### STATE SAFETY OVERSIGHT



# **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





### $\circ$ 2 systems-

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







- 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

## $\circ$ Keys to Certification-

- o Partnership
- o Trust
- Integrity
- o Teamwork

of Tenno	partment	Executive Director	1200 New Jersey Avenue, SE Washington, DC 20590
Federa	al Transit histration	August 29, 2017	
Goven Riffe ( 77 Sou	onorable John Kasich nor of Ohio Center, 30 <sup>th</sup> Floor ath High Street abus, OH 43215		
Dear (	Jovernor Kasich:		
and ce of Fed Oversi Certifi	rtified by the Federal eral public transportat ight regulations (49 C. cation is an important	Transit Administration (FTA) in a ion safety law (49 U.S.C. § 5329( F.R. Part 674). achievement and promotes the sa	c)) and the FTA State Safety fety of our nation's rail transit
		alfilling these requirements and de afer for the passengers who ride the	voting necessary resources will se rail transit systems in your state.
If you		lease contact me or Dr. Thomas L fety and Oversight at (202) 366-1	
		Sincerely,	
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### 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...

- $\circ~$  It's generally not comfortable
- Oversight is intended to keep the risk with the transit agency, not the oversight agency
- $\circ~$  It's an increase in workload from the bottom up
- Requires "buy in" from all levels
- $\circ~$  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!









