

Minutes

RTA Audit, Safety Compliance & Real Estate Committee Meeting

10:21 a.m. October 6, 2020

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

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

Not present: None

Also Present: Anderson, Benford, Birdsong, Bitto, Booker, Burney, Caver, Dangelo, Davidson, Fields, Garofoli, Gautam, Johnson, Kirkland, Orlando, Peganoff, Schipper, Sikich, Sudy, Sutula, Tarka

Ms. Moss called the meeting to order 10:21 a.m. The secretary called the roll and reported that five (5) committee members were present. This meeting was conducted by teleconference for members of the Board in accordance with House Bill 197 of the 133rd General Assembly, signed by the Governor of the State of Ohio on March 27, 2020, the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency and the April 30, 2020 order of the Director of the Ohio Department of Public Health prohibiting any gathering of ten (10) or more people. The 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, gave the presentation. This will be the status of the performance targets contained in GCRTA's Public Transportation Agency Safety Plan (PTASP). The plan and core content is required by FTA. The plan was new this year. It is based on the principles of the Safety Management System as defined and trained by the FTA to State Safety Oversight Agencies and RTA. The plan is appropriate for the size of RTA and facilitates a continuous safety improvement philosophy. The Board approved the plan in February. The next version will be ready by the end of January. The changes will be reviewed with the Board, including the new performance targets that are stated in the National Public Transportation Plan (NPTP).

The four categories mandated by the NPTP are fatalities, injuries, safety events and reliability. Fatalities include death relate to rail collisions and includes suicides. The target is no more than one in 2020 and there are zero actuals. The definition of a rail reportable injury is any 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. The most common type of injury is a fall from a platform. The target is no more than two in 2020. In February, a passenger fell from the E. 34th heavy rail platform. They displayed bleeding from the face and was transported to Metro by EMS. Safety events are incidents such as grade crossing incidents and derailments. The target is no more than eight. Actuals is seven as of today. Five of the seven derailments have occurred involving work equipment. Derailments are not occurring in transit but in work mode. The tie inserter equipment is used to maintain the right of way. This equipment has a hydraulic arm, which is used to remove and insert ties underneath the rail, and in some cases, it is difficult to do so as it has to overcome compacted mud and soil. It transfers forces to the base of the equipment, causing the rear to lift up and come off the rails. There have been no injuries involving these derailments. It is a common issue with work equipment everywhere.

The preventable collision rates is a measure of collisions whereby the operator failed to do everything reasonable, which could have been done to avoid the collision. It is the rate per 100,000 miles driven.

The target is no more than 1.35 collisions per 100,000 miles and the actuals is 1.21 collisions per 100,000 miles. Through July, RTA has driven more than 12 million miles. MARTA in Atlanta has a target of 3.8 collisions per 100,000 miles. Their actual is trending just below 3.0. The occupational injury rate is a measure of job related injuries expressed as a rate per 200,000 hours of work (OSHA formula). The target is no more than eight injuries per 200,000 hours worked. The actual is 6.46 injuries per 200,000 hours worked. Through July, more than 1.9 million hours have been worked. Reliability is measured by 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. The target on Heavy Rail trains is 16,987 miles. The actual on Heavy Rail trains is 13,781. The target on Light Rail trains is 2,963 miles. The actual on Light Rail trains is 3,094. This does not require action today. Updates will be presented yearly on the changes as the PTASP is updated.

The meeting was adjourned at 10:29 a.m.



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



Theresa A. Burrage
Executive Secretary