

CALTRAIN QUARTERLY SAFETY UPDATE

TOPS COMMITTEE
OCTOBER 25, 2023



Overview

- Safety – First and Always is Caltrain's #1 Core Value
- Safety Culture Enhancements
- Safety Performance Data
- Focus on Risk Based - Data Driven decision making and prioritization
- Process and Technology improvements

Safety Culture

- Caltrain Chief Safety Officer (CSO) role created
- Created **Safety – First and Always** as our primary core value
Email Signature
- Safety culture playbook and bi-weekly messaging
 - “What is Safety Culture”
 - “Responsibilities and Expectations”
 - “Why is Safety Important to Me”
- Safety Moments at all Caltrain meetings and briefings
- Safety Champions created (2-day workshop)
Focus - Training – Reporting – Communication – Recognition
- Safety Concern Reporting tools, risk register created



Safety Culture

- Organizational Risk-Based decision framework
- Monthly Caltrain Executive Safety Committee chartered
- **System** Modification Review Process
- Weekly/Quarterly Consolidated Safety partner meetings
- Safety performance data/dashboards
- Caltrain Safety brand created
- Electrification Training and Communication

| Frequency of Occurrence | Severity | | | |
|-------------------------|-------------------|---------------|---------------|-----------------|
| | 1 Catastrophic | 2 Critical | 3 Marginal | 4 Negligible |
| (A) Frequent | 1A | 2A | 3A | 4A |
| (B) Probable | 1B | 2B | 3B | 4B |
| (C) Occasional | 1C | 2C | 3C | 4C |
| (D) Remote | 1D | 2D | 3D | 4D |
| (E) Improbable | 1E | 2E | 3E | 4E |



Think, work, live safe
FIRST AND ALWAYS



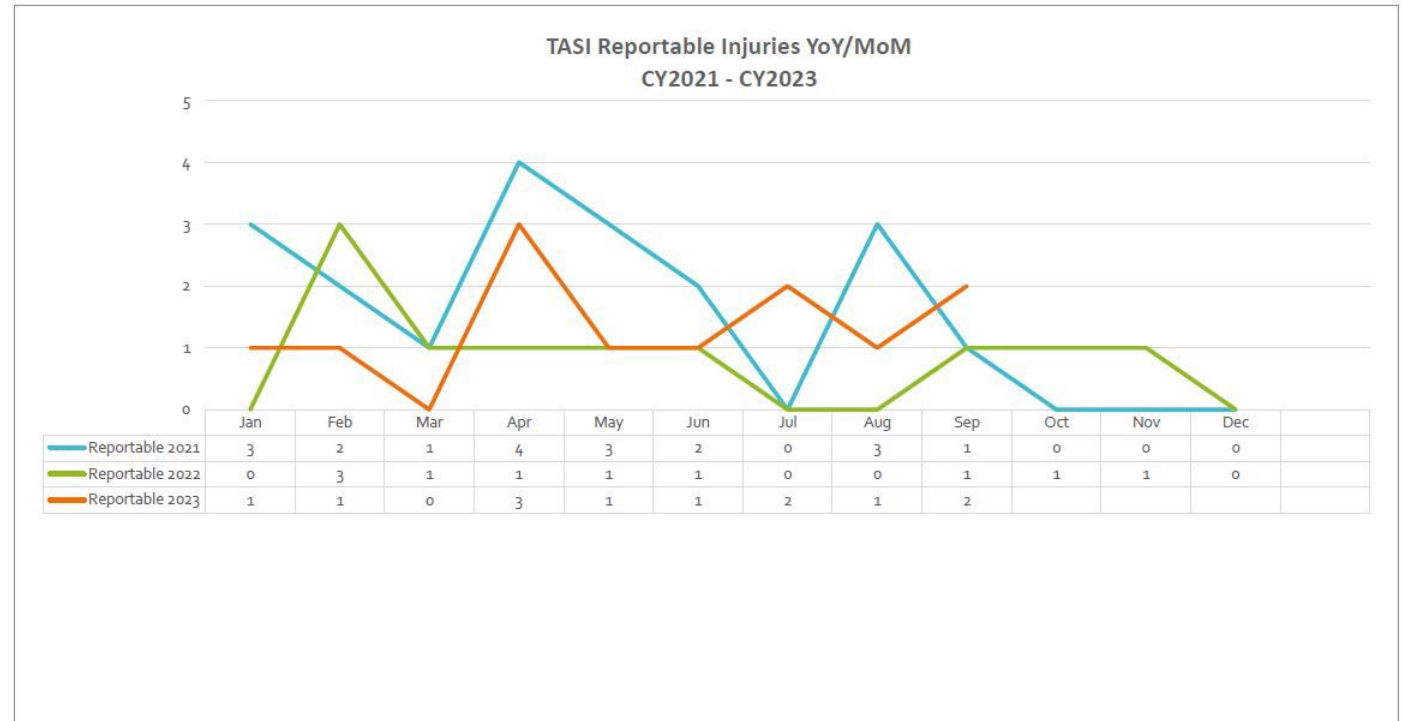
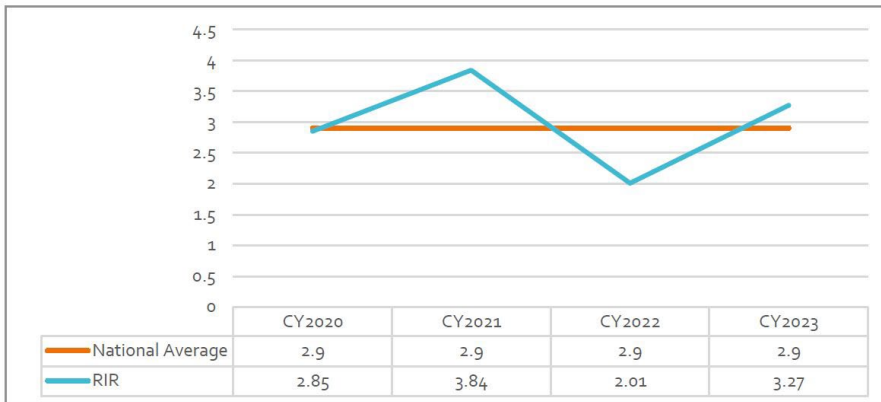
Injuries

| Days Without a Reportable Injury as of 10/15/2023 | | |
|---|------|---------------------|
| Department | DWI | Date of Last Injury |
| OPS | 35 | 9/10/2023 |
| MOE | 19 | 9/26/2023 |
| MOW | 195 | 4/3/2023 |
| OTHER | 1236 | 5/27/2020 |

| Month | Monthly Reported Injury Ratio | Cumulative Reported Injury Ratio (CY2023) |
|-----------|-------------------------------|---|
| September | 5.40 | 3.27 |

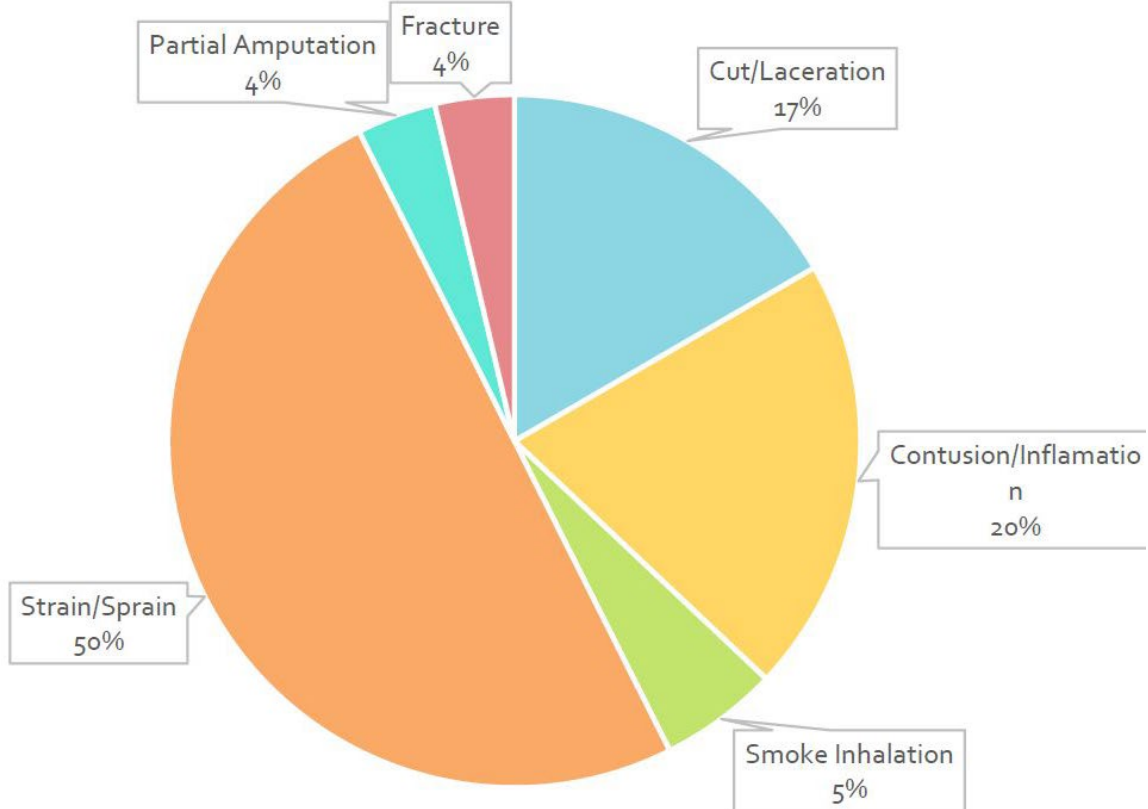
Monthly Injury Ratio is calculated by: $(\text{Monthly Man-Hours} / \# \text{Incidents}) / 200,000$

Cumulative Ratio YTD is Calculated by: $(\text{YTD Man-Hours} / \text{YTD} \# \text{Incidents}) / 200,000$

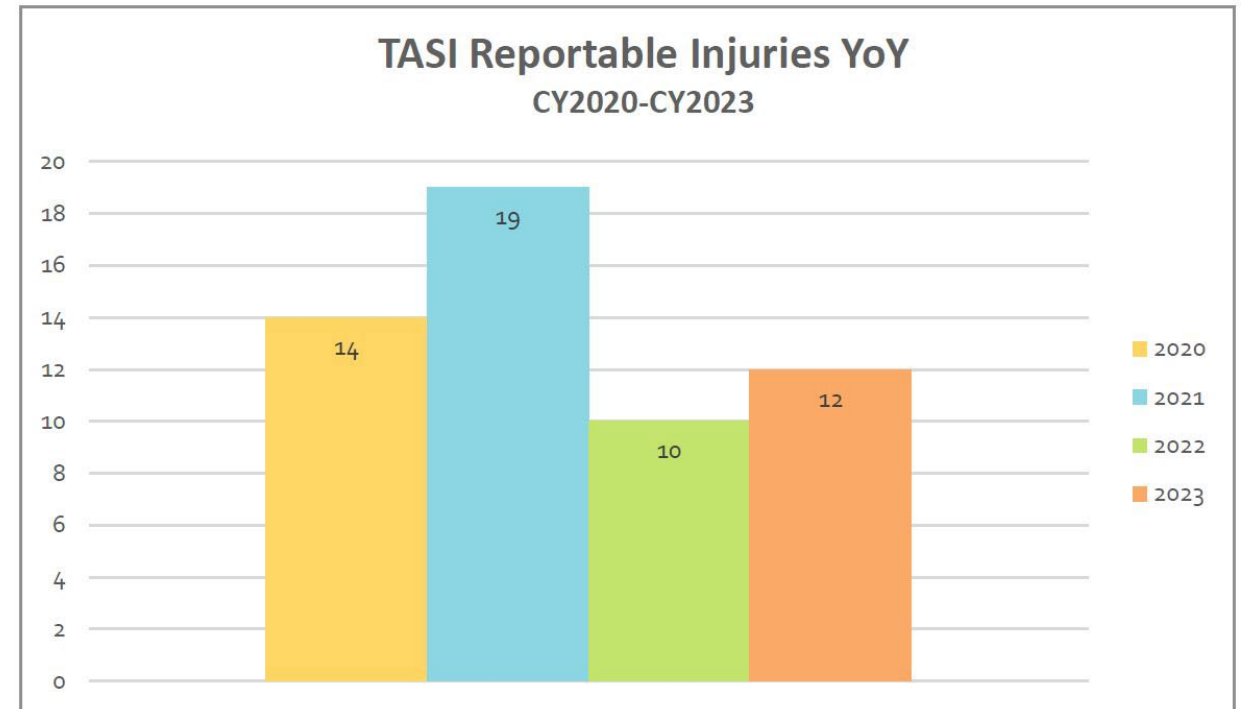


Reportable Injuries

Type of Reportable Injuries
CY2020 - CY2023

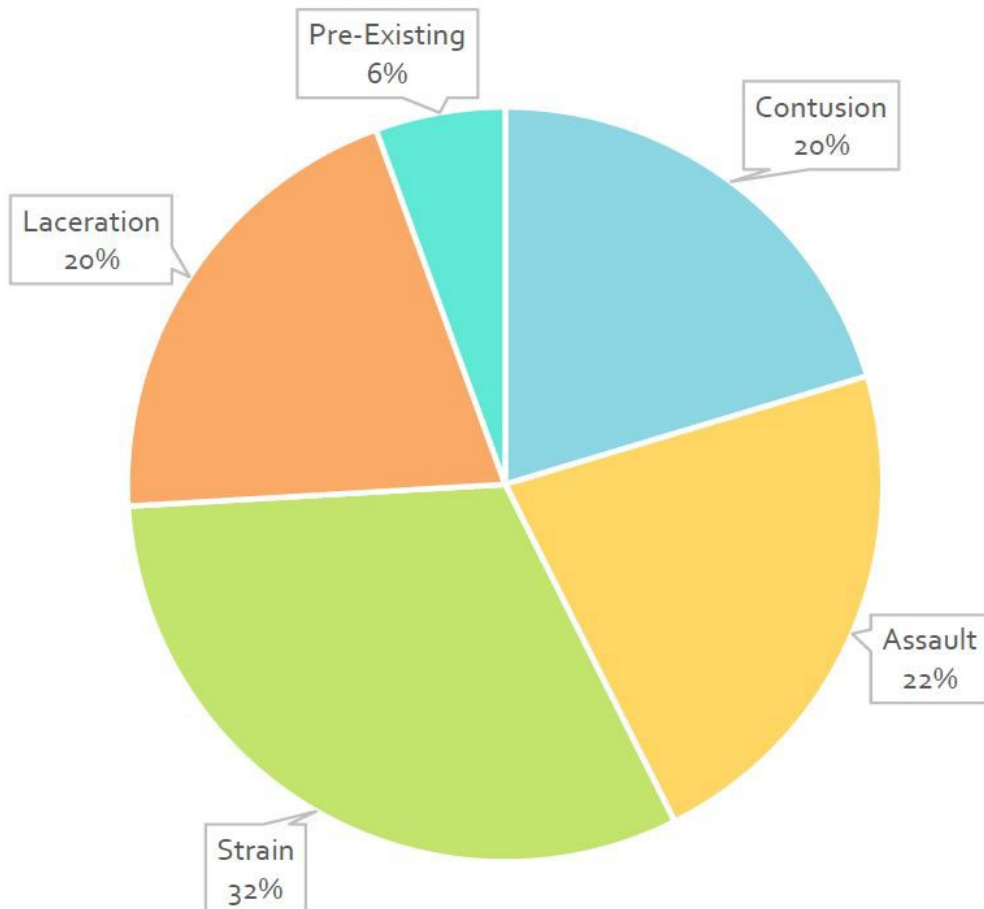


TASI Reportable Injuries YoY
CY2020-CY2023

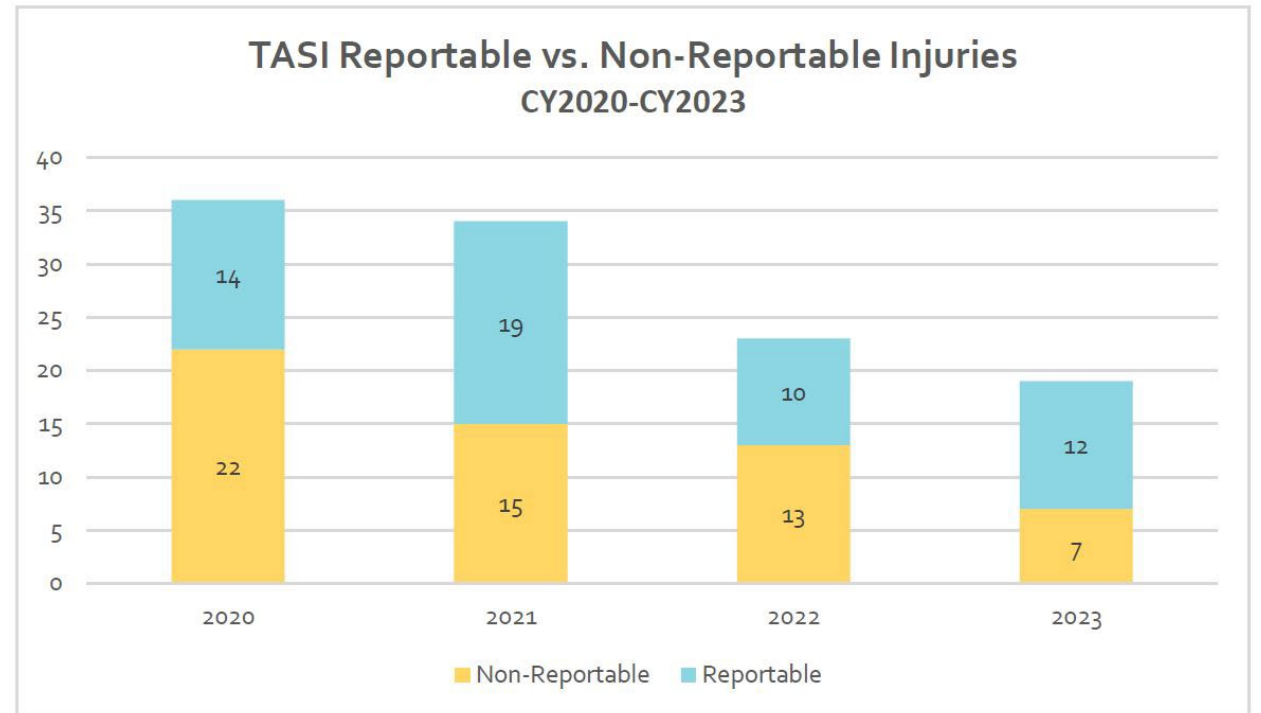


Non-Reportable Injuries

Type of Non-Reportable Injuries
CY2020 - CY2023

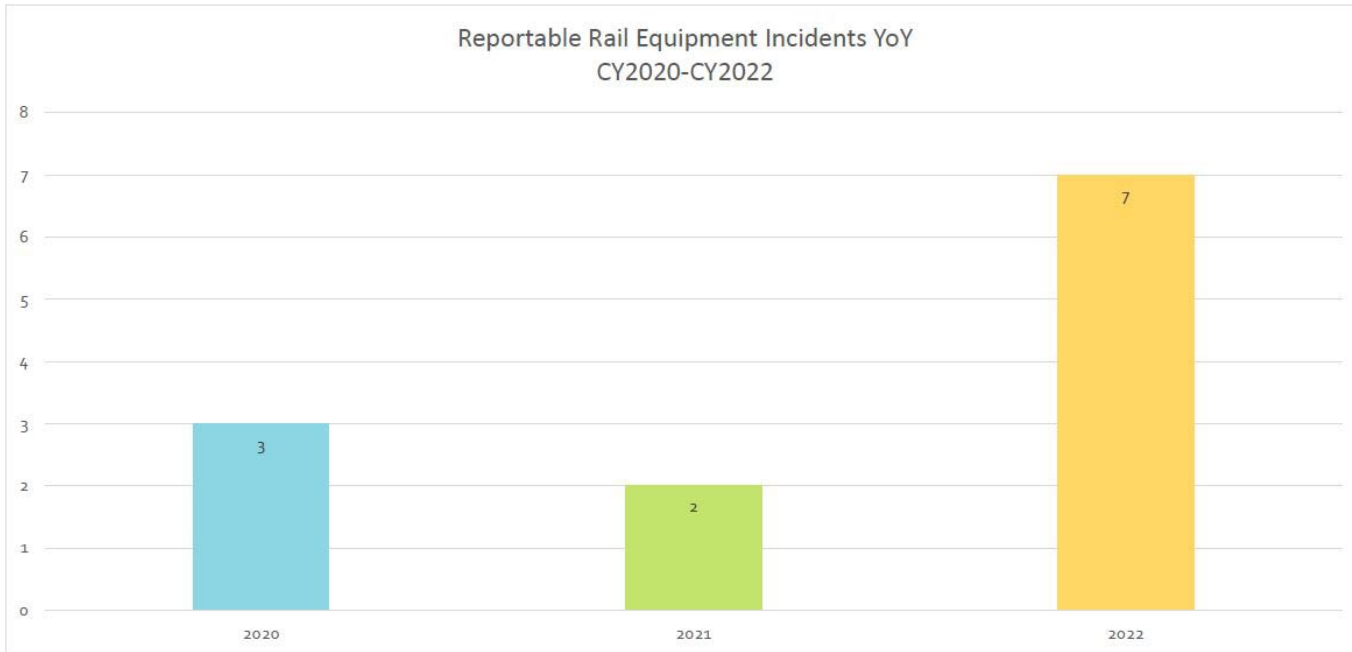


TASI Reportable vs. Non-Reportable Injuries
CY2020-CY2023

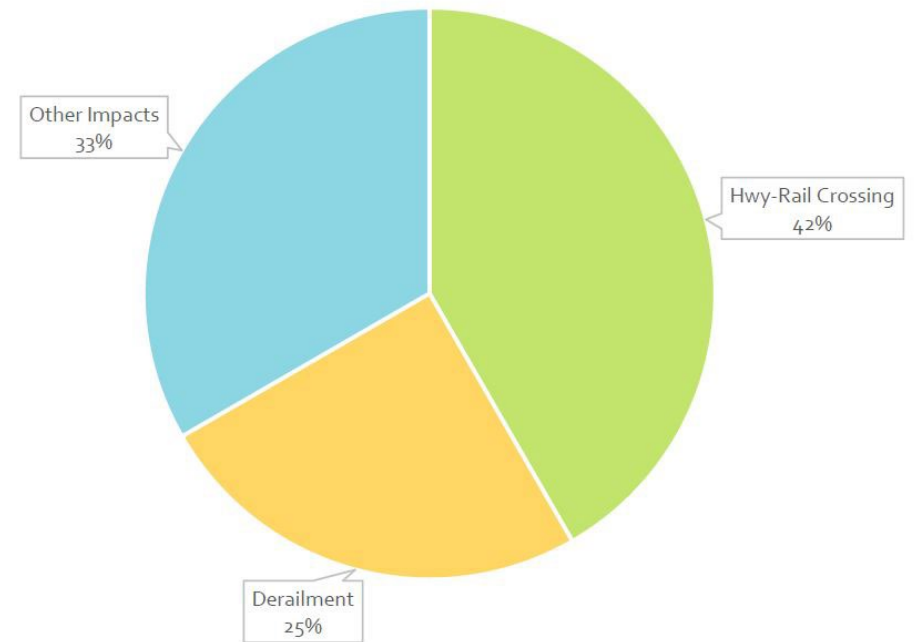


Accidents/Incidents

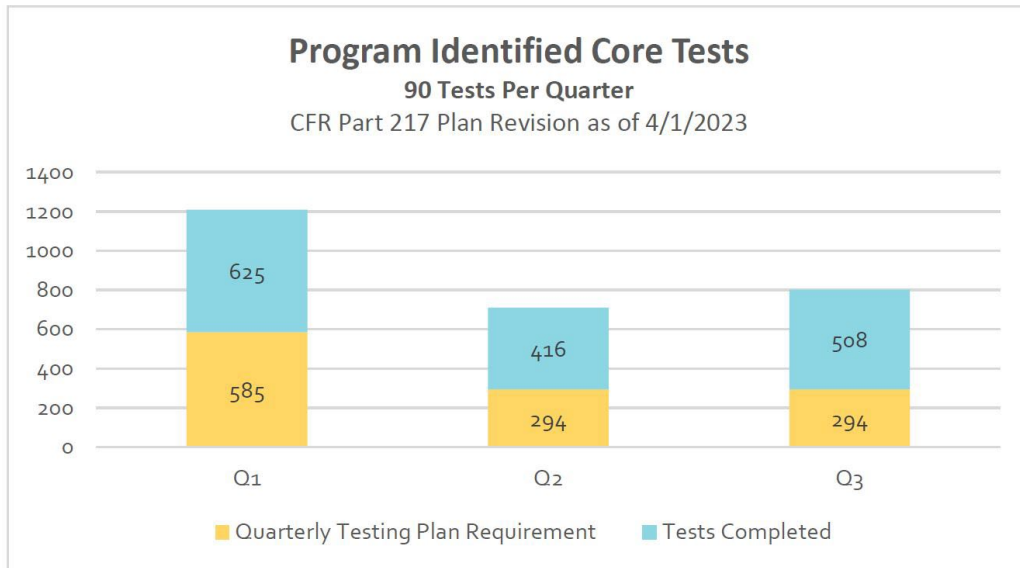
Reportable Rail Equipment Incidents YoY
CY2020-CY2022



Reportable Rail Equipment Incidents
CY2020-CY2023



Efficiency Testing

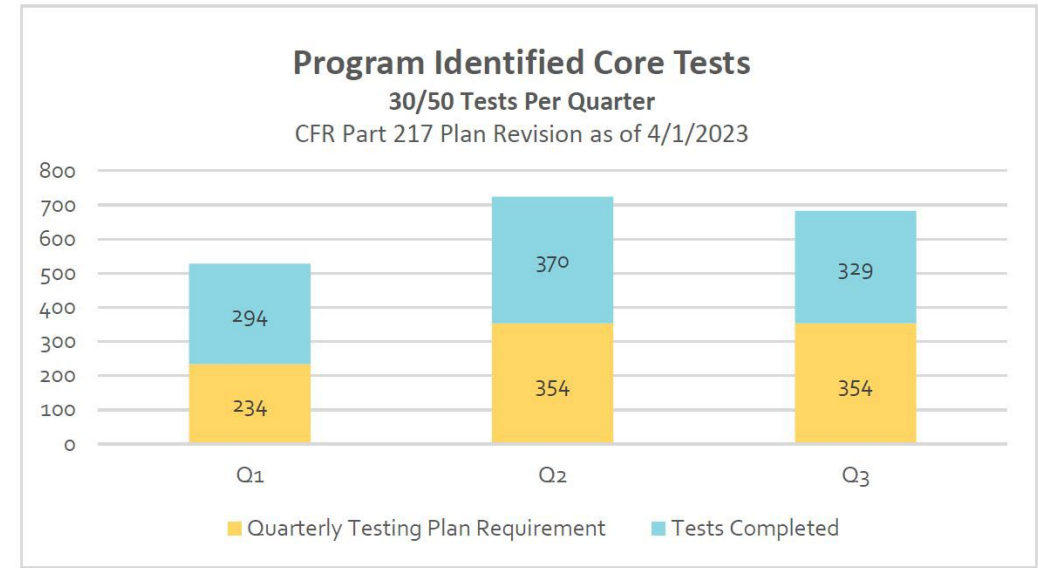


Q1 Testing Requirements:

- Flags
- Trains/Engines/Cars Left Unattended
- Delayed in the Block
- Communication of Signals
- Passenger Car Door Operations
- Block Signal Drop
- Conductor Calling Restrictions to Engineer
- Protection of Track Car, Men, or Machines
- Alcohol and Drug Observations
- Conduct Proper Job Briefing
- Track Occupancy
- Tampering With Safety Equipment

Q2 Testing Requirements:

- Flags
- Trains/Engines/Cars Left Unattended
- Speed Requirements
- Delayed in the Block
- Communication of Signals
- Block Signal Drop
- Running Brake Test
- Conduct Proper Job Briefing



Q1 Testing Requirements:

- Blue Signal - MOE
- Lock out/Tag out - MOE
- Crossing Warning Devices

Q2 Testing Requirements:

- Separation During Travel and Work
- Multiple Work Groups Using Same Authority
- Protection of Track, Car, Men, or Machines
- Blue Signal MOE
- Crossing Warning Devices

FRA Trespasser Data Analysis

- Approximately 70% of all rail transit fatalities in the United States are the result of trespassing and suicides on ROW
- 75% of trespassing casualties (fatalities and injuries) occur within 1,000 feet of an at grade crossing
- 6% casualties occur in stations, yards and tunnels
- 82% of trespassers are male, and most are of low socioeconomic status
- 96% of freight rail suicide incidents occur on areas of track that do not have a barrier to restrict ROW access

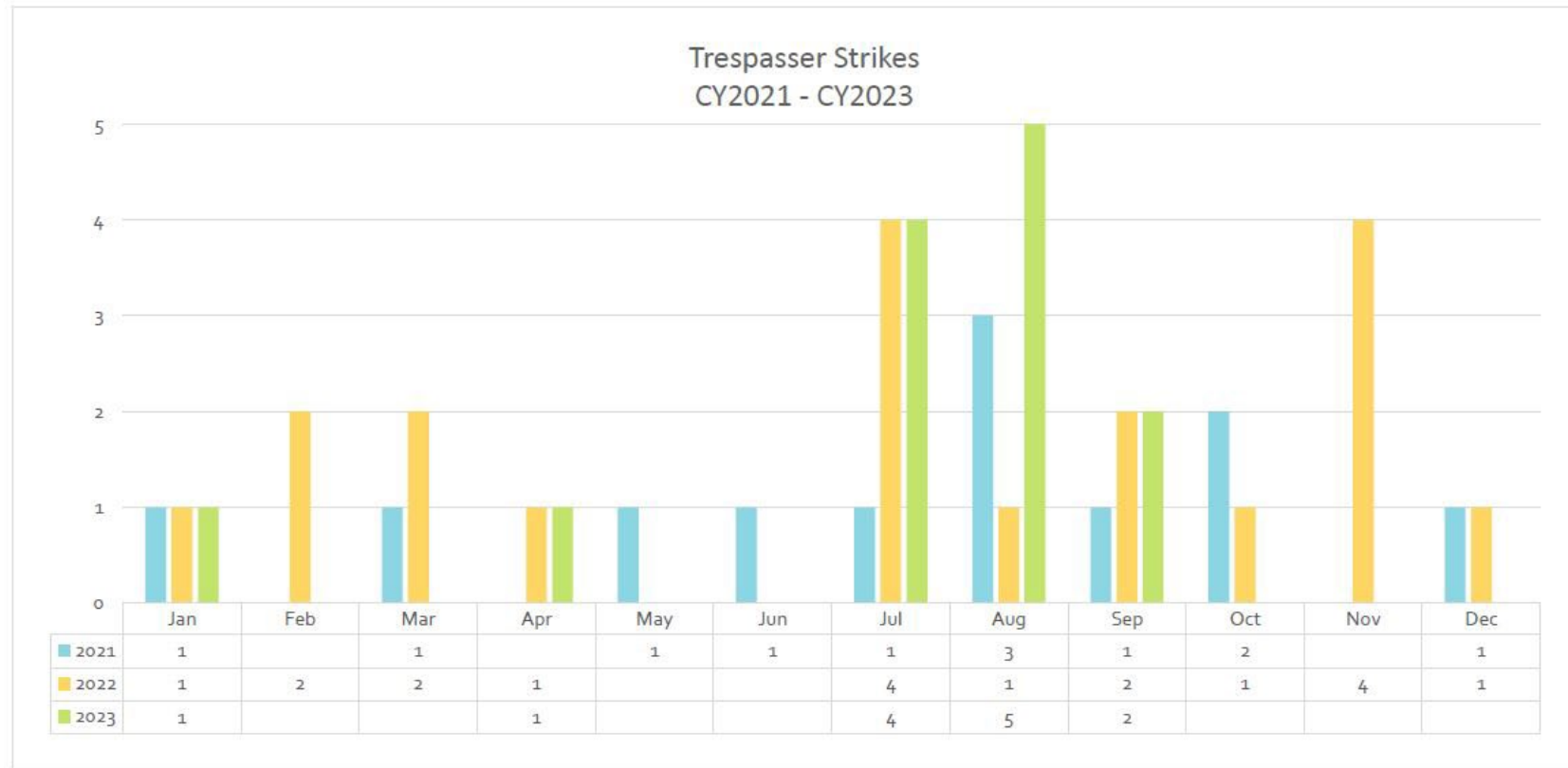
Caltrain Trespasser Strikes 2021-2023 Q3

| Year | Trespasser Strikes | Fatalities | Suicide* | Unintended* | Pending |
|------|--------------------|------------|----------|-------------|---------|
| 2023 | 13 | 11 | | | 11 |
| 2022 | 16 | 14 | 8 | 3 | 3 |
| 2021 | 13 | 11 | 9 | | 2 |

* Coroner and Law Enforcement determine cause



Trespasser Strikes

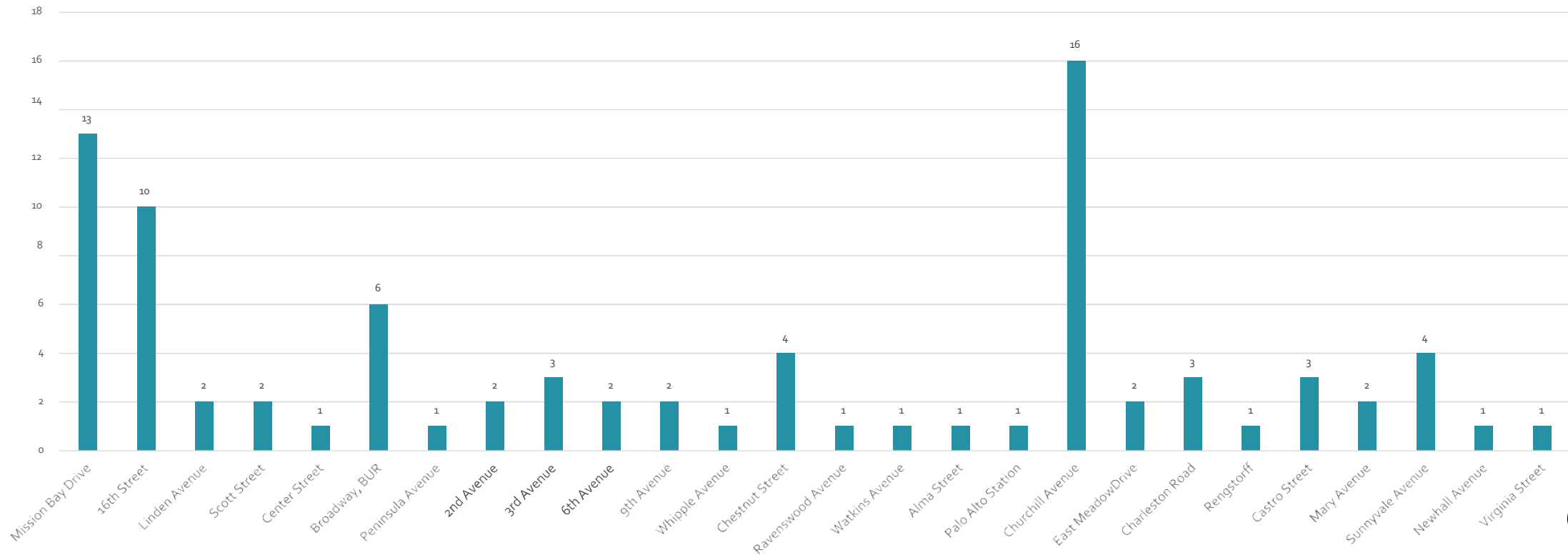


Caltrain Trespasser Strike Analysis

- No clear trend as to specific location
- No clear trend as to time of day or year
- Align with FRA data
- 15% have occurred at Stations
- Most are intentional
- Transit Police – 50+ Trespasser Service calls monthly –
<50% contact made

Caltrain Vehicle Incursions

Vehicle Track Incursions by Crossing
CY2022 - CY2023



Fencing and Barriers

- Caltrain has an on-going fencing program to minimize pedestrian access to the right-of-way
- Fencing repairs are continuous due to vandalism, vehicular accidents adjacent to our property and construction
- Risk based prioritization of fencing

Fencing and Barriers

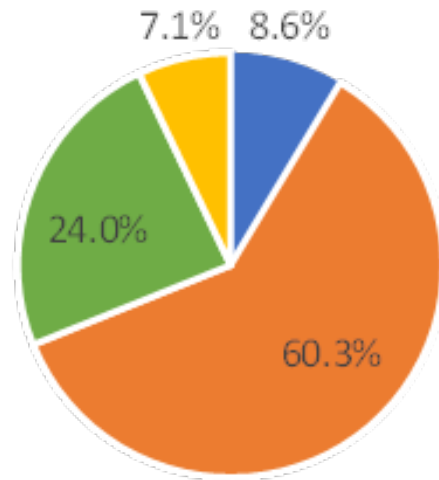
- Over the last 10 years, Caltrain has installed over 8.5 miles of new Right of Way (ROW) fencing
- Goal is to fence off the entire ROW (52 miles x 2 = 104 miles)
- 86% (~90 miles) of our ROW has fencing or a barrier
- Multiple locations cannot support fence installation:
 - Tunnels, bridges, stations, etc

Technology

- Grade crossing design, lights, etc.
- CCTV / Analytics / Sensors, etc.
- See Something Say Something App

Transit Police Calls for Service

Calls for Service by County - September 2023



■ San Francisco ■ San Mateo ■ Santa Clara ■ Unknown

| | |
|---------------|----|
| Trespasser | 31 |
| Welfare Check | 14 |
| Medical Call | 14 |
| Dispersal | 26 |
| Disturbance | 11 |
| Signals | 13 |

Safety - Electrification

- Energized Train System – 25KV can be dangerous
- Don't touch Overhead wires and ground cables
- Trains are quieter and accelerate faster
- See Tracks – expect a Train!
- Cross at designated crossings
- See Something Say Something
- Suicide Crisis Line



Safety Card



CALTRAIN IS NOW ELECTRIC!

The new electric train system can be ***dangerous and even life-threatening***

See something unsafe?

Call 1.877.SAF.RAIL
(1.877.723.7245)

For any emergency on Caltrain, to report suspicious activity, or if you see a damaged electrical wire.

24/7 Suicide and Crisis Lifeline:

Call or Text 988

Social Services Hotline:

Call 211

caltrain.com/safety



STAY SAFE BY KNOWING THESE SIMPLE SAFETY TIPS:

CALTRAIN IS ENERGIZED:

The Caltrain system is now electric. Wires and ground cables carry 25,000 volts of electricity and can be dangerous. **Never approach or touch overhead wires or equipment with things like ladders, antennas, and most importantly, yourself!**

ALWAYS EXPECT A TRAIN:

New electric trains are quieter and faster than you think. They can run on any track, at any time, from either direction. Stay safe and stay off the tracks.

CROSS ONLY AT DESIGNATED CROSSINGS:

The only safe place to cross tracks is at designated public crossings with a crossbuck, flashing red lights or a gate. Crossing anywhere else is illegal.



See Something, Say Something

Do your part to keep the rails safe! **Call Transit Police at 1.877.SAF.RAIL (1.877.723.725) immediately** to report any unsafe situation or suspicious activity, such as children playing near the tracks or people hanging out along the right of way.

Save the number in your cell phone for quick and easy access.

Caltrain
Safe

