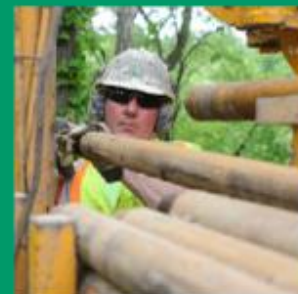


STATE SAFETY OVERSIGHT



OHIO DEPARTMENT OF
TRANSPORTATION

OHIO DEPARTMENT OF TRANSPORTATION STATE SAFETY OVERSIGHT

Brian Kummerer- Program Manager

WHO WE ARE

- Ohio Department of Transportation,
Division of Planning, Office of Transit

- Brian Kummerer- SSO Program Manager



- Vital Assurance

- Kevin Chandler- Project Manager
- Josh Gearhardt- Senior Analyst
- Don Eldredge- Senior Analyst



OUR SYSTEMS...

- 2 systems-
 - Greater Cleveland Regional Transit Authority (GCRTA) RTA Rapid
 - Joe Calabrese- CEO
 - 1 Heavy Rail (Red line) 2 Light Rail (Blue and Green Line)



OUR SYSTEMS

- Southwest Ohio Regional Transit Authority (SORTA)
Cincinnati Bell Connector Streetcar
- Dwight Ferrell- CEO & GM
- 1 Light Rail- Cincinnati Bell Connector Streetcar



CERTIFICATION

- On August 29, 2017, ODOT became the first state to receive Certification from FTA

- Keys to Certification-

- Partnership
- Trust
- Integrity
- Teamwork



WHAT OVERSIGHT LOOKS LIKE

- Regular visits-
 - Quarterly Meetings- typically 3 days of onsite meetings with employees ranging from bargaining unit to Executive Level Management
 - Risk Monitoring- 2-3 days of onsite meetings between Quarterly visits to discuss systematic oversight and enforcement of the RTA Safety Program

THE BAD...

- It's generally not comfortable
- Oversight is intended to keep the risk with the transit agency, not the oversight agency
- It's an increase in workload from the bottom up
- Requires “buy in” from all levels
- It is not always easy to admit there is a problem
- You're producing a public record
- You WILL have CAPS!!

THE GOOD...

- It's like having another resource for your agency safety program
- It's meant to increase overall safety of the system
- Increased safety reduced risk/cost to agency
- It holds staff accountable for safety
- Open CAPS are not a bad thing- they are an indicator of a successful Safety Program (as long as you're making progress)!
- Closing CAPS is a good thing!

QUESTIONS



Last updated 11/2/2017