



Utah Department of Transportation
State Safety Oversight Program
Annual Report to Salt Lake County – FFY 2022

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 2022. 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 2022

For Federal Fiscal Year (FFY) 2022 the requested amount of match funding for the UDOT – State Safety Oversight (SSO) Program was \$40,000.00. We did this amount due to a couple years of overage due to the COVID-19 Pandemic. Total expenditures for the SSO Program are shown below:

SSO Program - 4FA18 & 4FA20
FFY 2022 - October 1, 2021 - September 30, 2022

Phase	Total Funds Expended	Federal Grant	SL County Match
10H - SSO Labor	\$127,512.56	\$102,052.72	\$25,459.84
11H - SSO Training	\$0.00	-\$0.43	\$0.43
12H - SSO Consultant Support	\$342,313.56	\$273,851.26	\$68,462.30
Totals	\$469,826.12	\$375,903.55	\$93,922.57

The total spending for the SSO Program in 2022 is back up to amounts that we were experiencing prior to the pandemic. The total for FY 2022 was just under \$94,000.00. For FFY 2022 we had requested \$40,000.00. This was added to the existing balance and we were able cover most of these costs. For FFY 2023, we will look to request \$100,000.00 for the local match funds to cover any overage and the anticipated additional spending for the coming year.

During FFY 2022 we have been able to perform our normal inspections and audits along with beginning to conduct more Risk Based Inspections as per the new FTA requirements due to the Bipartisan Infrastructure Law (BIL). Details of these efforts are below.

Triennial Audit of UTA – September/October 2021

As mentioned in our report last year, UDOT conducted the Triennial Audit of UTA during the months of September and October of 2021. The in-person portion of the audit was held in October of 2021, the first month of FY 2022. 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). The report from this audit is available upon request. In summary, there were 10 findings of Non-compliance and 22 findings of compliance with recommendations. These resulted in 32 Corrective Action Plans (CAPs) that are currently being tracked. It should be noted that none of these findings posed any immediate risks to the safety of the light rail system but are mostly procedural in nature.

Hours of Service (HOS) Audit of UTA – October 2021 & September 2022

The annual HOS audit was conducted twice during FFY 2022. The audit in October 2021 was done as part of the Triennial Audit mentioned above and did not result in any findings.

Due to some personal changes in UTA, the HOS audit this year did result in four findings of non-compliance. CAPs for these findings are also being addressed.

Accident/Incident Report for FFY 2022

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 2022. 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 2022, there were a total of 79 events. The SSO investigated 26 of these events as accidents. Individual reports for any of these accidents are available upon request. In the same time period, during 2021, 2020 and 2019, there were 35, 46, and 66 events, with 15, 23, and 44 of those investigated as accidents respectively. We had been seeing a reduction in events, but there was a significant increase this year. This could be partly due to ridership coming back with the pandemic restrictions being lifted, along with high gas prices. We are looking carefully at this increase to determine any patterns we might be able to address.

Unfortunately, there were two fatalities on the TRAX system this past year. One was a young man on his bike that went around a lowered gate after a train had passed through but then was struck by a second train that was coming from the other direction. The other was a passenger in a vehicle that collided with a train when the vehicle he was in ran a red light. In addition, there were five people that sustained serious injuries during the year and nine others with minor injuries.

Program Highlights from FFY 2022

The year 2022 has seen a return to transit ridership. The end of pandemic restrictions and the increased cost of gas may also be contributing to the increase. UTA also held a couple of very successful “Free Fare” events that increased use of the system and perhaps introduced some to the option of transit for their commute.

With additional funding for SSO Programs from the Bipartisan Infrastructure Law, the SSO conducted an inspection of the Wheel Truing process. A report from this inspection is also available upon request. There were no CAPs as a result of this inspection and UTA was found to be meeting or exceeding industry standards with respect to their wheel truing process. UTA continues to perform well throughout all aspects of the safety and auditing process.

During the summer of 2022 UTA was able to open a new station at 600 South. As the SSO, we reviewed and confirmed UTA's adherence to their capital project process for activation and we were happy to open the new station last summer.

Upcoming in FFY 2023

The SSO conducted a Special Audit of UTA's disciplinary process for operators and controllers in early December and will provide a report to UTA in early 2023.

The FTA has announced that they will coming in 2023 to perform their triennial audit of the SSO Program. We had anticipated this audit for FFY 2022 but due to the pandemic some of the states were pushed back a year. We did have our consultant perform a Mock Audit of our program during 2022 and we feel that we are prepared for when the FTA comes next year.

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.