



Audit, Safety Compliance & Real Estate Committee Meeting

December 2, 2025

MEETING MINUTES

Committee Members: Mayor Weiss (Chair), Ms. Pacetti (Vice Chair), Ms. Elder, Mr. Sleasman

Staff/Other: Shawn Becker, Nick Biggar, Randall Bowles, Janet Burney, Laura Crawshaw, George Fields, Bob Fleig, Anthony Garofoli, Rajan Gautam, Orlando Hudson, Chief Deirdre Jones, Lawrence Jupina, Sheila Miller, Charles Morgan, Holly Mothes, Mike Schipper, Andrew Scott, Wendy Talley, John Togher, Steven Zimmerman

Public: Terry McGrady

I. Roll Call

Mayor Weiss Called the meeting to order at 10:45 a.m. with a roll call. A quorum was present.

II. Property Insurance Renewal

Wayne Colonna, Acting Director of Risk Management, stated that GCRTA maintains a casualty insurance program for protection of assets against catastrophic loss. The three parts to this program include excess liability, workers' compensation and public officials' liability.

Mr. Colonna advised that GCRTA carries an all-risk property insurance policy. Covered perils include fire, wind, flood and collapse, among others. This is a replacement cost-coverage policy that protects real and personal property for which GCRTA is responsible.

The incumbent carriers are Liberty Mutual and Evanston. The total insured value for this program is \$2.04 billion.

The first program is an all-risk property program written by Liberty Mutual for the coverage of all GCRTA real and personal property, including rolling stock. It has a blanket limit of \$500 million and a deductible of \$250,000.

The second program is the rolling stock policy, written by Evanston Insurance Company, for coverage of GCRTA rolling stock when rolling for both rail and bus. This has a blanket limit of \$25 million and a deductible of \$500,000.

Ray Battle, Senior Vice President, Property Broker, AON, stated that the average property insurance rates for the GCRTA industry segment has decreased on average around 4.88% this year. He anticipates rate decreases to continue through the first quarter of 2026. The partnership with Liberty Mutual and Evanston has provided a consistent foundation over the last five (5) years and has a complimentary renewal proposal.

Mr. Battle stated that GCRTA insurable values have increased almost 5%. The rolling stock portfolio has increased nearly 10% which represents the estimated cost of new rail cars and the projected budget going forward.

The insurable values for GCRTA increased by about 4.64% to \$2.035 billion, mainly due to the estimated replacement cost of new rail cars. However, the broker successfully negotiated a 10% rate decrease for both lines of coverage, which resulted in a total renewal premium of \$1,453,938, which is a net decrease of 3.86% from the 2025 premium and \$226,062 below the budgeted amount.

Ms. Pacetti inquired which items increased and decreased. Mr. Battle explained that the replacement cost of buildings, contents and equipment increased almost 4.64%. The net decrease resulted from applying the 10% rate reduction against the increased insurable values.

Mayor Weiss moved to advance the item to the Board of Trustees; seconded by Ms. Elder. The motion carried unanimously.

III. 2026 Public Transportation Agency Safety Plan

Kevin Case, Manager of Safety, stated that since 2020, transit agencies are required to have made a Public Transportation Agency Safety Plan (PTASP). The framework was based on the national PTSP published by FTA. This will be the seventh version of the plan.

Requirements of the PTASP include to be flexible and scalable to the transit property and incorporates safety management system principles that are designed to mitigate risk.

Mr. Case advised that the PTASP includes an employee hazard reporting and tracking system and performance targets.

The National Public Transportation Safety Plan and GCRTA plan contain methods of safety promotion to communicate and prioritize safety and summarize safety training requirements.

The annual process includes review and sign-off by the Labor and Management Safety Committee, Joint District Safety Committees, and ATU/GCRTA leadership, followed by review by the Audit Committee, approval by the Board of Trustees, and final submission to the Ohio Department of Transportation (ODOT).

All agencies are tasked with including safety and performance targets as listed in the National Safety Plan for each mode of transportation. Mr. Case explained that three (3) years of data regarding major events and other performance criteria were utilized to create these performance measures.

Mr. Case summarized various safety statistics, including that GCRTA has had zero (0) fatalities in bus, rail or paratransit operations, twenty (20) employee injuries that required more than first aid. The performance target is 25.

A significant update for 2026 is the incorporation of the Right-of-Way Work Protection Plan (ROWP), a new FTA requirement under CFR Part 671. GCRTA's updated plan, which includes a new Track Access Guide, was approved by State Safety Oversight on November 16. An annual briefing on the ROWP's performance is now required for the Board. The safety department conducted twenty-four (24) field audits in the past year, finding twelve (12) deficiencies across four areas (improper flagging, trip arms, PPE, and work zones), all of which were corrected immediately. Going forward, the department will report audit results to ODOT quarterly.

Mr. Case stated that twenty-four (24) field audits performed this year. Staff found twelve (12) deficiencies in four (4) areas. The areas were improper flagging, trip arms, personal protective equipment and improper work zone. The deficiencies are corrected on site.

Ms. Elder inquired regarding the auditing process. Mr. Case explained that staff follows a check sheet for various types of audits. Deficiencies are to be reported to ODOT.

Ms. Whigham inquired whether there is a mitigation process if a target is not met. Mr. Case advised that upper management meets to discuss the deficiency to establish a new target.

A discussion was held regarding the interpretation of statistics of major mechanical failures of vehicles. The System Reliability Rate metric signifies that a lower numerical value is worse, indicating fewer miles between major mechanical failures. Floun'say Caver, Chief Operating Officer, explained that the National Transit Database has identified fifteen (15) metrics to have common definitions for items across the country. GCRTA tracks miles between service center interruptions. Staff holds regular meetings to consider the miles between service interruptions to find better maintenance strategies to increase reliability.

Mr. Sleasman moved to advance the item to the Board of Trustees; Ms. Elder seconded. The motion carried unanimously.

IV. Adjourn

There being no further business to bring before this Committee, a motion to adjourn the meeting was moved by Mr. Sleasman and seconded by Ms. Elder. The meeting was adjourned at 11:21 a.m.


Rajan D. Gautam
Secretary/Treasurer


Brent Charnigo
Board Administrator

