable:

Operations employees must remain aware of and familiar with the FrontRunner timetable. The timetable contains information such as speed restrictions, station locations, switch speeds, siding locations, and other specific information that pertain to FrontRunner track.

III 7.2.2 Rule Compliance Checks

Operations:

Efficiency Testing

To enforce rule compliance all FrontRunner operators and controllers are subject to efficiency testing. Efficiency testing is regulated by a designated testing officer and carried out by a select group of efficiency testing supervisors. Each efficiency testing supervisor is tasked to complete a minimum of four efficiency tests per quarter. At the end of the quarter the designated efficiency testing officer compiles a report summarizing the results for the quarter. The report is then kept on file for review by the FRA.

All operations employees must attend yearly “rules classes.” These classes cover all rule changes, additions, deletions, and revisions. Employees must pass a test given at the end of the class by a score of at least 90 percent.

III 7.2.3 Enforcement

Violations:

Rule violations are addressed through the corporate positive people management process (PPM) which includes: coaching, retraining, and, formal discipline (written notification and performance agreement) which may result in termination. See UTA Corporate Policy 6.3.1. De-certifiable violations are recorded in the personnel file. All accidents and incidents are reviewed by the Controller Standards Group and the Safety Administrator to determine if rules have been violated, or if revisions, changes, or additions are necessary. Additionally, all major accidents are reviewed at an Accident Evaluation Group. Frontrunner also enforces the following 49 CFR regulations: 49 CFR Part 240.129 – Criteria for monitoring operational performance of certified engineers.

49 CFR Part 240.117 – Criteria for consideration of operating rules compliance data.

49 CFR Part 217.9 – Program of operational tests and inspections: recordkeeping.

Hazard Management:

The Safety Administrator may incorporate violation trends or deficiencies for any rule or procedure into the hazard management program for resolution. Hazards unresolved by the Rail Safety Committee (RSC) are directed to the SSRC committee for further tracking, review, resolution, and or correction.

Non-compliant audit findings determined to be hazardous are documented in the hazard log. A date of observation, description of the hazardous condition, corrective action required, and implementation date are tracked until the hazardous condition is corrected. See the Hazard Management Program portion of the TASP for further information.

The Safety Administrator conducts ongoing and regular observations, reviews, and audits to determine the effectiveness of the rule compliance program.

Rail Service and the Rail Safety Committee review rules and procedures regularly to determine if changes, revisions, or additions are necessary.

III 7.3 Bus Rules Compliance

III 7.3.1 Documents and Publications

Bus Operations Employee Handbook and Standard Operating Procedures (SOPs):

In the Bus System, the Bus Operations Employee Handbook and Standard Operating Procedures (SOPs) describe its policies, rules, and practices regarding the Bus system. The Employee Handbook and SOPs are

maintained by Bus Operations, reviewed annually, and approved by the Bus Regional General Managers (BGM). Changes, additions, or revisions are circulated to all employees affected by them.

Detours, Bulletins, Notices and Memos:

Route detours are issued daily to all bus operators checking out their work for the day. As needed; bulletins, notices and memos addressing system issues, temporary changes in the operating system and changes in work duties are issued as needed. Not all changes affect all operators therefore bulletins, notices and memos issued do not require a signature from all operators. Employees are required to sign for critical information confirming that they have received, read and understand the written instructions. UTA complies with all local, state and federal requirements including but not limited to; (DOT, UOSH, FTA) rules and regulations and programs.

III 7.3.2 Rule Compliance Checks

Operations:

Operational Rule Compliance

Operational field supervisors are tasked with performing rules compliance checks and observations. Observations are conducted by operations field supervisors as a part of their daily supervisory role to determine if an employee is compliant with rules, procedures, and regulations. There is no set frequency or required number of field observations that have to be completed by Operational field supervisors on a daily basis. However, Supervisors spend time each day in the system observing and performing compliance rules observations, accident investigation, responding to operational needs as they encounter them, etc.

When an operational field supervisor observes a rules violation the field supervisor will address the issue with the Bus Operator immediately and complete an Observation Report (OR). The completed Operational Report form is then forwarded to the employee's immediate supervisor to address and follow-up with the compliance issue.

Operational Supervisors issue an Operator Evaluation Report monthly to each of their team members. The Operator Evaluation Report addresses the following:

- a. Attendance
- b. Miss-outs
- c. Accidents (Both chargeable and non-chargeable)
- d. Complaints
- e. Commendations

III 7.4 Safety Rules Compliance Checks and Verification

The Safety Department ensures Operations and Maintenance departments are in compliance with the rules and SOP's within their individual departments through the use of rules checks and verification audits. Findings from these checks are then forwarded to management for review and corrective action.

III 8 Facilities, Structures and Equipment Inspections

UTA's bus and rail facilities and equipment will be inspected on a regular basis according to company policies and SOPs, equipment manufacturer's guidelines and recommendations, and as required by local, state, and federal regulations.

Rail Facilities Maintenance employees utilize a "Facilities Maintenance Plan". Assignments are made to individual maintenance employees to ensure the purpose and scope of the plan is fulfilled.

III 8.1 Facilities and Equipment to Be Inspected

Operating facilities and equipment routinely inspected and tested by employees, supervisors, management, and safety and environmental personnel include the following:

- a. Bus and rail maintenance/support shops/administrative offices, and equipment within the shops
- b. Fire system equipment
- c. Safety eyewash and shower systems
- d. Floor and portable hoist systems and cranes
- e. Heating, air conditioning, lighting, and ventilation systems
- f. Hydraulic presses, grinders, welders, wheel-truing equipment, lathes, etc.
- g. Hazardous materials handling and storage, etc.
- h. Locomotives, cab-cars, passenger cars, light rail vehicles, and buses
- i. Support equipment (i.e. rolling stock) including high-rail vehicles, track maintenance vehicles, bucket trucks, loaders, forklifts, aerial lifts, etc.
- j. Infrastructure including rail station platforms, track, switches, OCS, bridges, grade-crossing equipment, etc.

III 8.2 Techniques, Schedules, and Procedures

Preventative maintenance inspection schedules are generated through the computer system per equipment manufacturer's guidelines and recommendations, and as required by local, state, and federal regulations. A maintenance supervisor identifies upcoming PM inspections and assigns the work out to their crew for completion. Inspectors use checklists (appendix E) to identify potential physical hazards, unsafe equipment, unsafe acts, and policy and procedural deficiencies with the facility or equipment being inspected. Completed inspection reports and checklists are returned to the supervisor for review. Each department is responsible for maintaining inspection and repair records to confirm the inspection process.

III 8.2.1 M.O.W. (Line, Signal and Rail Maintenance) Standards and procedures

Line and Signal uses a maintenance of way plan "MOW Procedures" that outlines specific testing and maintenance procedures in accordance with FRA regulations. These are in accordance 49 CFR parts 233 - 236.

Right of way rail maintenance uses a maintenance plan "rail maintenance standards" to maintain the track in accordance with FRA regulations 49 CFR part 213. The standard outlines all aspects of proper maintenance and inspections regarding track.

III 8.3 Tracking and Resolving Hazards Identified During Inspections

The majority of safety hazards and concerns are resolved immediately by employees, and supervisors, and require no formal tracking process. Safety-critical hazards that cannot receive immediate attention are forwarded to the appropriate supervision and will be reported to the Safety Administrator or safety committee. An observed safety critical hazard that cannot be corrected in a timely manner will be entered into the hazard log for tracking purposes and managed by the SSRC committee. A corrective action plan, responsible person, and completion date will be assigned. Follow-up inspections will verify that the hazard has been resolved.

III 8.4 Railroad Bridge Safety Management and Inspection Program

The railroad Bridge Safety Management Program (BSMP) has been developed and implemented by UTA to minimize damages and identify and repair deficiencies in bridges carrying UTA traffic, to safeguard their ability to carry UTA traffic, and to minimize risk of human casualties.

Capital Projects Department personnel have the responsibility to manage and inspect all rail bridges in accordance with 49 CFR Part 237, Bridge Safety Standard. Rail Bridge Engineers will assure that each structure is scheduled, inspected and any repairs or upgrades need to take place. Prior to all inspections, personnel will obtain a Rail Access Permit (FrontRunner or TRAX). Personnel will be current in training for Roadway Worker Protection and fully implement all necessary safety procedures during the performance of bridge inspections. Safety Department personnel have the responsibility to verify on a periodic basis (two inspections per year) the safe performance of bridge inspection program.

III 9 Maintenance Audits and Inspection Program

III 9.1 Equipment or Facilities Maintenance Audits and/ Inspections

It has been a long-established UTA policy and goal of the organization to prevent untimely and costly equipment failures. To this end, UTA has established inspection and preventative maintenance procedures for its track, switches and structures, overhead catenary system, signal system, vehicles with their associated mechanical and electrical components, and support equipment. Plans and guides are provided by Original Equipment Manufacturer (OEM) recommendations, Fleet Management Plans, Facility Maintenance Plan and System Operations and Maintenance Plans.

During preventative maintenance processes, hazards observed that are a safety issue which needs further evaluation should be presented to the Safety Committee and the issue or hazard placed on the Local Hazard log. If the hazard is considered high or serious it will be placed on the UTA Corporate Safety Hazard Log. Hazards not resolved within 180 days are elevated to the corporate Safety and Security Review Committee (SSRC).

Revenue vehicles have daily, monthly (or by miles), and annual inspections. Preventative maintenance work orders (PMs) assure these failures do not occur. TRAX, bus and FrontRunner commuter rail personnel work very closely with vehicle and equipment manufacturers and vendors to assure optimal operation. Applicable Federal Railroad Administration (FRA) maintenance requirements and UDOT state motor vehicle requirements are implemented into daily, weekly, monthly, and annual inspections for efficient and safe operation. For example, the LRV maintenance mechanics inspect light rail vehicles. Diesel locomotive maintenance mechanics maintain the FrontRunner equipment and bus maintenance mechanics maintain UTA's fleet of buses. They make sure all of the engines, transmissions, lights, warning devices, brakes, and other safety systems are working properly before putting the vehicles into service. These same vehicles are subject to preventative maintenance (PMs), where maintenance personnel inspect fluid levels, hose and line condition, brake condition, safety equipment, and other vehicle systems to assure that these items function properly. PMs may also call for the periodic change-out of various components in order to prevent failures. All applicable FRA maintenance equipment is inspected and repaired according to applicable CFR sections.

Facility maintenance personnel perform maintenance not only on facility equipment such as heating and air conditioning, elevators or escalators, but they also are responsible for the maintenance of large equipment components used to maintain trains such as the wheel truing machine, cranes, hydraulic or electric lifts, etc that are critical to maintaining the various transportation modes.

Defects identified during inspections may be repaired immediately, if the situation allows it. For those items that cannot receive immediate attention as required by regulation a record should be made. Items on this list should be forwarded to the appropriate line authority level of supervision and/or may be reported to the appropriate safety committee. In either case, those inspecting the same area or equipment in the next cycle should maintain the list for follow-up. Notice of defects should result in a work order being generated for each item. This will allow the work order system to track the defect until it is resolved.

III 9.2 Auditors of Maintenance and Operations Activities

Managers and or Supervisors verify that maintenance procedures are performed. Triennially, UTA conducts internal audits to verify that this process is taking place. Additionally, UDOT (SSO) accompanies internal auditors to assure that the internal audit process is occurring. This preserves the independent nature of the audit process, since other organizational units are primarily involved with implementation of the audit items. Managers and supervisors of the areas being audited are invited to attend the audit; however, they do not conduct the internal audit. Other organizational units are required to cooperate with the rail supervisor or other designee in the conducting of internal audits.

III 9.3 Audit Report—Tracking and Resolving Internal Audit Findings

The internal auditor will schedule and conduct internal audits. UDOT is invited (with 30 day notice) to participate in the audit functions. Upon completion, the internal auditor submits an internal audit report to the business unit general manager for review. The report will include findings, conclusions, and recommendations. A summary of all internal audits performed during the year will be included in UTA's annual report to UDOT.

Reports to UDOT will include corrective action plans for hazards identified. Audit activities are reported monthly to UDOT in their monthly meetings with UTA.

III 9.4 Follow-Up /Action Plans

Departments and other organizational units are responsible for implementing their respective approved recommendations and corrective action plans within established time frames. Future audits will determine compliance with this requirement.

III 9.5 Resolving Problems and Disagreements

Disagreements with audit findings may be challenged by the department supervisor or manager to the internal auditor or audit group. A review of the requirements and findings/non-conformances written up will be made. A written reply will be made within 30 days. If a disagreement still remains, the issue will be elevated to the GMSSC meeting. A full review of the findings and disagreements will be presented at that time. The GMSSC members will make a decision for an equitable resolution.

III 9.6 Use of a Written Checklist

Written checklists are the preferred tool of conducting an audit. Written checklists of internal audit requirements will be used when conducting all internal audits and or evaluations. The auditor will make every effort to make certain that the department manager has received a copy of the checklist prior (one week) to the audit. If areas of concern arise that are not written on the checklist, and need to be investigated, the auditor may write the questions and make it a written part of the audit process. When a final report is given to the manager, a written record of questions or issues will be given to the department manager. Written checklists aid the department manager in knowing the expectations of regulations and the auditor prior to the audit experience.

III 9.7 Tracking and Resolving Hazards or Concerns

Defects identified during inspections may be repaired immediately, if the situation allows it, by on-site employees and supervisors. Safety critical hazards that cannot receive immediate attention will be noted on the inspection checklist (see appendix E). Items on this list are forwarded to the appropriate line authority level of supervision and/or may be reported to the appropriate safety committee. In either case, those inspecting the same area or equipment in the next cycle should maintain the list for follow-up. Notice of defects should result in a work order being written for each item. This will allow the work order system to track the defect until it is resolved. An observed safety critical hazard that cannot be corrected in a timely manner will be entered into the hazard log and managed by the SSRC committee. A corrective action plan (CAP), responsible person, and date will be assigned and follow-up inspections will verify that the hazard has been resolved.

The majority of safety hazards and concerns are resolved immediately by employees and supervisors, and require no formal tracking process, other than the inspection checklist to show issues have been resolved. Some hazards or concerns that are not resolved in a reasonable manner or that involve other departments or require management review, are reported to the Rail Safety Committee (RSC) and Bus Safety Committee (BSC). If the matter is not resolved at this level, that it is referred to the Safety and Security Management Review Committee (SSRC). Please see the pertinent sections of the TASP describing RSC, SSRC, and hazard management processes.

III 10 Drug and Alcohol Program and Medical Monitoring

III 10.1 Drug and Alcohol Program

UTA is governed by the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and US DOT Drug and Alcohol standards found in 49 CFR Parts 40, 219, and 655. It is also governed by 49 CFR Part 29, the Drug Free Workplace Act. In response to these requirements, UTA has established a drug and alcohol policy including an addendum for FrontRunner rail services. This UTA Corporate Policy (6.2.1) meets all of the above standards and is administered by UTA's designated employer representative (Department of Human Resources). The FTA and FRA regularly audit this policy and its effectiveness. The UTA drug and alcohol corporate policy and addendum for FrontRunner rail services are available to all UTA employees on the UTA intranet, under corporate policies.

III 10.2 Medical Monitoring

Applying appropriate medical standards for safety-critical positions extends beyond a qualifying pre-employment examination. UTA has established ongoing standards for employees who perform safety-critical functions. Medical monitoring of employees whose conditions or physical and emotional health may not be acceptable in order to operate transit vehicles includes bus, flex-trans bus, and light rail operators, as well as commuter rail locomotive operators. Biannual physical examinations are required for each of these employees. Annual physicals are conducted on employees whose results fall outside the established DOT requirements. Standard DOT physicals are performed with emphasis on vision, hearing, weight, drug screening, diabetes, blood pressure vitals, sleep apnea and a physical exam by a physician. Employee's emotional health is evaluated using the employee assistance program provider. This program allows for 24 hours-a-day, 7 days-a-week availability for employee evaluations or counseling. Evaluations include alcohol/drug abuse, marital matters, personal problems, mental health, financial issues, legal difficulties, and stress/anxiety matters.

III 11 Procurement

III 11.1 Measures and Controls for the Procurement Process

The Finance Department under the direction of the Vice President of Finance manages the procurement process. Contracts administrators supervise procurement for projects or large contracts. All other buying is accomplished by and through the Supply Chain Department. This department also manages parts and warehousing. UTA Internal Auditing reviews purchasing procedures and practices and makes reports directly to the UTA board of trustees.

The Supply Chain Department handles quality assurance for day-to-day procurement activities. Received goods are compared to items ordered. Lot numbering or other certification is required on safety critical items. Receiving personnel assure that lot number documentation is provided before materials are received. Periodically, Supply Chain personnel or Safety Administrators will randomly sample hardware, slings, lifting devices, etc. for compliance with specifications. Periodically items will be functionally tested to assure they meet standards.

Safety data sheets (SDS) must accompany all hazardous materials received onto UTA property. All SDS received from vendors are submitted to the Safety Department for inclusion to the Safetec SDS database system. Should an emergency occur, requiring quick access to an SDS, employees can easily print the document at anytime.

The procurement process requires that all safety-related products be approved by the Environmental and Safety departments before any item is purchased or added to the inventory system; prior authorization includes a review of the SDS. Prior to a contract being released, the contractor must agree to the contract language which requires personnel coming onto UTA property to follow all local, state, and federal safety and environmental laws. UTA is exploring additional measures of monitoring purchases that may create a hazard or concern that may need formal processes to address potential risks.

UTA's Safety Department reviews, approves, and monitors the purchase and storage of potentially hazardous materials. All purchases of potentially harmful product must be recorded into a data base, Safetec, which includes the download of the SDS sheet. Once in the database, safety and environmental administrators review the health, exposure, and other hazards for the product, and determine if the product is approved or rejected, or if safeguards should be implemented. Employees have access to the database to determine the potential hazards and safeguards.

III 11.2 Inspection and Control of Materials

All materials received by UTA are inspected at the time of delivery. Receiving procedures requires inspection to assure that UTA is getting the items and in the condition desired. Unauthorized hazardous materials or defective items are returned to the vendors and not accepted by UTA.

To further control safety, all specifications for parts and shop supplies are detailed on each part number in the item master file. Specifications include size, description, safety requirements, install instructions, warranty information, supplier requirements, and reorder guidelines. The information can be viewed by all maintenance and purchasing personnel but change access to the field is tightly restricted to the three inventory specialists and the senior supply chain manager to avoid accidental removal of data and/or specifications. Each time an item in inventory reaches calculated minimum quantities, an automated requisition is generated by the inventory system. That form prints with all the information and instructions detailed above.

IV. PROMOTION



IV PROMOTION

Pillar IV of the Transit Agency Safety Plan is **Safety Promotion**. This section describes the responsibilities of staff to the safety program, and encouragement of others to follow established policies. It describes the committee structure established to form the means of discussing, solving and if necessary elevating safety issues and concerns to resolution. Training and certifications to enhance the qualifications and competencies of UTA staff are described, along with the reoccurring activities at UTA designed to promote and remind all employees about safety in the organization.

IV 1 TASP Implementation Activities and Responsibilities

IV 1.1 TASP Committees and Position Responsibilities

UTA implements the TASP through a series of committees and department positions who have responsibility for specific areas, yet work in a coordinated manner to ensure the safety of the authority. As related in section I 3.2, safety is a key responsibility of all managers at UTA. All employees have the right to present safety concerns to their immediate supervisor, manager, or Safety Administrators. Any employee, supervisor, or manager that brings an incident, accident, safety concern, or hazard, in good faith will not be adversely affected, or be subjected to harassment or intimidation. These retaliations are not tolerated by UTA.

IV 1.1.1 Safety Communication

UTA Bus, Rail and Maintenance committees communicate information regarding employee hazards and safety risks through displayed department safety boards. Hazard logs created through committees are displayed and available for employees to review. In addition department dashboards, memos and training may be provided to employees to communicate safety changes or hazard mitigations.

IV 1.2 TASP Committees

UTA implements the TASP collaboratively through a series of committees coordinating bus and rail operation and maintenance services. Concerns, if not resolved by the manager or supervisor, will be referred to and addressed by the respective safety committee. The following hierarchy of committees at UTA are established to address all safety issues.

IV 1.2.1 General Managers Safety and Security Committee (GMSSC)

The General Managers Safety and Security Committee is UTA's highest level safety committee, chaired by the general manager, /ED. The committee is alternately chaired by the Safety and Security Director. The GMSSC is comprised of the UTA corporate staff, which includes the executives, and the rail and business unit general managers.

The GMSSC reviews and approves safety policies, goals, and objectives. It coordinates the support and resources needed to maintain high safety standards for all aspects of service and system safety. The /ED through the GMSSC, is the ultimate authority for safety certification, system modification, and configuration management. This authority includes approving each project's safety and security certification statement.

The GMSSC committee meets quarterly to review reports on safety, accident trends, major accidents, urgent/safety critical concerns or hazards, internal/external audit findings, certification recommendations, items referred from the SSRC, and other items of concern to the GMSSC for comment, direction, resolution, and execution. Minutes are maintained and disseminated to members of the committee.

IV 1.2.2 Safety and Security Review Committee (SSRC)

The Safety and Security Review Committee is a high-level system safety and security review and coordination committee overseeing on-going safety efforts within UTA. The committee is chaired by the Director of Safety & Security (DSS), and alternately chaired by the UTA security manager. The SSRC is comprised of the DSS,

security manager and senior managers representing Rail Services (three managers), Bus Services (three), Capital Projects (one) and information technology (one). The committee oversees or takes the following actions:

- a. Forwards to GMSSC unresolved safety and security issues and required certifications
- b. Approves corrective action plans (CAP) for major accidents and safety critical items
- c. Decides unresolved hazards for bus and rail systems
- d. Ensures coordination of safety efforts between bus and rail systems
- e. Reviews safety and security certifications
- f. Approves management of change (MOC) solutions in the configuration management program
- g. Sets standards for and reviews results of or approves the following programs:
 - o Hazard Management
 - o Security
 - o TASP updates
 - o Project safety plans and procedures, including the following:
 - o Rules compliance
 - o Emergency management
 - o Service inspection
 - o Training and certification
 - o Hazardous materials
 - o Drugs and alcohol
- h. Ensures resolution of regulatory violations and non-compliance issues. (FRA, FTA, UDOT SSO, NTSB, OSHA, TSA, DHS)

Safety issues and actions are referred to the SSRC by design, construction, bus, rail, and fire / life safety committees. The SSRC may review as it selects, hazard analysis reports, risk assessments, corrective action reports, safety analysis, threat and vulnerability analysis, threat mitigations, hazard resolutions, NCRs, certification documentation, and fire/life safety concerns.

IV 1.2.3 Management of Change (MOC) Teams

Configuration management within UTA consists of the CCC process during design and construction, and of the management of change (MOC) process during operations. The MOC process is more extensively examined in section III 4 of this TASP.

This process is controlled by the SSRC during operations. As part of this process MOC teams are assigned to resolve and implement corrective action plans (CAPs) to improve the system or correct an identified hazard. CAPs are developed by the respective safety committees (RSC, BSC) and approved by the SSRC. Responsible staff to lead the MOC team are recommended by the safety committee and approved by the SSRC. CAPs costing in excess of \$ 5,000 require SSRC approval.

MOC process applies to existing bus and rail services systems, vehicles, facilities, and equipment that may not require formal safety certification but which may have safety impacts.

IV 1.2.4 Bus Safety Committee (BSC)

The bus safety committees coordinate on-going safety efforts within the operations and maintenance services of the bus system. They meet monthly to update and mitigate hazards in their facilities and on their systems. Committees are formed for the Ogden, Salt Lake, Building-8, Timpanogos and Special Services business units. The BSC committees are chaired by the regional general manager's delegate, the committees consist of: up to any manager within the unit, one operator and one maintenance staff from each facility (one admin. representative, one union representative), and the Safety Administrator, who serves as a technical advisor and Co-Chair to the committee. The BSC chair position may be rotated annually, through the department's represented in the committee, with the new appointment made at the beginning of each year. The union appoints bargaining unit employees to the BSC annually to serve as safety representatives from the ranks of each department.

Committee members are granted an opportunity to speak, and to present safety issues to the BSC committee through an open communication process. Minutes of discussion and action will be maintained and distributed to the members of the BSC, and be available to others.

The BSC will maintain a hazard log listing issues, corrective actions, and close-out dates. The log will include the date entered and the responsible party to correct the action. Most safety issues will be resolved within the parameters of the BSC. Issues not resolved in the BSC, or safety critical hazards, are referred to the SSRC.

BSC actions will include the following:

- a. Reviews facility and operations system safety issues identified by members, staff, audits, or inspections
- b. Maintains hazard log for all facility and operational hazards
- c. Assigns responsibility for correcting hazards
- d. Reviews open items for completion
- e. Ensure safety and regulatory rule compliance (FTA, OSHA)
- f. Regularly conduct inspections of facilities and operations to verify corrective actions, and to review safety in the system
- g. Report hazard log status and system safety review results to the SSRC

IV 1.2.5 Facility (Admin) Safety Committee

The Facility (Admin) Safety Committee coordinates safety efforts for administrative employees working at Front Lines Headquarters (FLHQ). The committee chair is assigned by a department supervisor in coordination with the safety manager and may be an employ from any of the administrative departments at FLHQ. The committee is co-chaired by a Safety Administrator. Each of the administrative departments at FLHQ has a representative on the committee who is responsible for conducting monthly safety inspections in their assigned areas and voicing safety concerns to the committee. The committee meets monthly to update and mitigate hazards affecting administrative staff at FLHQ.

IV 1.2.6 Rail Safety Committee (RSC)

The rail safety committees (RSC) coordinate on-going safety efforts within the operations and maintenance services of the rail system. They meet monthly to update and mitigate hazards in their facilities and on their systems. A committee is formed for TRAX (light rail) and for FrontRunner (commuter rail). The RGM appoints a chairman who may be a senior manager, or alternately chaired by the maintenance facility manager. The committees consist of the Operations manager, two representatives (one Union rep, one admin rep) from operations, LRV maintenance, Facility Maintenance, Maintenance of Way and a Safety Administrator, who serves as a technical advisor and Co-Chair to the committee. The corresponding maintenance facilities (Midvale, Jordan River, and Warm Springs rail service centers) are represented respectively on their RSC. The RSC chair position is rotated annually, through operations and the department represented in the committee, with a new appointment made at the beginning of each year. The union appoints bargaining unit employees to the RSC annually to serve as safety representatives from the ranks of each department, voicing safety concerns to the RSC.

Committee members are granted an opportunity to speak, and to present safety issues to the RSC committee through an open communication process. Minutes of discussion and action will be maintained and distributed to the members of the RSC, and be available to others.

The RSC will maintain a local hazard log listing issues, corrective actions, and close-out dates. The log will include the date entered and the responsible party to correct the action. Most safety issues will be resolved within the parameters of the RSC. Issues not resolved in the RSC, or safety critical hazards, are referred to the SSRC.

RSC actions are similar to those listed under the BSC above. Additionally the RSC examines compliance with General Code of Operating Rules (GCOR), (FRA 49 CFR Part 214, 49 CFR 200-399; FTA 49 CFR 673).

IV 1.2.7 Fire Life Safety and Security Committee (FLSSC)

The Fire Life Safety and Security Committee serves as a liaison between system safety, rail and bus service, and local police, fire and emergency response agencies. The FLSSC is chaired by a Safety Administrator, and alternately chaired by the Emergency Management Manager. Members include local police, fire, and EMS staff, and UTA's public safety, bus operations, and rail supervisors.

The FLSSC coordinates inspections and drills to verify the fire life safety and security emergency response, and familiarization and compliance in the system. Drills are initiated during the activation phase, and continue during revenue operations, per federal requirement, to maintain an effective inter-agency rapport.

IV 1.2.8 Construction Safety Committee (CSC)

The Construction Safety Committee coordinates on-going safety efforts between construction contractors, reviews construction safety programs, conducts roadway worker protection training, and reviews claims summaries. The CSC is chaired by a Safety Administrator, and alternately chaired the UTA safety manager. The committee consists of the Capital Projects senior program manager-construction, Safety Administrators, safety training, claims manager, contractor's safety managers, and construction managers. The CSC coordinates closely with the SSWG and participates in the PHA and TVA reviews.

The purpose and scope of the committee is to prevent accidents, illness, and casualties to UTA employees involved with all aspects of construction, inspection, and maintenance activities.

IV 1.2.9 Configuration Control Committee (CCC)

The Configuration Control committee (CCC) has been established as a management tool to assist in evaluating recommended changes to a particular project and providing final approval for configuration and budget changes. The CCC's function is to address the need for continuity through the entire life of the project. It is essential that changes to the project be communicated through the proper channels and that all necessary personnel have been notified. More importantly, the function is to monitor, evaluate, recommend and carry out any changes in the scope of the project through all project stages.

The Capital Development SOP 003 has been developed to guide the CCC process and give direction and authority from the Director of Capital Projects to monitor progress of capital projects. This SOP also outlines the composition of the committee.

IV 1.2.10 Activation Committee (AC)

The Activation Committee is a working committee of managers that meets regularly, combining safety and security verification process functions into UTA's construction, systems integration, and testing phases of new projects. The AC is made up of an activation manager and one manager from each of the following four supporting disciplines: Safety, (Capital) Civil, Systems and Operations.

UTA has instituted the use of the Activation Committee and the Hold Point process to bring on rail, new bus and facility projects. The membership of the committee may change slightly to best fit the role of the AC. The remainder of this section describes the project activation process.

Each discipline manager will be responsible for ensuring all certified items lists (CILs), procedures, tests, filing of documents, and any other assigned activities for his/her group are completed in accordance with applicable parts of the activation plan. Three of the four discipline managers, identified above, will each be assigned coordination responsibilities for one of the three activation primary functions-safety and security certification, system integration testing, and services. The AC will oversee and approve all activation documents and activities.

The Activation Manager (AM), with help from the AC, will ensure that the project follows the activation process, that all documents are properly completed and filed correctly, and that all necessary safety and security certifications are properly completed and signed before the project enters revenue service.

The AC will meet regularly to develop and finalize details of the AP specific to the project, and then manage activation activities against the plan. They will also discuss progress, issues, and concerns in regard to activation activities and requirements. Meeting minutes will be recorded and filed each time the committee meets. An

action items list will be included with the minutes, and will be updated and discussed each time the committee meets to ensure responsibility and completion of items deemed critical to successful activation. The committee will create, maintain, and adhere to an activation-specific schedule, which will help to ensure completion of activation and start-up activities prior to scheduled revenue service dates.

Following commencement of revenue operations, the AC provides "lessons learned" input to planning and design teams, and for improved processes for the next activation.

IV 1.2.11 Safety and Security Working Group (SSWG)

The Safety and Security Working Group (SSWG) is established by the Project Manager for each project that significantly changes the interaction of employees or patrons with the UTA system. The SSWG examines the design and specifications of safety and security critical systems on the project. The SSWG is chaired by the PM, project director, or a designee. Primary responsibilities of the SSWG are to establish the preliminary hazard analysis, focus on and mitigate hazards on the project, and coordinate the project safety elements through design, construction and activation. The threat and vulnerability assessment (TVA), if conducted, is also coordinated by the SSWG.

The SSWG begins during the design phase and conducts regular review meetings, separate from ongoing design efforts, to focus specifically on safety issues. The project manager ensures that safety considerations are continually considered during regular design reviews. Design modifications that are recommended to be incorporated into the UTA design criteria are referred to the Capital Projects civil design manager for review at the design and construction meeting (DCM). Modifications are then forwarded to the Configuration Control Committee (CCC) for approval if the modifications are significant enough.

Core members:

- UTA Construction/Design Safety Admin
- UTA Security Manager
- UTA Video Security Admin
- UTA Mode Safety Admin, if applicable

Members at Large:

- UTA Project Manager
- Designer/Architect
- UTA Transit Police Officer
- End User to include, as applicable
- Facility Personnel

Operations

- MOW
- Admin Personnel
- ADA Specialist

Intent – to review systems from an end-user perspective, looking for hazards that can be 1) engineered out of the system, 2) corrected with SOP, procedures, etc. or 3) addressed with PPE.

The SSWG may not change the scope of the project, but may make decisions that relate directly to the remediation of specific hazards. To this end, it is best for the SSWG to be included in the scope phase of the project plan.

The SSWG defines the job specific CILS and creates and maintains the PHA. If the SSWG determines that the residual risk of a hazard cannot be reduced below Medium, then the SSWG presents its findings to the SSRC for final risk analysis.

IV 1.2.12 Accident Evaluation Group (AEG)

The AEG is comprised of key UTA staff from varying departments that would have a role in the development of a Corrective Action plan resulting in UTA involved accidents. UDOT will also be an invited member to all AEG meetings and play an active role in identifying casual or contributing factors.

IV 1.2.13 Accident Review Committee (ARC)

Accidents involving damage or injury are reviewed by the Accident Review Committee to determine whether it was avoidable or unavoidable. The ARC is coordinated through the claims department, and consists of two members of management, and two bargaining unit employees, who alternate chair the ARC. Each ARC will also have a tie-breaker member appointed, as accepted by management and the union.

Members of the ARC committee review each accident individually, and then render a sealed vote as to whether the accident is avoidable or unavoidable. The sealed votes are counted by the chair with a member of management, and a union representative. Avoidable accidents are charged against the operator or driver, and then classified for damage and injury severity, by UTA's claims unit. Avoidable severity classifications have varying degrees of disciplinary action, up to and including termination. See UTA Business Unit Standard Operating Procedure, No.BU6.8.1.7.

IV 1.2.14 System Safety Committee Organizational Process Chart

UTA has formed a number of committees to combine and coordinate the efforts between system safety, rail service, capital projects, and other departments or agencies, to effectively address safety and security concerns. The current diagram of safety related committees is provided on the following page.

IV 1.3 Department Position Responsibilities

All employees have the right and responsibility to address safety in their work area, and on the system, and to present safety concerns to their immediate supervisor, manager, or Safety Administrators. The Manager coordinates with safety committees and Safety Department to ensure that hazards are quickly and effectively eliminated. Specific departments and positions within UTA have inherent safety responsibilities. Those departments, illustrated in the UTA Safety Organization chart, and positions are addressed in the following matrix and sections.

System Safety and Related Tasks Matrix

- P - Primary Responsibility
- S - Support Responsibility
- RC - Review and Comment
- A – Approval

Safety Tasks	System Safety	Rail Ops.	Rail Veh. Maint	Rail MOW	Cap Dev	Fac. Maint	RSC/BSC	SSRC	GMSSC	UTA Board	HR	
Prepare safety policy statements	P	S	S	S	S	S	RC, A	RC, A	A		S	
Approve UTA corporate policy statements	S	S	S	S	S	S	S	S	A	A	S	
Update TASP	P	RC, S	RC, S	P	RC, S	RC, S	S	RSC	RC, A		RC, S	
Hazard management process	P	S	S	S	S	S	P	P	P			
System modification	P	S	S	S	P	S	S	A				
Safety certification	P	S	S	S	P	S	S	P, RC,	A			
Safety data collection and analysis	P	S	S	S	S	S	P	P	RC,A			
Accident/incident investigations	P	P	P	P		P	S	RC, A	RC,A			
Emergency management	P	P	S	S	S	S	S	RC, A	RC,A			
Internal safety audits and reviews	P	S	S	S	S	S	S	RC,A	RC,A		S	
Rules compliance	P	P	P	P	P	P	S	RC,A				
Facilities/ equipment inspections	S	S	P	P	S	P	S	S				
Maintenance audits/inspections	S	S	P	P	S	P	S	S				
Training/ certification program-employees and contractors	S	P	P	P	P	P	S	S				
Configuration management/control	P	S	S	S	P	S	S	RC,A	RC,A			
Local, state, federal requirements	P	P	P	P	P	P	S	S				
Hazardous material programs	P	S	P	P	P	P	S	S				
Drug and alcohol program	P	P	P	P	P	P	S	S			P	
Procurement	S	P	P	P	P	P	S	RC,A				
Roadway worker program	P	S	P	P	P	P	S	S				
FRA rules, regulations, safety initiatives, programs	P	P	P	P	P	P	S	S				

IV 1.3.1 Safety Department

The Safety Department has review responsibility for Design, Construction, Light Rail (TRAX), commuter rail (FrontRunner), bus, and paratransit safety. Safety Administrators in the department have specific responsibilities within their areas - but are coordinated to assist throughout the organization. The Safety Department also promotes safety within UTA through weekly safety messages, monthly safety posters and involving UTA employees by rewarding good acts of safety and ideas. UTA also promotes safety within the community through ongoing education outreach through Operation Life Saver, community safety fair and trucking association presentations.

IV 1.3.1.1 Director of Safety and Security

UTA Safety Department is led by the Director of Safety and Security who has direct reporting responsibility to the ED. The DSS has been delegated specific responsibilities, by the GM/ED, for the management of: system safety, occupational safety and health, accident and incident investigation, the continuous hazard management process, the internal safety audit process, oversight of construction safety, safety and security certification, safety data collection and analysis, industrial hygiene, safety training, safety program implementation, regulatory compliance, and monitoring the implementation of the TASP.

The DSS typically meets with the GM weekly, typically during Corporate Staff and Executive Team meetings to provide updates on safety issues, safety priorities and hazard management and the impacts of budget reductions and resource constraints on the performance of safety-related maintenance activities and requirements. The DSS coordinates safety activities with all other executives.

DSS leads the GMSSC and the SSRC meetings, manages the Safety Administrator and coordinates construction safety with Capital Projects Department. DSS serves as the approving authority during the System Safety Certification Program "hold point" process.

The DSS coordinates all activities of the Safety Administrators serving the operational functions of rail and bus.

IV 1.3.1.2 Safety Administrator

The Safety Administrators develop and administer system safety within UTA including Transit Systems, Construction and Instructional Design/Training. These responsibilities include: hazard mitigation and tracking logs, rule observations and compliance, conducts roadway worker protection training for all contractors and administrative staff, develops, updates, and teaches RWP, GHS, OSHA, SMS programs, conducts outreach in coordination with Planning and Public Relations, oversees safety curriculum, and maintains required training assignments, certifies safety trainers, oversees record keeping across UTA, completes weekly safety reports, coordinates with safety committees, coordinates FTA, FRA, UDOT SSO, TSA, OSHA activities and audits, conducts safety training programs, conducts and leads Fire Life Safety Committee activities and drills, enters and tracks NTD, and AIRGET accident data, oversees safety on all construction and renovation projects, conduct investigations, and inspections, verifies safety certification through activation phases of capital projects, collects safety data and prepares reports on incidents, accidents, and corrective actions plans

Safety Administrator

IV 1.3.1.3 Emergency Management Program Manager

The Program Manager has the responsibility for implementing and coordination all of UTA emergency management activities (planning, training, exercises, responding, recovery, etc.), ensuring plans, directives, SOPs, and SOGs are relevant and current, developing, implementing, and managing the UTA emergency response capacity (supplies, equipment, etc.), coordinating UTA's response plans with external agencies, and integrating UTA's Emergency Preparedness Plan, Transit Agency Safety Plan, Security Preparedness Plan, and Emergency Response Plan's.

IV 1.3.1.4 UTA Chief of Police / Public Safety Manager

The UTA Chief of Police / Public Safety Manager reports to the Chief Operating Officer and is responsible for the day-to-day management of the safety and security of all operations, maintenance and administration facilities of UTA rail, bus, and paratransit systems.

IV 1.3.2 Operations Department

IV 1.3.2.1 Chief Operating Officer

The Chief Operating Officer reports directly to the ED and is responsible for the day-to-day management of the safe operation and maintenance of the UTA rail, bus, and paratransit systems. The COO coordinates the General Managers for Rail and Regional General Managers (bus) in accomplishing this mission. The COO collaborates with the Safety and Security Director and all members of the Executive Team to effectively implement this Transit Agency Safety Plan, Safety and Security Certification Program Plan, and Security Program Plans

through the development and implementation of required plans, procedures, and processes. The COO also ensures appropriate resources are allocated for the implementation of safety projects and plans.

IV 1.3.2.2 Light Rail General Manager

The Light Rail Service General Manager is responsible for guiding the planning, organizing, directing and controlling of all functions and activities of TRAX light rail and streetcar, technical services, and service planning including administration, development, employee relations, safety (with oversight from the Safety Department), budget, compliance, and customer service. Provides guidance in the development and implementation of standard operating procedures, safety regulations (with oversight from the Safety Department), and fee schedules for Light Rail in compliance with federal, state, county and municipal rules and regulations. Oversees long-range planning and development of Light Rail programs and projects. Assists the Chief Operating Officer in developing programs to meet the needs of citizens. Helps provide a culture of employee engagement by ensuring that all labor and employee relations matters and activities are conducted in a manner consistent with UTA goals and mission.

IV 1.3.2.3 Commuter Rail General Manager

The Commuter Rail Service General Manager is responsible for guiding the planning, organizing, directing and controlling all functions and activities of FrontRunner Commuter Rail, technical services, and service planning including administration, development, employee relations, safety (with oversight from the Safety Department), budget, compliance, and customer service, provides oversight and development and implementation of standard operating procedures, safety regulations, and fee schedules for commuter rail in compliance with federal, state, county and municipal rules and regulations. The Commuter Rail Service GM oversees long-range planning and development of Commuter Rail programs and projects, and assists the Chief Operating Officer in developing programs to meet the needs of citizens. Additionally the Commuter Rail Service GM helps provide a culture of employee engagement by ensuring that all labor and employee relations matters and activities are conducted in a manner consistent with UTA goals and mission,

IV 1.3.2.3 Director of Asset Management

The Director of Asset Management is responsible for all rail maintenance facilities and all rail corridor and system infrastructure (Maintenance of Way). The manager ensures compliance with roadway worker protection training, training for all equipment workers within facilities.

The Manager coordinates with safety committees and Safety Department to ensure that hazards are quickly and effectively eliminated.

IV 1.3.2.4 Regional / Service General Managers (Bus/Special)

The Regional General Managers report to the COO and have the day-to-day responsibility for the safe operation of the bus and paratransit systems and maintenance facilities. The RGMs ensure compliance with driver and maintenance operations and safety training.

IV 1.3.2.5 Chief Financial Officer

The Chief Financial Officer reports directly to the ED and has the responsibility for the offices of Accounting, Fares, Supply Chain, and Claims. Has responsibility for ensuring that only approved chemical and hazardous materials are procured, the requesting departments have coordinated safety and environmental requirements of contracts prior to advertisement.

IV 1.3.2.6 Director of Capital Projects

The Director of Capital Projects reports to the Chief SVC Dev Ofc, and has the responsibility for project development and delivery, construction, State of Good Repair projects, environmental, and grant administration. The Director has responsibility for ensuring approved designers and contractors are retained, design criteria, safety programs for construction are in place on all projects, construction and systems integration testing for all new rail, bus and facility projects.

IV 1.3.2.7 Senior Program Managers

Senior Program Managers report to the Director of Capital Projects and have responsibility for Project Delivery, Construction and Quality, and Environmental compliance and mitigation. System Safety Certification Program, with "hold points", is the responsibility of the SPM project delivery.

IV 1.3.2.8 Information Technology Director

The IT Director reports to the ED and is responsible for developing, maintaining and securing UTA's enterprise computer systems and architecture; ensuring appropriate backup and recovery during emergency services; researching and implementing new technology systems to enhance transit services, and electronic fare collection.

IV 1.3.2.9 Chief Comms & Marketing Officer

The Chief Comms & Marketing Officer reports directly to the ED. They oversees a staff that is responsible for the agencies' external communications, advertising requirements and revenue, coordination of fare rates and medium and bargaining unit coordination.

IV 1.3.2.10 Director of Planning

The Planning Director reports to the Chief Svc Dev Officer. They oversee a staff that is responsible for all the agencies' long range transit planning, strategic business planning, financial planning and funds programming, transit-oriented development planning, as well as project development and system optimization

IV 1.3.2.11 Senior Counsel to the Utah Transit Authority

The Senior Counsel reports directly to the ED, and is responsible to review and provide necessary legal advice on safety and environmental issues, managing liability and worker's compensation claims, reviewing new safety and environmental legislation, or regulations which may impact UTA's functions or operations,

IV 2 Training and Certification Program

IV 2.1 Employee and Contractor Safety

Training and certification is a paramount concern, and as such UTA has developed a number of educational programs. The following employee classifications perform work that requires safety training and or certification:

- a. Train operators
- b. Operations personnel (hosts, report, etc.)
- c. Vehicle maintenance
- d. Maintenance of way (infrastructure/systems)
- e. Facility maintenance
- f. Passenger facilities maintenance
- g. Controllers
- h. Other personal and contractors that foul or potentially foul UTA's rail right of way

IV 2.1.2 Line and Signal Technicians and Rail Maintenance workers

Line and Signal technicians and Rail Maintenance workers are required to complete roadway worker training on an annual basis. Line and Signal Technicians undergo training that is conducted by Union Pacific Railroad. This training consists of 4 two week phases and includes all elements related to signals and crossings and their maintenance, trouble shooting, and repair. In addition to signal training employees may participate in a lineman's correspondence course after completing all phases of the signalmen's school. All equipment training is conducted as on the job training and is provided by the employee's direct supervisor. Rail Maintenance workers participate in two correspondence training courses: "Basic principles of track maintenance and advanced principles of track maintenance". After the completion of these courses a track maintenance worker must complete one year of maintenance work and must obtain approval of management before becoming a track inspector. Track Maintenance Supervisors must complete the same training in order to be able to inspect track. All equipment training is conducted as on the job training and is provided by the employee's direct supervisor.

IV 2.2 Training and Certification for Employees and Contractors

UTA employees and contractor personnel, whether construction or service contractors, are required to be in compliance with applicable UTA rules and standard operating procedures (SOP) as well as local, state, and federal safety regulations. Service contractors who perform specific jobs under contract are required to be in compliance with specific safety or environmental laws that are or may be affected by their work.

UTA has developed a *Construction Safety Program Manual* that governs contractor safety specifically for contracted construction workers for UTA. This manual outlines procedures and responsibilities of UTA project managers and contractor personnel who contract with UTA to perform construction work activities. Additionally, the UTA safety goal is to achieve accident-free construction projects.

The UTA *Construction Safety Program Manual* reflects minimal standards. All general contractors, contractors, and their sub-tiers will be expected to meet or exceed the standards and good safe practices outlined in the manual and their own safety program, whichever is more stringent.

The UTA grants and contract administrator will review and implement into contract language requirements for the contract employees to meet. These contracts are written and reviewed by UTA's legal counsel as well as the contract administrator to assure that specific safety and environmental requirements for contract employees are met.

IV 2.3 Work-Required Training for Employees and Contractors

All UTA employees and contractor personnel that will be working in the TRAX or FrontRunner corridors, who foul or have the potential to foul the tracks (within 10' of centerline of track), must receive the roadway worker protection training prior to beginning their work.

Contractors are responsible to train their employees on OSHA-required training prior to performing UTA projects. Other related training that contract employees and UTA employees will be current on includes the following:

- Hazard communication
- Blood-borne pathogen awareness hazardous energy control
- General safety awareness
- Work-required training for safety sensitive employees and contractors

Employees and contractors, who are under a legal contract with UTA, are obligated to comply with specific safety and environmental requirements and demonstrate quality of workmanship by observation and records reviews. Employees and or contract employees will meet the training, inspections, testing, and maintenance specifications as outlined in 49 CFR as it relates to commuter rail vehicle maintenance and personnel training. UTA supervisors, managers, and Safety Administrators are authorized to make regular observations of work being performed and will determine whether or not safety and environmental requirements are being complied with. The quality of materials and construction processes will also be reviewed by designated quality assurance personnel. Training courses given to employees and contractors will require that tests be completed prior to the completion of coursework. These will be the primary methods used to assure that compliance is obtained.

UTA identified tasks related to the inspection, testing, and maintenance required by Part 238.109 that must be performed on each type of equipment that FrontRunner operates.

Required Training	Train Operators	Controllers	Line & signal	Rail Maint.	Veh. Maint.	Facilities M.
RWP	Annual	Annual	Annual	Annual	Annual	Annual
Basic Track Principles	-	-	-	Optional	-	-
Advanced Track Principles	-	-	-	Optional	-	-
Signal Cert	-	-	Initial	-	-	-
Lineman's Course	-	-	Optional	-	-	-
Blood-borne path	-	-	-	-	Annual	-
Lock out/Tag out	-	-	Annual	-	Annual	Annual
Train license (N.S.T)	-	-	-	-	Initial	-
Blue flag protection	-	-	-	-	Annual	-
Forklift	-	-	Biennial	Biennial	Biennial	Biennial
Train operator cert	Initial	-	-	-	-	-
Train operator re-cert	Annual	-	-	-	-	-
Controller Cert	-	Initial	-	-	-	-
Controller Re-cert	-	Biennial	-	-	-	-
Hazard Comm	Initial	Initial	Initial	Initial	Initial	Initial
Equip Cert	-	-	Initial	Initial	Initial	initial

IV 2.4 Employee and Contractor Safety Programs

UTA has a multifaceted employee safety program. This program is developed by the operations performance office in conjunction with the various UTA departments affected by the program. The program is generally described in the UTA *TASP*, the *Construction Safety Manual*, the FrontRunner and TRAX rulebooks, and the *Environmental Compliance Policy Manual*. By this program, UTA, its management, staff, and employees are required to follow all applicable local, state, and federal regulations addressing safety. These regulations include the employee right to know provisions. The program also addresses standard industry practice for safety requirements. Within the operations performance office, the Safety Administrators are responsible to work with the line authority management to assure safety policy provisions are appropriate and being followed at Rail Services.

IV 2.5 Construction Safety Requirements

The construction safety program is developed and managed by UTA Safety Administrators. This program defines construction safety functions and responsibilities and other construction safety requirements such as safety equipment, documentation, and safety personnel. All contractors and UTA employees must comply with Occupation Safety and Health Administration (OSHA) rules and the requirements of the construction safety program, UTA Rail Services rule books, SOPs, and individual company contract agreements with UTA.

Contractors who have personnel working around rail systems may be regulated by 49 CFR Part 214, the Roadway Worker Protection Act. Responsive to that requirement, UTA has established a training and certification class for rail roadway workers. All construction and UTA employees who may work on or near the tracks are required to attend this training annually and obtain a certification card or sticker to keep on their person.

The UTA construction safety program will be reviewed and updated on a bi-annual (two-year) basis. The Safety Administrator will have primary responsibility for this update. The Safety Administrator will also be the responsible party for participating in the Federal Transit Administration (FTA Triennial Audits 49 CFR 673 as they are conducted each three-year cycle.

2.6 Training and Certification Training, Courses, Education

Training Administrators maintain electronic training records for the following items: RWP, blood borne pathogens, hazardous communications, Train operator certification, Train operator re-certification, controller certification, controller re-certification, train equipment certification, train license (N.S.T.), lockout tag out, blue flag protection and forklift certification. All safety related courses that are conducted in a classroom environment or through computer based delivery are also maintained electronically by the Training Administrators.

Records for the following training: lineman's course, signal certification and basic/advanced track principles are maintained in the employee training records, in paper form and are available for audit and review. These records are available directly from the rail department managers. The training supervisor and management review the training records to determine completion. Most training is done annually, with all operators, employees, and supervisors being trained in the same month.

IV 2.6.1 Safety Administrators Certification

The Safety Department recognizes the FTA Transportation Safety Institute (TSI) to administer transit safety and security training certifications for all Safety Administrators at UTA. All Safety Administrators will complete the TSSP within the first two years of their safety assignment. This certification involves the successful completion of the Transit Safety and Security Program Certificate as outlined by TSI training manual. Courses required are:

- a. Transit Rail/Bus System Safety
- b. Transit Rail/Bus Incident Investigation
- c. Effectively Managing Transit Emergencies
- d. Safety Management Systems
- e. SMS Awareness CBT
- f. SMS Assurance Webinar
- g. Note: Safety refresher training is held during safety department meetings.

UTA Safety Administrators are TSSP Certified through the Transportation Safety Institute and are eligible to receive additional safety certification through the World Safety Organization. Safety related instruction is emphasized through UTA's corporate policies and procedures, maintained on UTA's intranet.

IV 3 Local, State, and Federal Requirements

IV 3.1 Corporate Policies

The board of trustees, in their Policy Operational Directive for Safety (2.1. Safety No. 1.2.1), creates the foundation that ensures the safety of employees, passengers, and the general public. The following corporate standards are incorporated into UTA's corporate policies that include local codes, state, federal, and OES&H standards and other safety initiatives. Safety requirements are applicable to UTA employees, contractors, passengers, and the general public.

IV 3.2 Corporate Safety Policies

- 4.3.1 Employee and Public Safety
- 4.3.5 Fire Protection and Evacuation Plans
- 4.3.6 Hazard Communication or Right to Know Policy (OSHA)
- 4.3.12 Personal Protective Equipment
- 4.3.15 Responding to Employee Complaints and Concerns
- 4.3.17 Safety Committee
- 4.3.20 Visitor Access
- 4.3.22 Safety Shoes (SOP) (Renumbered U 2.1.2.3)
- 4.3.23 Emergency Notification Policy
- 4.3.24 Safety Glasses Policy

Operations Safety Standards

- OSH 4.211 Machine Equipment Safety Guarding Plan
- OSH 4.146 Confined Space entry
- OSH 4.1030 Exposure Control (BBP)
- OSH 4.22 Fall Protection
- OSH 4.147 Hazard Energy Control
- OSH 4.95 Hearing Protection
- OSH 4.33 Hot Work
- OSH 4.176 Power Industrial Truck and Forklift Safety
- OSH 4.179 Overhead lifting
- OSH 4.1903 Regulatory insp response
- OSH 4.134 Respiratory protection
- OSH 4.25 Roadway Response Safety
- OSH 4.5 Safety Inspections and Audits
- OSH 4.94 Spray Painting Operation
- OSH 4.21-30 Walk and Working Surfaces

IV 3.3 Health and Environmental

- 4.4.1 Environmental Protection (Renumbered 4.1.5)
- 4.4.1-1 Environmental Protection (SOP)
- 4.4.2 Battery Recycling (SOP)
- 4.4.3 Electronic Waste and Mercury-Containing Equipment (SOP)
- 4.4.4 Hazardous Waste Management (SOP)
- 4.4.5 Parts Washer Solution Management (SOP)
- 4.4.6 Industrial Waste Water (SOP)
- 4.4.7 Public Transit Shelter Cleaning (SOP)
- 4.4.8 Spill Response and Reporting (SOP)
- 4.4.9 Storm Water Pollution Prevention (SOP)
- 4.4.10 Universal Waste Management (SOP)
- 4.4.11 Used Oil Filter Management (SOP)
- 4.4.12 Used Oil Management (SOP)
- 4.4.13 Vehicle Engine Idling

IV 3.4 Occupational, Environmental, Safety and Health (OES&H)

An important aspect of safety compliance falls under Occupational, Environmental, Safety and Health (OES&H) rules, regulations, guidance, and initiatives. UTA's Safety Administrators work closely with managers, supervisors, and employees to ensure understanding of the various requirements of OES&H, as well as to other federal, state, and local rules, standards, and ordinances. UTA has developed additional guidance through the adoption of ISO 14001:2015 Environmental Management System, which requires all UTA employees to receive awareness training of environmental procedures and understand the requirements regarding environmental aspects. This training was given to all UTA employees at the time of ISO 14001:2015 Certification in 2006. All new employees receive awareness training about environmental commitments in their New Employee Orientation presentation. New employees are also trained by their supervisors on department environmental procedures involving SDS and hazard communication, recycling, spill response, excess idling, energy management, water conservation and reducing the UTA carbon footprint (greenhouse gas reduction).

The UTA Environmental Corporate Policy specifically requires UTA to be in compliance with legal requirements of all local, state, and federal laws.

Contractors performing work at UTA facilities, who bring chemicals onto UTA property, are required to participate in a Contractor Environmental Briefing which is presented to the contractor by the Environmental Compliance Administrator. During this briefing, UTA will understand what chemicals may be brought onto UTA property and understand the potential for spills or releases and impact on UTA if the chemicals are not handled according to manufacturer's recommendations. Copies of Material Safety Data Sheets of chemicals are provided to UTA by the contractors. Contractors must present their work plan and employee personal protection procedures for handling chemicals associated with the contracted work at UTA. At the conclusion of the contractor briefing, the contractor is required to sign the briefing with the Environmental Compliance Administrator. Contractor personnel who demonstrate a lack of understanding of applicable rules and procedures may be removed from the work site and require additional safety training be conducted. Briefing packages are maintained in the Environmental Department files. Additionally completed package briefings are kept on record with the UTA contracts department.

IV 3.5 Federal Railroad Administration and TRAX Light Rail

UTA's light rail service (TRAX) is one of the few transit agencies in America that is also regulated by the FRA, in addition to FTA, and UDOT SSO agencies. Portions of UTA's light railroad tracks share limited freight operations with railroad operators through temporal separation, and as such come under FRA jurisdiction. Aspects of UTA's TRAX service are regulated by the FRA. UTA ensures compliance with FRA regulations, as specified by 49 CFR Parts 213 to 240. UTA has received FRA waivers for a number of the CFR parts, as defined by a number of waiver agreements.

Joint FRA/FTA policy statements explain how these agencies coordinate their safety authority.

UTA rail Safety Administrators work closely with the FRA to ensure compliance, and to develop safety initiatives and programs to satisfy regulatory requirements.

IV 3.6 Federal Railroad Administration and FrontRunner Commuter Rail

It is the intent of this Transit Agency Safety Plan to meet all of the applicable FRA requirements for commuter rail (FrontRunner) as well as the Light Rail system. This plan will not identify all of the specific requirements of 49 CFR; however, it will identify the parts that will be regulated by the FRA. Specific standard operating procedures (SOP) will be developed in each of the operating areas of maintenance and operations, with the exception of waivers that have been approved by the FRA for the operation of the Light Rail system. These procedures will identify the inspection, testing, and maintenance of numerous tasks. The following is a list of Code of Federal Railroad Administration Regulations (49 CFR) relating to commuter rail operating equipment on standard gage rail that operates on or is connected to the general railroad system. This list is taken from the *Manual for the Development of System Safety Program Plans for Commuter Railroads* published May 15, 2006 by APTA.

Part	49 CFR Title	Purpose or Brief Summary of the Standard
213	Track Safety Guidelines	Prescribes minimum safety requirements for railroad track maintenance.
214	Railroad Workplace Safety	Prevent accidents and injury while working on or near the track. Roadway Worker Protection Parts A, B, C, D.
217	Railroad Operating Rules	Rules and practices with respect to the operation of trains and equipment on the general railroad.
218	Railroad Operating Practices	Contains the minimum requirements for operating rules and practices, timetables, and special instructions.
219	Control of Alcohol and Drug Use	Prevent accidents in railroad operations that result from impairment of employees by alcohol or drugs.
40	Transportation Workplace Drug Testing	DOT procedures for drug and alcohol testing in the workplace.
220	Radio Guidelines and Procedures	Minimum requirements governing the use of wireless communication with railroad operations.
221	Rear-End Marking Devices	Minimum requirements governing highly visible marking devices for the trailing end of the rear car for all passenger, commuter, and freight trains.
222	Use of Locomotive Horns at Public Grade Crossings	To provide safety at public highway-rail grade crossings by requiring locomotive horn use at public highway rail-grade.
223	Safety Glazing Standards - Locomotives	Provides minimum standards for glazing materials in order to protect railroad employees and passengers from objects striking windows of locomotive, caboose, and passenger cars.
225	Railroad Accident and incidents Reports, Classifications, and Investigations	Provide FRA accurate information concerning hazards and risks that exist on the nation's railroads.
228	Hours of Service of Railroad Employees	Prescribes reporting and record keeping requirements with respect to the hours of service of certain railroad employees. (See SOP 101.09)
229	Railroad Locomotive Safety Guidelines	This part prescribes minimum federal safety standards for all locomotives except those propelled by steam power.
231	Railroad Safety Appliance Guidelines	Appliances such as hand braking applications, coupling, running boards, ladders, steps, clearances, roof handholds, side handholds, etc.
232	Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End of Train Devices	Sub-part "E" is for passenger trains; prescribes federal safety standards for freight and other non-passenger train brake systems and equipment. Sub-part "E" of this part prescribes federal safety standards not only for freight and other non-passenger trains, but also for passenger train brake systems.
233	Signal System Reporting Requirements	This part prescribes reporting requirements with respect to methods of train operation, block signal systems, automatic train stop, train control, and cab signal systems, or other similar appliances, methods, and systems.
234	Grade Crossing Signal System Safety	This part imposes minimum maintenance, inspection, and testing standards for highway-rail grade-crossing warning systems. This part also prescribes standards for the reporting of failures of such systems and prescribes minimum actions railroads must take when such warning systems malfunction.
236	Rules the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems,	This part establishes the minimum requirements for rules, standards, and instructions for testing, inspection, and maintenance of train signal devices and appliances.
238	Passenger Equipment Safety Standards	The purpose of this part is to establish minimum safety planning requirements that will lead to the prevention of collisions, derailments, and other occurrences involving railroad passenger equipment that causes injury or death to railroad employees, railroad passengers, or the general public; and occurrences to the extent they cannot be prevented.
239	Passenger Train Emergency Preparedness	Applies to passenger railroads and prescribes minimum federal safety standards for the preparation, adoption, and implementation of emergency preparedness plans by railroads connected with the operation of passenger trains, and requires each affected railroad to instruct its employees on the provisions of its plan.
240	Qualifications and Certification of Locomotive Engineers	Applies to all railroads, and establishes the minimum federal safety standards for training, testing, certification, and monitoring of all locomotive engineers to whom it applies regardless of the fact that a person may have a job classification title other than that of locomotive engineer.

