Utah Transit Authority Safety Improvement Plan (SIP) Status Report
APTA Bus Safety Management Program
Date of Audit: October 6–10, 2025

ACTION NEEDED

APTA Safety Element #	Recommendation (as stated in APTA report)	Corrective Action/Comment (transit agency)	To Be Completed On or Before	Assigned Responsibility	Element Status (to be completed by agency designee)
General Recommendations 4	UTA's 2025 organizational strategy includes five key areas of focus that present a great visual throughout the organization and provide visibility on organizational priorities, deliverables and objectives. Although the focus on safety and security was embedded within the scope of these five key areas, the audit team didn't see safety and security specifically mentioned as one of the major areas of focus. In the 2024 Agency Safety Plan (ASP), it is stated that safety is the agency's "first priority" and should ultimately be clearly reflected in the organizational strategy and priorities. **(1.9)**	Safety elements are already incorporated into all key areas of the existing organizational strategies as an underlying focus. E4 Low	N/A	Travis King	CLOSED – No Further Action
General Recommendations 5	The UTA Safety Division is responsible for supporting the application of the ASP for all service modes. Rail safety and security regulatory requirements often demand an increased level of safety resources. APTA recommends that UTA perform an assessment of its current level of organizational safety resources required to effectively support the application of the UTA Bus Safety Plan provisions. **(1.5)**	A Corrective Action Plan to be developed to assess the current safety staffing levels based on industry standards and best practices to adequately support the agency's safety plan. C3 MED	12/31/2026	**Travis King**	In-process

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Safety 7	The UTA bus accident and incident investigation does not appear to be as robust as its rail process. APTA recommends that UTA review current bus industry accident/incident investigation recommended practices and update its procedures, training and resources needed to effectively support a robust process. APTA RT-OP-S-002-02, "Rail Transit Accident/Incident Notification and Investigation Requirements," and FTA Report No. 0204, "Effective Practices in Bus Transit Accident Investigation," are excellent resources to review when considering updates required to the existing bus accident/incident investigation process. Once the procedure is approved, training should be provided to all affected personnel to reinforce the consistent application of the procedure. **(3.1)**	Develop a Corrective Action Plan to improve tracking for bus collisions and conducting bus collision investigations. Staffing levels limit the ability for safety personnel to respond to all bus collisions. Currently, the agency is relying on bus supervisors to conduct investigations. Training for bus supervisors conducting these accident investigations needs to be assessed. Detailed investigations into bus collisions may help determine safety mitigations to prevent collisions and help management awareness of risks to the bus system. **B3 Serious**	12/31/2026	Safety	In-process
Safety 8	UTA does not have the resources to effectively respond to all bus accidents. It is primarily left up to transit supervisors to respond and gather post-incident information. APTA recommends that UTA assess its current resources designated to the bus accident and incident investigation process and ensure that staff allocation and training are sufficient to fulfill procedural requirements that are consistent with industry standards. **(3.1)**	Develop a Corrective Action Plan to improve tracking for bus collisions and conducting bus collision investigations. Staffing levels limit the ability for safety personnel to respond to all bus collisions. Currently, the agency is relying on bus supervisors to conduct investigations. Training for bus supervisors conducting these accident investigations needs to be assessed. Detailed investigations into bus collisions may help determine safety mitigations to prevent collisions and help management awareness of risks to the bus system. Combine CAP with SAFETY 7 recommendation. A4 Med	12/31/2026	Safety	In-process

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Safety 9	UTA bus accident investigators have not attended TSI training in several years. APTA recommends designated personnel responsible or accident and incident investigators attend the "Bus Accident Investigation" course, which can be hosted at UTA in the future. **(3.2)**	Develop a Corrective Action Plan to improve tracking for bus collisions and conducting bus collision investigations. Staffing levels limit the ability for safety personnel to respond to all bus collisions. Currently, the agency is relying on bus supervisors to conduct investigations. Training for bus supervisors conducting these accident investigations needs to be assessed. Detailed investigations into bus collisions may help determine safety mitigations to prevent collisions and help management awareness of risks to the bus system. Combine CAP with SAFETY 7 recommendation. A4 Med	12/31/2026	Safety	In-process
Safety 10	UTA does well with safety-related communication via emails, social media, etc. There is some safety signage present in the shops, depots, and garages. Electronic boards are utilized in some facilities (Ogden, Meadowbrook) to communicate maintenance tasks and other data. APTA recommends expanding effective communication practices throughout the system. **(1.14)**	Current practices are effective. Each shop has effective communication methods. E4 Low	N/A	Safety	CLOSED – No further action
Safety 11	Although the facilities APTA visited mostly followed desired safety practices, safety should continue to focus on high-priority needs (e.g., electric bus battery storage) through safety assurance inspection and oversight processes. **(2.2)**	Current facilities inspections are looking for fire hazards including storage around battery electric bus. D2 Med	N/A	Safety	CLOSED – No further action

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Safety 12	There was no formalized internal audit safety assurance process established for bus. APTA recommends that Safety develop an internal safety audit program for bus that aligns with the process established in the Rail division. **(3.17)**	Under ISO certification, UTA conducted regular internal audits. Internal audits were discontinued in 2020. Internal audit would verify safety practices and identify corrective actions. Internal audit team has limited resources to conduct a complete bus system audit. Safety to develop a Corrective Action Plan for setting an internal audit schedule. E3 Med	12/31/2026	Safety	In-process
Safety 13	During the tours of the maintenance facilities, it was noted that safety signage (safety promotion) in common areas could be improved, including in both the bus maintenance and bus operations areas. APTA recommends that Safety work with the communications and marketing team to implement a program to further promote safety awareness throughout the system. **(1.14)**	Maintenance shops have effective communication methods. Safety team is already working with communications marketing team for safety promotion. E4 Low	N/A	Safety	CLOSED – No further action
Safety 14	A safety issue was raised concerning the Timpanogos BRT line (UVX) involving cars fouling the BRT dedicated lane and hitting the buses. APTA acknowledges that UTA is evaluating this issue to improve safety and recommends an operational hazard analysis be completed on this line as part of the assessment process. It is also suggested that UTA update the website to include hazard awareness associated with bus lanes and motorist clearances. **(3.1)**	Develop a Corrective Action Plan to assess left turns in the UVX system. Identify potential collision hazards and delays along the dedicated bus only lanes due to improper signage and warnings. C3 Med	12/31/2026	Safety & Operations	In-process

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Human Resources/ Labor Relations 4	UTA does not have a formalized hours of service (HOS) policy for Bus safety-sensitive personnel. APTA recommends the development of a formalized HOS policy for Bus consistent with its Rail practices and industry standards. Please see APTA RT-OP-S-015-09, "Train Operator Hours-of-Service Requirements," for more information on HOS. **(4.19)**	Human resources and operations to form a working group that will review agency needs and policies around hours of service. C3 Med	12/31/2026	Operations & Human Resources	In-process
Operator Training 4	At the time of this audit, there was no refresher training being conducted for bus operators. UTA is in the process of implementing refresher training every five years. APTA acknowledges this initiative and recommends that UTA consider further progressing its operator refresher training initiative to be consistent with industry standards (every 1 to 2 years). Also, UTA should consider conducting refresher training for operators out of service for an extended period (e.g., more than six months). **(4.3)**	A return-to-work refresher training is already in place. UTA is in processes of developing a more formalized refresher training for bus operators that will include all operators out for an extended period of time. A formal process to implement the upcoming bus simulator into the refresher training is also being considered. These steps were in process prior to the APTA audit and no further action is necessary. D4 LOW	N/A	Training	CLOSED - No Further Action
Operator Training 5	Operator training competency is primarily assessed through an on-the-job training (OJT) assessment. In addition to OJT, APTA recommends that UTA also consider incorporating more of the standard competency evaluation process of examinations and tests (including pass/fail or written exams with a certain percentage for passing grade). **(4.2, 4.4)**	UTA will consider opportunities for including written examinations and policy sign off for bus operations but does not plan to deviate from the current OJT training practices that adequately demonstrate operator proficiency. E4 LOW	N/A	Training	CLOSED - No Further Action

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Operator Training 6	UTA previously utilized an operator mentor program to support new operators following completion of the training program. Given the higher accident rate trend of new operators, APTA recommends that UTA reconsider the development of an operator-mentor program to further support new operators during the probationary period (or during their first year of service). **(3.49)**	Problems with the previous mentorship program and the collective bargaining agreement. The mentorship program was replaced with supervisor check-ins during the first-year driver probationary period. Specific Probationary Supervisors are currently adjusting their check-in points to increase overview for new drivers. D4 LOW		Operations	CLOSED – No further action
Security 3	UTA has security measures in place to mitigate vulnerabilities at all rail facilities, but not at all bus facilities. Contingent on the pending TVA assessments, APTA recommends initiating recommended mitigation measures to address bus facilities identified with system vulnerabilities. **(4.23)**	Update TVA's for all bus yard facilities. Security to develop a Corrective Action Plan for conducting TVA's in the bus maintenance facilities and implement an ongoing process to update the TVAs. **C2 Serious**	4/1/2027	Security	In-Process
Operations 2	UTA provides 10 minutes for its bus operators to complete its vehicle pre-trip inspection process. APTA recommends that UTA do an assessment to see if the 10-minute pre-trip inspection is still sufficient given the scope of vehicle equipment to be inspected prior to going into revenue service. UTA should review for comparison other bus properties vehicle pre-trip inspection processes with similar fleets to support its decision on any future changes to this important safety process. **(3.17)**	Develop a Corrective Action Plan for operations to assess the time needed for pre-trip inspections and assess time for operator tasks prior to reporting to their buses. Include difference in fleet type for these pre-trip inspections. D4 LOW	4/1/2027	Safety & Operations	In-Process

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Operations 3	APTA visited all UTA Bus Divisions during the safety audit process and noted several excellent program initiatives. APTA recommends that UTA develop a formalized process to share its effective practices across all Bus Divisions. **(1.17)**	Bus maintenance forum and operations management meetings are already in place to share best maintenance and operations practices across all divisions. UTA is in process of reorganizing to a centralized leadership model that will allow for better information sharing across the bus divisions. E4 LOW	N/A	Operations	CLOSED – No further action
Operations 4	UTA does not have a formalized hours of service (HOS) policy for Bus safety-sensitive personnel. APTA recommends the development of a formalized HOS policy for Bus consistent with its Rail practices and industry standards. Please see APTA RT-OP-S-015-09, "Train Operator Hours-of-Service Requirements," for more information on HOS *(also noted under Human Resources).* APTA also recommends that UTA Bus Operations managers review best practices for fatigue management, including route scheduling, HOS and fitness-for-duty checks. **(4.19)**	UTA is currently following DOT regulations for commercial drivers operating time. A working group to review agency needs and policies around hours of service. Combine Corrective Action Plan with HR & Labor 4. D3 Med	12/31/2026	Operations & Human Resources	In-process
Operations 5	The Bus Operations rules compliance program is not formalized. APTA recommends that Bus assess adopting a rules observations and compliance program as currently applied in the Rail division. **(3.49)**	Develop a CAP to assess the needs and affects of a rules observation compliance program. E4 Low	12/31/2026	Operations	In-Process

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Capital Projects 2	In addition to applying the safety and security certification process as mandated by the FTA for "major projects," APTA recommends that UTA consider its application based on the project assessment of potential safety hazards and risk. For example, the procurement of battery electric buses introduces new technology, facility modifications and procedural changes and would benefit from the application of this thorough safety assurance process to ensure that all potential safety hazards have been identified and effectively mitigated to acceptable levels. **(3.16)**	Develop a Corrective Action Plan to implement a standardized process to assess safety hazards and risks associated with new technology procurements, modeled after the agency's existing "major projects" safety review process. D3 Medium	12/31/2026	Safety and Fleet Engineering	In-process

