City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Climate, City Services & Infrastructure

Chairperson Meeka Owens
Vice Chair Ryan James
Councilmember Mark Jeffreys
Councilmember Seth Walsh

Wednesday, January 21, 2026 **10:00 AM** **Council Chambers, Room 300**

AGENDA

COMMUNICATION

OFFICE OF ENVIRONMENT AND SUSTAINABILITY 2025 REVIEW

Director Ollie Kroner - OES

1. 202600174 **COMMUNICATION**, submitted by Councilmember Meeka Owens, regarding the OFFICE OF ENVIRONMENT AND SUSTAINABILITY 2025 REVIEW - Director Ollie Kroner - OES

Sponsors: Owens

Attachments: Communication

ORDINANCES

2. 202600066 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 1/14/2026, **APPROVING** the revised Public Transportation Agency Safety Plan for the Connector as recommended by the streetcar's Accountable Executive and Chief Safety Officer.

Sponsors: City Manager

Attachments: Transmittal
Ordinance
Attachment

3. 202600067 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 1/14/2026, **AUTHORIZING** the City Manager to take all necessary and proper actions to cooperate with the Director of the Ohio Department of Transportation to facilitate the performance of bridge maintenance activities for the bridges carrying State Route 32 from Eastern Avenue over the Little Miami River in connection with the Ohio Department of Transportation's State Route 32 bridge project in the City of Cincinnati.

Sponsors: City Manager

Attachments: Transmittal
Ordinance

ADJOURNMENT

Green Cincinnati Plan

2025

PROGRESS REPORT

ACKNOWLEDGEMENTS
Thanks to Mayor Aftab, Cincinnati City Council, the City Administration and Departments, Green Cincinnati Plan Partners, the Environmental Advisory Board, OES Staff, and residents from across the City — all are responsible for the progress shared in this report.

Designer:
Anna Diederichs Design, LLC

Thank you to all who contributed images to bring this report to life.

Cover Image:
Cincinnati Parks volunteers plant trees in Evanston.

OES Team visits the Cincinnati Recycle & Reuse Hub to learn from a GCPP partner.

Wasson Way Phase 6B opens with a celebration in Evanston

Mayor Aftab, former Mayor John Cranley, and Councilmember Owens visit the City's 100MW New Market Solar Array.

Friends,

Nobody said this work would be easy. When we set bold goals in the Green Cincinnati Plan, we knew there would be challenges along the way. Transformational change requires deep work and perseverance.

There have been some bumps in the road for climate work in 2025 - funding cuts and rule changes, paired with record setting heat and storms. We learn a lot about ourselves when things get hard.

As I reflect on the past year, I like what I have seen from our team, our partners, and our Cincinnati community. Unrattled, I see a steady focus on people-first solutions. I see resilience and adaptability to find a way forward. I see individual actions coming together into a collective story of determination and hope. I am deeply grateful for your commitment and inspired by the leadership emerging across our city.

Thank you for walking this path with us—through the challenges, the breakthroughs, and the ongoing learning. I look forward to continuing our work together.

Gratefully,

Oliver Kroner
Director, Office of Environment & Sustainability

Ollie motivates the audience gathered at the Green Cincinnati Forward event in October.

OES supports Carbon Harvest and Parks leaders in piloting biochar use in tree planting.

Electeds gather at the Cincinnati Sustainability Tour hosted by OES & PCFO in November.

BY THE NUMBERS

The Green Cincinnati Plan (GCP) has been the City's sustainability plan since 2008. Updated every five years (2013, 2018, and 2023), the GCP has helped Cincinnati earn a reputation as an international leader in climate action. It is a Plan made by the People, for the People. Since 2008, the actions outlined in the GCP have galvanized thousands or residents to build a more sustainable, equitable, and resilient city... together.

39.6%

reduction in GHG emissions from 2006 baseline on our way to 50% by 2030.

85%

of GCP actions are completed or in progress from the 2023 plan.

$712,452

in City and private funds granted to date to bring the GCP to life through the GCP Seeds of Change Grant Program.

102.86MW

of renewable energy produced by the city for city facilities and residential aggregation program use.

KEY ACHIEVEMENTS

Winter

- OES begins installing composting infrastructure at community gardens
- Youth engagement in the Cincinnati Comprehensive Climate Action Plan takes place over 8 workshops
- The City's Environmental Advisory Board provides two comments to Council on pending legislation – infrastructure improvements and impervious surface fees
- Funding secured for Keep Cincinnati Beautiful to install a new greenspace in the West End at the corner of Linn & Livingston Streets

Spring

- Green Workforce Landscape Report released
- Avondale Resilience Hub plan complete
- GCP Seeds of Change awards Open Call recipients
- Energy efficiency and energy budget reduction educational outreach takes place
- OES launches the first of four neighborhood food scrap drop off sites to divert organic waste into compost
- Climate Safe Neighborhoods in Winton Hills takes place

543

families and counting experience reduced energy burden due to engagement with WarmUp Cincy.

$54.35M

awarded in grants with OES support —$18.91M still active after the changes in federal law.

199

EV and Hybrid vehicles in the city fleet.

64%

of Cincinnati households are active recyclers and growing.

500+

households participate in composting through 36 neighborhood food scrap drop off sites.

40

Purple Air quality monitors installed in 34 neighborhoods

Summer

- Cincinnati Region Climate Migration Outlook Report released and Resilient and Welcoming Region Workshop held
- Youth Climate Action Fund grantees bring their projects to life
- Building Performance Standards engagement sessions held for the early stage of policy formation
- Climate Safe Neighborhoods takes place in the West End
- BREATHE Summit held
- West Fork Incinerator Asbestos Abatement begins

Fall

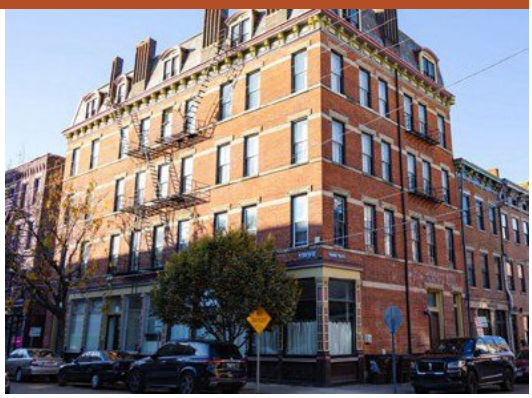
- Green Cincinnati Forward event held galvanizing 225+ attendees to continue to build momentum in our efforts to reach GCP goals
- GCP Seeds of Change Grant Program awards green workforce training and urban agriculture grants
- Contractors receive upskilling in building science in anticipation of state rebates
- OES launches social media
- "Wild About Saving Food" Prevention Campaign launches with partner organizations
- The newest air monitors installed in the West end to measure air quality for MadTree's Let's Grow Local

FOCUS AREA

Buildings/Energy

VISION: Ensuring energy efficient buildings and clean energy for a healthy, equitable, and resilient city

- 543 households supported to reduce the burden of energy bills through WarmUp Cincy
- 100 MW New Market Solar array fully online
- Achieved SolSmart Silver by working with the Buildings & Inspections Department to train 29 inspectors and plans reviewers in solar
- Broke ground on a new 10 MW solar array on the Center Hill Landfill
- Received $250,000 grant award to support clean energy market-building activities



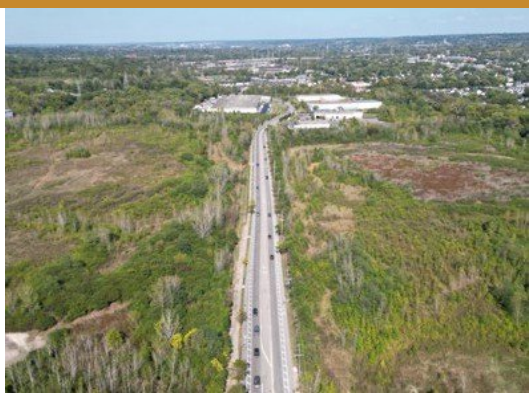
One out of every four Cincinnati households struggle to pay energy bills or maintain adequate temperatures in their home. As part of the City's commitment to ensure that energy is affordable for all residents, OES and partners facilitate WarmUp Cincy. One program of WarmUp Cincy is called the Whole Building Retrofit Pilot. Partnering with Over-the-Rhine Community Housing (OTRCH), Green Umbrella, and multiple research institutions, this project is completing energy efficiency upgrades in 14 multifamily buildings within OTRCH's affordable housing portfolio. This initiative will reduce energy costs, improve comfort and stability, and reduce carbon emissions. Read more about it here.

FOCUS AREA

City Operations

VISION: Leading by example and centering community voice in the design and implementation of programs and policies.

- 84 EVs are part of the active city fleet and 17 city mechanics upskilled to service EVs
- 31 City facilities generating solar energy
- Energy audits of 65 city facilities completed and a decarbonization report kicked off
- A new streamlined process for City Departments to remove e-waste was launched in late October 2025
- Employee Red Bike membership incentive program tops 200 enrollees



Despite federal grant cancellations over the past year, the Center Hill Landfill Solar Project continues to find a way — recently earning public support from the Mayor at the State of the City address. The City is working with a developer to finalize a creative mix of financing that will allow this 10MW solar project to rejuvenate a closed city-owned landfill before the federal incentives run out, supplying consistent, renewable power to the local grid. Initial construction is already underway at the site in Winton Hills!

FOCUS AREA

Community Activation

VISION: Empowering residents to play a central role in creating climate solutions

- 125 confirmed GCP Partner organizations and counting
- GCP Seeds of Change Grant Program awarded $438,462 to 89 projects including $87,500 specifically for youth led climate action projects in 2025
- 29 contractors trained in Building Science Principles in preparation for the Ohio Home Energy Savings Program roll out
- Groundwork ORV, Green Umbrella, & OES engaged 26 residents in Climate Safe Neighborhoods Programs in Winton Hills and West End

OES was thrilled to announce the release of the *Cincinnati Green Workforce Landscape Analysis* in May. It is the culmination of almost two years of work as OES and partners respond to the largest cross-cutting theme of the 2023 Green Cincinnati Plan engagement process – our residents' interest in being an active part of the emerging green economy. Here, community members gathered at City Hall to celebrate this milestone and hear an overview of the report. Special thanks to the Cincinnati Regional Chamber and Co-op Cincy for their leadership and collaboration on this report and for advancing green workforce development in our region.

FOCUS AREA

Food

VISION: Creating an equitable food system and economy that serves all of Cincinnati.

- $379,084 invested by the City in support of urban agriculture & local food
- 2,898,124 meals created by La Soupe from rescued food to serve 180+ community Share Partners
- 49 communities saw investment in local-led food efforts
- $850,000 City Impact Award focused on food security as a gun violence reduction effort

OES facilitated positive growth in food waste diversion over the past year — addressing prevention, reuse, and composting through partnerships. Thanks to a federal grant, Society of St. Andrew and La Soupe are able to glean, rescue, transform and share even more food with those who need it most. At the same time, more residents are stepping up to turn fruit and vegetable scraps into compost through food scrap drop-off locations facilitated by Queen City Commons and at 28 bioreactors installed just this year in community gardens. The opportunity to reduce your carbon footprint by keeping your food scraps out of the landfill has never been easier!

FOCUS AREA

Mobility

VISION: Prioritize people by building sustainable, safe, and accessible mobility options

- 21.7 miles of the CROWN completed out of 34 planned miles
- 240,000+ Rider trips on Red Bike from 79 stations since relaunch in May 2024
- 1,549 traffic calming and safety improvements installed since 2024

Red Bike, the region's non-profit bikeshare system, came through a rough patch to announce their new three-year "Strengthen and Sustain" funding plan, strategy, and governing restructure. One year after a "Coalition of the Willing" came together to provide temporary bridge funds to keep Cincinnati Red Bike's operations up and running, this plan puts the bike share on positive footing moving forward. Red Bike operates over 70 stations and maintains a fleet composed of 75% e-bikes, enabling members and users to travel throughout the community close to carbon-free for work, health, recreation, and more.

FOCUS AREA

Natural Environment

VISION: Investing in natural resources, greenspaces, and ecosystems to improve the health and well-being of our Cincinnati communities

- Over 6,000 trees planted & provided by Cincinnati Parks and partners
- 40 air monitors across 34 neighborhoods installed by OES & Cincinnati Health Department, connecting residents to local air quality and how it affects their health
- Pocket Park Playbook published – from funding to permitting, a guide to establishing greenspaces in Cincinnati

OES co-hosted the first BREATHE Summit with partners. In this inaugural local convening, attendees explored connections between the Green Cincinnati Plan and local air quality initiatives, examining how air pollution impacts health, and how strategic tree planting and greenspace development can create cleaner air. The Summit also highlighted the powerful work of residents fighting for better conditions. With attendees including researchers, community groups, public services, and Cincinnatians – all working to make air quality improvements - this group is committed to working more closely together moving forward. Check out the OES Air Quality page to learn more.

FOCUS AREA

Resilience & Climate Adaptation

VISION: Anticipating, preparing, and responding to the challenges of changing conditions

- Over $34.5 million in brownfield assessement and remediation grants awarded to 22 projects within the City since the passage of the GCP
- Hosted Climate Migration Workshop gathering 60 local stakeholders to plan for a ready and welcoming Cincinnati
- Released a Climate Migration Report
- 501 residents of priority communities engaged through programs like Climate Safe Neighborhoods and Resilience Hubs

In partnership with the Urban League, Groundwork Ohio River Valley, and Avondale residents, OES spent early 2025 planning to establish a Resilience Hub. A Resilience Hub is a community-serving facility that offers programming and resources to help people meet their daily needs and respond to emergencies in their neighborhood, like a flood or power outage. With strong community input, the Urban League created a strategic plan to improve their facilities and operations to serve as a Resilience Hub. We look forward to expanding to a network of Resilience Hubs in 2026!

FOCUS AREA

Zero Waste

VISION: Protecting human health and the environment by diverting waste from landfills.

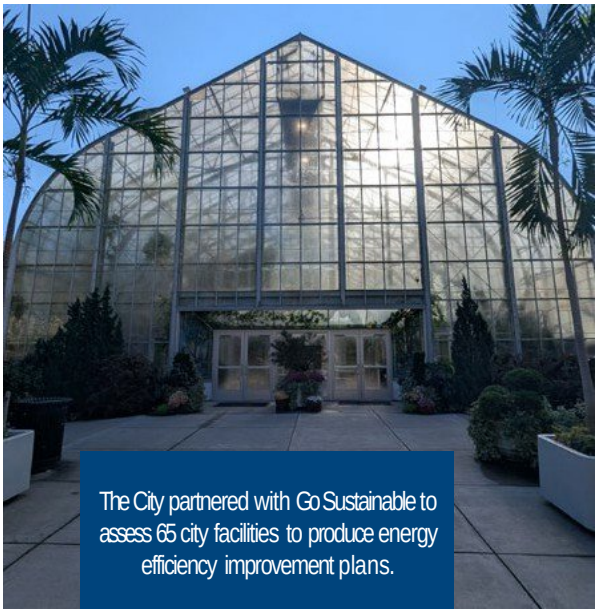
- Since 2023, 50 composters have been built diverting 50 tons of organic material at 39 sites on track to produce 30 tons of finished compost annually
- $280,000 awarded to improve recycling participation at 11 large multifamily properties with 947 households enrolled so far
- 182 public recycling cans placed in 10 neighborhood business districts to reduce litter & divert 6 tons of waste monthly
- Campaign mailers reached nearly 14,000 households in 2025, boosting participation and helping residents recycle correctly
- Managed compliance of 25 commercial waste franchisees doing business within the city limits

Thanks to a grant from The Recycling Partnership, OES has expanded recycling access to eleven large multi-family properties, working in partnership with Rumpke, property managers, and residents. These efforts have already diverted 10 tons of material since September and we are just getting started. Several residents in each building have even volunteered as Recycling Ambassadors—a role designed to help track recycling participation and contamination levels to ensure the program's success. By the end of summer 2026, OES is committed to onboarding 3,000 new recycling households across the City.

Lunkenheimer Valve in South Fairmount is one of 22 brownfields receiving clean-up grant funding.

42 city and county officials and key stakeholders visited 8 sites during an OES & PCFO hosted tour to build an understanding of GCP accomplishments and possibilities.

Building sector stakeholders gather to begin to shape a Building Performance Standards policy for the city.

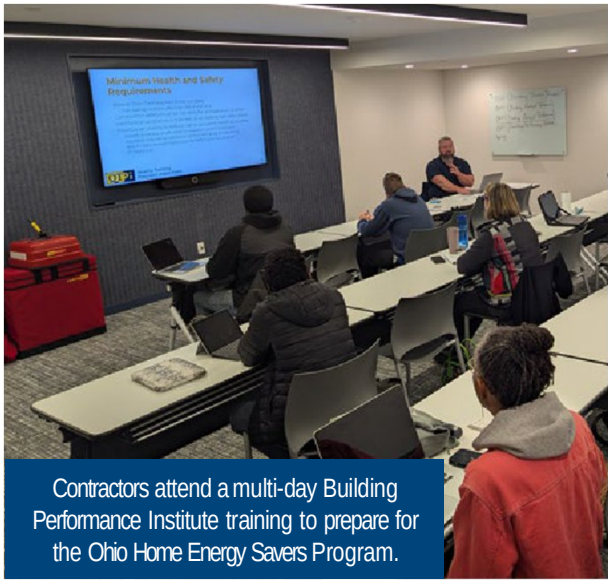


The City partnered with Go Sustainable to assess 65 city facilities to produce energy efficiency improvement plans.

COMMITTING TO THE WORK AHEAD... TOGETHER

Our carbon emissions trends are on track for our 2030 and 2050 goals and the City is more committed than ever to leading the way on bold climate action. Together, we are building a more sustainable, equitable, and resilient Cincinnati. The winds of change are strong and we are stronger for 2026 and beyond. Our plan is to forge ahead with creativity and persistence. How about you? How will you join us in the work ahead as we continue to build momentum for the GCP together?

One the city's mechanics recently trained to effectively service electric vehicles is hard at work.



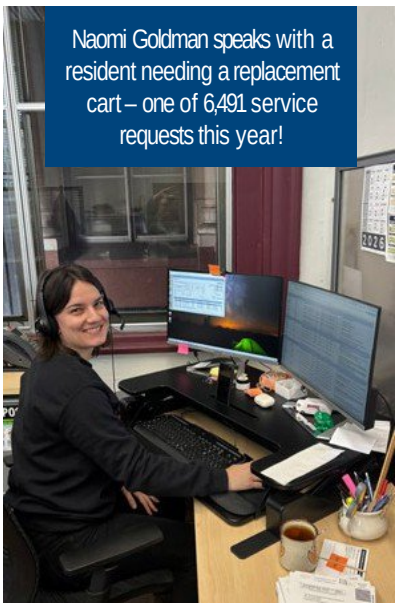
Contractors attend a multi-day Building Performance Institute training to prepare for the Ohio Home Energy Savers Program.

MLK Community Garden enjoyed using their Johnson-Su Bioreactor, supported by CES USDA grant, to make compost for their garden.

This dynamic crew of West End resident leaders completed their neighborhood's Climate Resilience Plan facilitated by Groundwork Ohio River Valley.

Two young climate action leaders make change thanks to their GCP Seeds of Change grant

Naomi Goldman speaks with a resident needing a replacement cart – one of 6,491 service requests this year!



One of 42 projects supported by the Urban Agriculture Mini-Grant program hard at work.

"The City cannot accomplish the work of the Green Cincinnati Plan alone. It takes many partners and I want to recognize the incredible work being done by so many of you — community leaders, advocates, businesses, nonprofit organizations, residents, and city staff. Your ideas, energy, and collaboration are essential. Real change happens when government and community come together. Thank you for everything you're doing. Together, we are building a greener, stronger future."

— Mayor Aftab Pureval, October 14, 2025

Green Cincinnati Plan

city of CINCINNATI

OFFICE OF ENVIRONMENT AND SUSTAINABILITY

www.cincinnati-oh.gov/oes

Read the Green Cincinnati Plan

/CincinnatiOES

@cincinnatioes

@CincinnatiOES

company/cincinnati-office-of-environment-sustainability/

city of CINCINNATI
Interdepartment Correspondence Sheet

Date: January 14, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202600066

Subject: Emergency Ordinance - Cincinnati Streetcar PTASP

Attached is an emergency ordinance captioned as follows:

> **APPROVING** the revised Public Transportation Agency Safety Plan for the Connector as recommended by the streetcar's Accountable Executive and Chief Safety Officer.

The Federal Transit Administration requires that the Cincinnati Streetcar implement a Public Transportation Agency Safety Plan ("PTASP") approved by City Council. The PTASP must also be updated annually due to continuous safety improvements. The PTASP has been revised with the following updates:

- Change the name of the Employee safety Committee to the Joint Labor Management Employee Safety Committee (section 22.6)
- Detail the Joint Labor Management Employee Safety Committee selection process and compensation policy for employees (section 22.6)
- Add a signature line for the Joint Labor Management Employee Safety Committee Chair in the PTASP (page v)
- Update appendix A definitions to align with 49 CFR part 673.5
- Remove "Accident" and "Incident", replace with safety event.

The reason for the emergency is the need to meet the Ohio Department of Transportation's March 1, 2026 deadline.

The Administration recommends passage of the attached ordinance.

Attachment I – Cincinnati Streetcar Agency Safety Plan

cc: Greg Long, Interim Director, Transportation and Engineering

E M E R G E N C Y

JRS

- 2026

APPROVING the revised Public Transportation Agency Safety Plan for the Connector as recommended by the streetcar's Accountable Executive and Chief Safety Officer.

WHEREAS, the City is a rail transit agency subject to Federal Transit Administration ("FTA") requirements governing such transit agencies; and

WHEREAS, the FTA promulgated Title 49 Code of Federal Regulations (CFR) Part 673, which requires that rail transit agencies subject to state safety oversight must establish a Public Transportation Agency Safety Plan ("PTASP"); and

WHEREAS, 49 CFR Part 674 requires the appropriate State Safety Oversight Agency, the Ohio Department of Transportation ("ODOT") in the case of the streetcar, to ensure that each transit agency has a PTASP compliant with 49 CFR Part 673; and

WHEREAS, in addition, Ohio Revised Code Section 5501.56 and 49 CFR Part 673 together require that an agency PTASP must be approved by each transit agency's board of directors or an equivalent authority, in this case City Council; and

WHEREAS, the City Manager, in her capacity as the Accountable Executive for the streetcar, and the Chief Safety Officer for the streetcar have since further revised the PTASP to ensure the streetcar's ongoing safe operation; and

WHEREAS, the City's revised PTASP maintains a sufficiently explicit process for safety risk management with adequate means of risk mitigation for the streetcar; includes a process and timeline for annually reviewing and updating the safety plan; includes a comprehensive training program for the operations personnel directly responsible for streetcar safety; identifies an adequately trained safety officer who reports directly to the Accountable Executive; includes adequate methods to support the execution of the PTASP by all employees, agents, and contractors for the streetcar; and sufficiently addresses other requirements provided in 49 CFR Part 673; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the revised Cincinnati Streetcar Agency Safety Plan, attached hereto as Attachment A and incorporated herein, is approved as the required Public Transportation Agency Safety Plan ("PTASP") for the Connector, the streetcar system located in downtown and Over-the-Rhine.

Section 2. That the City Manager and all appropriate City officials are authorized to send the revised Cincinnati Streetcar Agency Safety Plan to the Ohio Department of Transportation ("ODOT"), the State Safety Oversight Agency for the streetcar, for review and approval.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to submit the revised Cincinnati Streetcar Agency Safety Plan to the Ohio Department of Transportation within the required time frame.

Passed: _____, 2026

_____
Aftab Pureval, Mayor

Attest: _____
Clerk

CINCINNATI STREETCAR

AGENCY SAFETY PLAN

801 PLUM STREET

CINCINNATI, OHIO 45202

NOVEMBER 10, 2025

REVISION 8

RECORD OF REVISIONS

Revision #	Revised By	Date	Issue/Revision Description
0	TJ Thorn	8/27/2019	Original Draft Document
1	TJ Thorn	10/21/2019	Removed references to Authority (meaning SORTA) in appropriate sections of the document, added a description of an "adequately trained" CSO in 22.2, added feedback process language to Section 23.
2	Paul Conway	4/8/2020	Update signature block and minor grammar edits. Remove interim status.
3	Paul Conway	4/15/2020	Replaced the "CEO" with the "City Manager," who is the Accountable Executive. Replaced the "Engineering and Project Management" with the "Department of Transportation and Engineering." Replaced "ENP text messages from the RCC" with "text messages from the City." Replaced "Security Director" with "Chief Safety Officer." Removed the fire training video statement.
4	Paul Conway	7/20/2021	Update current roles and dates. Update table of contents. Add PTSCTP training for City Staff (CSO, Streetcar Director, Transit Coordinator). Update Safety Performance Targets. Add City Address to Title page. Update and sign policy statement.
5	Paul Conway	5/10/2022	Updated ASP review date to April 30th (Section 14). Removed reference to GATIS worksheet and updated SMS implementation (Section 17). Employee Safety Committee added (Section 22.6).

