

Minutes

RTA Audit, Safety Compliance and Real Estate Committee Meeting

9:03 a.m. August 7, 2018

Present: Moss (Chair), Clough, Elkins, Lucas, McCall, Nardi, Welo

Not present: Britt, Norton, Serrano

Also Present: Anderson, Benford, Bitto, Bobich, Boyd, Burney, Calabrese, Caraballo, Case, Catalusci, Caver, Cranford, Curtis, Czeck, D'angelo, Davis, Draper, Eaton, Feliciano, Ferraro, Fields, Finnerty, Ford, Freilich, Garofoli, Gautam, Gillan-Shafron, Gray, Haer, Jaszczak, Johnson, Jones, Kacerek, Kirchmeir, Krecic, Loh, Lozada, Macko, Manus, Miller, Pinkney-Butts, Raguz, Randalson, Roseman, Schipper, Shariff, Shurik, Singh, Sohrabian, Sutula, Tarka, Tarter, Vukmanic, Wiehe, Wright, Young, Zeller

Ms. Moss called the meeting to order at 9:03 a.m. The secretary called the roll and reported that six (6) committee members were present.

Safety Management System (SMS) Framework and Implementation Plan

Richard Czeck, safety director, made the presentation. This update will provide information on the Safety Management System Framework and Implementation Plan. It will help RTA develop the FTA required Public Transportation Agency Safety Plan. Under new FTA regulations, the Board has to certify the plan along with the CEO. Previously it only needed certification from the CEO. The Public Transportation Agency Safety Plan final rule, published July 19, 2018, requires federally funded transit bodies in urban areas to create safety plans to evaluate and mitigate safety risk. The goal is to use a more proactive and risk based approach of managing transit safety. The FTA produced an informational video to explain a Transportation Agency Final Rule, which he played. A few clips of RTA stations were in the video.

There is a good base line for safety at RTA. Ohio was the first state to have a FTA approved Rail Safety Oversight Plan. In 2018, RTA received the APTA Gold Award for bus safety. In 2017, RTA received the APTA Bus and Rail certificates of merit. In 2017 and 2018, RTA won the Ohio BWC Group award for Industrial Safety. In 2018, the Fleet Department won the Government Fleet of the Year award by Fleet Owner Magazine.

The FTA proposed the use of SMS principals and methods to support the agency safety plan development and implementation. This framework is the business plan for managing safety at RTA. It covers all of the FTA recommended approaches to SMS to include Safety Management Policy, Safety Risk Management, Safety Assurance and Safety Promotion. Safety Management Policy defines clear rules and responsibilities vertically and horizontally across RTA. It complements the RTA Board of Trustees policy goals and it enhances the Mission, Vision and Value Statements. Safety Risk Management defines what it is, explains how hazards are analyzed and mitigated. There is an updated Safety Risk Assessment matrix based on best practice military standard and a Financial Resource Risk Assessment tool.

Safety Assurance covers safety performance goals that match the National Public Transportation Safety Program. There is a section on Management of Change and a section on continuous improvement on how staff will continue to modify safety management systems and

how they will be monitored to ensure the safety systems are operating properly. The final section will outline Safety Promotion. In that section is an outline for a Safety Communication Plan so that employees and customers are assured they are on a safe system. There is a section on Safety Competencies and Training should an employee switch jobs within RTA, they have the required safety training to handle their job and task appropriately.

In the back of the document, there are 23 SMS action items that will guide transition to the FTA required agency safety plan. The Safety team will lead the effort to complete the 23 task. They are required to have a version of a Public Transportation Agency Safety Plan by July 20, 2020. Updates will be provided as they move through the process.

Staff requests this committee to recommend approval of the Safety Management System Framework and Implementation (SMS) to the full Board. Mr. Calabrese added that safety was a part of each executive employee's evaluation. Mayor Clough thanked the staff for the work they put into the safety program. Ms. Moss asked for a motion to move this to the full Board. It was moved by Mr. Nardi, seconded by Chief McCall and approved by unanimous vote.

Security Initiative and Results

Chief John Joyce, made the presentation. This presentation will be on crime stats and a training initiative for all employees. Part of their mission is to provide a safe and orderly environment within the transit system. RTA's significant investment in security in the way of Transit Police, security, equipment and technology is paying off.

Part 1 crime statistics are from Jan-Jun from 2016 to 2018. Part 1 crimes are defined by the FBI as serious crimes. Over the three year period, there have been a 59.3% decrease in serious crimes on RTA. There have not been any homicides. There was 1 rape in 2016 and 2017. Robberies went from 30 to 20 to 6 or an 80% decline. Felonious assaults went from 10 in 2016 to 7 in 2018. There were no burglaries. Larceny/Theft went from 72 to 53 to 35 which is a 51% decline. Auto theft is down from 9 in 2016 to 2 in 2018. There was one arson in 2016. Total offenses went from 123 to 81 to 50.