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Capital Projects 3	To further enhance systemwide service management and emergency response efficiencies, APTA recommends that UTA consider consolidating the four control and communications centers into one fully integrated control center. This includes Meadowbrook – Police & Bus TCC; Warm Springs – Commuter Rail; Jordan River – TRAX; and Riverside – Paratransit. In addition to existing TCC critical functions, APTA recommends that UTA also consider including power control functions as part of any future TCC consolidation plans to enhance power control management efficiencies for both planned and unplanned power outages. **(1.17)**	APTA's recommendation to consolidate UTA's control and communications centers align with the agency's efforts to improve systemwide coordination and efficiency. Over the past year, UTA has taken an important step by implementing a consolidated leadership structure, with all control and dispatch functions now reporting to a single director. This change will improve alignment, communication, and decision-making across operations. UTA will continue to evaluate opportunities to further integrate control center functions, including the potential development of a fully integrated control center. While consolidation remains a long-term goal, progress will depend on available funding and overall capital priorities, and a timeline has not yet been established. As part of this effort, UTA will also evaluate the potential inclusion of power control functions to improve coordination during both planned and unplanned power events. E4 Low	N/A	Transit Control	CLOSED – No further action
Facilities Maintenance 4	There is a need to assess Facility Maintenance staff safety training requirements based on current equipment maintenance responsibilities and tasks. At a minimum, it is recommended that maintenance staff receive OSHA safety training courses applicable to their responsibilities. **(4.7)**	Safety to write a corrective action plan to evaluate required OSHA safety training, determine appropriate delivery methods (vendor, in-person, or electronic), and coordinate with the Training Department for scheduling and delivery. **B3 Serious**	12/31/2026	Safety & Training	In-process

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Vehicle Maintenance Training 2	There is a need to assess Vehicle Maintenance staff safety training requirements based on current equipment maintenance responsibilities and tasks. APTA recommends that maintenance staff receive OSHA safety training courses applicable to their responsibilities. **(3.51)**	Safety to write a corrective action plan to evaluate required OSHA safety training, determine appropriate delivery methods (vendor, in-person, or electronic), and coordinate with the Training Department for scheduling and delivery. B3 Serious	12/31/2026	Safety & Training	In-process
Vehicle Maintenance Training 3	Maintenance training and qualification needs can be excessive, and Vehicle Maintenance is currently short on necessary positions to support maintenance requirements. Current challenges with the maintenance apprenticeship program include a lack of available shop staff resources and time (three-plus years program) to take on apprentices; competition throughout the SLC area for this skill set (i.e., the private sector/ higher pay); and many retirements that are projected to occur soon. APTA recommends that UTA assess its current apprentice program constraints and initiate actions to ensure that the program remains a viable means of delivering qualified staff as needed to efficiently and safely maintain its bus fleets. **(3.50)**	UTA focuses on quality training and continues assessing the frequency needs for training based on staffing levels. UTA will continue to work with the union and DOL contractual processes to deliver training. UTA's current competency based training determines how frequently training is needed. E4 Low	N/A	Training & VM	CLOSED - No further action
Facility Tours 2	The introduction of the BEB fleet to the UTA facilities has brought on new challenges with the proper storage of vehicles and parts. APTA recommends that an assessment of each facility be conducted to ensure that safe practices are being followed to support the BEB fleets and that they align with upcoming APTA standards. **(3.42)**	Develop a Corrective Action Plan to assess the safety hazards around electric bus storage and how other bus vehicles and assets are stored around BEBs. 1E Medium	12/31/2026	Safety and Vehicle Maint.	In-process

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Facility Tours 3	The Ogden maintenance facility is severely limited in capacity and requires assistance with the proper storage of electric fleet bus batteries. APTA recommends that UTA conduct a follow-up assessment of this facility's battery storage practices and initiate recommendations as applicable to ensure consistent compliance with regulatory requirements. **(3.56)**	Develop a Corrective Action Plan to assess the safety hazards around electric bus storage and how other bus vehicles and assets are stored around BEBs. 1E Medium	12/31/2026	Safety and Vehicle Maint.	In-process
Facility Tours 4	Maintenance staff at the Ogden facility are unsure of the hazards when working around the BEB fleet. APTA recommends conducting a JHA and providing additional training on safe practices as well as troubleshooting on BEBs (as warranties are expiring). **(3.24)**	Current training is provided by the BEB vendor and through the Weber State University electric vehicle program. UTA safety and vehicle maintenance to do an assessment of the safety hazards around electric bus maintenance and determine if additional in-house or vendor training is necessary. Develop a Corrective Action Plan to conduct these assessments. E4 Low	12/31/2026	Safety & VM	In-process