

17. SAFETY AND SECURITY

Safety and Security Leadership

One of the most important single elements in developing improvement in safety and security for the San Joaquins is effective leadership from the most senior levels of the organization. A strong commitment from the very top is critical to:

- Strengthen the message of the importance of safety and security across all key managers;
- Secure a common understanding of safety and security objectives, targets, and goals of the Service;
- Communicate the safety and security strategies and policies to managers; and
- Share best practices in leadership behavior that creates and sustains a strong safety and security culture.

The focus of SJJPA's Safety and Security Program is to continue a broad-based program to increase the public's awareness of safety and security for passengers using the San Joaquins and to be a "good neighbor" to the communities through which the trains pass through.

All safety and security programs and plans will be conducted in close coordination with Amtrak and will support current joint SJJPA-Amtrak efforts along the San Joaquins Corridor.

SJJPA-Amtrak safety and security programs will focus on areas:

- Inside and around stations;
- Onboard trains;
- Railroad crossings and along the right-of-way, emphasizing rural areas that have private crossings in the San Joaquin Valley;
- Emergency preparedness training and exercises with first responders in coordination with Amtrak, host railroads, state and federal regulatory agencies.

SJJPA Safety and Security activities focus on working with the various stakeholders, including:

- Amtrak;
- The State;
- SJJPA Member Agencies;

- UPRR;
- BNSF;
- California Operation Lifesaver (CAOL);
- Transportation Security Administration (TSA);
- Local law enforcement and first responders along the San Joaquins Corridor;
- Office of Emergency Services (OES).

SJJPA will work with various Amtrak department personnel to develop a baseline of the training completed along the corridor and associated outreach efforts, to focus future programs. SJJPA will work with Amtrak and host railroads to identify safety/security issues and remediation strategies to secure grant funding from both federal and state agencies. This includes working with Amtrak Operations; Emergency Management and Corporate Security; Amtrak Police; Training Department; Mechanical; and Amtrak Station and Facilities Management. This will help guide the ability to leverage new grant funding and resources for updating programs and exercises. All program updates will include incorporating connecting bus routes and other rail services which connect with the San Joaquins.

Safety and Security Program FY 2017/2018 and 2018/2019

The FY 2017/18 and 2018/19 Safety and Security Program will use a network of rail safety education volunteers through California Operation Lifesaver, free DHS security training resources, and safety and security grant programs to coordinate, develop new programs, and build upon and enhance programs currently undertaken by Amtrak. The local outreach representatives will help coordinate these activities. The primary objective is to increase rail safety and security awareness by targeting the existing base of employees, service corridor stakeholders, and others, including non-English speaking populations, agriculture and seasonal employees, school groups, driver education classes, community audiences, professional drivers, law enforcement officers, and emergency responders.

Components of the Program include but are not limited to:

1. Rail safety outreach to specific communities/ populations based on safety data;
2. Emergency Preparedness Training for corridor first responders;
3. Rail security awareness training for train crews, maintenance staff, bus operators, and station agents;
4. Disaster simulations to ensure state and federal requirements are met;
5. Coordination of Emergency Preparedness Training for passenger operations that connect to the San Joaquins.

SJJPA has begun a systematic evaluation of current safety and security practices in and around San Joaquins stations (including parking lots), as well as onboard trains. This process began with research on the safety record of all San Joaquins stations and train operations. SJJPA will also be identifying the parties responsible for security at each station.

Elements for improving safety and security are to:

- Assess current rail safety and security efforts;
- Develop strategies for increasing safety and security;
- Identify “hot spots” along the Corridor, including in stations, at areas around stations, and onboard trains;
- Develop a targeted approach to rail safety and security training;
- Develop outreach programs that meet the needs of the public, as well as stakeholders; and
- Develop a detailed expenditure program for Cal OES grant funds available to SJJPA.

Safety and Security Programs are ever evolving. As conditions change, so must the programs. The objective of SJJPA’s Safety and Security Program is to instill a comprehensive safety culture that will govern all of the activities associated with the operations and maintenance of the service. This can be achieved through the implementation of a systematic safety and security program that plays a key role in the overall effort to ensure maximum safety and security for passengers, employees, and the communities served.

Implementation of Positive Train Control

Positive Train Control (PTC) is an advanced railroad communication systems, consisting of signaling and other equipment along tracks as well as on-board trains. PTC increases the operational safety of passenger trains (and freight trains) by preventing the following:

- Train-to-train collisions;
- Over-speed derailments;
- Incursions into established work zone limits; and
- Movement of a train through a main line switch in the improper position.

SJJPA is cooperating with Amtrak, UPRR, and BNSF to implement PTC along the entire San Joaquins Corridor and on-board all San Joaquins trains. Amtrak has completed the installation of on-board PTC equipment. BNSF and UPRR are continuing work on the track portion of PTC. Commencement of the full PTC system is scheduled for 2018 to meet the Federally-mandated deadline.

