Safety Division Monthly Key Performance Indicators for the Reporting Period of January 2013

NCTD provides a monthly Safety Report to the Board of Directors which tracks key indicators related to safety. NCTD has added a new key performance indicator (KPI) for 2014 that tracks workers compensation claims by transit mode. The following Key Performance Indicators are included in this and will be included in future monthly reports.

- Preventable and Non-preventable Accidents
- Rail Incidents
- Rail Near Misses
- Unusual Occurrences
- National Transit Database
- Workers Compensation Claims – new item under development
- System Safety Review Committee Top Initiatives Tracking

This report is intended to serve as a report card for NCTD safety, providing a high-level look at KPIs that are monitored through trending and comparison. KPIs showing unusual trends are further examined to identify the causes to changes in trends.
Preventable and Non-Preventable Accidents

A preventable accident is one in which the driver or train operator could have done something to prevent or avoid the accident regardless of fault. In the case of bus operations, if the accident could have been avoided at all by the bus operator, even if the investigation places fault on the other driver, it is considered a preventable accident. A non-preventable accident is one that could not have been avoided no matter what actions were taken. Preventable and non-preventable accidents have been separated into two bar charts. The charts show a monthly comparison of non-preventable and preventable accidents on all NCTD transit modes for January 2014 compared to January 2013.

In January 2013 there were 2 preventable accidents both on BREEZE and 0 on all other modes. In January 2014 there were 5 preventable accidents on BREEZE and 0 reported preventable accidents on all other modes.

Preventable Accidents January 2013 and 2014
In January 2013 there were 4 reported non-preventable accidents, all on the BREEZE, with 0 on all other modes. For January 2014 there were 2 non-preventable accidents reported for BREEZE, with 0 on all transit modes.

### Non-Preventable Accidents January 2013 & 2014

![Bar chart showing non-preventable accidents for January 2013 and 2014](chart.png)

- **BREEZE**
  - 4 accidents in January 2013
  - 2 accidents in January 2014
- **SPRINTER**
  - Zero accidents in January 2013
  - Zero accidents in January 2014
- **COASTER**
  - Zero accidents in January 2013
  - Zero accidents in January 2014
- **LIFT**
  - Zero accidents in January 2013
  - Zero accidents in January 2014

**Legends**
- **2013 January**
- **2014 January**
**Rail Incidents**

Rail incidents resulting in injury or death to an individual or damage to equipment or the railroad arising from the carrier’s operations are required to be submitted monthly to the Federal Railroad Administration. While NCTD only reports SPRINTER and COASTER incidents to the FRA, this chart includes all carriers involved in incidents on NCTD-owned track to provide a picture of how many incidents are occurring on the NCTD right-of-way.

This chart compares 2012, 2013 and 2014 rail incidents across both subdivisions. In 2012 there was only 1 COASTER incident recorded for the month. In January 2013, there was 1 incident involving a BNSF train. In 2014, there were 2 Amtrak incidents for the month of January.

**Escondido and San Diego Subdivision Incident Tracking, Calendar Years 2012, 2013 and 2014**
Rail Near-Miss Report

A near-miss is reported by a rail operator or engineer when a vehicle, pedestrian, or bicyclist is located too close to and sometimes on the tracks, at times requiring the train operator to brake or apply the emergency brake; then proceed when clear. While NCTD has been tracking near-misses on the Escondido Subdivision for several years, NCTD made it a goal to strengthen near-miss reporting on the San Diego Subdivision starting in January 2014 with the help of COASTER engineers. Therefore, it should be understood that the increase in near-misses from 2013 to 2014 on the San Diego Subdivision is the reflection of improved reporting, which more accurately represents the near-miss activities taking place along the San Diego Subdivision.

A chart is provided for each subdivision comparing 2014 near-misses to 2013 near-misses by month. For January 2014 there were a total of 31 near-misses compared to 19 in January 2013. For January 2014 the Escondido Subdivision reported 8 pedestrian and 6 vehicle near-misses, while showing a slight decrease in vehicular near-misses for 2014. The San Diego Subdivision reported 14 pedestrian, 2 vehicle, and 1 bicyclist near-misses, a marked increase over 2013 due to improved reporting.

Escondido Subdivision Near-Misses January 2013 and 2014
San Diego Subdivision Near-Misses January 2013 and 2014 (Reminder: Significant Improved Reporting in 2014)
Rail Unusual Occurrence Report

Unusual occurrences are railroad issues that must be examined or resolved effectively to maintain safe and efficient railroad service delivery and may or may not cause delays on either subdivision. These issues fall into the five categories of railcar issues, external issues, track issues, security/medical issues, and unsafe behavior issues. Most unusual occurrences are a snapshot of minor problems, expected to an extent, which are managed accordingly to maintain system safety and minimize service delays. The measuring of unusual occurrences began in 2013 with the intent to trend accountability of minor problems in an effort to provide insight on areas or activities that may need reexamination or reemphasis.

This chart compares January 2013 with January 2014. A total of 37 unusual occurrences were recorded in 2014 compared with 35 in 2013

Unusual Occurrences for January 2013 and 2014
National Transit Database

NCTD submits non-major (NM) and major (M) incident data on all transit modes to the Federal Transit Administration’s National Transit Database (NTD) each month. Major incidents include: a fatality due to an incident (includes suicides); one or more persons immediately transported away from the scene for medical attention, property damage equal to or exceeding $25,000 and/or an evacuation due to life safety reasons. Non-major incidents are incidents that require the passenger to be transported from the scene by ambulance, including those categorized as injuries involving boarding/alighting (stairs, lift/ramp, other) in transit vehicles, securement issues in other vehicles, or incidents involving ramps, stairs, escalators, or elevators at revenue facilities. All the incidents included in this KPI are specific to NCTD operations.

This report compares non-major and major incident data per NTD requirements for January 2013 and January 2014. There were zero (0) accidents for all modes in both January 2013 and January 2014.

Workers’ Compensation Claims

The tracking of workers’ compensation claims is a new KPI for 2014. This table shows how many days of work were lost or lost time per transit mode. The worker’s compensation claims and lost days are for contracted employees for the specific modes. NCTD will use the data in part to identify and mitigate risks and hazards.

<table>
<thead>
<tr>
<th>Mode</th>
<th>2014 January</th>
</tr>
</thead>
<tbody>
<tr>
<td>BREEZE Contract Operations</td>
<td>89</td>
</tr>
<tr>
<td>FLEX/LIFT Contract Operations</td>
<td>0</td>
</tr>
<tr>
<td>COASTER Contract Operations</td>
<td>0</td>
</tr>
<tr>
<td>SPRINTER Contract Operations</td>
<td>0</td>
</tr>
<tr>
<td>NCTD Direct Staff</td>
<td>0</td>
</tr>
</tbody>
</table>
System Safety Review Committee Top Initiatives Tracking

The SSRC is a management-level safety committee that meets quarterly, or as needed, to address priority safety issues. The SSRC focuses on three to five top issues identified as needing further safety review and potential follow-up corrective actions. This table provides the status of the current top SSRC initiatives. Status may be either 1) new initiative, 2) in progress, or 3) closed. Further information on these initiatives may be requested from the Safety Division. As projects are completed, new initiatives will appear to take their place. The next System Safety Review Committee meeting is scheduled for April 22, 2014.

System Safety Review Committee Activities Table

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Jurisdiction</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Del Mar Pedestrian Safety Review</td>
<td>Del Mar</td>
<td>In progress – Outreach campaign under development with a goal start date of March 10.</td>
</tr>
<tr>
<td>Palomar College Transit Center pavement cracking</td>
<td>San Marcos</td>
<td>Closed – soil testing and reports of the area are in progress. This is submitted for capital projects.</td>
</tr>
<tr>
<td>Projected number of Form B’s on the San Diego Subdivision</td>
<td>General</td>
<td>In progress – further solutions to be considered in addition to the originally proposed limitation of Form B’s. SSRC subcommittee established.</td>
</tr>
<tr>
<td>Stuart Mesa Maintenance Facility Fall Protection</td>
<td>Facility</td>
<td>In progress – current fall protection does exist. Study to be concluded by the next SSRC with result to be shared.</td>
</tr>
</tbody>
</table>