



Utah Department of Transportation
State Safety Oversight Program
Annual Report to Salt Lake County – FFY 2021

Pursuant to the interlocal agreement between Salt Lake County and the Utah Department of Transportation, we hereby present this Annual Report of rail transit State Safety Oversight program activities. This report outlines the financial information with regard to the Salt Lake County match funding, an update about audit and other report activities, and an accident report for the period of FFY 2021. Please do not hesitate to contact me at any time should you have questions or wish to discuss the program.

Respectfully:

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Financial Information from FFY 2021

For Federal Fiscal Year (FFY) 2021 the requested amount of match funding for the UDOT – State Safety Oversight (SSO) Program was \$80,000.00. Total expenditures for the SSO Program are shown below:

SSO Program - 4FA18 & 4FA20 FFY 2021 - October 1, 2020 - September 30, 2021

Phase	Total Funds Expended	Federal Grant	SL County Match
10H - SSO Labor	\$98,018.70	\$78,383.10	\$19,635.60
11H - SSO Training	\$300.00	\$240.00	\$60.00
12H - SSO Consultant Support	\$219,494.22	\$175,595.40	\$43,898.82
Totals	\$317,812.92	\$254,218.50	\$63,594.42

While the total for the SL County Match funds for the 2021 report is under the \$80,000.00 that was requested last year, this was somewhat expected due to the continued effects of the COVID-19 Pandemic. This past year we conducted our planned Triennial Audit of UTA. Typically this has been done early in the year but due to travel restrictions at the beginning of 2021, we postponed that audit until September and October. The September portion of the audit was conducted virtually and then we followed that up with the in-person portion in October. With part of the audit done virtually, the costs were less than what is typical. Also, this delay will mean that we split the expenditures for the audit between FFY 21 and FFY 22

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

As a brief update of the FTA audit lead back in 2019 – the final audit report was finally received in December of 2020. UDOT has responded to the only two findings from that audit with an updated spending plan and additional personal assigned to SSO to satisfy those two issues. Both of these findings have been closed.

Triennial Audit of UTA – September/October 2021

As mentioned above, UDOT conducted the Triennial Audit of UTA during the months of September and October of 2021. Assisting with this audit are various consultants, contracted with UDOT, to provide subject matter experts and technical expertise in evaluating UTA’s compliance with their Public Transportation Agency Safety Plan (PTASP). UTA has performed consistently well during these audits and any audit findings or recommendations are usually minor and procedural. Very rarely is there an issue with non-compliance that would be considered a threat to the safety of the system.

The draft report is currently being reviewed and the final report will be issued later this month or at the beginning of 2022.

Hours of Service (HOS) Audit of UTA – October 2021

The annual HOS audit was conducted this year at the same time as the Triennial Audit. This audit was conducted over two days and there were no findings or recommendations for this year. UTA was commended for their excellent performance with respect to Hours of Service.

Accident/Incident Report for FFY 2021

For consistency with this annual report, budget numbers are provided for the federal fiscal year. For simplicity, UTA accident numbers will also be reported for FFY 2021. If different dates or specific event information is desired, that can be requested from the SSO Program Manager at any time.

During the period of FFY 2021, there were a total of 35 events. The SSO investigated 15 of these events as accidents. Individual reports for any of these accidents are available upon request. In the same time period, during 2020 and 2019, there were 46 and 66 events, with 23 and 44 of those investigated as accidents respectively. There has been a clear reduction in the number of accidents over the last couple years. While we are hopeful that our system is becoming safer, it could also be partly due to the effects of the pandemic and reduced ridership.

There was one fatality on the TRAX system this past year, and this was determined to be an intended death. There were seven injuries due to accidents.

Program Highlights from FFY 2021

The year 2021 (similar to 2020) has been greatly impacted by the COVID-19 Pandemic. Ridership continues to be lower than pre-pandemic numbers but is slowly starting to return. The reduction in events is certainly a positive.

UTA continues to perform well throughout all aspects of the safety and auditing process. The Triennial Audit this past year was evidence of that and their willingness to be proactive in addressing safety concerns is appreciated.

While technically the official opening of the UTA TRAX light rail extension at Salt Lake City International Airport occurred in FFY 2022 (October of 2021), we are excited that this project is now complete and operational. This was a great addition to the TRAX Green Light and provides an excellent alternative to parking at the airport.

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