Public Transportation Agency Safety Plan (PTASP)

2022 Update for the Audit, Safety Compliance and Real Estate Committee

February 1, 2022

GCRTA PTASP

A new requirement in 2020 per 49 CFR 673

Risk and performance based plan

Requires Board of Trustees approval annually

2022 is GCRTA's version 3.0

GCRTA PTASP

Describes all required processes and activities, for example, having an Employee Hazard Reporting System

Identifies Performance Targets as outlined in the requirements

Contains methods of Safety Promotion to communicate and prioritize safety

GCRTA PTASP

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

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GCRTA PTASP 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

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GCRTA PTASP TARGETS

Rail Reportable Injuries:

2021 Actual = 2

o ADA Customer fall from heavy rail platform at E. 34th Campus RTS

o Substation Maintainer Head Injury pulling electrical cable

2022 = No more than 1

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GCRTA PTASP TARGETS

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

2021 Actual = 26*

2022 Target = No more than 18

* 18 of the total are heavy rail failing motors

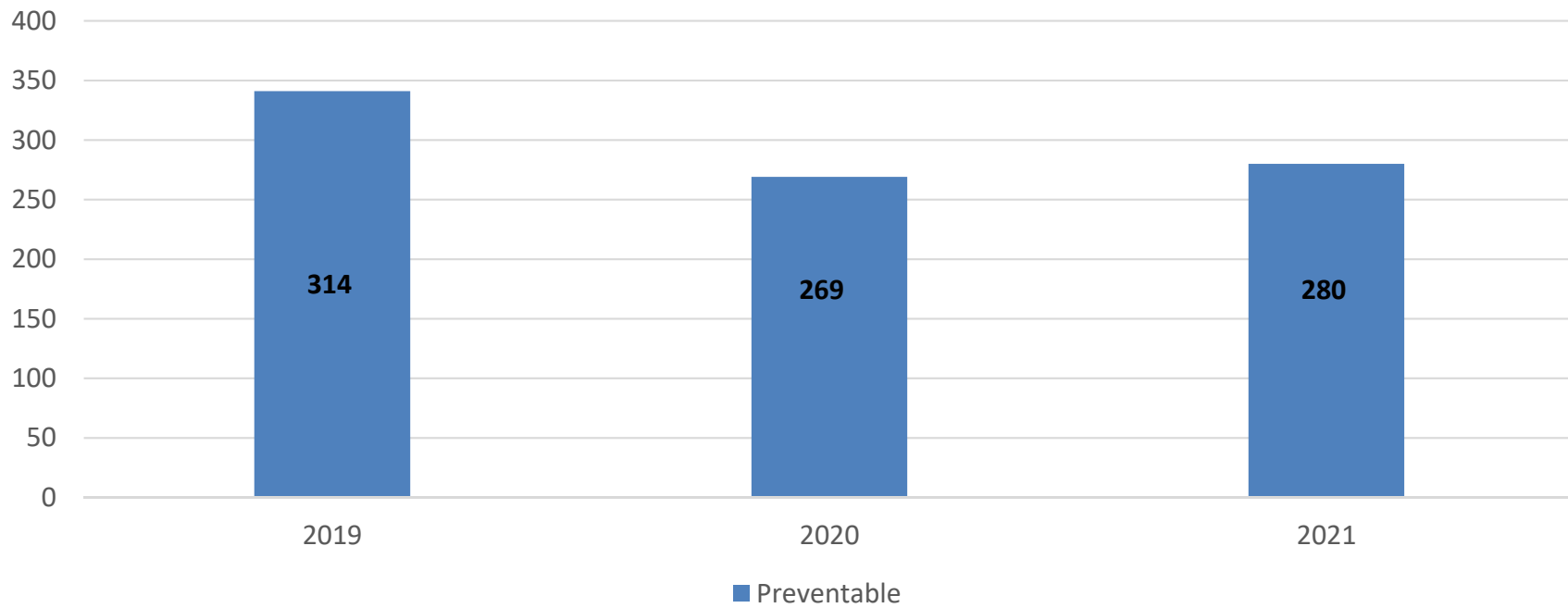**Greater Cleveland Regional Transit Authority**

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GCRTA PTASP TARGETS

Preventable Collision Rate:

2021 Actual = 1.34 Collisions per 100,000 Miles

2022 = No more than 1.25 Collisions per 100,000 Miles

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GCRTA Preventable Collisions 2019 to 2021 - December YTD

Greater Cleveland Regional Transit Authority

GCRTA PTASP TARGETS

Preventable Collision Rate:

GCRTA operated more than 20 million miles in 2021

Averaged 23 collisions per month in 2021

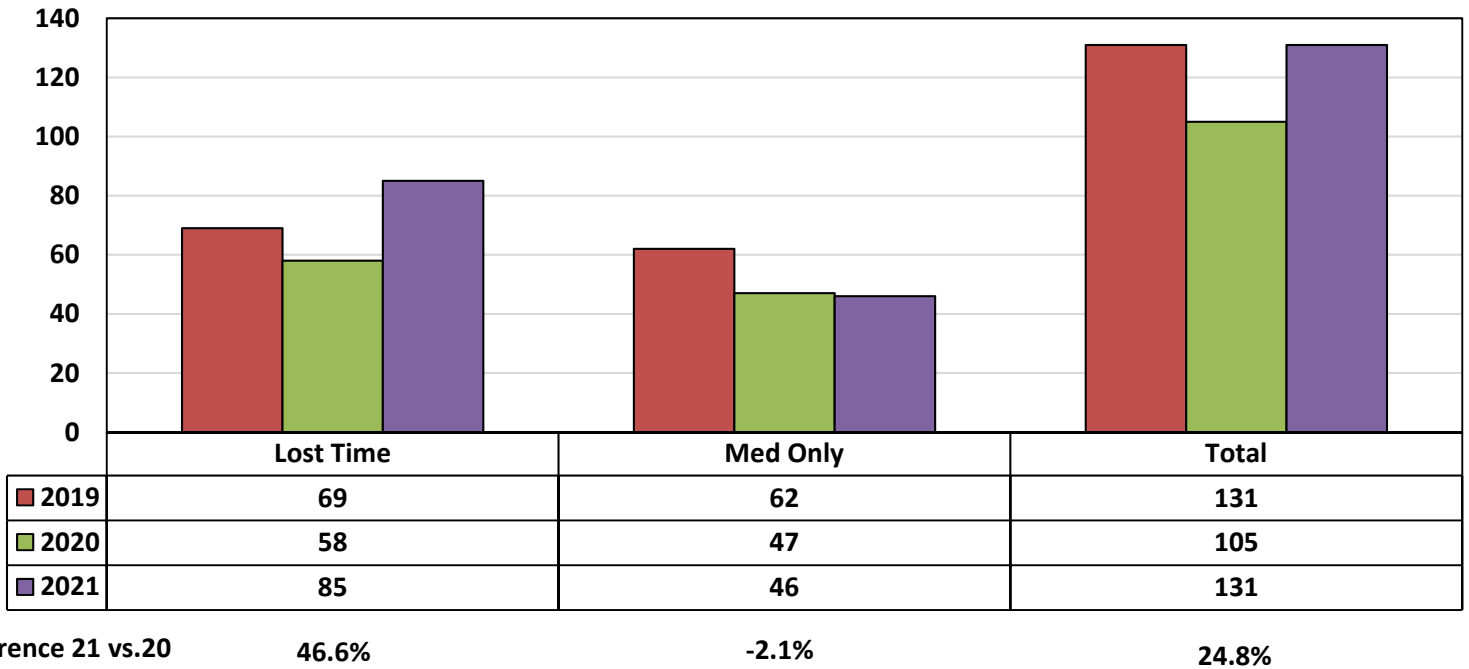**Greater Cleveland Regional Transit Authority** ━━━━━━━━━━━ **RTA**

GCRTA PTASP TARGETS

Occupational Injury Rate:

2021 Actual = 7.43 injuries per 200,000 hours worked

2022 = No more than 7.0 per 200,000 hours worked

Greater Cleveland Regional Transit Authority RTA

GCRTA Employee Injuries by Claim Type - 2019 to 2021 - December YTD

	Lost Time	Med Only	Total
2019	69	62	131
2020	58	47	105
2021	85	46	131
Difference 21 vs.20	46.6%	-2.1%	24.8%

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GCRTA PTASP TARGETS

Occupational Injury Rate:

GCRTA employees worked over 3.5 Million Hours in 2021

Average number of injuries is 11 per month

Top cause of injuries is collisions

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GCRTA PTASP TARGETS

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.

GCRTA PTASP TARGETS

2021 Actual = Light Rail Trains 4,798

Heavy Rail Trains 10,442

2022 = Light Rail Trains, at least 5,133 miles

Heavy Rail Trains, at least 10,755 miles

GCRTA PTASP

Recommendation: 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.

GCRTA PTASP

Questions?

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