SS-IAMF#2: SAFETY AND SECURITY MANAGEMENT PLAN

Sixty days after receiving from the Authority a construction notice-to-proceed, the Contractor shall provide the Authority with a technical memorandum documenting how the following requirements, plan, programs and guidelines were considered in design, construction and eventual operation to protect the safety and security of construction workers and users of the HSR. The Contractor shall be responsible for implementing all construction-related safety and security plans and the Authority shall be responsible for implementing all safety and security plans related to HSR operation.

- Workplace worker safety is generally governed by the Occupational Health and Safety Act of 1970, which established the OSHA. OSHA establishes standards and oversees compliance with workplace safety and reporting of injuries and illnesses of employed workers. In California, OSHA enforcement of workplace requirements is performed by California Occupational Safety and Health Administration (Cal OSHA). Under Cal OSHA regulations, as of July 1, 1991, every employer must establish, implement, and maintain an injury and illness prevention program.
- The Authority has adopted a Safety and Security Management Plan to guide the safety and security activities, processes, and responsibilities during design, construction and implementation phases of the project to protect the safety and security of construction workers and the public. A Systems Safety Program Plan (SSPP) and a System Security Plan would be implemented prior to the start of revenue service to guide the safety and security of the operation of the high-speed rail system.
- Prior to Construction, the Contractor shall provide the Authority with a Safety and Security Management Plan documenting how they would implement the Authority's safety and security requirements within their project scope.
- Implement site-specific health and safety plans and site-specific security plans to establish minimum safety and security guidelines for contractors of, and visitors to, construction projects. Contractors would be required to develop and implement site-specific measures that address regulatory requirements to protect human health and property at construction sites.
- Preparation of a Valley Fever action plan that includes: A) information on causes, preventative measures, symptoms, and treatments for Valley Fever to individuals who could potentially be exposed through construction activities (i.e., construction workers, monitors, managers, and support personnel); B) continued outreach and coordination with California Department of Public Health; C) coordination with county departments of public health to ensure that the above referenced information concerning Valley Fever is readily available to nearby residents, schools, and businesses and to obtain area information about Valley Fever outbreaks and hotspots; and D) provide a qualified person dedicated to overseeing implementation of the Valley Fever prevention measures to encourage a culture of safety of the contractors and subcontractors. The Valley Fever Health and Safety (VFHS) designee shall coordinate with the county Public Health Officer and oversee and manage the implementation of Valley Fever control measures. The VFHS designee is responsible for ensuring the implementation of measures in coordination with the county Public Health Officer. Medical information would be maintained following applicable and appropriate confidentiality protections. The VFHS in coordination with the county Public Health Officer would determine what measures would be added to the requirements for the Safety and Security Management Plan regarding preventive measures to avoid Valley Fever exposure. Measures shall include, but are not limited to the following: A) train workers and supervisors on how to recognize symptoms of illness and ways to minimize exposure, such as washing hands at the end of shifts; B) provide washing facilities nearby for washing at the end of shifts; C) provide vehicles with enclosed, air conditioned cabs and make sure workers keep the windows closed; D) equip heavy equipment cabs with high efficiency particulate air (HEPA) filters; and E) make NIOSH approved respiratory protection with particulate filters as recommended by the CDPH available to workers who request them.

- System safety program plans incorporate FRA requirements and are implemented upon Authority approval. FRA's SSPPs requirements would be determined in FRA's new System Safety Regulation (49 CFR 270).
- Rail systems must comply with FRA requirements for tracks, equipment, railroad operating rules and practices, passenger safety, emergency response, and passenger equipment safety standards found in 49 CFR Parts 200-299.
- The HSR *Urban Design Guidelines* (Authority 2011) require implementing the principles of crime prevention through environmental design. The contractor shall consider four basic principles of crime prevention through environmental design during station design and site planning: territoriality (design physical elements that express ownership of the station or site); natural surveillance (arrange physical features to maximize visibility); improved sightlines (provide clear views of surrounding areas); and access control (provide physical guidance for people coming and going from a space). The HSR design includes emergency access to the rail right-of-way, and elevated HSR structure design includes emergency egress points.
- Implement fire/life safety and security programs that promote fire and life safety and security in system design, construction, and implementation. The fire and life safety program is coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes. The Authority would establish fire/life safety and security committees throughout the HSR section.
- Implement system security plans that address design features intended to maintain security at the stations within the track right-of-way, at stations, and onboard trains. A dedicated police force would ensure that the security needs of the HSR system are met.
- The design standards and guidelines require emergency walkways on both sides of the tracks for both elevated and at-grade sections and the provision of appropriate space as defined by fire and safety codes along at-grade sections of the alignment to allow for emergency response access.
- Implement standard operating procedures and emergency operating procedures, such as the FRA-mandated Roadway Worker Protection Program to address the day-to-day operation and emergency situations that would maintain the safety of employees, passengers, and the public.