			Employee suggestion box added to employee reporting (Section 23). Transit operators de-escalation training added (Section 32.5). Updated the City personnel that must go through a specific technical transit training (Section 41.1). Updated to include the separate, overarching training plan included in the Operations and Maintenance plans (Section 41.2). Update table of contents.
6	Paul Conway	10/1/2023	-Update ASP review date to November 1st to fall in line with ODOT's annual review, Section 11 -Add reference to Continuity of Operations Plan (COOP) developed by the City and Transdev, Section 32.2 -Update how rules compliance activities are monitored and how does Transdev assure QA / QC. (Sections 34.4 and 35) -Remove City Transit Coordinator from signature page - add strategies to minimize exposure to infectious disease (Section 26.7) - added employee safety reporting protection from disciplinary action (Section 23) -added employee behavior that is not protected from disciplinary action (Section 23) -detail how the City will respond to emergency Corrective Action Plans and submit CAPs to the SSOA(section 31) -added the Accountable Executive's review and signature of materials regarding the conduct and results of internal safety reviews. (section33) -update table of contents

7	Paul Conway	12/21/2024	-changed References from section 43 to section 44. -updated section 43 now covers Risk Based Inspections by ODOT - added section 22.6.1 for employee Safety committee responsibilities -Define the roles and responsibilities of the Cincinnati Transit Coordinator and Deputy Director of Streetcar Services. (Section 22.3) -update section 23 to include reports of safety concerns through the Streetcar website -Update methods of rules compliance activities to include SmartDrive system for signal violations (Section 34.4) - update the Safety Performance Targets in Table 1, section 9 to reflect NTD data from 2021-2023 -update section 22.5 to allow the SSRC to vote on items electronically via email -update the table of contents
8	Paul Conway	11/10/2025	-Change the name of the Employee Safety Committee to Joint Labor Management Employee Safety Committee (section 22.6) -Add a signature line for the Joint Labor Management Employee Safety Committee chair to the ASP (page v) - Detail the Joint Labor Management Employee Safety Committee selection process and compensation policy for employees (section 22.6) -Update appendix A definitions to align with 49 CFR part 673.5 -remove “Accident” and “Incident” and replace with safety event

Agency Safety Plan Review and Approval

Approved by: _____ 12/9/25
Accountable Executive

Reviewed by: Gregory D. Long 12 / 8 / 2025
Director of Transportation and Engineering

Reviewed by: Lori Burchett 11 / 17 / 25
Streetcar Deputy Director

Reviewed by: Paul Conway 11/10/25
Chief Safety Officer of Streetcar Services

Reviewed by: Sheri Allen 12/08/25
Cincinnati Streetcar General Manager

Reviewed by: Sheri Allen 12/08/25
Joint Labor Management Employee Safety Committee Chair

Approval by City Council

This plan was approved by the City Council of the City of Cincinnati on ___/___/___ and reflected in the official, approved council minutes. A copy of the resolution is contained in the Appendices.

Table of Contents

1. Definitions 1
2. Acronyms 1
3. Introduction 1
4. Applicability 1
5. Policy 1
6. Transition from SSPP to ASP 1
7. Accountable Executive and City Council Approvals 1
8. Modes Covered by this Plan 2
9. Safety Performance Measures and Targets 2
10. Safety Plan Review, Update and Certification 3
11. ASP Review Schedule 3
12. ASP Control and Update Procedure 4
13. ASP Review and Approval by City Council 4
14. Review and Approval by ODOT SSO 4
15. ASP Change Management 4
16. Coordination with the Metropolitan Planning Organization (MPO) and Non-Metropolitan Planning Organizations 4
17. Safety Management System (SMS) Implementation 4
18. Safety Management Policy 5
19. Safety Management Policy Statement 5
20. Safety Management Policy Communication 6
21. Emergency Preparedness and Response Plans 6
    21.1. Emergency Response Personnel Training 6
22. Authorities, Accountabilities, and Responsibilities 6
    22.1. Accountable Executive 6
    22.2. Chief Safety Officer 6
    22.3. Executive Management 7
    22.4. Key Staff 7
    22.5. Safety and Security Review Committee 7
    22.6. Monthly Joint Labor Management Employee Safety Committee 7
        22.6.1 Joint Labor Management Employee Safety Committee responsibilities 8
23. Employee Safety Reporting Program 8
24. Safety Risk Management 9
25. Safety Risk Management Process 9
26. Safety Hazard Identification 9
    26.1. Safety Certification Process 9-10
    26.2. System Modifications 11
    26.3. Train Orders and Special Instructions 11
    26.4. Memorandum 12
    26.5. Tracking 12
    26.6. Procurement 12

26.6.1. Overview 12
26.6.2. Program Responsibility 12
26.6.3. Safety-Related Procurement Process and Procedures 12
26.6.4. New or Modified Systems Specifications 12
26.6.5. New or Modified Systems Safety Design Reviews 13
26.6.6. New or Modified Systems Acceptance Testing and Inspection 13
26.7 Minimizing Infectious Disease Exposure 13
27. Safety Risk Assessment 13
28. Safety Risk Mitigation 14
28.1 Safety Risk Reduction Program Measures
29. Safety Assurance 14
30. Safety Performance Monitoring and Measurement 15
30.1. Safety Data Acquisition 15
30.1.1. Roles and Responsibilities 15
30.1.2. Data Acquisition Process 15
30.1.3. Data Analysis 15
30.1.4. Reports 15
30.1.5. Accident and Incident (Safety Event) Notification, Accident and Incident (Safety Event) Investigation Plan and Reporting Procedures 16
31. Corrective Action Plans 16
32. Emergency Management Program 16
32.1. Emergency Planning Responsibilities and Requirements 16
32.2. Emergency Procedures and Plans 16
32.3. Required Meetings 17
32.4. Emergency Exercises and Evaluation 17
32.5. Employee Training 17
32.6. First Responder Familiarization Training 18
33. Internal Safety Audit Program 18
34. Rules Compliance 18
34.1. General 18
34.2. Review 19
34.2.1. Directives, Rules, and Standard Operating Procedures 19
34.3. Rule Book 19
34.4. Process for Ensuring Rules Compliance 19
34.5. Systems Inspections 20
34.6. Coordination with Local, State, and Federal Safety Requirements 20
34.7. Resolution of Audit/Inspection Findings 20
34.8. Compliance with Local, State and Federal Safety Requirements 20
34.9. Working On or Near Transit Controlled Property 20
34.9.1. Contractor and Non-Transit Agency Personnel 21
34.9.2. Employees 21
34.10. Hazardous Materials Program 21
34.11. Responsibility 21

34.11.1. Chief Safety Officer 21
34.12. O&M Contractor 21
34.13. Hazardous Materials Process 21
34.14. Drug and Alcohol Program 21
34.14.1. Overview 21
34.14.2. Decision Tree 21
34.14.3. Compliance 22
34.14.4. Program Responsibility 22
34.14.5. Drug and Alcohol Abuse Program 22
35. Operational and Maintenance Procedure Compliance Monitoring 22
36. Risk Mitigation Monitoring 23
37. Safety Event Investigation 23
38. Management of Change 23
39. Continuous Improvement 23
40. Safety Promotion 23
41. Training and Certification Program 24
41.1. City of Cincinnati 24
41.2. Rail Vehicle Operators 24
41.2.1. Extensions and Major Modifications 24
41.2.2. Rail Vehicle Operator Compliance 25
41.3. Maintenance 25
41.4. Refresher Training 25
41.4.1. Rail Vehicle Operators 25
41.4.2. Maintenance Personnel 25
41.5. Contractor Training 25
42. Recordkeeping 26
43. Risk Based Inspections 26-28
44. References 28
Appendix A – Definitions of Special Terms Used in the Safety Plan 29-32
List of Acronyms Used in the Safety Plan 32
City Council Resolution 33
Safety Management Policy Statement 34

1. Definitions

A list of definitions based upon those listed in 49 CFR Part 673.5 is contained in the Appendices.

2. Acronyms

A list of acronyms utilized in this Plan is contained in the Appendices.

3. Introduction

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (ASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The effective date of this rule is July 19, 2019. As a result, Transit operators must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2020. The plan must be updated and certified by the transit agency annually.

4. Applicability

As a recipient of funds under 49 U.S.C. 5307 the City of Cincinnati is required to develop a Public Transit ASP. This document will serve as the ASP for Cincinnati Streetcar.

5. Policy

Cincinnati Streetcar has adopted the principles and methods of SMS as the basis for enhancing safety and will follow the principles and methods of SMS in the delivery of service to our community.

6. Transition from SSPP to ASP

Cincinnati Streetcar previously utilized a System Safety Program Plan (SSPP), which documented the overall safety program. The Plan was previously approved by the State Safety Oversight (SSO) Program of the Ohio Department of Transportation (ODOT) and the Board of Trustees of the Southwest Ohio Regional Transit Authority, the operator at that time. The SSPP was constituted of 21 elements which outlined and described the policies, processes and procedures associated with the safety program. To maintain the integrity of the safety program, yet be compliant with state and federal regulations, these elements were integrated into the ASP. This integration was based upon an analysis performed by the SSO to determine where and how these elements should be integrated into components of the ASP per 49 CFR Part 673.

7. Accountable Executive and City Council Approvals

In accordance with 49 U.S.C. 5329(d)(1)(A), the Accountable Executive and City Council must approve this plan. This will be accomplished via signature of the Accountable Executive, which will be affixed to this Plan, and by formal City Council Ordinance. A copy of that Motion will be included in the Appendices of this document. Additionally, the ASP will be submitted for approval to the Accountable Executive and City Council annually.

8. Modes Covered by this Plan

This Plan covers the Cincinnati Streetcar System.

9. Safety Performance Measures and Targets

Safety Performance Measures aid Cincinnati Streetcar in monitoring performance. Safety performance measures also focus on improving safety performance through the reduction of safety events, fatalities, and injuries. These Safety Performance measures are shared with our MPO annually. In accordance with the National Public Transportation Safety Plan the following Safety Performance Targets have been identified:

Safety Performance Measure		Description
1	Measure 1a – Major Events	This includes all safety and security major events as defined by the NTD.
2	Measure 1b – Major Event Rate	This includes all safety and security major events as defined by the NTD, divided by VRM.
3	***Measure 1.1 – Collision Rate (new)***	This includes all collisions reported to the NTD, divided by VRM.
4	***Measure 1.1.1 – Pedestrian Collision Rate (new)***	This includes all collisions "with a person," as defined by the NTD, divided by VRM.
5	***Measure 1.1.2 – Vehicular Collision Rate (new)***	This includes all collisions "with a motor vehicle," as defined by the NTD, divided by VRM.
6	Measure 2a – Fatalities	This includes all fatalities as defined by the NTD.
7	Measure 2b – Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.
8	***Measure 2.1 – Transit Worker Fatality Rate (new)***	This includes all transit worker fatalities as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
9	Measure 3a – Injuries	This includes all injuries as defined by the NTD.
10	Measure 3b – Injury Rate	This includes all injuries as defined by the NTD, divided by VRM.
11	***Measure 3.1 – Transit Worker Injury Rate (new)***	This includes all transit worker injuries as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
12	***Measure 4a – Assaults on Transit Workers (new)***	This includes all assaults on transit workers as defined by the NTD.9
13	***Measure 4b – Rate of Assaults on Transit Workers (new)***	This includes all assaults on transit workers as defined by the NTD,9 divided by VRM.
14	Measure 5 – System Reliability	This includes Major Mechanical System failures as defined by the NTD.

Table 1 Safety Performance Targets

Mode of Transit Service	Major Events(1a)	Major Event (Rate) Per 100,000 VRM (1b)	Collision (Rate) Per 100,000 VRM (1.1)	Pedestrian Collision (Rate) Per 100,000 VRM (1.1.1)	Vehicular Collision (Rate) Per 100,000 VRM (1.1.2)	Fatalities (Total) (2a)	Fatalities (Rate) Per 100,000 VRM (2b)
Cincinnati Streetcar	0	0.00	2	1.0	6	0	0.0
Mode of Transit Service	**Transit Worker Fatality (Rate) Per 100,000 VRM (2.1)**	**Injuries (Total) (3a)**	**Injuries (Rate) Per 100,000 VRM(3b)**	**Transit Worker Injury (Rate) Per 100,000 VRM (3.1)**	**Assaults on Transit Workers (4a)**	**Assaults on Transit Workers (Rate) Per 100,000 VRM**	**System Reliability VRM between failures**
Cincinnati Streetcar	0	2.0	2	0	0	0.0	10000

It should be noted that these performance targets are based on the time the City has been operating the system as documented in the National Transit Database (NTD) Safety and Security Time Series from January 2021 through December 2024.

