

Minutes

RTA Audit, Safety Compliance & Real Estate Committee Meeting

9:20 a.m. October 12, 2021

Committee Members: Moss (Chair), Joyce, Koomar, McCall, Weiss

Other Board members: Byrne, Duarte, Lucas, Pellot, Serrano **Not present:** None

Staff: Birdsong, Burney, Caver, Coffey, Dangelo, Davidson, Fesler, Fields, Garofoli, Gautam, Gettings, Ghanem, Jones, Kirkland, Krecic, Miller, Peganoff, Penning, Rusnov, Schipper, Sutula, Talley, Tarka, Walker-Minor

Public: Gibbons, Lamb, Loh

The meeting was called to order at 9:20 a.m. There were five (5) committee members present.

This meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public. Members of the public were allowed to attend in-person.

Based on Centers for Disease Control (CDC) guidance to continue to avoid large events and gatherings and Ohio Department of Public Health advice that businesses and other entities may continue to require mitigation measures, as well as RTA's interest in protecting community and employee health and safety, several measures were put in place for in-person attendance, which are spelled out in the meeting notice.

Transit Police Update – Crime Stats

Commander Mike Gettings, Transit Police, gave the update. The data compares Jan-Sept 2021 to the last few years. Part one crimes are more serious crimes. These are crimes that are reportable to the FBI. These are homicides, rapes, robberies, etc. In 2021, Part 1 crimes are down from 2020, but close to 2019. In 2020, there was an uptick of theft and robberies of electronic devices. Most of the Part 1 crimes are pretty flat except for electronic devices. Looking back to 2017, we were at 140 Part 1 crimes. We flattened out 2018-2019. There was an uptick in 2020. We're back down to where we were before back in 2021. Thefts/Robberies of electronic devices in 2017 were up. As those flattened and go down, Part 1 crimes follow. In 2020, there was no specific location or incident needing to be addressed. It was an anomaly that needed to be addressed.

Quality of Life crimes are significantly down due to them changing the way they are policing. They asked officers to change the way they are policing so if they interact with someone with a mental issue, they do not receive a citation. This does not help them. It puts them into the criminal justice system. They are partnering with Northeast Ohio Coalition for the Homeless and Frontline Services to get people assistance. They also monitor operator assaults. They worked with Legal and assigned a detective to each case filed by the operator. As plastic barriers/shields are put up on the coaches, there will be less incidents of assaults. Train operators work in a cab so they have protection.

During 2020, they started tracking interactions with the homeless. There was a huge jump in April and May 2020. They assigned a detective to work with the partnering services and the homeless or mentally ill to get them assistance. They are also doing Crisis Intervention Training (CIT) which teaches officers how to recognize behavioral indicators of a person in crisis, develop empathic communication, and utilize non-criminal resources. They also provide traumatic counseling. Transit Police collaborated with the May Dugan Center to provide counseling to patrons that are victims of violent crimes. The goal is to get all officers trained in crisis intervention. One patron in 2020 had 288 interactions with officers for over 15 years. He frequently rides the system while he is intoxicated. He received numerous citations and arrests. They recently discovered that the Patron was a Veteran and coordinated with the VA to get him help. They

went from 280 interactions in 2020 to 25 in 2021. TP also upgrading a woman's community garden at the Diversion Center as a community service project.

Ms. Moss commended the department for taking a lead in the community and working to avoid conflict. Ms. Duarte asked for the timeframe for the officer training. Commander Gettings said they have a yearly 40 hours of required OPATA in-service training they are competing with. He predicts they will all be trained within a year. It is a weeklong training and unlike other departments, all officers will get the training as opposed to a few who would take the training and come back as designated crisis officers. They interact with the homeless so often they felt the entire department should be trained. Ms. Birdsong said this is a great example of good leadership.

Safety Update

Steve Peganoff, Director of Safety gave the presentation. This presentation is on the 2021 Performance Targets contained in the Public Transportation Agency Safety Plan (PTASP). The current plan was approved by Board of Trustees on 2/16/21. It was approved by ODOT on 3/11/21. It contains Performance Targets based on the National Public Transportation Plan. The next update will be complete by 1/31/22 to meet ODOT and FTA requirements. They will update the Board of Trustees on changes and review the new performance targets and seek approval at that time.

The plan contains four categories of Performance Targets:

- Rail Fatalities
- Rail Reportable Injuries
- Safety Events
- System Reliability

Fatalities:

- Death excluding that resulting from illness or other natural causes and criminal homicides that are not related to collisions with a rail transit vehicle
- Target = No more than 1 in 2021
- Actual YTD = 1, Tower City Incident

Rail Reportable Injuries:

- An injury requiring hospitalization for more than 48 hours; Results in a fracture of any bone; Causes severe hemorrhages, nerve, muscle or tendon damage; Involves any internal organ; or Involves significant burns.
- These would be sustained by employees or passengers

Target = No more than 2 in 2021. Actual = 1, Substation Maintainer hospitalized from being struck in the head while pulling electrical cable into the station. Equipment used to aid in the cable pulling broke away from the wall under pressure. He is feeling better and looking forward to returning to work.

Rail Safety Events: A reportable accident, incident or occurrence. Examples include grade crossing collisions, evacuations due to life safety (smoke), & derailments.

- Target = No more than 10
- Actual = YTD, 18
- Deraillments, 2
 - Rail Shop Transfer Table/February
 - Small Work Truck/October

The definition of a derailment is whereby the wheels of the vehicle lost their normal relationship with the head of the rail. There has been no damage involving these two incidents and no injuries.

- Smoke/Fire, 15
 - 14 on HRV Fleet involving traction motor, cooling motor or other aging-fleet electrical component failure

These events typically create smoke, which triggers emergency procedures to evacuate the train and ensure passengers and employees are protected.

- Collision, 1
 - Rail Yard, slow speed, fatigue, no injury

Preventable Collision Rate: A measure of collisions whereby the Operator failed to do everything reasonable which could have been done to avoid the collision. Expressed as a rate per 100,000 miles driven.

- Target = No more than 1.25 Collisions per 100,000 Miles
- Actual = 1.24 Collisions per 100,000 Miles

Occupational Injury Rate: A measure of job related injuries expressed as a rate per 200,000 hours of work (OSHA formula).

- Target = No more than 7.0 injuries per 200,000 hours worked
- Actual = 7.65 injuries per 200,000 hours worked

Miles Between Service Interruptions (MBSI): The mean distance between major mechanical failures. Examples include brake failures, motor issues, a door problem, axle defects, and suspension problems.

Through Second Quarter:

- Target = Light Rail Trains 3,377 miles
Heavy Rail Trains 12,191 miles
- Actual = Light Rail Trains 5,538
Heavy Rail Trains 12,626

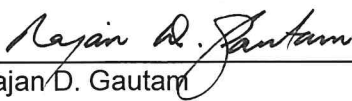
The LR fleet is achieving 2,161 miles better than target. HR is achieving 435 miles better than target.

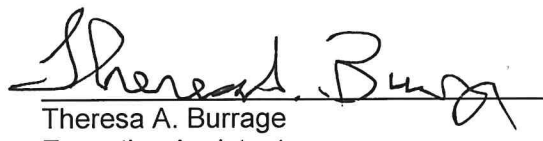
Executive Session Requested

- To consider the purchase of property for public purposes or the sale of property at competitive bidding.

Ms. Moss asked for a motion to move this Executive Session to the end of the meeting under the Committee of the Whole to make things easier. It was moved by Chief McCall, seconded by Mr. Joyce. The roll was called. There were five (5) ayes and none opposed.

The meeting was adjourned at 9:42 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant