

Minutes

RTA Audit, Safety Compliance & Real Estate Committee Meeting

10:50 a.m., December 3, 2024

Committee Members: Koomar (Chair), Welch (Vice Chair), Elder, Pacetti, Sleasman, Weiss

Other Members: Biasiotta, Love

Not present: Lucas, McPherson

Staff/Other: Becker, Biggar, Blaze, Case, Catalusci, Caver, Ciesla, Colonna, Dangelo, Davidson, Fields, Fleig, Ford-Marshall, Freilich, Garofoli, Gautam, Gibbons, Jones, Jupina, Kirkland, Milhouse, Miller, Miranda, Moore, Piggery, Robinson, Svancara, Schipper, Schultz, Sulik, Sutula, Togher, Weil, Young

Public: Battle, Deegan, Gibbons, Loh, Nelson, Samuels

Safety Update

Kevin Case, Manager of Safety gave the presentation. This presentation is on the 2025 Public Transportation Agency Safety Plan (PTASP).

- A new requirement in 2020 per 49 CFR 673 to have transit agencies create a PTASP
- Framework based on the National Public Transportation Safety Plan
- 2025 will be our sixth version of the PTASP
- Flexible and Scalable to Transit Property
- Required for all Rail Transit Agencies
- Required for all Large Bus Agencies (serving population of 200,000 or more)
- Incorporates Safety Mgt. System Principles tailored to GCRTA

PTASP

- Describes all required processes and activities, for example, having an Employee Hazard Reporting & Tracking System – detailed in the Authority's Safety Plan
- Identifies Performance Targets as outlined in the requirements of the National Public Transportation Safety Plan
- Contains methods of Safety Promotion to communicate and prioritize safety and summarizes safety training requirements

The Labor/Management Safety Committee and Executive Safety Committee monitor performance. Joint District Safety Committees monitor local performance and provide input on plan updates. Labor/Management Safety Committee creates and updates the PTASP and ATU & RTA leadership agree and sign. PTASP update given to the Audit, Safety Compliance and Real Estate Committee of the Board of Trustees. The Board approved PTASP is submitted to ODOT for approval. Updated PTASP is implemented by Executive Safety Committee and District Safety Committee.

There are 7 performance measures. We are falling short on the miles between service interruptions due to the aging fleet. Rail reportable safety events are up from the 2024 target and 2023 actuals due to a younger staff of operators. We beat the goals for rail reportable injuries and occupational injury rate.

Performance Measure	2024 Target	2024 Actual (YTD)	2023 Actual	2022 Actual
Miles Between Service Interruptions LRV	4,000 miles	2589	3067	3334
Miles Between Service Interruptions HRV	11,800 miles	5995	9175	8416
Rail Fatalities	no more than 1	1	0	0
Rail Reportable Safety Events (excludes injuries & fatalities)	18	25	18	27
Preventable Collisions Bus & Rail	1.4/100K miles	1.72	1.56	1.52
Rail Reportable Injuries (excludes fatalities)	no more than 2	0	3	1
Occupational Injury Rate	6.75/200K hours	6.04	4.63	6.02

New PTASP Performance Measures for 2025

- FTA’s primary guidance document for improving safety performance of transit systems
- FTA changes apply to more than 700 transit agencies nationwide, including those serving areas with a population of 200,000 or more
- Updates incorporate Bipartisan Infrastructure Law requirements for PTASP safety performance measures for transit systems under FTA’s safety jurisdiction
- All agencies must set Safety Performance Targets (SPTs) for measures in the National Safety Plan
- Agencies must set individual SPTs for each modal group they operate (GCRTA: Rail, Bus, Paratransit)
- Targets are set using a 3-year rolling average of GCRTA National Transit Database (NTD) data

In 2025, we go from 7 to 15 performance measures. Major events are now defined by NTD not by the Authority. With the new measurements comparable information to other agencies will be available in the future. FTA invited state oversight agencies and transit agencies to discuss the changes.

Performance Measure	Mode	2021	2022	2023	3-Year Average	2025 Reduction Goal	2025 Target
1. Major Events (All safety & security events as defined by the NTD.)	Rail	31	29	23	27.6	2.3	25.3
	Bus	61	66	63	63.3	1.3	62
	Paratransit	12	12	13	12.3	0.15	12.15
2. Major Event Rate	Rail	1.09	1.01	0.83	0.97	0.07	0.9
	Bus	0.47	0.49	0.46	0.47	0.01	0.46
	Paratransit	0.35	0.3	0.27	0.3	0.02	0.28
3. Collisions	Rail	2	2	2	2	2	0
	Bus	51	56	53	53.3	1.3	52
	Paratransit	12	12	13	12.3	0.15	12.15
4. Collision Rate	Rail	0.07	0.07	0.07	0.07	0.07	0
	Bus	0.39	0.41	0.39	0.4	0.01	0.395
	Paratransit	0.35	0.3	0.27	0.3	0.02	0.28
5. Pedestrian Collision Rate	Rail	0	0	0	0	0	0
	Bus	0	0.02	0.04	0.02	0.02	0
	Paratransit	0	0	0	0	0	0

Performance Measure	Mode	2021	2022	2023	3-Year Average	2025 Reduction Goal	2025 Target
6. Vehicular Collision Rate	Rail	0.07	0.03	0.07	0.07	0.07	0
	Bus	0.37	0.36	0.34	0.36	0.01	0.35
	Paratransit	0.34	0.3	0.25	0.29	0.02	0.27
7. Fatalities	Rail	1	0	0	0.3	0.3	0
	Bus	1	2	1	1.3	1.3	0
	Paratransit	0	0	0	0	0	0
8. Fatality Rate	Rail	0.04	0	0	0.01	0.01	0
	Bus	0.01	0.01	0.01	0.01	0.01	0
	Paratransit	0	0	0	0	0	0
9. Transit Worker Fatality Rate	Rail	0	0	0	0	0	0
	Bus	0	0	0	0	0	0
	Paratransit	0	0	0	0	0	0
10. Injuries	Rail	12	11	11	11.3	0.15	11.15
	Bus	142	143	130	138.3	4.3	134
	Paratransit	25	18	25	22.7	2.35	20.35

Performance Measure	Mode	2021	2022	2023	3-Year Average	2025 Reduction Goal	2025 Target
11. Injury Rate	Rail	0.42	0.38	0.4	0.4	0.01	0.39
	Bus	1.1	1.05	0.96	1.04	0.04	1
	Paratransit	0.72	0.45	0.52	0.55	0.05	0.5
12. Transit Worker Injury Rate	Rail	0.04	0.1	0.18	0.11	0.04	0.07
	Bus	0.16	0.1	0.11	0.12	0.01	0.11
	Paratransit	0.17	0.1	0.06	0.1	0.02	0.08
13. Assaults on Transit Workers	Rail	n/a	n/a	12	n/a	n/a	n/a
	Bus	n/a	n/a	75	n/a	n/a	n/a
	Paratransit	n/a	n/a	3	n/a	n/a	n/a
14. Rate of Assaults on Transit Workers	Rail	n/a	n/a	0.43	n/a	n/a	n/a
	Bus	n/a	n/a	0.55	n/a	n/a	n/a
	Paratransit	n/a	n/a	0.06	n/a	n/a	n/a
15. System Reliability	Rail	49	298	145	164	57.5	106.5
	Bus	877	889	740	835	47	788
	Paratransit	38	58	48	48	5	43

Recommendation

Staff requests the Audit, Safety Compliance and Real Estate Committee to recommend the 2025 Public Transportation Agency Safety Plan to the Board of Trustees for approval.

Mayor Weiss asked about the mandated 3-year average. Mr. Case confirmed. They met with management and the districts to come up with the goals and create the formulas. Dr. Caver said the base is the 3-year average, but agencies can set a more stringent goal. Ms. Elder asked if this plan encompasses safety and security. Mr. Case said it is safety specific. Security is defined by NTD, but not as RTA would track it. For example, operator assaults would be a security measure. Dr. Caver added that RTA has a Security System Plan that is separate from this.

It was moved by Mayor Koomar seconded by Mayor Weiss and approved to move this to the full Board.

Recess Committee

11:09 a.m. - Mayor Koomar made a motion to recess this meeting to address the Executive Session under the Committee of the Whole. It was seconded by Ms. Welch and approved.

Reconvene Committee

11:34 a.m. – Mayor Koomar made a motion to reconvene. It was seconded by Ms. Welch and approved.

Property Insurance Program

Wayne Colonna, Risk Analyst II, and Ray Battle, Senior Vice President, Property Broker, AON gave the presentation.

Casualty and Cyber Liability

GCRTA maintains a Casualty Insurance Program for protection of assets against catastrophic loss

- Excess Liability (General, Rail, Auto) \$95 million limit, \$5 million Self-Insured Retention (“SIR”)
- Excess Workers’ Compensation - \$10 million limit, \$750,000 SIR
- Public Officials Liability / EPL - \$5 million limit, \$250,000 SIR/ \$500,000 SIR

The GCRTA requires protection from employee dishonesty, inside and outside premises theft/burglary, computer fraud and other Blanket Crime coverages

- Crime - \$5 million limit, \$250,000 SIR

GCRTA maintains a Cyber Liability Insurance program that protects the organization from losses due to Notification expenses, Business Interruption expenses, Cyber extortion or ransom and regulatory fines and penalties to name a few coverage clauses that address first and third-party losses from a cyber-attack.

- Cyber - \$5 million limit, \$50,000 deductible

Property Insurance Renewal

- GCRTA Carries an All-Risk Property Insurance Policy
- Covered perils include fire, wind, flood and collapse, among others
 - Replacement Cost Coverage
 - Protects Real and Personal Property for which GCRTA is responsible
 - Bus Garages, Rail Complex, Rail Stations, Rail and Bus fleet (non-collision only)

Incumbent Carriers: Liberty Mutual and Evanston (2 programs)

Total Insured Value \$1.95 billion

- 1st program: written by Liberty Mutual for the coverage of all GCRTA real and personal property, including rolling stock when garaged.
 - Blanket Limit: \$500 million, Deductible \$250,000
- 2nd program (Rolling Stock policy): written by Evanston Insurance Company for the coverage of GCRTA Rolling Stock when rolling (both rail and bus)
 - Blanket Limit: \$25 million
 - Deductible \$500,000
- Property market conditions continued to be difficult throughout 2023 with catastrophic losses challenging the industry's efforts in returning to profitability. While rate increases remained the norm, the level of increases began to decelerate through Q1 2024.
- This shifting market resulted in a final premium increase of 10.3% at the January 1, 2024 renewal.
- **2024 Expiring Premium: \$1,469,243.**
- GCRTA's industry segment saw an average increase of 1.58% in 2024/Q3.
- Insurer profitability is expected to continue through 2024 despite significant catastrophic losses occurring from Hurricane Helene and Milton.
- Our partnership with Liberty Mutual and Evanston has provided a consistent foundation over the last 4 years as our insurance carriers.

GCRTA's Broker, Aon, received renewal quotes from Liberty Mutual and Evanston as follows:

- Flat rate increase in cost from 2024 premium.
- After applying the flat rate increase against updated total insured values (TIV), the resulting renewal premium is **\$1,512,321**.
- **The \$1,512,321 premium represents an increase of approximately 3% over the 2024 premium.**
- The premium includes a total insured valuation of \$1.945 billion (increased from \$1.895 billion in 2024).
- The new premium is \$67,679 below the budgeted amount of \$1.58 million.

Final renewal results will be summarized in a Resolution containing our recommendations to be brought to the Board for approval at the December 17, 2024 meeting.

Mayor Koomar added that cybersecurity insurance is renewed each February. Mayor Weiss asked if this is a quota share program. Mr. Battle said this is a single carrier program.

It was moved by Mayor Koomar, seconded by Mayor Weiss and approved to move to the full Board.

The meeting was adjourned at 11:50 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant