



Public Transportation Agency Safety Plan (PTASP)

Status of the Performance Targets for the Audit,
Safety Compliance and Real Estate Committee

October 4, 2022



GCRTA PTASP

- Current Plan Approved by Board of Trustees on 2/15/22
- Approved by ODOT on 3/7/22
- Contains Performance Targets based on the National Public Transportation Plan

GCRTA PTASP

- Next update will be complete by 12/31/22 to meet ODOT and FTA requirements
- 2023 version to be developed and approved by a new Labor Management Safety Committee that began meeting in April

GCRTA PTASP

- Per the 2021 Bipartisan Infrastructure Law changes, FTA amended PTASP requirements bolstering union participation
- GCRTA and the ATU created a MOU outlining responsibilities, timing and process

GCRTA PTASP

Key enhancements for next year:

1. Approach to Infectious Diseases
2. Operator Assault Prevention

GCRTA PTASP

Four Categories of Performance Targets:

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

*Reportable = Notification to ODOT & FTA

GCRTA PTASP

- 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 2022
- Actual YTD = 0

GCRTA PTASP

- 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.
- Target = No more than 1 in 2022
- Actual = 0

GCRTA PTASP

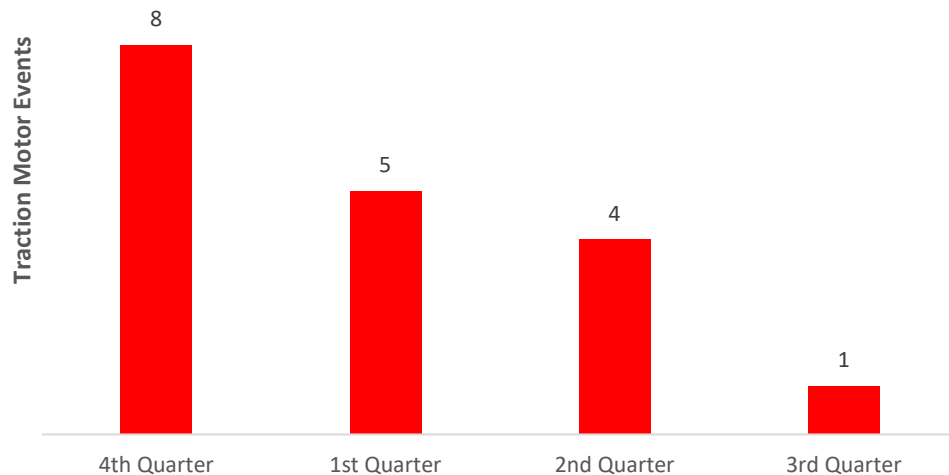
- Rail Safety Events: A reportable* accident, incident or occurrence. Examples include grade crossing collisions, evacuations due to life safety (smoke), & derailments.
- Target = No more than 18
- Actual = YTD, 20

GCRTA PTASP

- Derailments, 3
 - Contractor Work Truck
 - LRV at Green Road, no passengers, \$175 cost
 - Rail Shop Trackmobile
- Smoke (causing evacuation), 16
 - 13 on HRV Fleet involving traction motor, heaters or other aging-fleet electrical component failure
- Collision, 1
 - Grade Crossing at Southington on Green Line, no injuries to passengers or motorist, \$1,200 damage to train

GCRTA PTASP

HRV Smoke Events Per Quarter 2021-2022



GCRTA PTASP

- 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 = 1.52 Collisions per 100,000 Miles

GCRTA PTASP

- 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 = 6.24 injuries per 200,000 hours worked

GCRTA PTASP

- 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

Second Quarter:

- Target = Light Rail Trains 5,133 miles
Heavy Rail Trains 10,755 miles
- Actual = Light Rail Trains 3,631
Heavy Rail Trains 9,179

GCRTA PTASP

Questions

