

Minutes

RTA Audit, Safety Compliance & Real Estate Committee Meeting

10:07 a.m. February 2, 2021

Committee Members: Moss (Chair) Lucas (Vice Chair), Joyce, McCall, Weiss

Other members: Bibb, Byrne, Clough, Serrano, Pellot

Not present: None

Also Present: Basso, Benford, Birdsong, Bitto, Bober, Burney, Catalusci, Caver, Coffey, Dangelo, Dimmick, Fields, Freilich, Garofoli, Gautam, Houston, Johnson, Kirkland, Laule, Martin, Miller, Peganoff, Petit, Schipper, Shaffer, Sutula

Ms. Moss called the meeting to order at 10:07 a.m. There were five (5) committee members present. This meeting was conducted by teleconference for members of the Board in accordance with Sub. H.B. 404 of the 133rd General Assembly, passed on November 19, 2020, signed by the Governor of the State of Ohio on November 22, 2020 and the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency, this meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public.

Safety Update

Steve Peganoff, Director of Safety, made the presentation. This is an update on the 2021 Public Transportation Agency Safety Plan (PTASP). This plan was first required in 2020 by the new federal regulations per 49 CFR 673. As discussed last year, it focuses on protecting and identifying employees in the agency by identifying risk by both labor and management and working together to eliminate it or mitigate it to the lowest possible level. It requires Board approve on an annual basis. The plan details our methods and processes of hazard identification such as inspections, surveys, audits, being as proactive as possible and the development of solutions, which are outcomes of those actions and tracking issues to closure. The plan establishes performance targets and explains our safety promotion, which is our activities to keep safety in the forefront and to continue to have a positive safety culture throughout the Authority.

For 2021, the plan was updated in two areas; training requirements and the new performance targets. The regulation requires certification for the safety department. He and the Manager of Safety was certified last year. New safety employees are in the midst of doing the same. They define refresher training requirements to ensure compliance with the standard. With respect to performance targets, the first update is in the category of fatalities. We had zero in 2020. The 2021 target is to have no more than one. There is always a potential for trespassing or suicide type incidents that would affect the target. For Rail reportable injuries in 2020, there was one at the E. 34th RTS, which was a fall from the platform. The 2021 target is to have no more than two. Rail Safety Events include grade crossing collisions with motor vehicles, evacuations due to life safety and derailments. The 2020 actual was 11. The 2021 target is to have no more than 10. With respect to the new target, an aging rail car fleet that can present defects that causes smoke, resulting in off-loading of the train and there was zero grade crossing incidents last year. Our four-year average is two. We have benefitted from less traffic on Shaker where we had the potential for this to occur last year.

The preventable collision rate for 2020 actual was 1.30 collisions per 100,000 miles driven by our operators. With continuous improvement, the 2021 target is to have no more than 1.25. The occupational injury rate for 2020 actual was 6.47 injuries per 200,000 hours worked by all employees. This is the

standard formula used by OSHA across many industries. In 2021, the target is to have no more than 7.0 per 200,000 hours worked. For Miles Between Service Interruptions (MBSI) which is the mean distance between major mechanical failures. Examples include brake failures, motor issues, a door problem, axle defects, and suspension problems. In 2020, the Light Rail Trains moved 3,070 miles between service interruptions. The Heavy Rail Trains moved 11,836 miles between service interruptions. The 2021 goal is to improve by 10% on Light Rail Trains, which is at least 3,377 miles and by 2% on the Heavy Rail Trains, at least 12,191 miles.

Staff requests the Audit, Safety Compliance and Real Estate Committee recommend the 2021 Public Transportation Agency Safety Plan to the Board of Trustees for approval. Mr. Joyce asked if the collisions included all types. Steve said it would include revenue and non-revenue collisions. Ms. Moss asked why the 2021 goals are higher than the 2020 actuals. Ms. Birdsong said she spoke with Safety regarding the goals for 2021. For example, the occupational injury, many of the goals are reflective of the nuisances that we have incurred over the last year due to COVID. For example, operating less revenue miles and less passenger loads because of the changes in ridership have affected our ability to perform better. We want to ensure we do not set the needle at a rate that is unachievable for future years because we are not sure how the ridership will come out due to the Pandemic. However, they want to push the team to be successful in safety initiatives. They looked at every category to look at operations over the last year and what is different from what we would typical incur over a normal ridership year with transit workers, injuries and revenue miles. We are also seeing a difference between the light rail and heavy rail due to the age of the cars and the expected performance of the cars prior to replacement. The entire overall goal is to push safety as the ultimate concern, but we also want to set a realistic goal.

Ms. Moss said we will probably be under the same conditions this year as last year, but she would like us to be aggressive to improve safety. Steve added that the occupational injury rate actual in 2018 was 8.5 injuries. They want to push continual improvement. The 2020 goal for injuries was 8.0, with a 6.7 actual, but they wanted to temper that. COVID and the extra time employees were away from the workplace was a benefit much like the reduce traffic on Shaker in respect to grade crossings. They have a smart philosophy on why the goals and the corrective actions has to be specific, measurable, achievable and realistic. Ms. Moss believes things will probably be the same as last year, so why not push a lower goal. She wants to make goals that help us strive for better. The current goals are conservative.

Ms. Birdsong said that no where in the report should we be more lenient than what we were last year for goal. This year is an anomaly and we are not certain of 2021 as far as return to work and service level. She believes that going with a lower rate than actual may set us up for potential deviation from a baseline, making it difficult to say that we are comparing apples to apples. We are never allowing more leniency than the previous year, but adjusting that we need to maintain our safety record in an aggressive manner so that we are looking at a realistic goal. She offered to continue to talk about it. If we see that we are at 5.5 next year, we will see that it is not an anomaly and we can be aggressive based on actual. Ms. Moss asked for the presentation to be sent to the Board. Mayor Weiss asked for the prior year's target and actuals to be shown in the report in the performance targets section on page 14, prior to it going to the Board for adoption.

It was moved by Mayor Weiss, seconded by Mr. Joyce to move this to the full Board.

This meeting was adjourned at 10:27 a.m.



Floun'say R. Caver, Ph.D.,
Interim Secretary/Treasurer



Theresa A. Burrage
Executive Secretary