Ms. Moss asked why the stats don't show the full year for 2016 and 2017. Chief Joyce wanted to compare apples to apples since it's currently August. In 2017, total offenses were down at the end of year at the same levels of the first half. Rev. Lucas asked for a definition of robbery. Robbery is when someone takes your property by force. Theft is when you loan your phone to someone and they walked away with it.

Quality of Life crimes are from Jan-June from 2016 to 2018. Misconduct on Public Transportation is synonymous with fare evasion. Other crimes could be associated with that category. Now on the HealthLine, officers check the tickets before riders board the buses so the fare evader numbers are down. Mr. Calabrese added that people who aren't paying, aren't riding. Previously when random checks were made, people would beat the system. Aggravated Disorderly Conduct Intoxication is 22 in 2018, which is an increase from 1 in 2016 and 2017 based on increased enforcement. Disorderly Conduct went from 85 to 81 to 45. Disorderly Conduct Intoxication went from 68 to 33 to 27. Open Container went from 205 to 167 to 190. Trespassing went from 51 to 46 to 55. Soliciting went from 1 to 1 to 2.

Operator Assaults are watched closely. Operator Assaults are from Jan-June from 2016 to 2018. They went from 8 to 4 to 10. Of the 10 in 2018, 60% of the assaults have been solved.

Nine of 10 were less serious and included incidents like throwing snowballs, pop and wine. In January, there was one serious assault where an operator was hit with a brick. The suspect was arrested, convicted and incarcerated. The operator has not returned to work.

Community Policing is a program they put together several years ago, which they believe to be successful. This is where they migrate officers out of TP headquarters into the bus districts. They report to and from the bus districts. They interact with operators every day. They build relationships, take and resolve complaints. They resolved 139 complaints at Hayden, 86 complaints at Triskett and 17 complaints at Rail.

Transit Police is conducting Active Shooter Training with all RTA employees. This is a recent national phenomenon. He listed a few incidents across the country. The Gun Violence Archive describes a mass shooting as four or more individuals being shot or killed in the same general time and location. There have been 199 mass shootings in the U.S. from January through July, 2018. The shootings are spread across the country, but mostly in the east. Between 2000 and 2016, there has been a significant increase in casualties over the years. This training is needed because these incidents are occurring everywhere and with increased frequency. The incidents happen within five minutes. Police are often not present until the incident is over. Sixty-two percent of the incidents, the police did not respond before the incident was over. Unarmed citizens are often left to handle this alone. They have successfully restrained shooters in a number of incidents. In the past, people were told to hide, but they become a sitting duck for the shooter. The training tells people to run, hide somewhere securely or fight back. A group of people should agree together to fight back.

TSA has a national program called Intermodal Security Training and Exercise Program (I-STEP). They approached RTA about holding a drill or exercise. RTA and TSA have a positive relationship working together on various projects. RTA designed a program to incorporate Active Shooter Response Training. The training was held October 17-18, 2017. Participants included The Department of Homeland Security, FBI, Diffusion Center, and ODOT. Employees participated from Rail, Triskett, Main Office, Marketing and Safety. Other partners were Cleveland Police, their SWAT commanders and explosive staff, EMS, Sheriff's Office, Amtrak and Tri-C campus police and security.

See Something, Say Something training was held Oct. 17. A detective breached security to gain response from employees. Employees did the right thing, but were not as aggressive in reporting intruders as he wanted them to be. Weakness in the security system was identified. Follow up measures were taken to address those weaknesses. They evaluated a multi-agency response to a complex active shooter scenario. The scenario called for an active shooter on the train arriving at Triskett District. The incident was on the train and spilled out into the parking lot and went into the Triskett office, where employees were taken hostage. The response from everyone was outstanding. Through June 2018, 52% of the 2,100 employees have received active shooter training.

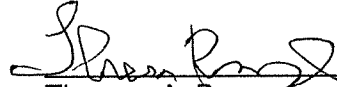
Mayor Elkins asked if Transit Police has worked with legislatures to pass laws to ban assault weapons, banning high capacity magazines, fire arm possession training tied to continuing education, insurance; things that would help fight the issue that resources are being spent on. Mr. Calabrese said that RTA has been active with other systems in the state to pass legislature to increase the penalties for people who assault bus operators. This attempt has failed several times. Chief McCall asked Chief Joyce to have his Community Policing officers connect with the Cleveland Community Engagement Officers (CEO) through the Cleveland Police

Department. Each district has three CEOs. Mr. Nardi asked why assaults on bus operators is not favorable in the legislature. Mr. Calabrese said they have been busy. The bill has been introduced for the last three years, but it has failed. Operators have testified before the legislature.

The meeting was adjourned at 9:37 a.m.



Joseph A. Calabrese, CEO
General Manager/
Secretary-Treasurer



Theresa A. Burrage
Executive Secretary