10. Safety Plan Review, Update and Certification

In accordance with 49 U.S.C. 5329(d)(1)(A), the ASP will be certified as compliant on an annual basis. Annually, the Chief Safety Officer (or Designee) will lead a review of the ASP in conjunction with affected departments and update the ASP as necessary. Route extensions, significant changes to the operational practices, or other events may be cause for a review at any time. The ASP and any updates must be reviewed and approved by the City of Cincinnati's City Council.

11. ASP Review Schedule

The ASP will be reviewed annually by November 1st. However, any changes and approvals will be completed by January 15th. The ASP will be submitted to City Council for review and approval by February 10th.

12. ASP Control and Update Procedure

The Chief Safety Officer is responsible for control and updating the ASP. Input for annual reviews will be requested from all Cincinnati Streetcar personnel.

13. ASP Review and Approval by City Council

In accordance with 49 U.S.C. 5329 (d)(1)(A) and 49 CFR Part 673 (1) the Public Transportation ASP, and subsequent updates, must be signed by the Accountable Executive and approved by the agency's Board of Directors, or an Equivalent Authority. Because Cincinnati Streetcar does not have a Board of Directors, the Cincinnati City Council is the equivalent authority and therefore is required to review and approve the ASP as well as any updates to the ASP.

14. Review and Approval by ODOT SSO

Cincinnati Streetcar is required to review the ASP at least annually and make any modifications, as needed to assure that the ASP is current and accurate. Each updated draft ASP submitted to the ODOT SSO program will include a summary that identifies and explains the changes. If there are no changes required for the ASP, it will be indicated.

Once the draft ASP has been determined to be ready for approval, the ODOT SSO program staff will indicate that status to the Chief Safety Officer and provide the checklist used for the review. This submittal is required to be completed by April 30th each year to coincide with the annual report to the ODOT SSO program. Upon receipt of the final ASP, the ODOT SSO program will issue written approval of the ASP to Cincinnati Streetcar within thirty (30) calendar days.

15. ASP Change Management

Any changes to the ASP will be documented in the Change Record. This Change Record will contain a summary that identifies and explains the changes for submittal to the City Council annually.

16. Coordination with the Metropolitan Planning Organization (MPO) and Non-Metropolitan Planning Organizations

Annually the Cincinnati Streetcar will create Safety Performance and State of Good Repair Measures and Targets for Cincinnati Streetcar service based upon the principal of continuous improvement. To aid in the planning process for both the State of Ohio and the local MPO these measures and targets will be transmitted to the MPO via electronic communication to the OKI Regional Council of Governments and ODOT Office of Transit. However, prior to submittal to the MPO and ODOT Office of Transit the safety performance measures and targets must be submitted to, and approved by, the SSO. The entire process will be completed prior to annual submission of the ASP to City Council.

17. Safety Management System (SMS) Implementation

To implement SMS, the Cincinnati Streetcar has taken a four-phase approach based upon a continuous improvement cycle of Plan, Do, Check, Act. Over the last 4 years the Cincinnati Streetcar has made the transition to SMS. City of Cincinnati employees have completed the

FTA's Public Transportation Safety Certification Training Program (PTSCTP) while Operations & Management (O&M) operator Transdev's management team will complete the same training in 2025. Transdev has developed a SMS training program for all employees, maintains an employee safety reporting drop box, and hosts a management/frontline employee safety meeting monthly. Employee concerns are addressed, and conclusions are shared via operators orders and break room postings. The Safety & Security department is responsible for leading implementation with assistance from the Safety and Security Review Committee (SSRC) which also serves as the SMS implementation team. The City and Transdev are committed to a culture of open safety discussions and strive for continuous improvement.

18. Safety Management Policy

Safety Management Policy establishes necessary organizational structures, roles and responsibilities. It also ensures safety is on the same priority level as other organizational functions. And it provides direction for effective safety risk management (SRM), assurance and promotion. Lastly, it helps ensure sufficient resources are provided.

19. Safety Management Policy Statement

Cincinnati Streetcar recognizes that the management of safety is a core value of our business. The management team at Cincinnati Streetcar will embrace the SMS and is committed to developing, implementing, maintaining, and constantly improving processes to ensure the safety of our employees, customers, and the general public. All levels of management and frontline employees are committed to safety and understand that safety is the primary responsibility of all employees.

Cincinnati Streetcar is committed to:

- Communicating the purpose and benefits of the SMS to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization, and all employees will receive appropriate information and SMS training.
- Providing appropriate management involvement and the necessary resources to establish an effective reporting system that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the employee reporting system. After thoroughly analyzing provided data, the transit operations division will develop processes and procedures to mitigate safety risk to an acceptable level.
- Ensuring that no action will be taken against employees who disclose safety concerns through the reporting system, unless disclosure indicates an illegal act, gross negligence, or deliberate or willful disregard of regulations or procedures.
- Establishing safety performance targets that are realistic, measurable, and data driven.

- Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

A signed copy of this statement is contained in the Appendices.

20. Safety Management Policy Communication

This Safety Management Policy Statement is communicated to the City Council via the annual review and approval process. It is also communicated to Streetcar employees and contractors using communication boards at the Maintenance and Operations facility as well as on our website at https://www.cincinnati-oh.gov/streetcar/. An employee may also request a printed copy from their supervisor. A signed copy of the Safety Management Policy Statement is contained in the Appendices.

21. Emergency Preparedness and Response Plans

Cincinnati Streetcar's emergency preparedness and response plans, which are incorporated here by reference, include the Security and Emergency Preparedness Plan (SEPP) and Emergency Operations Plan (EOP).

21.1. Emergency Response Personnel Training

Training to familiarize fire, rescue, and other emergency service personnel with special transit system requirements is coordinated through and conducted by O&M Contractor.

Emergency preparedness and response drills are planned and conducted with emergency services and Cincinnati Streetcar personnel to a) ensure the adequacy of emergency plans and procedures; b) ensure readiness personnel to perform under emergency conditions; and c) effectively coordinate between and emergency response agencies. These exercises and drills are coordinated through the O&M Contractor and include potentially affected operations personnel.

22. Authorities, Accountabilities, and Responsibilities

22.1. Accountable Executive

The City of Cincinnati City Manager serves as the Accountable Executive for the Cincinnati Streetcar and is ultimately responsible for the Safety Program and SMS implementation. The Accountable Executive is responsible for approving the ASP annually and ensuring there are adequate resources to develop and maintain both the ASP and Transit Asset Management Plan. The Accountable Executive is accountable for ensuring action is taken, as necessary, to address substandard performance in the transit agency's SMS. The Accountable Executive may delegate specific responsibilities, but the ultimate accountability for the transit agency's safety performance cannot be delegated and always rests with the Accountable Executive.

22.2. Chief Safety Officer

The Chief Safety Officer reports directly to the Accountable Executive and is responsible for the following: developing and maintaining SMS documentation; directing hazard identification and safety risk assessment; monitoring safety risk mitigation activities; providing periodic reports on safety performance; briefing the Accountable Executive and City Council on SMS implementation progress; and planning safety management training. The Chief Safety Officer will be adequately trained. Adequate training is defined as having completed or in process of completing the PTSCTP for Rail and being a graduate of an accredited University or College.

22.3. Executive Management

In addition to the Accountable Executive and Chief Safety Officer the Transit Coordinator (TC) and the Streetcar Deputy Director (SD) have responsibility for day-to-day implementation of the SMS including but not limited to.

- Develop the annual safety performance report (TC)
- Document and process Management of change activity (TC)
- SSRC vice chair (TC)
- Safety and Security certification for small projects (TC)
- Monitor and analyze safety event data (TC)
- Develop the presentation for the SSO Quarterly meeting (TC)
- Safety performance monitoring (TC)
- Assist CSO with Safety monitoring (SD)
- Engage in budget and resource management including funding opportunities to enhance the system (potential FEMA grants) (SD)
- Operational oversight and service performance monitoring (SD)

22.4. Key Staff

The SSRC is designated as key staff to support the Accountable Executive and Chief Safety Officer in developing, implementing, and operating the SMS. Additionally, the SSRC will serve as SMS Ambassadors to promote the SMS program through communication and training.

22.5. Safety and Security Review Committee

The SSRC is a multi-disciplinary working group that serves as a high-level committee to address all safety and security issues as well as review and approval of configuration management items. Committee membership includes representation from the following functional areas: safety, security, engineering, planning, operations and maintenance. ODOT representatives are invited to attend all SSRC meetings. The committee is chaired by the Chief Safety Officer and co-chaired by the City Transit Coordinator. The SSRC can vote to approve items brought to the committee at the normally scheduled meeting or electronically through e-mail. For more detailed information about the SSRC please refer to the Cincinnati Streetcar SSRC procedure.

22.6. Monthly Joint Labor Management Employee Safety Committee

The Employee Safety Committee is a working group composed of O&M management, operators, maintenance, and support staff along with the City Chief Safety Officer and City

Transit Coordinator or designee. This group meets monthly to discuss any issues that frontline employees encounter and works on specific mitigations. The committee is comprised of an equal number of frontline (union) and management employees, typically 4 of each. Union employees include operators, vehicle maintenance, and maintenance of way staff. The Safety Committee is chaired by the Operations Manager or designee (typically the Chief Safety Officer). Safety Committee Agendas and Meeting Minutes will be printed and shared with all staff and electronic copies of the minutes are sent to the SSO and Accountable Executive monthly. The agency does not have a compensation policy as the Joint Labor Management Employee Safety Committee participants are compensated for their involvement through the agency's regular pay structure (i.e., union if applicable), as these safety meetings occur during normal/scheduled business hours and attendees are selected from the staff working the day the Joint Labor Management Employee Safety Committee meeting is held. As meeting attendance rotates monthly, participant composition changes as well, broadening opportunities for more transit workers to engage in the Joint Labor Management Employee Safety Committee process. Safety Committee decisions are voted on by the members in attendance and recorded in the minutes. If technical experts are needed in an advisory capacity the City will look to existing City staff for guidance. When technical experts are required that are outside the scope of city staff the city and the O/M contractor will share in the cost and recruitment of the required expert. Any disputes that cannot be worked out at the Safety Committee will be resolved by the Collective Bargaining agreement. If the Safety Committee recommends a safety risk mitigation unrelated to the safety risk reduction program, and the Accountable Executive decides not to implement the safety risk mitigation, the Accountable Executive will prepare a written statement explaining their decision, pursuant to record-keeping requirements at § 673.31. The Accountable Executive will submit and present this explanation to the transit agency's Employee Safety Committee and City council.

22.6.1 Employee Safety Committee Responsibilities:

-1 Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at § 673.11(a)(1)(i);

-2 Set annual safety performance targets for the safety risk reduction program as required at § 673.11(a)(7)(iii); and

-3 Support operation of the transit agency's SMS by:

(i) Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;

(ii) Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and

(iii) Identifying safety deficiencies for purposes of continuous improvement as required at § 673.27(d), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.

(iv) The Safety Committee will identify any deficiencies in the transit agency's performance against annual safety performance targets set by the Safety Committee under § 673.19(d)(2) for the safety risk reduction program required in § 673.11(a)(7).

23. Employee Safety Reporting Program

Cincinnati Streetcar has established a Safety Reporting System for the public and employees to report identified hazards or safety concerns. Employees are encouraged to report safety concerns and may do so through the following means including, but not limited to: Employee Safety Committee, Employee Safety Anonymous Drop Box, and immediate manager or supervisor. The City and the City's O&M contractor will not retaliate against any employee reporting a safety concern. This includes protection from termination, compensation decrease, a poor work assignment, and threats of physical harm. To close the feedback loop Cincinnati Streetcar will provide an update to employees regarding the results of any investigations and (or) action taken arising out of their report. Employee behavior that is not protected from disciplinary action includes, but is not limited to:

- Preventable Safety Events
- Threats, intimidation, harassment, physical violence or fighting while on duty
- Possession of firearms, weapons, explosives, or similar devices on Company premises or any time while on duty
- Abusive, harassing, or threatening behavior toward a passenger, any member of the public, fellow employee, supervisor, or other company official

The public may report concerns to the Cincinnati Customer Service Request hotline at 513-591-6000, which will notify Streetcar management for follow-up. The public can also report safety concerns on the Streetcar's website at this link https://www.cincinnati-oh.gov/streetcar/ .

24. Safety Risk Management

SRM is vital to the success of the SMS. And before an SMS can be effectively built or improved, safety hazards must be identified and mitigations in place to manage the safety risk. SRM is a continuous process, which includes the following activities: Safety hazard identification, safety risk assessment, and safety risk mitigation.

25. Safety Risk Management Process

The SRM Process identifies and analyzes hazards and potential consequences. It then expresses safety risks for each consequence in terms of probability and severity to determine if the risk is acceptable and if not utilizes safety risk mitigation to lower the safety risk. The process also

includes interaction with safety assurance to ensure hazards are tracked after safety risk mitigation has taken place. In all cases safety risk mitigation activities are documented.

