

## Minutes

### RTA Audit, Safety Compliance & Real Estate Committee Meeting

9:05 a.m. February 1, 2022

**Committee Members:** Moss (Chair), Joyce, Weiss

**Other Board Members:** Byrne, Duarte, Lucas, Pellot, Serrano    **Not present:** Koomar, McCall

**Staff:** Becker, Benford, Berry, Birdsong, Caver, Coffey, Cottrell, Dangelo, Davidson, DeJesus, Dietrich, Ferraro, Fields, Fleig, Fogliano, Garofoli, Gautam, Harris, Kirkland, Mothes, Peganoff, Petit, Schipper, Talley, Tarka, Togher, Walker-Minor, Wilson

**Public:** Loh

The meeting was called to order at 9:05 a.m. There were three (3) committee members present.

This meeting was live-streamed on RTA's Facebook page ([www.facebook.com/rideRTA](https://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.

#### Safety Update

Steve Peganoff, Director of Safety, gave the presentation. This presentation is to provide an update on the Public Transportation Agency Safety Plan (PTASP) for 2022. This plan was approved by ODOT on January 31, 2022. It is based on a new requirement in 2020 per FTA 49 CFR 673. The initial due date was July 2020. It is based on the National Transportation Plan. It is a risk based and performance based plan that includes bus operations, rail operations and all the support functions that go into RTA's movements throughout the county. It requires Board of Trustees approval annually. The 2022 plan is GCRTA's third addition.

The plan describes all required processes and activities, for example, the Employee Hazard Reporting System and how we capture, track and complete actions to eliminate or mitigate hazards. It identifies Performance Targets as outlined in the requirements and contains methods of Safety Promotion to communicate and prioritize safety. These are our marketing and communication tools to keep safety a priority and to continue to promote safety culture.

#### Key Updates:

1. Bus updates including New Flyer/Gillig fleets
2. Transition to electronic pre-trip inspections
3. Latest GCRTA organizational chart
4. New Performance Targets

#### **TARGETS:**

**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. Includes suicides on rail property.

- 2021 Actual = 1 (Tower City Incident)
- 2022 = No more than 1

#### *Rail Reportable Injuries:*

- 2021 Actual = 2
  - ADA Customer in a motorized wheelchair moved in reverse and fell from heavy rail platform at E. 34<sup>th</sup> Campus RTS. They sustained injuries and was transported to the hospital.
  - Substation Maintainer head injury pulling electrical cable
- 2022 = No more than 1

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

- 2021 Actual = 26\* (18 of the total are due to smoke events causing evacuations due to heavy rail motors). Although the motor overhaul project will start later this month, more events are expected until more cars at least 16 are overhauled.
- 2022 Target = No more than 18

*Preventable Collision Rate:*

- 2021 Actual = 1.34 Collisions per 100,000 Miles
- 2022 = No more than 1.25 Collisions per 100,000 Miles
- GCRTA operated more than 20 million miles in 2021
- Averaged 23 collisions per month in 2021

Exposure to preventable collisions were reduced in 2020 due to less vehicles being on the road because of COVID. In 2019, collisions lowered by 34 collisions or 3 per month. They wrote a new Standard Operating Procedure (SOP) which incorporates technology from the Lytx DriveCam System and a scorecard was developed to monitor and track performance in this category at the Executive Safety Committee Meeting.

*Occupational Injury Rate:*

- 2021 Actual = 7.43 injuries per 200,000 hours worked
- 2022 = No more than 7.0 per 200,000 hours worked

For injuries, 2020 was an anomaly. We matched a very good 2019 in 2021 with a total of 131 injuries. GCRTA employees worked over 3.5 million hours in 2021. The average number of injuries was 11 per month. The top cause of injuries is collisions. The plan to reduce collisions should result positively on this target since collisions is the top source for injuries.

*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.

2021 Actual = Light Rail Trains 4,798 miles  
Heavy Rail Trains 10,442 miles  
2022 Target = Light Rail Trains, at least 5,133 miles (increase of 7%)  
Heavy Rail Trains, at least 10,755 miles (increase of 3%)

The Safety department spent several hours on an audit of heavy rail doors causing defects and miles between service interruptions as well as passenger injuries. They determined some findings and corrective actions. Because of the audit, they expect to see improvements in this target. Staff requests the Audit, Safety Compliance and Real Estate Committee to recommend the 2022 Public Transportation Agency Safety Plan to the Board of Trustees for approval.

Mayor Weiss asked if we benchmark against other agencies. Mr. Peganoff said we do and we stack up well against our peers and tend to lead in many categories with respect to the targets and the actual performance. Before the Public Transportation Agency Safety Plan existed, RTA had a Rail System Safety Plan and a Bus System Safety Plan where they looked at these indicators and continuous improvement.

Ms. Moss thanked Ms. Benford and Mr. Peganoff for their hard work and putting the plan together. It was moved by Mayor Weiss, seconded by Mr. Joyce and approved to move this to the full Board.

The meeting was adjourned at 9:16 a.m.

  
Rajan D. Gautam  
Secretary/Treasurer

  
Theresa A. Burrage  
Executive Assistant