IV 3.7 Construction Safety

Construction safety is administered in accordance with contract specifications, and applicable Federal, State and local safety requirements. The UTA Safety Administrator-Construction has primary responsibility for safety oversight of construction projects. The program is based on, and complies with applicable federal, state, and local safety codes and regulations, including UOSH. Procedures have been established for the control of operating hazards, including but not limited to chemicals, noise, cut and abrasion injuries, strain, and sprain injuries. Contractors are required to comply with these requirements for the safety of their own employees as well as to safeguard UTA employees, contractors, passengers and the public.

Engineering and Project Management approves the contractor's safety program plan and supporting documentation, with the concurrence of the Safety Department. Particular emphasis is placed on work that may affect UTA operations, passengers, facilities, and personnel. All contractors working in the UTA rail rights of way, or interfacing with UTA Rail Operations are required to attend Roadway Worker Protection (RWP) safety training. This training covers track access, right of way flagging, and operating procedures. Audits of the contractors are conducted to assure compliance with Federal and State Law, and the UTA requirements.

IV 3.7.1 Employee and Contractor Awareness of FRA Requirements

UTA employees and contractors are required to be aware of and comply with specific FRA regulations. Roadway Worker Protection (RWP) (49CFR214) is a safety requirement that employees and contractors must follow. Employees and contractors who may foul the tracks or have potential to foul the tracks while performing their work are required to receive specific Roadway Worker Protection training before they perform roadway work. The rail control centers have established a Work Permit which must be completed and submitted for approval prior to working on the tracks. Contractors and employees must receive RWP training and verify competency through testing. Track Access Coordinator reviews and verifies training requirements prior to approving work permits. Safety personnel and Rail Supervisor personnel may remove an employee or contractor from a worksite if he/she demonstrates a lack of knowledge and understanding of applicable RWP rules and procedures.

Contracts require compliance with specific UOSH regulations and employee safety programs as applicable to the work being performed. Safety personnel and rail supervisory personally conduct inspections of contractor worksites to assess contractor employee knowledge of and compliance with regulatory and contract requirements. Deficiencies are brought to the attention of contractor project managers for corrective action.

Specific UTA employees must comply with Hours of Service requirements set forth by the FRA while in the performance of specific job duties. Currently Train Operators, Operations Supervisor/Controllers and Line and Signal Technicians must comply with Hours of Service requirements.

IV 3.7.2 Personal Protective Equipment

Appropriate personal protective equipment (PPE) such as safety glasses, safety boots, gloves, face shields and work uniforms, etc. is provided and is required to be used in performing various work by UTA personnel. This equipment is evaluated and approved by the safety department prior to procurement. Employees who are required to wear approved safety work boots use a tool or uniform allowance or may use a UTA P-card to make the purchase. UTA provides personal protective equipment and supervisors approve purchases as needed by the employees.

IV 3.7.3 Safety and Industrial Hygiene Studies and Reviews.

The safety department is responsible for monitoring facility compliance with applicable UOSH standards (29 CFR 1910, General Industry and 29 CFR 1926 Construction Standards). Safety personnel work with managers and supervisors to develop programs to ensure a safe and healthful work environment. Safety department performs periodic safety audits / inspections of facilities and work equipment. The safety department develops processes for safety procedures such as confined space, blood borne pathogens, hazard communication, respiratory protection, and personal protective equipment.

Industrial hygiene studies are conducted periodically to evaluate the degree of employee exposure to chemical and or physical agents encountered in the work environment. The evaluation results are utilized to determine the

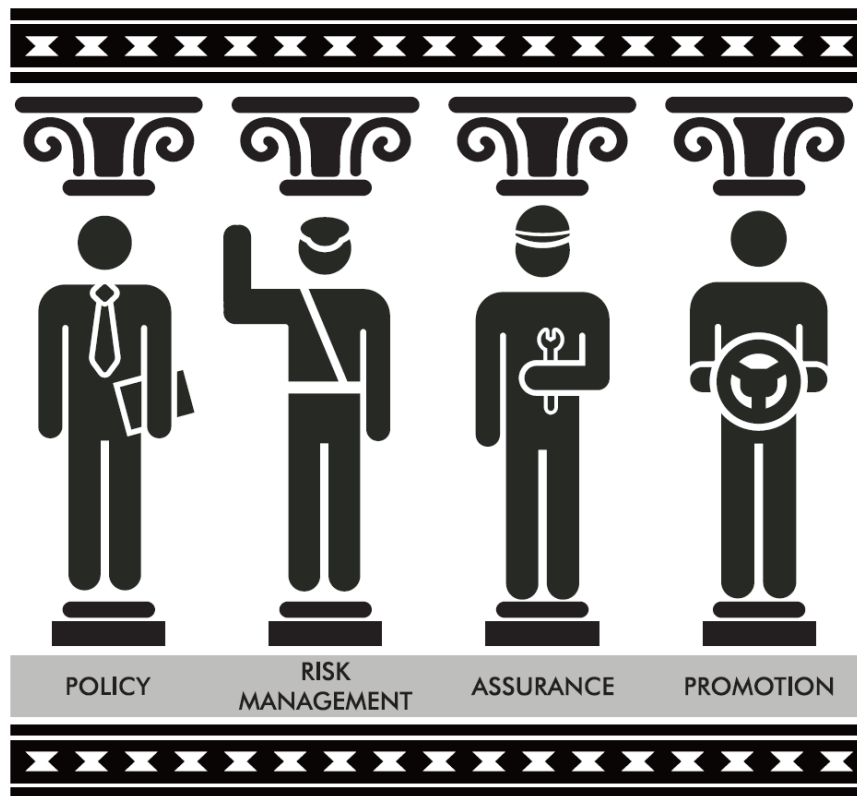
necessary corrective action, including implementation of engineering and administrative controls required and the use of PPE. Examples of industrial hygiene testing performed include:

- Noise level monitoring
- Organic vapors or solvents
- Measuring the particulate level of air quality
- Concentrations of silica

IV 3.7.4 Safety Training Effectiveness and Knowledge of Employees

UTA provides safety training for employees in accordance with UOSH requirements. Employees are tested on their knowledge of the course materials upon completion of the course. Supervisors are required to assess employee knowledge as necessary. Safety department personnel perform observations of employee and supervisor knowledge of safety regulatory requirements as part of facility and work site inspections and audits and may recommend refresher training as required.

Appendices



Leading / Influencing Indicators
August 2019

Safety Events	Monthly			Total	Goal	%	Pace		
	Admin	Bus	TRAX				YTD	2018	2019
Safety Committee Mtgs	1	5	1	8	8	100%	61	104	88
Education Outreach	1	2	4	8	5	160%	82	599	118
# interviews	23	65	31	121	64	205%	1012	1643	1460
# rides / observations	5	59	8	76	24	317%	544	685	785
Rules Checks-Safety	2	77	566	7	652	na	1628	1987	2349
Rules Violations-Safety	-	1	27	2	30	na	259	225	374
Avg days on Hazard Log	220	-	565	202	247	na	na	na	na
# "High" open hazards	4	-	3	1	4	na	na	na	na
Hazards Closed (YTD)	na	na	23	37	64	na	64	133	92
Broken Gates	na	na	24	2	26	na	201	330	290
Trespassers	na	na	36	16	52	na	465	554	671
Emergency Brake	na	na	57	17	74	na	593	414	856
Near Miss Reports	na	na	na	2	2	na	27	34	39

Emergency Mgmt	Monthly			Total	Goal	Yearly	Pace %	Pace		
	Ext	BU	FR					YTD	2018	2019
Emergency Mgmt Trainings	-	1	2	3	24	72%	12	NA	17	
Facility Emergency Drills	-	-	-	0	26	94%	17	32	0	
Exercises / Tabletop	-	-	-	0	4	36%	1	8	0	
EM Log Items Closed	-	-	-	0	na	na	6	89	na	

Audits Rcmd / Findings	Exam	Findings	Submtl	Closed	% Closed	Pace		
						YTD	2018	2019
Triennial 2018	28	14	42	30	71%	17	32	0
UDOT HOS (Aug 2018)	0	3	3	3	100%	1	8	0
SMS- May 18	1	0	1	0	0%	6	89	na
Totals	29	17	46	33	72%	27	34	39

Be Prepared, Not Scared

September 2019

BE ALERT, ACCIDENTS HURT

August 2019

Lagging Indicators
(Graphs on second page)

Category	Mo	YTD	Monthly	Pace	
				2018	2019
TRAX	-	-	-	-	-
NTD Major Incidents	1	31	Tr v Ped(1)/Derail(1)/Train v MV(2)/Derail	40	45
NTD Major Injuries	1	4	Tr v Ped(1)/Tr v MV(1)/Tr v Ped(1)	10	6
Summary Injuries	0	3	/Passenger Fall(2)/Ped fall(1)	10	4
Fatalities	1	2	Tr v Tres(1)/Tr v Tres(1)	2	3
S-LINE	+	+	+	+	+
NTD Major Incidents	0	0		6	-
NTD Major Injuries	0	0		1	-
Summary Injuries	0	0		0	-
Fatalities	0	0		2	-
FrontRunner	-	-	-	-	-
FRA Major Incidents	0	5		8	7
Injuries	0	1	/Passenger Fall (1)	2	1
Fatalities	1	6	Train v Tres(5)/Train v MV(1)	6	9

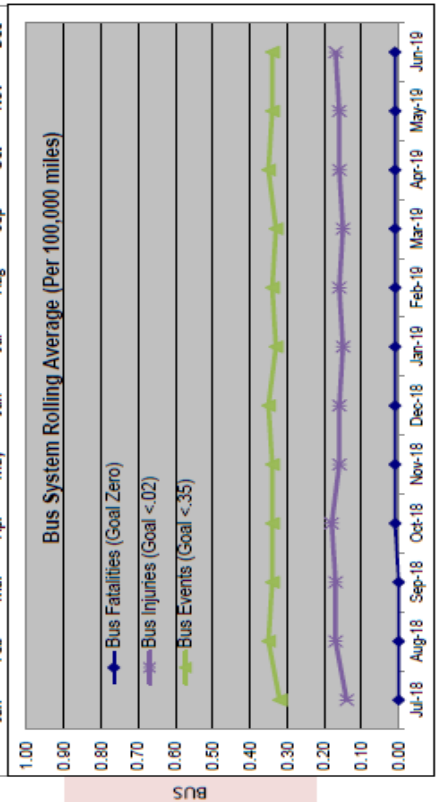
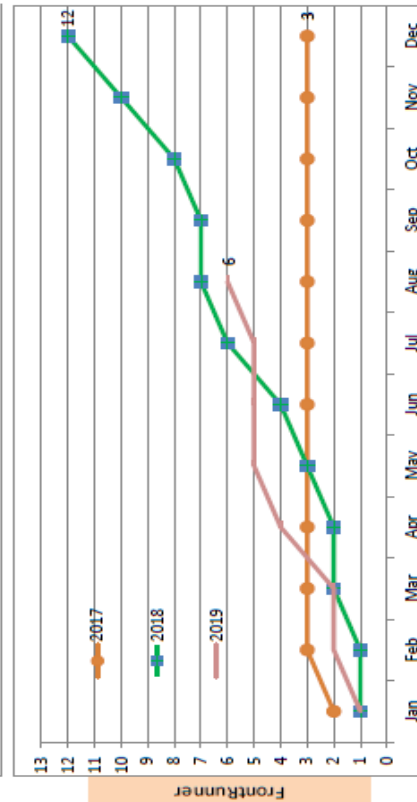
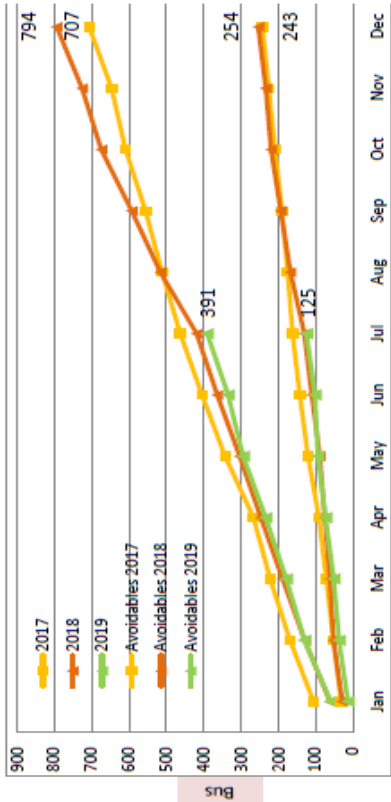
All Accidents	Mo	YTD	%YTD	Mo	YTD	Mo	YTD	Pace	
								2018	2019
Bus	0	0	0%	0	0	0	0	0	0
Meadowbrook	26	154	29%	5	14	253	222	222	222
Central	12	88	33%	1	12	104	127	127	127
Special Svcs	9	47	26%	0	4	76	68	68	68
Ogden	3	67	33%	0	8	107	97	97	97
Timpanogos	6	35	41%	2	6	64	50	50	50
All Incidents	56	391	32%	8	44	604	564	564	564

Employee Injuries	Mo	YTD	Jul-19	Pace	
				2018	2019
Lost Time Injury	2	20	1-Contusion,1-Dislocation	30	29
Medical Injury	13	74	2-Strain,2-Contusion,1-Slip&Fall,1-MVA	115	107
WC Report Only	6	71	4-Slip&Fall,2-MentalStress	50	102

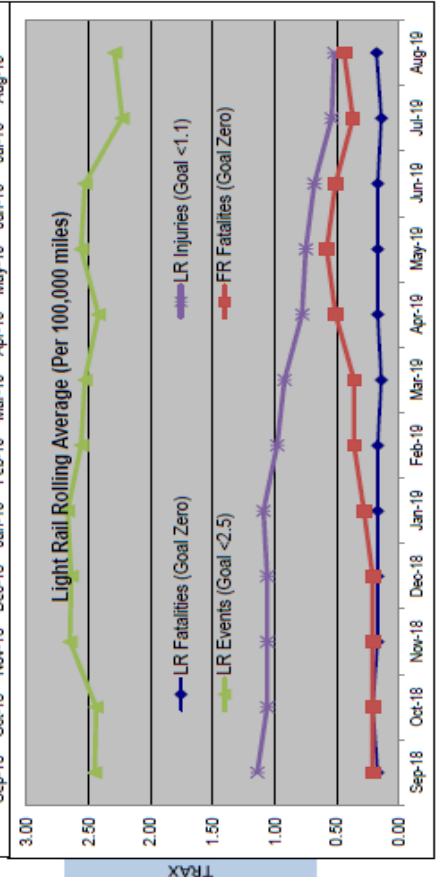
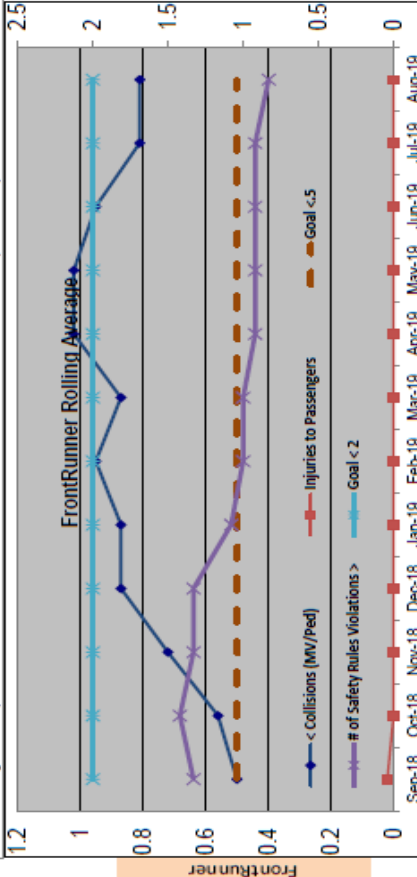
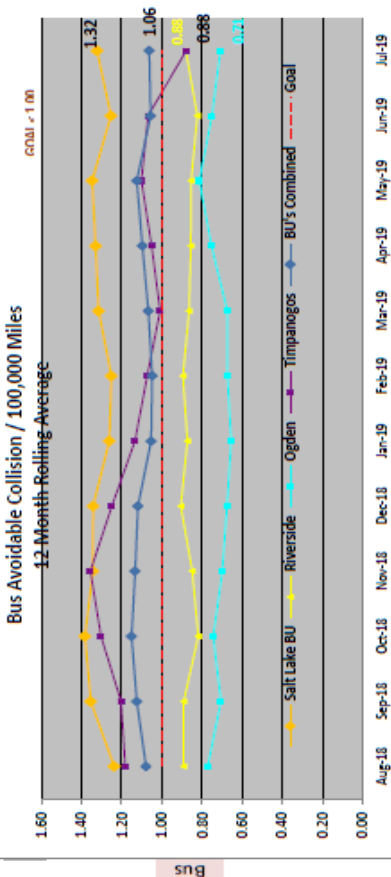
Improving / Good Stable / Acceptable	+	0	-	% Complete	
				2018	2019
Construction	0	0	0	1%	0
Depot District	0	0	0	103%	0
7200 S. Bridge	0	0	0	97%	0
S-Line Double Track	0	0	0	87%	0
PTC	0	0	0	30%	0
Main St/4th S Interloc	0	0	0		

Appendix B: Collisions/Injury Incidence—Rolling Average Index (Sample)

SAFETY Performance Criteria Total Reportable Accidents (NTD by Month)



12 Month Rolling Average (NTD-Major/1000k miles)



Appendix C: Internal Audit Inspection Checklists and Schedule (Sample)

Appendix D: Internal Review Schedule (2018-2020)

Appendix E: Rail Service Center Safety Checklist/Audit Forms



Jordan River Rail Service Center, 2264 South 900 West, Salt Lake City, UT 84119

S70 Daily Preventive Maintenance Inspection

Vehicle Number		Inspection Date	
Work Order Number		Mileage	

WARNING: TO PREVENT SERIOUS INJURY, ALL PERSONNEL DIRECTLY OR INDIRECTLY INVOLVED WITH THE INSPECTION, MAINTENANCE, REPAIR, AND OPERATION OF THESE VEHICLES MUST FOLLOW THE FOLLOWING PRECAUTIONS:

1. Observe all Utah Transit Authority safety rules and regulations.
2. The vehicle must be located in the assigned maintenance area or authorized track.
3. Ensure that the wheels are chocked when working on the brake system.
4. The vehicle must be keyed down, pantograph down and auxiliary off when working on roof or under the vehicle.
5. The catenary power must be removed and low voltage isolated. The stinger and shop track disconnect switch must be locked and red tag when working on roof and when handling equipment electrical connections or when checking electrical continuity.
6. Ensure that the area is well ventilated when working with materials that produce dangerous fumes and wear protective gear when handling materials that are injurious to the skin or eyes.
7. To protect against flying debris, wear protective gear when cleaning using compressed air.
8. When handling heavy components, it is your responsibility to select a lifting apparatus of adequate type and capacity for the weight and size involved.
9. When fasteners removed from car equipment are not satisfactory for re-use, care must be taken to select replacements that match the originals.
10. Follow all WARNINGS, CAUTIONS and NOTES found throughout S70 RUNNING MAINTENANCE MANUAL.

SPECIAL INSTRUCTIONS:

1. Fill in Badge #, Name, Signature, Initial and Date in BLACK or BLUE ink in the space provided below.
2. Fill in initials in BLACK or BLUE ink besides EACH inspection task you completed.
3. Make comments in the space provided at the end of the inspection. Identify the comment to the specific inspection line number.
4. Findings requiring a repair must be reported immediately to the supervisor.
5. Report material shortages to the supervisor.
6. Report damaged or missing tools.
7. Clean up your work area.

Badge #	Inspector's Name	Signature	Initial	Date

Line	Inspection	A-End	B-End
1.	Check the Headlights and the Railroad Light for proper operation/condition.	_____	_____
2.	Check the Marker Lights and the Brake\ Tail\ Turn Lights for proper operation and condition.	_____	_____
3.	Check the Vehicle Fault Light (White), the Brakes Status Light (Red), and the Door Status Light (Yellow) for proper operation and condition.	_____	_____
4.	Verify proper operation of the HVAC System.	_____	_____
5.	Verify illumination and proper operation of all Destination signs and Train Number signs.	_____	_____
6.	Verify the Cab Light for proper operation.	_____	_____
7.	Check the Radio for proper operation.	_____	_____
8.	Verify the presence of the Fire Extinguisher.	_____	_____
9.	Check P.A. System, Passenger Intercom System and Automated Message System for proper operation.	_____	_____
10.	Check the VOD Display Function.	_____	_____
11.	Check the camera display for proper operation.	_____	_____
12.	Check if Bypass seals are installed and intact.	_____	_____
13.	Perform a Console Lamp Test.	_____	_____

LRV Maintenance Department
S70 Daily Preventive Maintenance Inspection
Revision Date: 01/24/2012

Page 1 of 2



Jordan River Rail Service Center, 2264 South 900 West, Salt Lake City, UT 84119

S70 Daily Preventive Maintenance Inspection

Line	Inspection	A-End	B-End
14.	Verify proper operation of all Cab Pushbuttons and Foot pedals (Including Horn & Gong).	_____	_____
15.	Check the Sanding system for proper operation.	_____	_____
16.	Verify the operation of the Track Brakes.	_____	_____
17.	Verify proper operation and quality of the Windshield Wipers and Washer.	_____	_____
18.	Fill washer reservoir and inspect washer tubing for damage or loose connection to nozzle.	_____	_____
19.	Verify proper operation and illumination of all Doors, Door Pushbuttons, Warning Lights & Buzzer.	_____	_____
20.	Verify all Interior and Exterior Consoles and Panels are secure.	_____	_____
21.	Check the Hand Rails and Stanchions for damage or loose fit.	_____	_____
22.	Check the Passenger Seats and Cushions for missing hardware and cuts or tears. Replace the cushions if necessary.	_____	_____
23.	Check the level of sand in Sand boxes.	_____	_____
24.	Check the Passenger Windows for damages and graffiti.	_____	_____
25.	Check the Passenger Lights for normal operation.	_____	_____
26.	Inspect Coupler's Mechanical and Electrical Head for damage.	_____	_____
27.	Visually Inspect the Wheel-sets for completeness or damage.	_____	_____

 A-truck C-truck B-truck

Vehicle Finding Log:

Item #	Finding	Logged By:		Status (Work Order Number)
		Badge	Initial	

This certifies that light rail vehicle # _____ was inspected and found to present no potential safety hazards. No items requiring repairs for safe operation exist except as noted. Findings found are described in the Vehicle Finding Log.

Supervisor's Signature: _____

Date: _____

Supervisors' Name: _____

Badge #: _____

Facility PM Inspection Checklist (sample)

Unit	Description	Service Type	Scheduled Date	Inspection Date	Status	Work Order
100000	Meadowbrook Facility Yard	MONTHLY	02/01/2012	02/29/2012	On Time	798434
111010	RUPS EMERGENCY GENERATOR	MONTHLY	02/01/2012	02/07/2012	On Time	798489
130007	Parallelogram Platform Hoist	MONTHLY	02/01/2012	02/28/2012	On Time	798507
130310	EMERG.GENERATOR	MONTHLY	02/01/2012	02/07/2012	On Time	798508
130340	HYDRA RESERVOIR & PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798509
130350	HYDRA RESERVOIR & PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798510
130360	HYDRA RESERVOIR & PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798511
130440	SUMP PUMP	MONTHLY	02/01/2012	02/29/2012	On Time	798512
130450	SUMP PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798513
130460	ENGINE COOLANT PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798514
130470	AUTO TRANS FLUID PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798515
130490	DIFF.OIL PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798516
130500	ENGINE OIL PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798517
131970	Cathodic Protection Rectifier	MONTHLY	02/01/2012	02/28/2012	On Time	798520
132660	Rotary Screw Air Compressor	MONTHLY	02/01/2012	02/28/2012	On Time	798521
132760	Bus Hoist (above ground post)	MONTHLY	02/01/2012	02/28/2012	On Time	798523
132770	Bus Hoist (above ground post)	MONTHLY	02/01/2012	02/28/2012	On Time	798524
132780	Bus Hoist (above ground hoist)	MONTHLY	02/01/2012	02/28/2012	On Time	798525
140050	DIESEL PUMP 1A	MONTHLY	02/01/2012	02/14/2012	On Time	798527
140070	DIESEL PUMP 1B	MONTHLY	02/01/2012	02/14/2012	On Time	798529
140090	DIESEL PUMP 1C	MONTHLY	02/01/2012	02/14/2012	On Time	798531
140120	Diesel Dispenser	MONTHLY	02/01/2012	02/28/2012	On Time	798533
140140	UNLEADED PUMP2B	MONTHLY	02/01/2012	02/28/2012	On Time	798535
140810	Cathodic Protection Rectifier	MONTHLY	02/01/2012	02/28/2012	On Time	798541
140820	Soap Pump and Mixer	MONTHLY	02/01/2012	02/28/2012	On Time	798542
150001	Platform Lift	MONTHLY	02/01/2012	02/28/2012	On Time	798544
150130	SUMP PUMP	MONTHLY	02/01/2012	02/14/2012	On Time	798545
150190	BRUSH ARM ASSEM	MONTHLY	02/01/2012	02/28/2012	On Time	798546
150200	MOP GEAR MOTOR	MONTHLY	02/01/2012	02/28/2012	On Time	798547
150210	WATER PUMP	MONTHLY	02/01/2012	02/14/2012	On Time	798548
150220	WATER PUMP	MONTHLY	02/01/2012	02/14/2012	On Time	798549
150300	WATER RECLAIM PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798551
150400	PARALLELOGRAM LIFT	MONTHLY	02/01/2012	02/29/2012	On Time	798552
150630	Hot Water Pressure Washer	MONTHLY	02/01/2012	02/28/2012	On Time	798553
150850	Parallel Lift	MONTHLY	02/01/2012	02/28/2012	On Time	798554
160120	Canopy A Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798556
160130	Canopy A South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798557
160140	Canopy B Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798558
160150	Canopy B South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798559
160160	Canopy C Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798560
160170	Canopy C South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798561
160180	Canopy D Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798562
160190	Canopy D South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798563
160200	Canopy E Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798564
160210	Canopy E South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798565
170001	Emergency Generator	MONTHLY	02/01/2012	02/07/2012	On Time	798567
180730	AMER. CLEANER STEAM CLEANER	MONTHLY	02/01/2012	02/10/2012	On Time	798582
180740	L & A STEAM CLEANER	MONTHLY	02/01/2012	02/10/2012	On Time	798583
180870	WATER SOFTENER	MONTHLY	02/01/2012	02/28/2012	On Time	798585
180880	WATER SOFTENER	MONTHLY	02/01/2012	02/28/2012	On Time	798586
182250	AIR DRYER	MONTHLY	02/01/2012	02/14/2012	On Time	798600
183250	Oil Water Separator	MONTHLY	02/01/2012	02/28/2012	On Time	798604
183280	Hunter Scissor Lift	MONTHLY	02/01/2012	02/28/2012	On Time	798605
183970	Parts Washer	MONTHLY	02/01/2012	02/10/2012	On Time	798609

Inspection Summary:

Total Inspections:	54	
Total Overdue Inspections:	0	0.00%
Total Inspections Completed Late:	0	0.00%
Total Inspections Completed Early:	0	0.00%
Total Inspections Completed on Time:	54	100.00%
Total Inspections Due this Current Month that have not been Completed Yet:		
	0	0.00%

Early: Any inspections done in the months previous to when they were scheduled to be done.

Late: Any inspections done in the months after they were scheduled to be done.

On time: Any inspections done within the same month they were scheduled.

Appendix F: Blank Forms

- Non-Conformance Corrective Action Plan (NCAP) Form
- Safety Suggestion/Hazard Report Form
- Safety and Security CIL
- UTA Safety Certification Hold Point Approval Forms
- Management of Change (MOC) Approval and Verification Document
- Safety Department Investigation Form
- TRAX Supervisor's Accident/Incident Report Form
- Bus Supervisors Accident/Incident Report Form
- Employee Accident /Incident Report Form Page



UTAH TRANSIT AUTHORITY

CORRECTIVE ACTION PLAN



Accountable Manager/Owner: <i>Click here to enter text.</i>		Corrective Action Plan #: <i>Click here to enter text.</i>	
Category: <i>Choose an item.</i>		Issue Identified by: <i>Choose an item.</i>	IHR: <i>Enter Initial Hazard Rating.</i>
Location: <i>Click here to enter text.</i>	Department: <i>Enter responsible Dep.</i>		FHR: <i>Enter Final Hazard Rating.</i>
Assigned to: <i>Click here to enter text.</i>		Date Assigned: <i>Click here to enter a date.</i>	

Description of Non-Conformance/Safety Hazard: <i>Click here to enter text. Provide a detailed description of the Non-Conformity or safety hazard.</i>

Root Cause Analysis: <i>Click here to enter text. Provide information regarding cause or contributing factors (If applicable).</i>
--

Corrective Action Plan: <i>Click here to enter text. Provide a detailed plan and/or list of corrective actions.</i>
Proposed Implementation Date: <i>Click here to enter a date.</i>
Corrective Action Plan Initial Approval by UDOT SSO: <i>Click here to enter a date.</i>

Resolution Of Corrective Action Plan: <i>Click here to enter text. Provide a detailed description of actions implemented.</i>

Accountable Manager/Owner:	Sign and date below when CAP been completed and documented.	
Name: <i>Click here to enter text.</i>	Date: <i>Click here to enter a date.</i>	Signature:

SSO Manager: (If Applicable)	CAP Verification and Final Approval (Actual Implementation Date)	
Name: James W. Golden	Date:	Signature:



Safety Suggestion/Hazard Report



Use this form for safety questions, suggestions and reporting hazards. Your Supervisor will respond to your suggestions or forward it to your UTA Safety Committee. The Safety Committee will meet monthly to address these issues and provide feedback as soon as possible. Please be as specific as possible when describing the safety concern and making recommendations

Name: _____

Date: _____

(Not required unless you want feedback)

Bus/Rail route or Facility: _____ Direction: _____ Time: _____

Safety Question, Suggestion, or Hazard: *(Be as specific as possible)*

Proposed Solution: *(Be as specific as possible)*

Response:

Would you like a response? Yes: _____ No: _____

Supervisors Initials: _____ Date Received: _____ Response Date: _____

Suggestion forwarded to: _____ Forward Date: _____

Person or Committee responding: _____ Response Date: _____

Reviewed by RGM: _____ Date Reviewed _____

Date Closed: _____



Certifiable Element: Revenue Readiness
Sub-element: Fire, Safety and Security Documents and Training

**Safety and Security Certification
 Certifiable Items Checklist**

Verification: _____
Date: _____

Location	Means of Verification	Status
Discipline: Revenue Readiness Contract No: Site/Area: Sugar House Street Car	Construction CM= Measurement CT= Test CV= Visual Inspection Design PS= Plans and Specifications S= Submittal CN/CO= Change Notice/Order Commissioning T= Test V= Visual Inspection R= Review	C= Closed O= Open OWM= Open with identified workaround

Item No.	Certifiable Item Description	Certifiable Item Verification				Certifiable Item Status	
		Reference Documentation (As applicable)	Verified By	Date	Means of Verification	Status	Description of Workaround
1	Fire protection & Alarm systems, (Facilities)	Local FD jurisdiction site review			T, V, R		
2	UTA Emergency Notification & Regulator Notification	SSPP section 10, UTA SOP 4.2.23			V, R		
3	Functional Response Drills	EPP, SSPP Section 11, 49 CFR 659			V, R		
4	Table Top Response Drills	EPP, SSPP Section 11, 49 CFR 659			V, R		
5	Emergency Preparedness Plan (EPP) Review	EPP, 49 CFR 659					
6	System Safety Program Plan (SSPP) Review	49 CFR 659, SSO Procedures/Std.			R		
7	System Security Plan (SSP) Review	SSP, 49 CFR 659 Security Haz Log			R		
8	Vehicle familiarization orientation (FD, PD, SWAT)	Familiarization Training			V, R		
9	Emergency Response Evacuation (Facilities)	EPP, 49 CFR 659			R		
10	Threat and Vulnerability Analysis (TVA)	SSP, 49 CFR 659					
11	Preliminary Hazard Analysis (PHA)	SSPP section 6, 8, SSCP, RAP			R		
12	Operations Hazard Analysis (OHA)	SSPP section 6, 8, SSCP, RAP			R		
13	Hold Points 1.2 .3 process review and verification	SSPP Section 8, RAP, SSCP			R		
14							

Safety and Security Certification
 Certifiable Items List
 RAC Approved 3/25/2013 Rev. 2.0

Note: Only list items which are safety and/or security critical

Hold Point #1 System Integration Readiness Review Report

This Hold Point Review is established to verify readiness to enter the System Integration Commissioning/Testing Phase of the project. Essential pre-requisites are listed herein, along with signatures indicating both thorough review of the project in its current state and approval to move on to the next phase of commissioning.

System Integration Testing Phase Pre-requisites

- 1. Appropriate Civil, GC, Systems CILs complete (see items identified on attached index).
- 2. Appropriate Contractor Stand Alone Testing complete (see items identified on attached index).
- 3. UDOT Surveillance Reports completed and deficiencies corrected.
- 4. Public Awareness Safety Outreach Plan measures started and ongoing.
- 5. Preliminary Hazard Analysis completed/ Hazards mitigated.
- 6. TVA completed.
- 7. Rail Corridor ready for System Integration.

Areas/Integration Zones under review:

Approved Open Items, Areas and/or Hazards, with approved work-around (Describe below, include responsible party).

- 1. _____
- 2. _____
- 3. _____
- 4. _____

The undersigned, by signature, indicate that they have reviewed all information applicable to the Project/Areas listed above, and recommend that these areas are ready for System Integration testing.

Operations Discipline Manager - Jeff Lamora Date

Systems Discipline Manager - Travis Baxter Date

Rev. Readiness /Safety Mgr - Sheldon Shaw Date

Civil Discipline Manager – Paul Edwards Date

Chief Safety & Security Officer - Dave Goeres Date

Light Rail Services SGM- Todd Provost Date

Hold Point #2 Pre-Revenue Readiness Review Report

This Hold Point Review is established to verify readiness to enter the Pre-Revenue Commissioning/Testing Phase of the project. Essential pre-requisites are listed herein, along with signatures indicating both thorough review of the project in its current state and approval to move on to the next phase of commissioning.

Pre-Revenue Phase Pre-requisites

- 1. Grade Crossing CILs Complete.
- 2. Systems CILs Complete.
- 3. System Integration Testing and Documentation Complete.
- 4. Operational Hazard Analysis Complete.
- 5. Transfer of permitting process (Track Access) from Contractor to UTA Operations Complete.

Areas/Integration Zones under review:

Approved Open Items, Areas, and/or Hazards (Describe below, include responsible party)

1. _____
2. _____
3. _____
4. _____

The undersigned, by signature, indicate that they have reviewed all information applicable to the Project/Areas listed above, and recommend that these areas are ready for Pre-Revenue Operations.

Operations Discipline Manager - Jeff Lamora Date

Systems Discipline Manager - Travis Baxter Date

Rev. Readiness /Safety Mgr - Sheldon Shaw Date

Civil Discipline Manager – Paul Edwards Date

Chief Safety & Security Officer - Dave Goeres Date

Light Rail Services SGM- Todd Provost Date

Hold Point #3

Revenue Readiness Review Report

This Hold Point Review is established to verify readiness to enter the Revenue Operations Phase of the project. Essential pre-requisites are listed herein, along with signatures indicating both thorough review of the project in its current state and approval to move on to the next phase of commissioning.

Revenue Operations Pre-requisites

- 1. Previous Hold Point Review Documents are signed and complete.
- 2. CILs are complete, with any workarounds noted, approved, and implemented.
- 3. Pre-Revenue operator training/testing/drills, Pre-Revenue Operations are complete.
- 4. Grand Opening Plan and Public Outreach Plan developed.
- 5. Agency Reviews completed and notifications given.
- 6. Safety & Security Certification Verification Report (SSCVR) is finished and ready to submit.

Project under review:

Approved Open Items, Areas, and/or Hazards (Describe below, include responsible party)

- 1. _____
- 2. _____
- 3. _____
- 4. _____

The undersigned, by signature, indicate that they have reviewed all information applicable to the project listed above, and recommend that the project is ready to enter revenue service operations.

Operations Discipline Manager - Jeff Lamora Date

Systems Discipline Manager - Travis Baxter Date

Rev. Readiness /Safety Mgr - Sheldon Shaw Date

Civil Discipline Manager – Paul Edwards Date

Chief Safety & Security Officer - Dave Goeres Date

Light Rail Services SGM- Todd Provost Date

UTA General Manager – Date

**Management of Change (MOC)
Approval and Verification Document**

Title : _____ **MOC #:** _____ **Date Initiated:** _____

Team Lead / Members

Description :

Evaluation / Solutions:

Recommendation :

Cost / Funding Source/ Schedule / POC :

Proposed changes to existing Design Criteria / Specs / Procedures : .

Enclosures / Drawings / Photos / Attachments :

Concurrence (coordinated with) The following UTA staff have reviewed the evaluation and concur with the recommended modifications.

Comments / Provisions: The signals must

<i>Name</i>	<i>Position</i>	<i>Signature</i>	<i>Date</i>

APPROVAL (to go do) **SSRC Date** _____ **(Any 2 SSRC members)**
Comments / Provisions: The signals must

<i>Name</i>	<i>Position</i>	<i>Signature</i>	<i>Date</i>

Completion Verification **Enclosures :** Photos / Drawings / Specifications / _____

As Built plans Dated: _____ Copy to: _____

Name _____ Signature _____
 Design Criteria Updated ? No / Yes If yes, Date: _____ (Provide copy)

ACCEPTANCE (once done) **SSRC Date** _____ **(Any 2 SSRC members)**

<i>Name</i>	<i>Position</i>	<i>Signature</i>	<i>Date</i>



SAFETY INVESTIGATION FORM

Report #: Enter # here.
NTD Reportable: Yes/No/NA

BASIC INFORMATION

Date of Incident: Click here to enter a date.	Time: Click here to enter time. Select AM or PM	Location: Click here to enter text.
Report type: Choose an item.	Type of Investigation: Choose an item.	GPS Coordinates:
Mode: Choose an item.	Train/Bus #:	DOT Crossing #: Click here to enter text.
Op./Emp. #:	Vehicle ID's:	# of Cars in Consist:
Weather Conditions: Clear/Cloudy, (Rain/Snow), (Wind), (Enter Temperature)		

NOTIFICATIONS

UDOT SSO Notified:	OSHA Notified: Yes/No/NA	FRA Territory: Yes/No/NA
National Response Center (NTSB/FRA Notified): Yes/No/NA		Case #: Enter NRC Case # here.
Crisis Management Center (FTA Notified): Yes/No/NA ; Choose an item.		

EVENT SUMMARY

Description of Event:
 Provide a detailed description of the incident, including a clear sequence of events.

INVESTIGATION

# of Fatalities:	# of Serious Injuries:	# of Other Injuries:	# Pass on Transit:	# Pass in POV:
Were vehicles towed from the scene due to disabling damages: Yes/No/NA				
Damages to POV Veh (\$): Click here to enter text.	Damages to Transit Veh (\$): Click here to enter text.	Total Damages (\$): Click here to enter text.		
Accident Evaluation Group Held? Yes/No/NA		AEG Members: Click here to enter text.		
Give a brief review of outcomes resulting from AEG: Enter text here.				
Corrective Action Plan: Enter the Corrective Action Plan (CAP) number.				

FACTORS

1. Communication:	7. Ped Treatments:	13. Weather Conditions:
2. Crossing Operation:	8. Rules/Policies:	14. Work Environment:
3. Drug/Alcohol Use:	9. Sight Lines:	15. Distracted Behavior:
4. Fatigue Management:	10. Train Functionality:	16. Failure to Yield:
5. Lighting:	11. Vehicle Speeds:	17. Medical Condition:
6. Location History:	12. Warning Signage:	18. Other:

Give brief explanation of any contributing factors:
 Enter text here.

DOCUMENTATION

UTA Police Report:	Radio Recordings:	Vehicle Recorder Download:
External Police Report:	Video Recordings:	Grade Crossing Download:
Medical Examiners report:	Scene Photos:	Damage Estimates:
Employee Green Sheet:	Controller Log:	Maintenance Records:
Supervisors Report:	Drug/Alcohol Testing:	Operator Certification:
Witness Statements:	Bulletins/Orders:	HOS of Service:
Measurements:	Employee History:	Employee Injury Report:

Documentation Notes or Explanations:
 Enter text here.

TRAX Supervisor's Accident/Incident Report Form

Supervisor's Accident/Incident Report Form				
Date of Accident:	Time:	Photos?:	Damage Estimate:	
Supervisor name:		Asst. Supervisor name:		
Location of Accident:				City:
DOT Crossing #:				
UTA Information				
Operators Name:		Employee #:	SS#: SSN on File	
Operators Supervisor:		Department:		
Vehicle ID's:		Train #:	Block #	

Police Investigation -		
Police Department:		Officer name:
Case #:	Citation issued:	If yes, to whom:
What was citation for?		

Number of Other Vehicles Involved:

Vehicle #2				
Driver Name:		H Phone:		W Phone:
Address:		City:		State: Zip:
DL:	DL State:	Sex:	Date of Birth:	
Year:	Make:	Model:	Color:	Plate#: State:
Owner Name:		H Phone:		W Phone:
Address:		City:		State: Zip:
Insurance Co.:		Policy #:		
Agent:		Phone:		

Vehicle #3				
Driver Name:		H Phone:		W Phone:
Address:		City:		State: Zip:
DL:	DL State:	Sex:	Date of Birth:	
Year:	Make:	Model:	Color:	Plate#: State:
Owner Name:		H Phone:		W Phone:
Address:		City:		State: Zip:
Insurance Co.:		Policy #:		
Agent:		Phone:		

Vehicle #4				
Driver Name:		H Phone:		W Phone:
Address:		City:		State: Zip:
DL:	DL State:	Sex:	Date of Birth:	
Year:	Make:	Model:	Color:	Plate#: State:
Owner Name:		H Phone:		W Phone:
Address:		City:		State: Zip:
Insurance Co.:		Policy #:		
Agent:		Phone:		

Damaged Property Reports:

Property #1			
Owner Name:		H Phone:	W Phone:
Address:		City:	State: Zip:
Describe Property:			
Extent of Damage:			
If the damaged property was a vehicle, was it towed?			

Property #2			
Owner Name:		H Phone:	W Phone:
Address:		City:	State: Zip:
Describe Property:			
Extent of Damage:			
If the damaged property was a vehicle, was it towed?			

Property #3			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Describe Property:			
Extent of Damage:			
If the damaged property was a vehicle, was it towed?			

Number of Injured Parties:			
Injured #1			
Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Injured person was:(check one)	Driver (veh #)	Passenger (veh #)	Pedestrian
Sex:	DOB:	Transported:	If yes, where:
Nature of the Injuries:			
Injured #2			
Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Injured person was:(check one)	Driver (veh #)	Passenger (veh #)	Pedestrian
Sex:	DOB:	Transported:	If yes, where:
Nature of the Injuries:			
Injured #3			
Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Injured person was:(check one)	Driver (veh #)	Passenger (veh #)	Pedestrian
Sex:	DOB:	Transported:	If yes, where:
Nature of the Injuries:			

Number of Witnesses:			
Witness #1			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Witnesses Statement:			
Witness #2			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Witnesses Statement:			
Witness #3			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Witnesses Statement:			

First Report of Injury-			
Supervisor:	Date:	Time:	
Drug Testing –			
Supervisor:			
Drug test ordered:	Type of test:	Date ordered:	Time ordered
Alcohol test done within 2 hours after accident?		If no, why not:	

Description of Accident/Incident (all items must be completed)			
Estimated Train speed:	Posted Speed:	Timetable Direction:	
Weather Conditions:	Road Surface Conditions:	Track Conditions:	
Light Conditions:			
Train was:	Vehicle #2 was:	Vehicle #3 was:	
Traffic Controls:	Last RailService signal :- if stop indication, was bypass authorized:		

Narratives	
Supervisors' Findings:	
Probable Cause:	
Contributory Causes:	

Accident/Incident Report Form (Complete ALL fields)										
Claim #:		OFFICE USE ONLY				IF	LIAB	SUBRO		
ARC:	RD:					AL	FP	CL		
Cause Code:										
TRANSIT VEHICLE INFORMATION (Vehicle #1)										
Camera Activation: Did you manually activate the security camera? <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A explain:										
Employee name:					Cell #:		Badge #:			
Employee's Supervisor:			Scene Supervisor:			Division:				
Accident Date:		Time:	TCC Notified: <input type="checkbox"/> YES <input type="checkbox"/> NO		Location:			City:		
UTA Vehicle/Train #:		Block #:		Route/Run #:		# of Passengers:		# of Courtesy Cards:		
Describe Damage to UTA Property:										
POLICE INVESTIGATION										
Police Investigation: Yes No		If no police investigation please explain why:								
Police Department:					Case #:		Citation: Yes No			
Officer's name:					To whom was citation issued:					
OTHER VEHICLE INFORMATION										
Vehicle #2					Vehicle #3					
Driver Information					Driver Information					
Name:		Phone:			Name:		Phone:			
Address:					Address:					
City:		State:	Zip:		City:		State:	Zip:		
DL #:		State:	DL #:		State:		DL #:		State:	
Insurer:			Policy #:		Insurer:			Policy #:		
Vehicle Information		Plate #:	State:	Vehicle Information		Plate #:	State:			
Year:	Make:	Model:	Color:		Year:	Make:	Model:	Color:		
Owner Information					Owner Information					
Name:		Phone:			Name:		Phone:			
Address:					Address:					
City:		State:	Zip:		City:		State:	Zip:		
Describe Damage:					Describe Damage:					
INJURY INFORMATION										
Injured #1					Injured #2					
Name:		Phone:			Name:		Phone:			
Address:					Address:					
City:		State:	Zip:		City:		State:	Zip:		
CHECK ONE (indicate vehicle #)					CHECK ONE (indicate vehicle #)					
<input type="checkbox"/> Driver (Veh #)	<input type="checkbox"/> Passenger (Veh #)		<input type="checkbox"/> Pedestrian		<input type="checkbox"/> Driver (Veh #)	<input type="checkbox"/> Passenger (Veh #)		<input type="checkbox"/> Pedestrian		
Describe injury:					Describe injury:					
Transported by ambulance: Yes No		Where:			Transported by ambulance: Yes No		Where:			
If a UTA passenger he/she was:					If a UTA passenger he/she was:					
<input type="checkbox"/> Boarding	<input type="checkbox"/> Alighting	<input type="checkbox"/> Standing	<input type="checkbox"/> Sitting		<input type="checkbox"/> Boarding	<input type="checkbox"/> Alighting	<input type="checkbox"/> Standing	<input type="checkbox"/> Sitting		
PROPERTY DAMAGE INFORMATION - (other than vehicles)										
Owner's Name:			Phone:		Describe the property and damage:					
Address:										
City:		State:	Zip:							

Recommendations:

Describe UTA Vehicle Damage:

Accident Classifications - Check if applicable

If damage does not meet one of the criteria below – describe here:

Property Damage

Enter the vehicle number in each applicable zone of damage using the zone key for the type of vehicle.

Passenger Vehicle										Sport Utility Vehicle										Pickup Truck							
1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8
Bumper, Headlights, Grill	Fender, Wheel	Door, Glass, Pillar	Door, Glass, Pillar	Quarter Panel, Wheel	Bumper, Tail lights, Rear panel	Trunk, Floor Pan, Rear Glass	Roof	Windshield	Hood	Bumper, Headlights, Grill	Fender, Wheel	Door, Glass, Pillar	Door, Glass, Pillar	Quarter Panel, Wheel	Bumper, Tail lights, Rear panel	Trunk, Floor Pan, Rear Glass	Roof	Windshield	Hood	Bumper, Headlights, Grill	Fender, Wheel	Door, Glass, Pillars	Bedside, Wheel, Front Panel	Bumper, Tail lights, Rear panel	Inner Bed	Roof, Rear glass, Back panel	Hood, Cowl
15	6	11	11	12	13	15	6	8	3	20	5	14	14	16	6	10	8	2	5	19	9	20	12	11	8	12	9

Personal Injury

Put in the number of persons injured under each classification

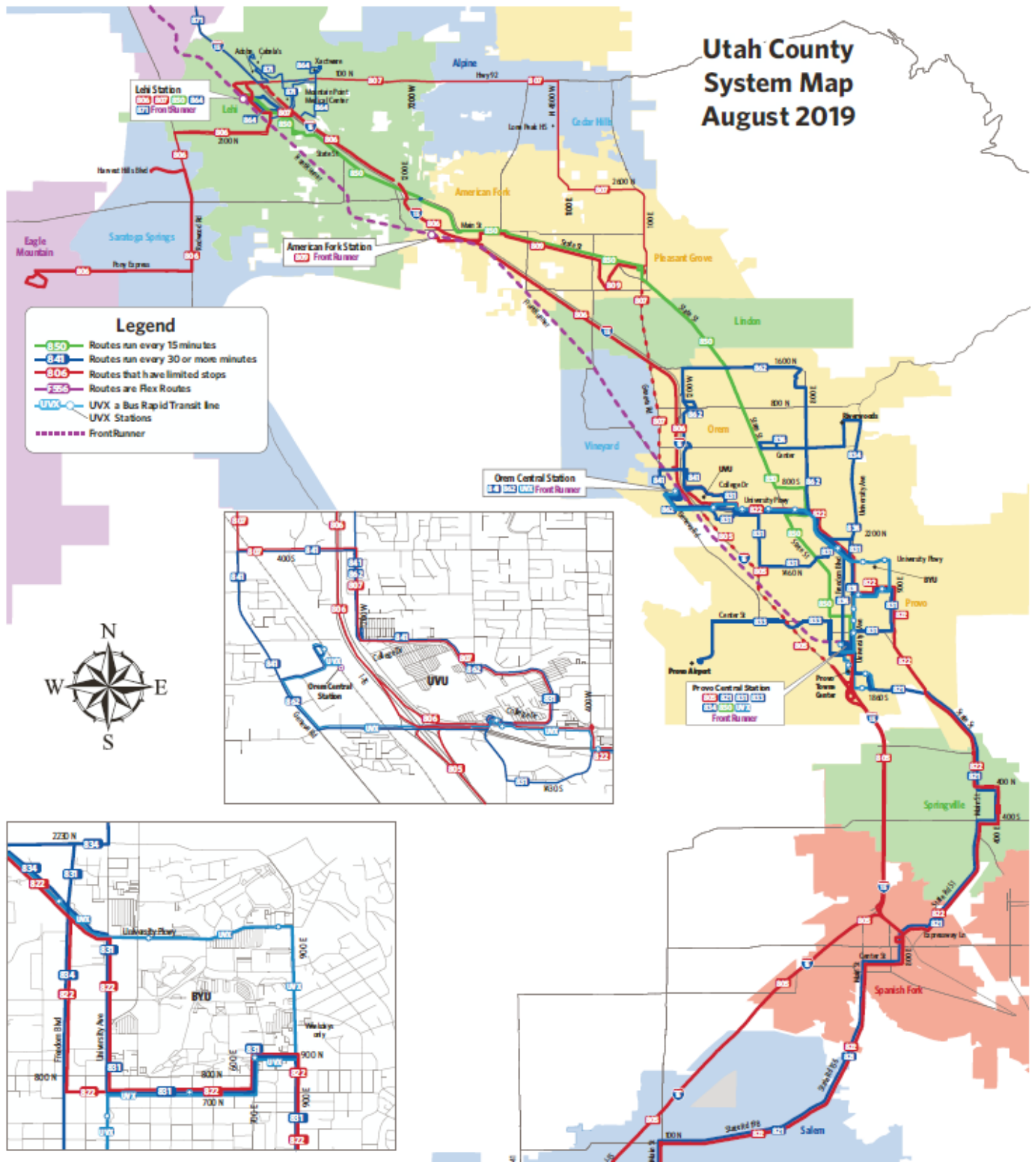
	Other Vehicle Passenger/Driver	UTA Passenger	Pedestrian
Class A: Bruising, Abrasions, Minor to Moderate Bleeding, Sprains and Strains:			
Class B: Unconsciousness, Fractures, Severe Bleeding:			
Class C: Death, Paralysis, Dismemberment:			
Totals:			

Accident Diagram

Accident/Incident Report Form (Complete ALL fields)												
Claim #:		OFFICE USE ONLY				IF		LIAB	SUBRO			
Cause Code:		AL		FP		GL						
TRANSIT VEHICLE INFORMATION (Vehicle #1)												
Operator name:						Badge #:						
Supervisor:				Scene Supervisor:								
Accident Date:		<small>Military Time of accident</small>		Location:			City:					
		<small>Military Time reported</small>										
UTA Vehicle #:		Block #:		Route #:		# of Passengers:		# of Courtesy Cards:				
Check Division	Operations	<input type="checkbox"/> 21 MBK	<input type="checkbox"/> 22 TIMP	<input type="checkbox"/> 23 MT OGD	<input type="checkbox"/> 24 CNTL	<input type="checkbox"/> 29 RVRS	<input type="checkbox"/> TRAX	<input type="checkbox"/> OTHER				
	Maintenance	<input type="checkbox"/> 31 MBK	<input type="checkbox"/> 32 TIMP	<input type="checkbox"/> 33 MT OGD	<input type="checkbox"/> 34 CNTL	<input type="checkbox"/> 39 RVRS	<input type="checkbox"/> TRAX					
Describe Damage to UTA Property:												
POLICE INVESTIGATION												
Police Investigation: Yes		No		Police Department:		Case #:		Citation: Yes		No		
Officer's name:				To whom was citation issued:								
OTHER VEHICLE INFORMATION												
Vehicle #2					Vehicle #3							
Driver Information					Driver Information							
Name:			Phone:		Name:			Phone:				
Address:					Address:							
City:		State:	Zip:		City:		State:	Zip:				
DL #:		State:			DL #:		State:					
Insurer:			Policy #:		Insurer:			Policy #:				
Vehicle Information		Plate #:	State:		Vehicle Information		Plate #:	State:				
Year:	Make:	Model:	Color:		Year:	Make:	Model:	Color:				
Owner Information					Owner Information							
Name:			Phone:		Name:			Phone:				
Address:					Address:							
City:		State:	Zip:		City:		State:	Zip:				
Describe Damage:					Describe Damage:							
INJURY INFORMATION												
Injured #1					Injured #2							
Name:			Phone:		Name:			Phone:				
Address:					Address:							
City:		State:	Zip:		City:		State:	Zip:				
<small>CHECK ONE (indicate vehicle #)</small>					<small>CHECK ONE (indicate vehicle #)</small>							
<input type="checkbox"/> Driver (Veh #)	<input type="checkbox"/> Passenger (Veh #)		<input type="checkbox"/> Pedestrian		<input type="checkbox"/> Driver (Veh #)	<input type="checkbox"/> Passenger (Veh #)		<input type="checkbox"/> Pedestrian				
Describe injury:					Describe injury:							
Transported by ambulance: Yes			No		Transported by ambulance: Yes			No				
Where:					Where:							
If a UTA passenger he/she was:					If a UTA passenger he/she was:							
<input type="checkbox"/> Boarding	<input type="checkbox"/> Alighting	<input type="checkbox"/> Standing	<input type="checkbox"/> Sitting		<input type="checkbox"/> Boarding	<input type="checkbox"/> Alighting	<input type="checkbox"/> Standing	<input type="checkbox"/> Sitting				
If a UTA passenger was he/she carrying anything: Yes					No		If a UTA passenger was he/she carrying anything: Yes					No
If yes, what?					If yes, what?							
PROPERTY DAMAGE INFORMATION - (other than vehicles)												
Owner's Name:			Phone:		Describe the property and damage:							
Address:												
City:		State:	Zip:									

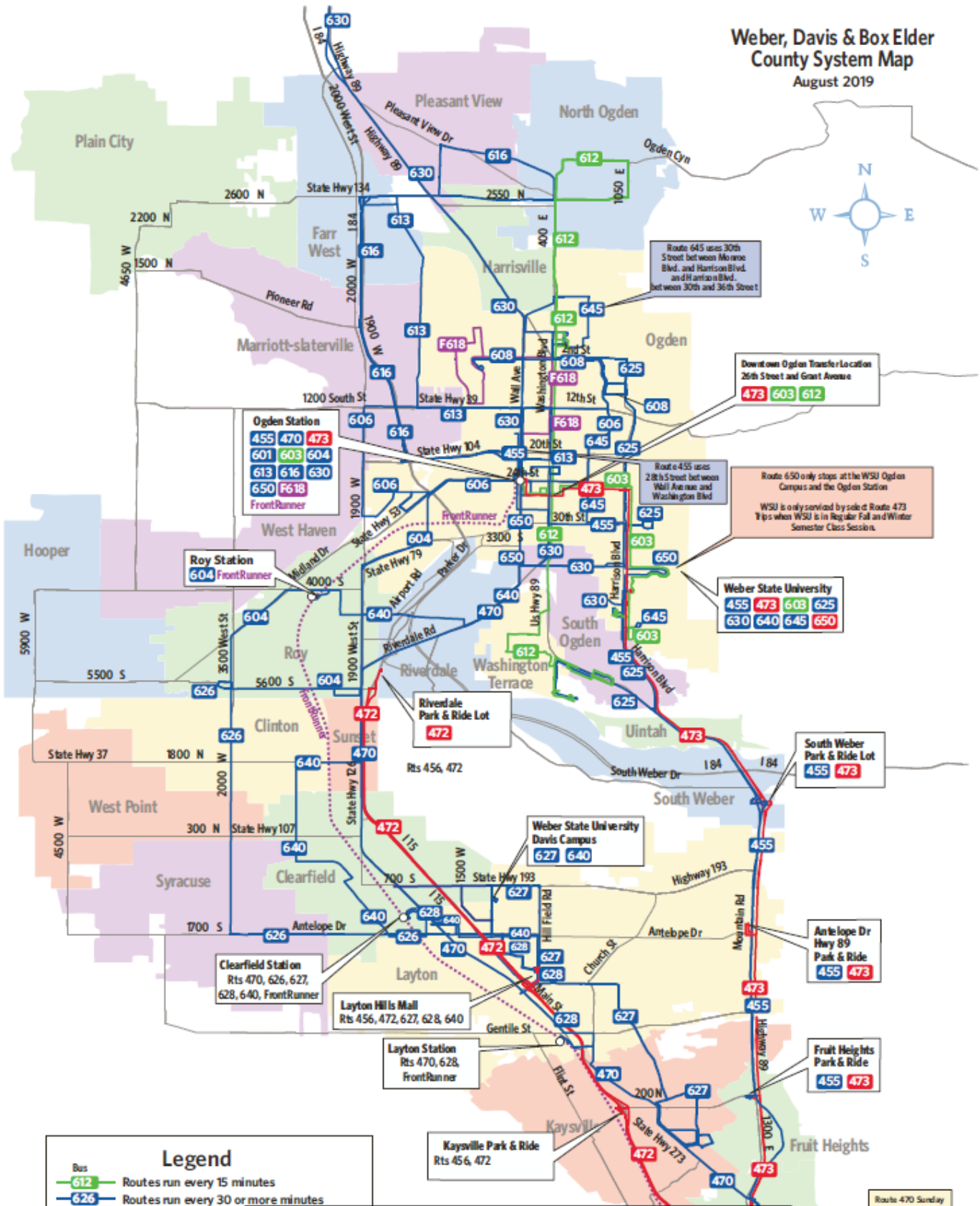
Utah County System Map

Utah County System Map
August 2019



Weber, North Davis and Box Elder County System Map

Weber, Davis & Box Elder
County System Map
August 2019



TRAX and FrontRunner Map