26. Safety Hazard Identification

Effective Hazard Identification is supported by sources, training on proper identification and reporting and promotion of the safety reporting program to employees and the public. Potential sources for hazard identification and their consequences include the following: Safety Reporting System (employee program and public reporting), safety event, internal audits, safety committees, government sources (ODOT,FTA, NTSB), industry partners (American Public Transit Association - APTA) operational observations, review of historical data, scenario development and review, Job Hazard Analysis (JHA)/Job Safety Analysis (JSA), safety event investigations data review and ad hoc hazard reporting.

As referenced in Section 3.5 Reporting to the State Safety Oversight Agency (SSOA) of the Hazard Management Plan, Cincinnati Streetcar has established a Hazard Tracking Log, which reflects the consolidation of information in the hazard management process. The Hazard Tracking Log will contain all hazards identified through the methods applied by Cincinnati Streetcar. The Hazard Tracking Log will be submitted to ODOT's designated point of contact on the 15th day after the end of the month.

For more information see the Cincinnati Streetcar Hazard Management Plan.

26.1. Safety Certification Process

The Safety and Security Certification Plan ensures that any design or operating hazards/threats are identified, monitored, and properly controlled or mitigated, prior to the commencement of revenue service. The Safety and Security Certification Plan addresses all systems and equipment, which may reasonably be expected to pose hazards/threats to customers, employees, contractors, emergency responders, and the general public. The plan identifies the technical and managerial tasks required during the design, supply, construction, and commissioning of any project or equipment.

The City of Cincinnati certifies that all safety critical systems and major capital projects that may impact passenger, employee, or public safety are operationally ready to enter safe and secure revenue service as further delineated in Cincinnati Streetcar's Safety and Security Certification Plan provided. Safety and security operational readiness is demonstrated through a safety and security certification program that is developed and implemented for each subsequent operating segment and phase.

The goals of the safety and security certification program are to verify that identified safety and security requirements have been met and to provide evidence that the new or rehabilitated equipment, systems and facilities are safe to use by passengers, employees, contractors, emergency responders, and the public by:

- Verifying that appropriate codes, standards, and guideline, including the most recent Safety and Security Design Criteria, have been incorporated into the specifications.
- Ensuring that a thorough and complete system safety/security engineering process is followed throughout the acquisition process.
- Ensuring that all identified hazards/threats have been eliminated or controlled.
- Ensuring that normal and emergency hazard resolution methodologies have been implemented.
- Ensuring that all training required for the safe/secure operation of the new vehicles is complete.
- The objectives of the safety and security certification program that support the above goals include:

    - Identify specific safety and security requirements to ensure the most comprehensive specification possible to avoid inadvertent hazards/threats.
    - Verify that all documentation identified as safety critical has been reviewed to ensure compliance with safety criteria.
    - Facilities and equipment have been constructed, manufactured, inspected, installed, and tested, in accordance with safety and security requirements in the Design Criteria and contract documents.
    - Assure that operations and maintenance manuals reflect appropriate procedures necessary for control of hazards and include appropriate warnings, hazards, and cautions required for safety critical operations.
    - Training documents have been developed for the training of operating personnel, and emergency response personnel.
    - Transportation and maintenance personnel have been properly trained and qualified regarding potentially hazardous operations.
    - Emergency response agency personnel have been prepared to respond to emergency situations in or along the alignment system.
    - Verify that testing associated with elimination of control of hazards has been completed.
    - All security related issues have been addressed and resolved.
    - Create a verification-tracking log to track all safety related closures that are not complete at the time of revenue operations.

An outline of the certification process is shown below. The process began with system design and continued through the start of revenue operation. The process is ongoing for continuous improvement.

1. Identify those safety and security related elements to be certified
2. Establish Safety & Security Design Criteria
3. Prepare the Design Criteria Conformance Checklists
4. Verify conformance with Design Criteria
5. Prepare the Specification Conformance Checklists

6. Verify conformance with Specifications
7. Perform testing, training, and emergency response coordination
8. Manage Integrated Testing
9. Resolve all Open Items
10. Perform Pre-Revenue Testing
11. Approve completed checklists and issue Project Safety & Security Certificate

Each critical system element receives a written safety/security certificate. When all required system elements are certified, a system-wide safety/security certificate is issued along with a safety/security verification report. Final authority to approve certification of extensions for revenue service rests with the City Manager.

The City of Cincinnati and Southwest Ohio Regional Transit Authority certified the project in 2016. Formal safety certification is required for all new, extended, rehabilitated or modified systems or components including replacement vehicles and equipment. A complete program description can be found in the Safety and Security Certification Plan.

26.2. System Modifications

The City of Cincinnati ensures that safety concerns are addressed in modifications to the existing system by a formal process of notification to O&M Contractor. The O&M Contractor is responsible for coordinating changes to existing systems, including vehicles, trackway, signals, and switches. All changes are to be reflected in a modification log for each system or subsystem. Modifications or changes will be disseminated through various means and will follow the process laid out in Section 38.0 Management of Change Process.

26.3. Train Orders and Special Instructions

Operations personnel will be informed of changes or modifications through either Train Orders or Special Instructions. Permanent modifications or changes will be written into the Recertification program and be accepted as a normal condition of operation.

26.4. Memorandum

The O&M Contractor may elect to address modifications or changes to the System in memo form. The O&M Contractor will ensure that information posted has been read and understood by Operations personnel prior to operation through modified or changed systems.

26.5. Tracking

The O&M Contractor is delegated the responsibility of ensuring that any hazards associated with system modifications of any kind are worked into the Hazard Management Process. Any accepted risks associated with system changes will be tracked from the outset.

26.6. Procurement

26.6.1. Overview

Procurement of new systems such as facilities, equipment, cars, and non-revenue vehicles or the modification of existing systems include safety requirements in specifications, design

reviews, testing, configuration control and periodic safety evaluations. These procurements include consultation with the Chief Safety Officer to ensure basic system safety principles.

26.6.2. Program Responsibility

The City of Cincinnati will appoint a Project Engineer for new rail contracts and is responsible for all matters relating to this contract, except changes to the contract involving scope, cost or time. Such changes shall be made with the approval of the Project Engineer. The Maintenance Manager is also responsible for coordinating the effort to assure that all specifications to new streetcar vehicles, equipment, and parts meet the technical specifications and provisions in the document "Vehicle Technical Specifications."

26.6.3. Safety-Related Procurement Process and Procedures

For Rail the Maintenance Manager must approve modifications, or parts changes to any vehicle. The SSRC and Department of Transportation and Engineering office will review modifications to original specifications; however, the Maintenance Manager has the authority to approve the purchase of parts manufactured by a non-OEM supplier. The Maintenance Manager maintains a change and modification record.

26.6.4. New or Modified Systems Specifications

Basic safety and user requirements are included in procurement specifications and coordinated with appropriate departments. As new facility, system, or equipment specifications are proposed, responding contractors are required to resolve hazards in accordance with the established order of precedence:

- Design for Minimum Hazard. The major effort during the design phase of a contract shall be to select appropriate safety design features (e.g., fail-safe and redundancy).
- Safety Devices. Hazards, which cannot be eliminated through design, shall be reduced to an acceptable level using appropriate safety devices.
- Warning Devices. Where it is not possible to preclude the existence or occurrence of a hazard, devices shall be employed for the timely detection of the condition and the generation of an adequate warning signal.
- Special Procedure. Wherever it is not possible to reduce the magnitude of an existing or potential hazard through design, or the use of safety and warning devices, the development of special procedures to control the hazard shall be required.

Specification includes the requirement that contractors who provide systems, subsystems, or equipment that affect safe movement of vehicles or passenger/employee safety, establish and maintain a safety program in accordance with the approved safety program plan which defines objectives, tasks, procedures, schedules, and data submittals for the safety activities that will be performed by the contractor. The contractor's safety program plan and supporting documentation is approved by the designated management representative subject to review by the Chief Safety Officer.

26.6.5. New or Modified Systems Safety Design Reviews

Safety design reviews are an integral part of all acquisition processes for facilities, systems and equipment. Safety design reviews are conducted to assess the compliance of facility or equipment design with safety requirements in specifications and to ensure that the safety of existing equipment is not degraded by the addition of new facilities or equipment. Safety reviews are normally carried out as an integral part of engineering design reviews coordinated by the Department of Transportation and Engineering.

26.6.6. New or Modified Systems Acceptance Testing and Inspection

Acceptance testing and inspections are included in procedures that assess compliance with the safety requirements of the procurement specification. The project manager verifies and certifies to the Chief Safety Officer that the modified system and facility documents follow the specified safety requirements for the issuance of the Final Certification Report.

26.7. Minimizing Infectious Disease Exposure

The Cincinnati Streetcar has adopted strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions, including infectious diseases. The Cincinnati Streetcar has installed 2 hand sanitizing stations on each streetcar and can dispense face masks to passengers if recommended by the Centers for Disease Control or the local Health Department. Operators can also stop at every station and open the doors to allow fresh air inside the streetcar.

27. Safety Risk Assessment

To assess risk, Cincinnati Streetcar has adopted Military Standard 882-E. A comparative risk assessment process is utilized which is based on the principles, descriptions and definitions of MIL-STD-882E, but enhances the risk assessment and prioritization to include the cost of corrective action. The process codifies the hazard severity, hazard probability of occurrence, and the cost of eliminating or controlling the hazard and rates each element using established hazard rating tables. The process then determines which hazards are unacceptable or undesirable based on their severity and probability of occurrence. The hazard severity, probability and cost combination for unacceptable and undesirable risk is then ranked on a Hazard Priority Rating Table whereby Cincinnati Streetcar Management can prioritize and allocate the resources available to eliminate or correct the unacceptable and undesirable hazards. For information about the safety risk assessment process see the Cincinnati Streetcar Hazard Management Plan.

28. Safety Risk Mitigation

To reduce the likelihood and severity of consequences related to hazards Cincinnati Streetcar will employ the following risk mitigation strategies as appropriate: hazard elimination, reduction of risk through alteration, incorporation of engineered features or devices, provision of warning devices or the incorporation of signage, procedures, training and personal protective equipment. Safety risk mitigation for infectious diseases includes, but is not limited to social distancing, face mask requirements, opening all the doors at station stops. Safety risk

mitigation may include more than one measure to achieve the most acceptable result. Any employed risk mitigation measure will be monitored for its effectiveness. This will be accomplished through regular review of performance measures and event reports to determine recurrence and (or) trends.

28.1 Safety Risk Reduction Program Measures

The Safety Risk Reduction Program will monitor 8 Safety Performance Measures and Targets and attempt to reduce the number and rates of safety events, injuries, and assaults on transit workers.

The measures that will be monitored are:

- Major Events and Major Event Rates (divided by VRM), including all major events as defined by the NTD
- Collisions and Collision Rates (divided by VRM) including all collisions reported to the NTD
- Injuries and Injury Rates (divided by VRM) including all injuries defined by the NTD
- Assaults on Transit Workers and Rate of Assaults on Transit Workers including all assaults on transit workers as defined by the NTD including mitigations consistent with § 673.25(d)(4)
- When the Safety Committee, as part of the transit agency's safety risk reduction program, identifies and recommends under § 673.19(c)(6) safety risk mitigations, including mitigations relating to vehicular and pedestrian safety events involving transit vehicles or assaults on transit workers, based on a safety risk assessment conducted under § 673.25(c), the Cincinnati Streetcar will include or incorporate by reference these safety risk mitigations in its ASP pursuant to § 673.11(a)(7)(iv).
- When identifying safety risk mitigations for the safety risk reduction program related to assaults on transit workers, including to address a missed safety performance target set by the Safety Committee under § 673.19(d)(2), the Cincinnati streetcar and its Safety Committee must consider deployment of assault mitigation infrastructure and technology on transit vehicles and in transit facilities. Assault mitigation infrastructure and technology includes barriers to restrict the unwanted entry of individuals and objects into the workstations.

29. Safety Assurance

Safety Assurance, in SMS, gives Cincinnati Streetcar the ability to know if and how well our mitigations are working by providing key information for data-driven informed decision making, by the collection and analysis of safety performance data, and the provision of timely safety performance information. Finally, it provides safety performance verification and validates the effectiveness of our safety risk mitigation activities. At Cincinnati Streetcar, this is accomplished through safety performance monitoring and measurement as discussed in Section 30.

30. Safety Performance Monitoring and Measurement

Safety Performance Measurement is a subcomponent of SMS and there are three things that it accomplishes. First of all it provides critical indicators to Executive Management and any oversight authority. Secondly, it provides assurance that Cincinnati Streetcar is meeting its safety objectives. Thirdly, it provides assurance that SMS and safety risk controls are working as anticipated and if not a process is in place to continually improve. Cincinnati Streetcar monitors safety performance through the following activities: the Employee Safety Reporting Program, Service Delivery Activities and Operational and Maintenance Data. It also conducts safety surveys, safety audits and inspections, and safety investigations.

