



Utah Department of Transportation
State Safety Oversight Program
Annual Report to Salt Lake County – FFY 2023

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 2023. 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 2023

For Federal Fiscal Year (FFY) 2023 the requested amount of match funding for the UDOT – State Safety Oversight (SSO) Program was \$100,000.00. 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 - 4FA20 & 4FA23

FFY 2023 - October 1, 2022 - September 30, 2023

Phase	Total Funds Expended	Federal Grant	SL County Match
10H - SSO Labor	\$162,727.97	\$130,028.36	\$32,699.61
11H - SSO Training	\$1,212.08	\$969.67	\$242.41
12H - SSO Consultant Support	\$294,147.63	\$235,317.52	\$58,830.11
Totals	\$458,087.68	\$366,315.55	\$91,772.13
10H - 4FA20	\$30,806.83	\$24,491.43	\$6,315.40
10H - 4FA23	\$131,921.14	\$105,536.93	\$26,384.21
	\$162,727.97	\$130,028.36	\$32,699.61
11H - 4FA20	\$1,212.08	\$969.67	\$242.41
11H - 4FA23	\$0.00		
	\$1,212.08	\$969.67	\$242.41
12H - 4FA20	\$162,330.43	\$129,863.74	\$32,466.69
12H - 4FA23	\$131,817.20	\$105,453.78	\$26,363.42
	\$294,147.63	\$235,317.52	\$58,830.11

The total for FFY 2023 came in under the requested amount of \$100,000. For FFY 2022 we had requested \$40,000.00. For FFY 2024, we are planning to hire an additional engineer, so we will increase our request to \$150,000.00 for the local match funds to cover any overage and the anticipated additional spending for the coming year.

During FFY 2023 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 Instructure Law (BIL). Details of these efforts are below.

Hours of Service (HOS) Audit of UTA – October 2023

The annual HOS audit was conducted in October 2023, which occurred at the start of FFY 2024. The HOS audit this year resulted in two findings of non-compliance. CAPs for these findings are being addressed.

Accident/Incident Report for FFY 2023

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 2023. 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 2023, there were a total of 56 events. The SSO investigated 31 of these events as accidents. Individual reports for any of these accidents are available upon request. In the same time period, during 2022, 2021, and 2020, there were 79, 35, and 46 events, with 26, 15, and 23 of those investigated as accidents respectively. We are looking carefully at the accidents 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 man who fell on the track between cars while leaving the train. The other was a person trespassing on the track and ruled a suicide. In addition, there were ten people that sustained serious injuries during the year and twenty-nine others with minor injuries.

Program Highlights from FFY 2023

The year 2023 has seen a continued pattern of 2022 with a return to transit ridership. 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.

The SSO Program continued to review major events and hire additional resources as needed. There were two derail events in the Jordan River Service Center that UDOT determined required further investigation by a third party. Mott McDonald was retained to investigate and look for solutions to the low-speed derail events. While these events occurred during maintenance work and no passengers were on board, they were still disruptive, and a solution was needed to prevent further incidents. The report will be available upon request when complete. UTA continues to perform well throughout all aspects of the safety and auditing process.

During the summer of 2022 UTA opened 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 2024

The FRA visited in November and audited all rail operations, which included areas where TRAX operates in FRA territory. Findings from the audit are being addressed in CAPs.

UDOT will conduct their next Triennial Audit of UTA during FFY 2024, likely in the Spring. The usual routine audits are also planned for the coming year on their usual schedule. UDOT plans to add additional staff to enhance the SSO program, particularly for Risk Based Inspections (RBI). 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.