30.1. Safety Data Acquisition

30.1.1. Roles and Responsibilities

The O&M Contractor has the responsibility to monitor the safety performance of operations. Safety data is collected and analyzed to determine if safety performance meets established safety goals. This data includes injuries to passengers, O&M Contractor personnel, public; potentially hazardous equipment failures; unacceptable hazardous conditions, and rules and procedure violations. A closed-loop reporting system for identifying and monitoring safety-related items has been established. To close out each safety event, safety verification activities and results are reviewed and audited by the Chief Safety Officer or their designee.

30.1.2. Data Acquisition process

The O&M Contractor is responsible for information regarding safety events, hazardous conditions and operations obtained from several different reporting mechanisms. These include but are not limited to: email and (or) text messages from the City, safety event reports, daily operations reports, and employee occupational injury reports. Employees are also encouraged to bring any safety-related issues to the attention of managers and supervisors.

30.1.3. Data Analysis

Tracking of hazard related data is used to identify trends. These trends are further analyzed and/or investigated to determine causal factors. This is accomplished by interviews with personnel in the affected department(s) and analysis of pertinent documentation. Identified hazards are submitted with corrective action recommendations or request for corrective action development.

30.1.4. Reports

Safety performance trend and analysis reports are provided to the SSRC for review and discussion. SSRC will receive safety trend, and analysis reports relative to the area of interest. The reports are the basis for determining achievement of the ASP safety goals and objectives and formulation of safety performance goals/objectives for the coming year. The safety trend and analysis reports are also the basis for the annual safety performance report to ODOT. The annual report includes collision data, passenger and employee injury data, injury data affecting the public, program audit findings and trends, and corrective action plans (CAP). The annual

report also describes the strategies for achievement of the stated safety and security objectives.

30.1.5. Safety event notification, Safety event Investigation Plan and Reporting Procedures

For Safety Event Notification, Safety Event Plans and Reporting Procedures see the Cincinnati Streetcar Accident Investigation Procedure.

31. Corrective Action Plans

CAPs can be the result of safety events (e.g. a near-miss, auditing (internal or otherwise) and potentially National Transit Safety Board investigations. CAPs document the action taken and contain the following information: identification of the hazard, deficiency, or root causes, action(s) being taken to resolve or mitigate the hazard or deficiency, implementation schedule for the CAP, the individual or department responsible for implementing the corrective action(s) and any other critical information deemed necessary by Cincinnati Streetcar or ODOT. CAPs must be approved by ODOT and tracked through resolution. CAPs will be handled on a case-by-case basis by the City and the O&M contractor at the Safety and Security Review Committee (SSRC) with system safety being the top priority. After approval, a CAP closure form including all relevant information. Will be submitted to the SSOA and tracked in the CAP log. Any emergency action will be added to the Hazard Log and followed up with one or more CAPs to be reviewed by ODOT and the SSRC. For additional information, please refer to the Cincinnati Streetcar CAP Development, Tracking and Closeout Procedure Review and Approval Plan.

32. Emergency Management Program

32.1. Emergency Planning Responsibilities and Requirements

Annually, the Chief Safety Officer, or designee, will coordinate, conduct or participate in safety/security related drills and exercises with the City of Cincinnati, Hamilton County EMA, Department of Homeland Security, and other agencies, such as Cincinnati Fire and Cincinnati Police. The purpose of participation is to ensure that all potential emergency responders are familiar with equipment and property. Participation may include hands-on training, demonstrations, video demonstrations, hand-outs, or any other media. Minimally, emergency responder training will include basics of streetcar vehicle and system electrification, familiarization with Streetcar operations and routing, and emergency entry methods into Streetcar vehicles.

32.2. Emergency Procedures and Plans

Cincinnati Streetcar has implemented several emergency response plans and procedures in support of Emergency Management including an EOP and a Continuity of Operations Plan (COOP). The purpose of the EOP is to ensure that in any event requiring emergency management there is effective coordination of response and restoration of normal operations between Cincinnati Streetcar personnel, First Responders and other responding organizations.

The purpose of the COOP is to ensure that during and after an event the City and Cincinnati Streetcar personnel have a coordinated plan to safely continue operations.

Please see the EOP and COOP for additional information.

32.3. Required Meetings

The Chief Safety Officer is responsible to annually establish on-going meetings with local emergency responders. These meetings will include, but are not limited to: a review of emergency management plans, preparation for drills and coordination of familiarization or refresher training with first responders.

32.4. Emergency Exercises and Evaluation

A program for effective joint training exercises and drills involving and other external agencies including local police, fire, and emergency management agencies is maintained by the system the Chief Safety Officer. The Chief Safety Officer uses the Homeland Security Exercise and Evaluation Program (HSEEP). This program includes the creation and use of tabletop exercises (TTX) and Full-Scale Exercises (FSE). This program is followed annually and prior to opening new lines or as required.

TTX involve presenting various emergency scenarios to teams of participants with the purpose of allowing the teams to discuss the appropriate response actions. TTX are conducted to prepare Cincinnati Streetcar, law enforcement, and emergency response personnel to respond to emergencies involving transit passengers and equipment. FSE differs from TTX in that they involve utilizing actual equipment, facilities, and personnel together to form a full-scale mock emergency.

The purpose of these exercises is to demonstrate that participants understand their individual roles and responsibilities and are familiar with the equipment and layout of facilities. Drills involve local law enforcement and emergency response personnel and are indicative of the types of emergencies typical of transit operations and services. Alternating exercises for natural and human caused scenarios is critical for satisfying federal requirements. Cincinnati Streetcar has adopted an after-action review (AAR) with a lessons learned sharing system (LLS). The key element of the LLS is where an assigned person tracks the results of the AAR and incorporates the recommendations into policy, procedure, SOP, training or mitigation.

The O&M Contractor will implement new findings from TTX and FSE and will ensure that appropriate and timely employee training occurs, as necessary. Furthermore, to ensure that personnel are trained to perform satisfactorily during emergency conditions, annual recertification will incorporate discussion and refresher training regarding procedures, practices, actions, and responsibilities during emergency situations.

32.5. Employee Training

An important aspect of every employee's job is his or her individual responsibility for safety and security. As a result, the O&M contractor develops, maintains, and updates the security-related

training curriculum for all employees. Targeted security training incorporates such security and emergency management concepts as terrorism awareness, continuity of operations and the National Incident Management System (NIMS). Security-awareness training is required for all personnel and is considered an essential and proactive element of the security program. De-escalation training for operations and maintenance employees is also a required and essential part of the safety training conducted by the O&M contractor. This program is administered by the O&M contractor, the operator of Cincinnati Streetcar. It is designed to reinforce security roles and responsibilities for all employees by doing the following:

- Preparing employees for the requirements of their jobs with appropriate security training. Train employees on de-escalation methods and tactics.
- Increasing the level of security awareness throughout the organization.
- Reinforcing any applicable security policies and procedures, including standard operating procedures (SOPs).
- Providing each employee with an opportunity to take part in the security program by asking questions and voicing any concerns.
- Increasing employee understanding pertaining to the potential threats and vulnerabilities within the system and what measures can be taken to eliminate, control, mitigate, and prepare for those threats and vulnerabilities.

32.6. First Responder Familiarization Training

The Cincinnati Fire Department has hands-on familiarization for fire companies working in or will be responding to emergencies on the alignment, which has been and will continue to be provided on an as-needed basis coordinated by the Chief Safety Officer or Designee.

33. Internal Safety Audit Program

The purpose of internal system safety audits is to inform management if programs and activities are meeting planned and published requirements. Audits are authorized by management to verify compliance with requirements and policy. Elements of the ASP will be reviewed over a three-year period. ODOT will be notified and presented with the review checklist thirty days prior to each review. The annual report must be submitted to ODOT each year. The Chief Safety Officer must certify compliance of the ASP each year or define the areas of non-compliance with an appropriate CAP. The Accountable Executive will review, evaluate, and sign off on the results of any internal safety review. An approved designee conducts internal system safety reviews. The Chief Safety Officer is responsible for the direction of the audits. For more information see the Cincinnati Streetcar Internal Audit Plan.

34. Rules Compliance

34.1. General

All Cincinnati Streetcar personnel are responsible for the prevention of safety events, identification of hazards, and resolution of such hazards. Reports of all safety events, deficiencies, and defects will be maintained by the Manager of the appropriate department.

34.2. Review

34.2.1. Directives, Rules, and Standard Operating Procedures

The Streetcar Operators Rule Book, SOPs, Communications Center Procedures, Emergency Operating Procedures, Bulletins and Operating Orders all govern operations procedures during normal and abnormal conditions and are considered safety-critical documents. Additionally, the Maintenance SOPs govern maintenance practices (Inspection and Maintenance Manual). All of these documents are subject to configuration management and formal document control procedures.

34.3. Rule Book

The Streetcar Operators Rule Book is reviewed and analyzed annually, to ensure it provides for the safe operation of the system in normal, abnormal (e.g. brake failure, bypassed door) and emergency conditions, and to ensure compliance with appropriate governing bodies. Revisions to the Rule Book are done by the Cincinnati Streetcar General Manager, or designees annually, through the SSRC and submission to ODOT before implementation. All Streetcar Operators Rule Book revisions are tracked via a revision page that is updated following revisions. All are signed for by every operator and must be carried with them when operating streetcars. The Streetcar Operations Manager will keep a log for rules compliance and update the committee annually.

34.4. Process for Ensuring Rules Compliance

The Rail Operational Safety Checks Program serves as the foundation for observing, correcting, and documenting safety related behaviors and activities. It is also used to re-enforce positive safety behaviors. Operations Managers/Supervisors and Training Instructors are responsible for conducting periodic field and on-board operations safety checks. Supervisors and Training Instructors travel along the right-of-way and/or board streetcars to observe and evaluate adherence to rules, policies and procedures, verbal, or written instructions such as Train Operating Orders, and speed limit compliance. Operator safety checks are recorded on the "Supervisor Rail Safety Ride Check" and "Supervisor/Check forms." Operations Supervisors and Training Instructors are authorized to take appropriate and immediate actions if indicated by the situation. Each Streetcar Operator receives a monthly operations safety check.

The Cincinnati Streetcar General Manager organizes a program of unannounced safety inspections and field observations. All members of the senior management team participate in at least one such inspection every calendar month. These Safety Inspections and Field Observations fortify the safety processes, procedures and plans we have implemented for Streetcar Operators, Operations Control personnel, Wayside personnel, Streetcar Technicians, and Facilities Maintenance personnel. The Streetcar Operations Manager monitors rules compliance through the Rules Compliance Log. The streetcar Operations manager also uses SmartDrive to monitor and review Streetcar Operators and safety events along the alignment.

The results of Safety Checks will be reported to the Chief Safety Officer, or Designee, for incorporation into the Hazard Management Plan.

34.5. Systems Inspections

An essential element of the System Program is regular inspection of all system elements that can affect safe operation. Major elements in the system that directly affect safety are: vehicles, right-of-way, overhead power distribution, signal system, and streetcar stations and facilities. Preventive maintenance activities on wayside equipment and other safety critical equipment are performed in accordance with manufacturers' recommended practice and the APTA Manual of Standards and Recommended Practices for Transit Systems and are documented. Checklists are used in conducting inspections of facilities and equipment. See the Cincinnati Streetcar Maintenance Plan, Revision 5 for additional information including checklists utilized.

34.6. Coordination with Hazard Management Process

Deficiencies noted during inspections are logged into Cincinnati Streetcars asset management system and submitted for repair or corrective action to applicable managers. The Chief Safety Officer receives copies of all deficiency reports for tracking through the Hazard Management process. The adequacies of control measures for safety critical equipment and systems are evaluated to ensure the proper corrective actions are in place to control potentially hazardous conditions to passengers, employees, and the general public.

34.7. Resolution of Audit/Inspection Findings

Safety critical equipment that does not meet established requirements is removed from service and/or tagged or locked-out. Vehicles or equipment involved in safety events are inspected by qualified personnel prior to being placed back into service

34.8. Compliance with Local, State and Federal Safety Requirements

The City of Cincinnati is committed to the safety and health of its employees and contractors who work within the system. Additionally, the City of Cincinnati ensures a safe and healthy work environment through adherence to all applicable Federal standards, BWC standards and local codes. The O&M Contractor ensures that employees are aware of job related hazards through training, posters and notices located in affected areas. Employees will receive appropriate training when new materials, chemicals, or potentially hazardous materials are brought into their working environment.

The O&M Contractor, in coordination with the Chief Safety Officer, evaluates and creates solutions to ensure that employees are educated to potential hazards in their working environment. Procedures and practices employed to minimize exposure to workplace conditions that may jeopardize their safety and health are periodically reviewed and updated.

34.9. Working On or Near Transit Controlled Property

34.9.1. Contractor and Non-Transit Agency Personnel

All Contractors and Non-Transit Agency Personnel must have a Track Access Permit to perform work on or near the alignment. Furthermore, all Contractor and Non-Agency Personnel must complete a safety orientation as part of the permitting process

34.9.2. Employees

All employees who work on or near the rail alignment will receive safety training during New Hire Orientation or any time there is a change on the alignment.

34.10. Hazardous Materials Program

The goal of any Occupational, Safety and Health Program is to ensure a safe work environment free from recognized hazards. To that, the Hazardous Materials Program places emphasis on recognition, evaluation, and control of material hazards arising in and from the occupational environment. Several tools are employed which include, but are not limited to: industrial hygiene surveys, JHA, chemical inventories and employee training. There is one SOP that that governs the Hazardous Materials Program: Cincinnati Streetcar Hazard Communication Program.

34.11. Responsibility

34.11.1. Chief Safety Officer

The Chief Safety Officer is responsible for maintaining and communicating the expectations within this procedure and ensuring the program is adequate. At least annually, the Chief Safety Officer or designee will conduct an audit of the HCP and update the program as necessary.

34.12. O&M Contractor

The O&M Contractor is responsible for ensuring that personnel and sub-contractors comply with all Safety and Environmental programs.

34.13. Hazardous Materials Process

A chemical inventory is conducted annually. The results of this inventory are documented in the Chemical Inventory List (CIL). During this task chemicals are identified and evaluated based upon their Safety Data Sheet. Other tools may be used to identify hazardous materials such as industrial hygiene surveys and JHA.

34.14. Drug and Alcohol Program

34.14.1. Overview

All drug and alcohol testing for employees classified as “safety sensitive” is covered by the Drug and Alcohol policy. All drug and alcohol testing for Cincinnati Streetcar employees classified as “safety sensitive” is covered by the O&M Contractor Drug and Alcohol program.

34.14.2. Decision Tree

The Drug Testing Decision Tree is used by supervisory personnel to make drug-testing determinations following all safety events involving employees. The completed form will be forwarded to the Drug and Alcohol Test Program Administrator.

34.14.3. Compliance

FTA drug testing regulations require that all supervisors must undergo a minimum of sixty minutes of training on the signs and symptoms of drug use before they are qualified to make reasonable suspicion determination. A similar provision in the FTA alcohol testing regulation requires supervisors to undergo an additional sixty minutes of training on the signs and symptoms of alcohol use. The Drug and Alcohol Program Manager will ensure supervisory staff meet these minimum qualifications and will provide or arrange for refresher training when requested.

34.14.4. Program Responsibility

The O&M Contractor has primary responsibility for administering the Drug and Alcohol Program.

34.14.5. Drug and Alcohol Abuse Program

For Cincinnati Streetcar, the O&M Contractor has primary responsibility for administering the Substance Abuse Testing Program in accordance with 49 CFR Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs and 49 CFR Part 655: Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations.

35. Operational and Maintenance Procedure Compliance Monitoring

The Streetcar Operator Rule book, SOPs, Operations Control Procedures, Emergency Operating Procedures, and Bulletins all govern operations procedures during normal and abnormal conditions and are considered safety-critical documents. Additionally, the Maintenance SOPs govern maintenance practices (Inspection and Maintenance Manual). All these documents are subject to configuration management and formal document control procedures. Operations Supervisors conduct audits to ensure compliance of rules and procedures. This is accomplished through service audits. Safety performance issues are documented and tracked to determine if remedial action is required. The Streetcar Operations Manager will keep a log for rules compliance and update the committee annually.

The Maintenance Department is responsible for inspections of the facilities, equipment, and infrastructure. These safety inspections include life safety (alarm, fire doors and carbon monoxide monitoring), suppression systems and equipment lifts (portable and fixed). Streetcars are maintained at a minimum in accordance with manufacturer recommendations or at a higher level. Most of the preventative maintenance intervals are time driven based. Maintenance is tracked and coordinated through time schedules, which are maintained by the maintenance personnel using Maintenance Information Systems software. All maintenance is scheduled through work orders and completed within a twenty-percent requirement of the schedule maintenance activity. The Maintenance Department maintains a Quality Assurance Program to ensure audits and inspections are conducted. See the Cincinnati Streetcar Management Plan.

36. Risk Mitigation Monitoring

The purpose of Risk Mitigation monitoring is to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. At Cincinnati Streetcar this is accomplished though safety performance monitoring.

37. Safety Event Investigation

Safety Events are investigated in the context in which they occur. Collision events are investigated by qualified investigators. For more information see the Cincinnati Streetcar Accident and Incident (Safety Event) Investigation Procedure.

38. Management of Change

Change management is activities through which Cincinnati Streetcar ensures that any changes or proposed changes don't introduce new hazards, and if changes have introduced new hazards, measures to mitigate their potential consequences are instituted.

The process for identifying and assessing changes is contained in the Cincinnati Streetcar Configuration Management Plan. The purpose of configuration management plan is to ensure that changes to safety-critical systems and subsystems are reviewed prior to implementation. This assures there are a set of practices and procedures of identifying all components and their relationship in a dynamic and continually evolving system for the purpose of maintaining integrity, traceability and control over change throughout the cradle to grave lifecycle of the component. These practices will ensure that appropriate personnel have been provided accurate reference documentation for maintaining components and any modifications to components are properly and systematically documented. A change in configuration refers to a modification that may result in a change to physical and/or operational features of any asset.

For additional information, see the Cincinnati Streetcar Configuration Management Change Procedure.

39. Continuous Improvement

Continuous improvement is a process in which Cincinnati Streetcar works towards revising current processes in response to changing needs, operational environment, or standards. In the case of safety, this is accomplished through monitoring and evaluation of SMS performance to ensure we meet our safety performance targets. This is accomplished through internal/external audits and self-assessments.

40. Safety Promotion

Safety Promotion improves safety performance by increasing awareness through communication and training. It also displays continuous management commitment to communication. In fact, one of management's most important responsibilities of management is to encourage and motivate others to want to communicate openly, authentically, and without concern of reprisal. Training also documents executive management responsibilities to

allocate resources to training and maintain the relationship between safety training and SRM and safety assurance.

41. Training and Certification Program

Safety training is conducted on equipment. Operating Rules and SOPs will be prepared by the O&M Contractor and provided to all operating personnel. The O&M Contractor oversees the formulation of training programs and records, SOPs, and Rules and maintains all records, which are kept at the streetcar office. The O&M contractor's training plan is maintained in an Operations and Maintenance plan for frontline employees. The City of Cincinnati commits to continuous training for the Streetcar Director, Chief Safety Officer and Transit Coordinator.

41.1. City of Cincinnati

The Streetcar Director, Chief Safety Officer and Transit Coordinator will attend TSA sponsored classes provided by the U.S. Department of Transportation's Transportation Safety Institute (TSI). The PTSCTP requires that the 4 classes be completed over a 3-year period. When completed, this training results in a certificate for the Transit Safety and Security Program (Transit Rail Program).

41.2. Rail Vehicle Operators

All Streetcar Operators will be required to successfully complete the streetcar operations training program prepared by the O&M Contractor and approved by the SSRC, ODOT, and the City of Cincinnati. The O&M Contractor's training plan is contained within the Operations and Maintenance Plan. The O&M Contractor also has a fully developed Streetcar Operator Training plan with a recently updated Training syllabus.

All new Streetcar Operators are given the Streetcar Operator Training Course. This course covers SOPs and Operator Rules that govern the Streetcar alignment and operation. Operators are issued manuals for safe operation and troubleshooting of Streetcar vehicles.

New Streetcar Operators are also evaluated by established Operators using an Observation Report Form. New Operators must meet criteria satisfactorily or will receive additional training. O&M Contractor, on a separate occasion prior to certification, will determine whether the Operator demonstrates safe control of the Streetcar or needs additional training. Each Operator is certified with both written and practical testing to validate operational readiness.

41.2.1. Extensions and Major Modifications

Updated training materials will be developed under coordination by the General Manager, Operations and Safety Manager, Maintenance Manager, and Streetcar Supervisors prior to the opening of any new rail extension or major modification to the existing Streetcar line. Operations personnel will be certified by written and practical testing.

41.2.2. Rail Vehicle Operator Compliance

Streetcar Operators are subject to periodic in-service evaluations by Streetcar Supervisors who monitor their compliance to rules and procedures outlined in the Rule Book and SOP manual.

The Supervisor completes an Observation Report Form after completion of the in-service evaluation and will review the information in the report with the Operator. Operators observed violating any rule or procedure are subject to progressive discipline. The O&M Contractor will maintain a Rule Violation Log that chronicles violations each month and administers all disciplinary actions, retraining, re-instructions, and determines the consequence to rule violations.

41.3. Maintenance

Maintenance requirements, methods and procedures of equipment and systems are described in manuals, handbooks, and other documentation developed for the training and certification of maintenance personnel. Use of personal protective equipment (PPE), emergency equipment, and safety instruction are included within the training program.

Maintenance personnel who are required to operate Streetcars, hi-rail equipment, heavy equipment, or other specialized vehicles/equipment/apparatus are certified by both written and practical testing in order to document the employee's knowledge of safety and operating procedures and skill in the proper and safe operation and procedures.

41.4. Refresher Training

41.4.1. Rail Vehicle Operators

Annually, each Operator is given a refresher course on the rules and procedures and will re-certify with written and practical testing. The re-certification may consist of one or more of the following: a quiz, a checklist, a test, and a demonstration of troubleshooting techniques. Any person who fails the annual examination is given special retraining

41.4.2. Maintenance Personnel

Annually, each employee will re-certify in the proper and safe use of the equipment/vehicles with written and practical testing. Each person who fails the annual examination is given special retraining.

41.5. Contractor Training

Construction safety and project management is privately contracted in accordance with City of Cincinnati procedures. Contractors must first seek approval, in writing, to perform work on or near property and infrastructure.

Contractors will contact the City to apply for a Track Access Permit for rail-related projects. The request is forwarded to the O&M Contractor for review. Contractor requests must be submitted, at a minimum, one week in advance of scheduled work. Once approved, the O&M Operations Manager will provide a Track Access Permit to the requesting party. The Access Permit details the work to be performed, the time the work will be performed, and contact information for the on-site contractor Supervisor. The City of Cincinnati will receive a copy of the access permit.

The O&M Contractor must ensure that the requesting party abides by the safety requirements established by Cincinnati Streetcar. Requirements include, but are not limited to: reflective safety vests, proper hand signaling to Streetcar Operators, and understanding of inherent dangers of the live and hot overhead contact system.

Contractors are required to attend safety certification classes prior to approval and issuance of a Track Access Permit; this requirement depends on the work request. The O&M Contractor will make arrangements for contractors to attend such classes and receive certification prior to the approval and issuance of an Access permit, when necessary.

42. Recordkeeping

Per 49 CFR Part 673.31 Cincinnati Streetcar must maintain the documents utilized to create the ASP, including those related to the implementation of the SMS, and results from SMS processes and activities. Cincinnati Streetcar must also maintain documents (e.g. procedures, plans) that are included in whole, or by reference, that describe the programs, policies, and procedures that are used to carry out the ASP. These documents will be made available upon request by the FTA or other Federal entity, or the ODOT SSO. All these documents require a minimum retention of three years after creation.

43. Risk Based Inspections by ODOT

Pursuant to the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (49 U.S.C. § 5329), the Cincinnati Streetcar adds the following citations to the Agency Safety Plan to facilitate and comply with Special Directive No. 22-41, Required Actions to Implement a Risk-Based Inspection Program at the Ohio Department of Transportation, the ODOT SSO Program Standard Section 1.8, and Reference Guide Section 5.6.

Risk-Based Inspections – A risk-based inspection program uses qualitative and quantitative data analysis to inform ongoing inspection activities. Risk-based inspection programs are designed to prioritize inspections to address safety concerns and hazards associated with the highest levels of safety risk.

Inspection Access – The Cincinnati Streetcar provides ODOT with the authority and capability to enter the rail facilities that ODOT oversees to inspect infrastructure, equipment, records, personnel, and data, including the data that the Cincinnati Streetcar collects when identifying and evaluating safety risks.

Inspection Access Policies and Procedures – ODOT, in consultation with Cincinnati Streetcar, has established policies and procedures regarding the access for ODOT to conduct inspections of Cincinnati Streetcar, including access for inspections that occur without advance notice to Cincinnati Streetcar.

Data Collection – The Cincinnati Streetcar provides ODOT with the data that the Cincinnati Streetcar collects when identifying and evaluating safety risks, such as:

- Safety program data

    - Records of safety events
    - Hazard records
    - Safety risk mitigation records
    - Corrective actions plans
    - Records of near misses
- Maintenance data
    - Inspection and maintenance records and report forms
    - Work orders
    - Records of failures and defects
    - Records of revenue vehicles out of service, including causal information
    - Major maintenance activity schedule and progress
    - Adherence to maintenance schedules, including reports and documentation of deferred maintenance
- Inspection data
    - Inspection records and report forms
    - Records of failure and defects
    - Records of speed restrictions
    - Event and safety risk mitigation verification
    - Adherence to inspection schedules including reports and documentation of inspections not performed
    - Capital project schedules and progress

Data Collection Policies and Procedures – ODOT, coordinating with the Cincinnati Streetcar, has established policies and procedures for collecting data described in the Data Collection requirements, including with respect to frequency of collection, that is commensurate with the size and complexity of the Cincinnati Streetcar, see the ODOT/Cincinnati Streetcar Data Products List/Table.

Incorporation of These Requirements – Policies and procedures established by ODOT for Risk-Based inspections remain incorporated into the Cincinnati Streetcar Agency Safety Plan.

44. References

49 CFR 673 – Final Rule

Cincinnati Streetcar Safety and Security Review Committee procedure

Cincinnati Streetcar Configuration Management Change Procedure
Cincinnati Streetcar Hazard Management Plan
Cincinnati Streetcar Internal Audit Plan
Cincinnati Streetcar Accident and Incident(Safety Event) Investigation Procedure
Cincinnati Streetcar Corrective Action Plan (CAP) Development, Tracking and Closeout Procedure Review and Approval Plan
Cincinnati Streetcar Maintenance Plan

Appendix A
Definitions of Special Terms Used in the Safety Plan

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation ASP of an agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation ASP, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Assault on a transit worker means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

CDC means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Direct recipient means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Emergency means, as defined under 49 U.S.C 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or a catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170).

Equivalent Entity means an entity that carries out duties similar to that of a Board of Directors, for a recipient or sub recipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or sub recipient's Public Transportation ASP.

FTA means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Injury means any harm to persons because of an event that requires immediate medical attention away from the scene.

Investigation means the process of determining the causal and contributing factors of a safety event, or hazard, for the purpose of preventing recurrence and mitigating safety risk.

Joint labor-management process means a formal approach to discuss topics affecting transit workers and the public transportation system.

Large urbanized area provider means a recipient or subrecipient of financial assistance under 49 U.S.C. 5307 that serves an urban area with a population of 200,000 or more as determined by the most recent decennial Census.

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Near-miss means a narrowly avoided safety event.

Operator of a Public Transportation System means a provider of public transportation.

Performance Measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Potential consequence means the effect of a hazard.

Public transportation means, as defined under 49 U.S.C. 5302, regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include:
(1) Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity);

(2) Intercity bus service;

(3) Charter bus service;

(4) School bus service;

(5) Sightseeing service;

(6) Courtesy shuttle service for patrons of one or more specific establishments; or

(7) Intra-terminal or intra-facility shuttle services.

Public Transportation Agency Safety Plan means the documented comprehensive ASP for a transit agency that is required by 49 U.S.C. 5329 and this part.

Rail Fixed Guideway Public Transportation System means any fixed guideway system, or any such systemin engineering or construction, that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration. These include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.

Rail Transit Agency means any entity that provides services on a rail fixed guideway public transportation system.

Recipient means a State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C chapter 53.

Roadway means land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles, excluding station platforms.

Safety Assurance means processes within a transit agency's SMS that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Committee means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329 and this part.

Safety event means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Safety Deficiency *means a condition that is a source of hazards and/or allows perpetuation of the hazards in time.*

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk

mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent.

Safety Performance Target means a Quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved in a specific time period.

Safety Promotion means a combination of training and communication of safety information to support the SMS as applied to the transit agency's public transportation system.

Safety risk means the composite of predicted severity and likelihood of a potential consequence of a hazard.

Safety Risk Assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risk.

Safety Risk Management means a process within a transit agency's Public Transportation ASP for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences.

Safety risk mitigation means a method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.

Safety set-aside means the allocation of not less than 0.75 percent of assistance received by a large urbanized area provider under 49 U.S.C. 5307 to safety-related projects eligible under 49 U.S.C. 5307.

Small Public Transportation Provider means a recipient or sub recipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service across all non-rail fixed route modes or in anyone non-fixed route mode and does not operate a rail fixed guideway public transportation system.

State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and (k) and the regulations set forth in 49 CFR part 674.

Transit Agency means an operator of a public transportation system that is a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 or a rail transit agency.

Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

Transit worker means any employee, contractor, or volunteer working on behalf of the transit agency.

Urbanized area means, as defined under 49 U.S.C. 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an urban area by the Secretary of Commerce.

List of Acronyms Used in the Safety Plan

AAR – After Action Review
APTA – American Public Transit Association
ASP – Agency Safety Plan
CAP – Corrective Action Plan
EOP – Emergency Operations Plan
FSE – Full Scale Exercises
FTA – Federal Transit Administration
HSEEP – Homeland Security Exercise and Evaluation Program
JHA – Job Hazard Analysis
LLS – Lessons Learned Sharing System
MOF – Maintenance Operations Facility
MPO – Metropolitan Planning Organization
NIMS – National Incident Management System
O&M – Operations & Management
ODOT – Ohio Department of Transportation
OKI – Ohio Kentucky Indiana council of governments
PPE – Personal Protective Equipment
PTSCTP – Public Transportation Safety Certification Training Program
SEPP – Security and Emergency Preparedness Plan
SMS – Safety Management Systems
SOP – Standard Operating Procedures
SRM – Safety Risk Management
SSO – State Safety Oversight
SSOA – State Safety Oversight Agency
SSPP – System Safety Program Plan
SSRC – Safety and Security Review Committee
TSI – Transportation Safety Institute
TTX – Tabletop Exercises

City Council Resolution/Ordinance

Reserved for formal resolution

Cincinnati Streetcar Safety Management Policy Statement

Cincinnati Streetcar recognizes that the management of safety is a core value of our business. The management team at Cincinnati Streetcar will embrace the Safety Management System (SMS) and is committed to developing, implementing, maintaining, and constantly improving processes to ensure the safety of our employees, customers, and the public. All levels of management and frontline employees are committed to safety and understand that safety is the primary responsibility of all employees. Cincinnati Streetcar is committed to:

- Communicating the purpose and benefits of the SMS to all managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training.
- Providing appropriate management involvement and the necessary resources to establish an effective reporting system that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the employee reporting system and the Joint Labor Management Employee Safety Committee. After thoroughly analyzing the provided data, the transit operations division will develop processes and procedures to mitigate safety risk to an acceptable level.
- Ensuring that no action will be taken against employees who disclose safety concerns through the reporting system, unless disclosure indicates an illegal act, gross negligence, or deliberate or willful disregard of regulations or procedures.
- Establishing safety performance targets that are realistic, measurable, and data driven.
- Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Signature by the Accountable Executive

_____ Date 12/9/25

Paul Conway

Signature by the Chief Safety Officer_____ Date 11/10/2025

city of CINCINNATI
Interdepartment Correspondence Sheet

Date: January 14, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202600067

Subject: Consent Ordinance – DOTE – State Route 32 Bridges

Attached is an ordinance captioned as follows:

> **AUTHORIZING** the City Manager to take all necessary and proper actions to cooperate with the Director of the Ohio Department of Transportation to facilitate the performance of bridge maintenance activities for the bridges carrying State Route 32 from Eastern Avenue over the Little Miami River in connection with the Ohio Department of Transportation's State Route 32 bridge project in the City of Cincinnati.

The Ohio Department of Transportation (ODOT) has identified the need to perform bridge maintenance activities for the bridges carrying State Route 32 from Eastern Avenue over the Little Miami River, in connection with ODOT's bridge maintenance project PID No. 77925, located in the City of Cincinnati, community of Linwood.

No City right-of-way is required for the Project other than for temporary access and there is no change in use to City streets arising from the Project. The State of Ohio has requested that all necessary right of-way in the Project area be made available for the Project in accordance with current state and federal regulations.

The State of Ohio will provide 100% of the eligible cost of the work.

The City's Department of Transportation & Engineering has reviewed and approves of the proposed project. Any changes to the street layout or right-of-way are subject to review and approval by the City Planning Commission, but no such changes have been identified at this stage of the Project.

The State of Ohio and the City desire for the City to continue its existing maintenance responsibilities of the right-of-way in the Project area for public highway purposes, as applicable, and other duties required by applicable state and federal law, upon completion of the Project.

The Administration recommends passage of the attached ordinance.

cc: Greg Long, Interim Director, Transportation and Engineering

AUTHORIZING the City Manager to take all necessary and proper actions to cooperate with the Director of the Ohio Department of Transportation to facilitate the performance of bridge maintenance activities for the bridges carrying State Route 32 from Eastern Avenue over the Little Miami River in connection with the Ohio Department of Transportation's State Route 32 bridge project in the City of Cincinnati.

WHEREAS, the Ohio Department of Transportation ("ODOT") has identified the need to perform bridge maintenance activities as part of its State Route 32 bridge project, which may include painting, concrete overlays, expansion joint replacements, barrier repairs, and other work for the bridges on State Route 32 from Eastern Avenue over the Little Miami River (SFNs 3102068 and 3102076), (PID No. 77925) ("Project"); and

WHEREAS, except as needed for temporary access, no transfer of City right-of-way is required for the Project, and no change in the use of City streets is expected to arise from the Project; and

WHEREAS, the State of Ohio shall provide 100 percent of the eligible cost of the Project; and

WHEREAS, ODOT has requested that all necessary rights of way in the Project area be made available for the Project in accordance with current state and federal regulations; and

WHEREAS, the City's Department of Transportation & Engineering has reviewed and approved the proposed Project; and

WHEREAS, the extent of City streets and changes in their use are subject to review and approval by the City Planning Commission, but no changes requiring the commission's review have been identified at this stage of the Project; and

WHEREAS, upon completion of the Project, ODOT and the City desire for the City to continue its existing maintenance responsibilities for the right of way in the Project area, as applicable, and other duties required by applicable state and federal law; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City of Cincinnati consents to and shall cooperate with the Director of the Ohio Department of Transportation ("ODOT"), on behalf of the State of Ohio, to facilitate the performance of bridge maintenance activities as part of its State Route 32 bridge project, which may include painting, concrete overlays, expansion joint replacements, barrier repairs, and other

work for the bridges on State Route 32 from Eastern Avenue over the Little Miami River (SFNs 3102068 and 3102076), (PID No. 77925) ("Project").

Section 2. That the State of Ohio will assume and bear 100 percent of the cost of the improvements proposed as part of the Project.

Section 3. That the City shall bear 100 percent of the cost of those features, if any, requested by the City that ODOT and the Federal Highway Administration determine to be unnecessary for the Project; as of the date of this ordinance, no such features have been identified.

Section 4. That the City agrees to make available to ODOT all City rights-of-way required for the Project, including utility relocation, in accordance with current state and federal regulations and subject to any additional City approvals required for the encumbrance or acquisition of City property or change in use of City streets. The City acknowledges that all utility accommodation, relocation, and reimbursement in connection with the Project will comply with the current provisions of 23 C.F.R. 645 and the ODOT Utilities Manual.

Section 5. That, from time to time, change orders and extra-work contracts may be required to fulfill the Project, and ODOT shall provide written notice to the City, which shall process such as needed and contribute the City's share of the costs of those items; as of the date of this ordinance, no such costs have been identified.

Section 6. That, to the extent applicable and unless otherwise agreed, the City upon completion of the Project shall: (1) provide adequate maintenance for the Project in accordance with all applicable state and federal law, including, but not limited to, 23 U.S.C. Section 116; (2) provide ample financial provisions, as necessary, for any City maintenance responsibilities in connection with the Project; (3) to the extent required by state and federal law, maintain the right of way and keep it free of obstructions; and (4) hold said right of way inviolate for public highway purposes.

Section 7. That the City Manager is hereby authorized to enter into any agreements and process any change orders or extra-work orders connected thereto with the Director of ODOT, or ODOT-prequalified consultants, as necessary to complete the Project in accordance with the terms of this ordinance.

Section 8. That the City Manager is further authorized to execute any documents, upon the request of ODOT, necessary to allow ODOT to recover damages or exercise its rights and remedies under any contracts arising from any errors or omissions of any contractors or consultants.

Section 9. That the City Manager and the appropriate City officials are hereby authorized to take all necessary and proper actions to cooperate with the Director of ODOT to facilitate the Project.

Section 10. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk