2011
TRIENNIAL ON-SITE
SECURITY REVIEW OF
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
(VTA)

RAIL TRANSIT SAFETY SECTION
RAIL TRANSIT AND CROSSINGS BRANCH
CONSUMER PROTECTION AND SAFETY DIVISION
CALIFORNIA PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102

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Richard W. Clark, Director
Consumer Protection and Safety Division

2011 TRIENNIAL ON-SITE SECURITY REVIEW
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

ACKNOWLEDGEMENT

The California Public Utilities Commission, Rail Transit Safety Section (RTSS) conducted this system safety and security program review. Staff members directly responsible for conducting security review and inspection activities are:

Stephen Artus, Rail Transit Safety Section
Program and Project Supervisor
Steve Espinal, Senior Utilities Supervisor
Rupa Shitole, CPUC Representative to VTA,
Utilities Engineer
Vincent Kwong – Utilities Engineer
Howard Huie – Utilities Engineer

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1. EXECUTIVE SUMMARY

The California Public Utilities Commission's (Commission) Consumer Protection and Safety Division (CPSD), Rail Transit Safety Section staff (Staff), conducted an on-site system security program review of the Santa Clara Valley Transportation Authority (VTA) in January 2011.

The on-site review was preceded by an opening conference with VTA personnel on January 24, 2011. Staff conducted the 2011 VTA on-site security review on January 24, 2011. The review focused on verifying the effective implementation of the Security and Emergency Preparedness Program Plan (SEPP).

Staff held a post-review conference with VTA personnel on February 10, 2011. Staff provided VTA personnel with a synopsis of the preliminary review findings and preliminary recommendations for corrective actions.

The review results indicate that VTA has a comprehensive system security program and has effectively implemented their SEPP. However, staff noted exceptions during the review. These exceptions are described in the Findings and Recommendations sections of each checklist. Staff made two recommendations for corrective actions as described in the 9 checklists. These are distributed among the following departments: Protective Services and Information Technology.

The Introduction and Background Sections of this report are presented in Section 2 and 3 respectively. The Background Section contains a description of the VTA rail system. Section 4 describes the review procedure. The review findings and recommendations are listed in Section 5. The 2011 VTA Triennial Security Review Acronyms List is found in Appendix A, Checklist Index in Appendix B, Recommendations List in Appendix C and Review Checklists in Appendix D.

2. INTRODUCTION

The Commission's General Order (GO) 164-D *Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems*, and the Federal Transit Administration's (FTA) Rule, Title 49 Code of Federal Regulations (CFR) Part 659, *Rail Fixed Guideway Systems: State Safety Oversight*, require the designated State Safety Oversight Agencies to perform a review of each rail transit agency's system safety and security program at a minimum of once every three years. The purpose of the triennial review is to verify compliance and evaluate the effectiveness of each rail transit agency's System Safety Program Plan (SSPP) and Security and Emergency Preparedness Program Plan (SEPP) to assess the level of compliance with GO 164-D as well as other Commission safety and security requirements.

Staff advised VTA General Manager by a letter dated on December 23, 2010 of scheduling of the Commission's safety and security review set for January 24, 2011. The letter included 9 checklists that detailed the breadth and scope of the review. Eight of the 9 checklists outlined inspection of SEPP Administration, Internal Security Audits, Threat and Vulnerability Assessments, Security and Emergency Response Training, and Security Interaction with the Public. The remaining checklist focused on the security of the SCADA network and its components.

Staff conducted a pre-review opening conference on January 24, 2011 with VTA General Manager, Executive Management of Transit System Compliance, Superintendents, Supervisors and Protective Services.

Staff conducted the on-site security inspection and records review on January 24, 2011. At the conclusion of each review activity, staff provided VTA personnel a verbal summary of the preliminary findings and discussed preliminary recommendations for corrective actions.

On February 10, 2011, staff conducted a post-review exit meeting with VTA's executive and department managers. Staff provided the attendees a synopsis of the non-compliant findings from the 9 checklists and discussed the need for corrective actions where applicable.

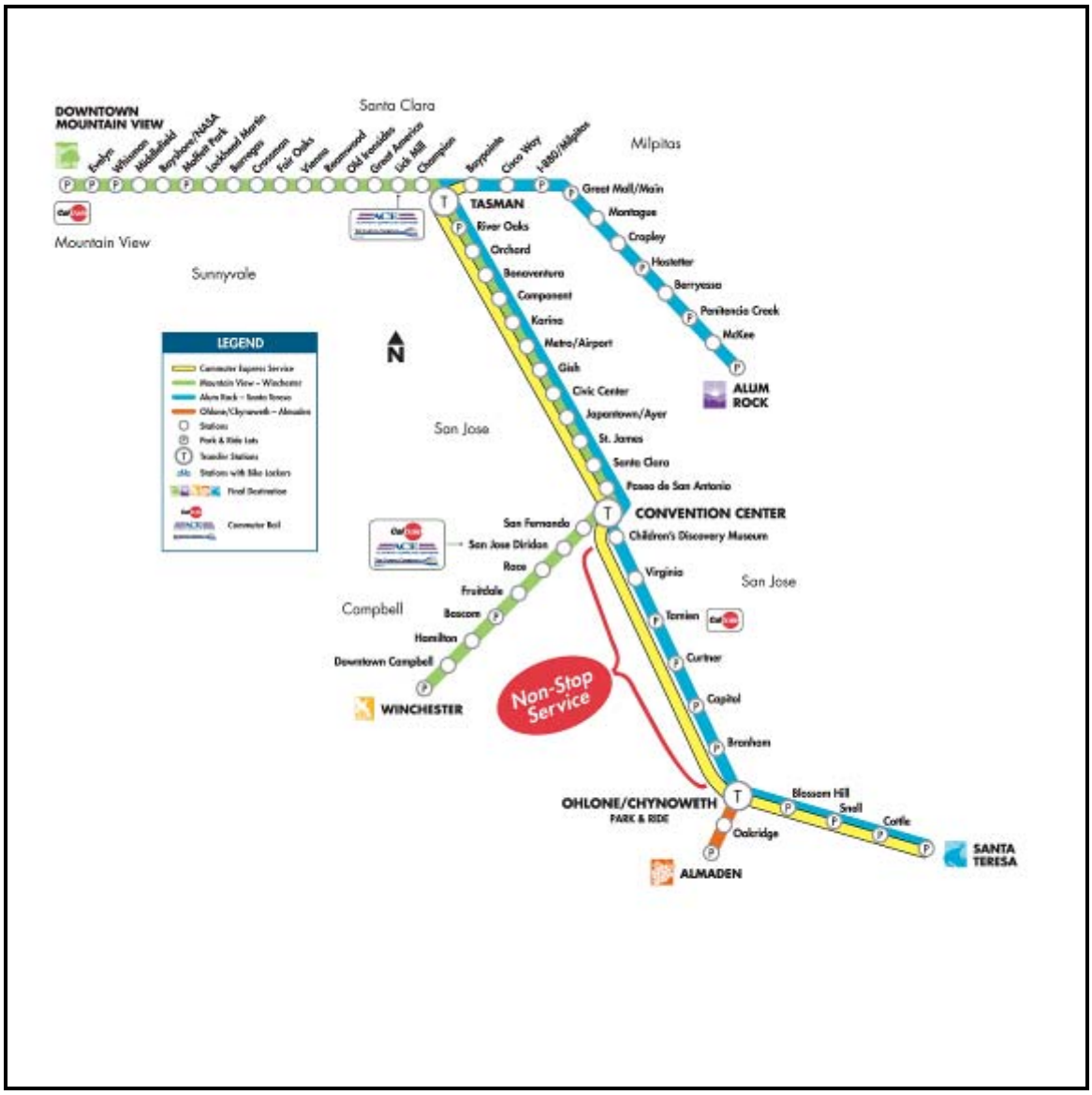
3. BACKGROUND

The Santa Clara Valley Transportation Authority (VTA) is both a transit provider and a multi-modal transportation development organization of Santa Clara County. The governing Board of Directors have seventeen members and two ex-officio members, all of whom are elected officials appointed to serve on the Board by the jurisdictions they represent. Fourteen Directors are city council members and three are County Supervisors. Twelve Directors serve as voting members and five Directors serve as alternates. The ex-officio members are non-voting members and are Santa Clara County's representatives to the Metropolitan Transportation Commission.

VTA currently operates an urban transit service with a fleet of diesel, gasoline, and hybrid diesel-electric buses and light rail vehicles within Santa Clara County. The Santa Clara County service territory contains 1335 square miles and has a population of nearly 2 million. Bus service is provided in the residential areas of Palo Alto to Gilroy, Los Gatos to Milpitas and all cities in between. Furthermore, Historic trolley service may be provided in the downtown San Jose Transit Mall on a seasonal basis. Below are the lines and segments with the date they opened.

VTA Rail System Description

VTA rail system consists of the Guadalupe, Tasman West, Tasman East, Capitol and Vasona Lines (See attached VTA System Map) with two other proposed extensions. The total operating system is about 42.2 miles with 62 Light Rail Stations. The average ridership of the system is approximately 31,355 per day in the year 2010.



VTA SYSTEM MAP

Guadalupe Line

The 21-mile Guadalupe light rail line began service in 1991, which extends from south San Jose, into downtown and continues to employment centers of north San Jose and Santa Clara. The Downtown Center Plaza in San Jose serves as hub for rail/bus connections. It also links light rail and Caltrain service at Tamien Station in San Jose. The Guadalupe Line has 28 light rail stations.

Tasman West Line

The 7.6-mile Tasman West light rail line began service in 1999, which travels through four cites: San Jose, Santa Clara, Sunnyvale, and Mountain View serving major employment centers of Silicon Valley. It links with Caltrain in Downtown Mountain View. The Tasman West Line has 16 light rail stations.

Tasman East Line

The Tasman East light rail line is a 4.8-mile extension from North First Street to Hostetter Road. The first phase, a 1.9-mile extension from North First Street to I-880 along the median of Tasman Drive opened for revenue service in May 2001 and marked the beginning of VTA light rail vehicles in the City of Milpitas. The second phase, a 2.9-mile segment from I-880 to Hostetter Road along the Capitol Avenue median opened for revenue service in June 2004. Approximately 7,200 feet of this segment is grade separated over two railroad crossings, Montague Expressway, and other cross streets. The Tasman East Line has 6 light rail stations.

Capitol Line

The Capitol light rail line, a 3.5-mile extension of the Tasman light rail line opened for revenue service in June 2004. It travels along Capitol Avenue from just south of Hostetter Road to Alum Rock Avenue, north of Capitol Expressway and operates in the median of Capitol Avenue, with two vehicles travel lanes and a bike lane in each direction paralleling the track way. The Capitol Line has 4 light rail stations.

Vasona Line Extension Project

The Vasona Light Rail Project is a 5.3-mile light rail extension to the existing VTA Light Rail system and operates primarily on the existing Union Pacific Railroad right-of-way. Revenue service began in 2005. The Vasona Line has 8 light rail stations and links with Caltrain, ACE, and Capitol Corridor at Diridon Station.

Current Extensions in planning/construction

Capitol Expressway Light Rail (CELR) Extension

Current plans include a 2.6-mile line extension from existing Alum Rock Station to Eastridge Mall. The alignment will be at grade as well as grade separated. This project is in the preliminary engineering phase.

Vasona Junction Light Rail Extension

Current plans include a 1.5-mile line extension from existing Winchester Station into the Town of Los Gatos. This project is in the preliminary engineering phase.

Santa Clara Valley Transportation Authority/Silicon Valley Rapid Transit Project

The Santa Clara Valley Transportation Authority/Silicon Valley Rapid Transit Project (VTA/SVRT Project) is a 16.3-mile extension beginning at the Warm Springs BART Station in South Fremont, extending along the Union Pacific Railroad line to Milpitas and then continues on to 28th and Santa Clara Streets in San Jose. The extension will then proceed underground through Downtown San Jose to the Diridon Caltrain Station. The BART extension will then turn north under the Caltrain line and terminate at the Santa Clara Station. Staff has reviewed and the Commission has approved the Safety and Security Certification Plan for this project in its Resolution ST-83.

VTA Security Background

Effective security on VTA's transit system is achieved by having a highly visible security presence to protect transit customers, employees, contactors and property. System-wide security is provided by a combination of Sheriff Transit Patrol deputies and private unarmed and armed security officers.

Currently, under the direction of VTA's Chief Operating Officer, VTA's law enforcement and investigative services are provided under contract with the County of Santa Clara Office of the Sheriff – Transit Patrol Division. Sheriff Transit Patrol deputies respond to calls for service from armed and unarmed private security officers, fare inspectors, bus and light rail operators and other VTA employees through VTA's Operations Control Center (OCC), as well as from passengers using the 911 system. In addition to beat deputies, VTA also has two special enforcement units. The Route Stabilization Team (RST) is a plain clothes unit that operates on VTA's bus and light rail lines to ensure a safe environment for operators and passengers. The Investigative Unit provides investigative/detective services related to criminal and security related incidents. VTA has contracted with the County of Santa Clara Office of the Sheriff for law enforcement services since October 1990.

AlliedBarton Security Services LP is currently VTA's private security contractor providing over 2000 weekly hours of unarmed security and over 1000 weekly hours of armed security. Security officers are assigned to posts or beats, based on ridership patterns, activities and statistical crime data. Unarmed security officers are assigned to all VTA work facilities and selected transit facilities. Armed security officers patrol VTA facilities, light rail stations, provide security at VTA events, provide support to VTA's Lost and Found and CCTV programs, and provide revenue collection services. AlliedBarton Security Services LP was awarded the contract effective March 2009. Prior to this date, Securitas Security Services USA, Inc. provided contract security services to VTA from July 2003 to March 2009.

4. SECURITY REVIEW PROCEDURE

Staff conducted the 2011 security review in accordance with Rail Transit Safety Section Procedure RTSS-4, *Procedure for Performing On-Site Triennial Safety and Security Reviews of Rail Transit Systems*. Staff developed nine (9) checklists to cover various aspects of system security responsibilities, based on Commission and FTA requirements, VTA SEPP, security-related VTA documents, and the knowledge of Staff of VTA operations. A list of the 9 checklists is provided in Appendix B.

Each checklist identified security-related elements and characteristics that were either inspected or reviewed by staff. The completed checklists include the findings of Staff and recommendations corresponding to non-compliant findings with the SEPP of VTA, its procedures, and/or Commission regulations. The methods used to perform the review included:

- Discussions and interviews with VTA management
- Review of rules, procedures, policies, and records
- Interviews with rank and file employees

The review checklists concentrated on requirements that affect the security of rail operations and are known or believed to be important in reducing security hazards and preventing security related incidents.

5. FINDINGS AND RECOMMENDATIONS

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APPENDIX A

ABBREVIATION and ACRONYM LIST

Abbreviation / Acronym	Description
CAP	Corrective Action Plan
CA MUTCD	California Manual on Uniform Traffic Control Devices
CFR	Code of Federal Regulations
Commission	California Public Utilities Commission
CPSD	Consumer Protection and Safety Division
CPUC	California Public Utilities Commission
FTA	Federal Transit Administration
GO	General Order
HOS	Hours of Service
IIPP	Injury and Illness Prevention Program
ISSA	Internal Safety and Security Audit
OCC	Operations Control Center
PHA	Preliminary Hazard Analysis
PM	Preventive Maintenance
RTCB	Rail Transit and Crossing Branch
RTSS	Rail Transit Safety Section
SCP	Safety Certification Plan
SCVR	Safety Certification Verification Report
SEPP	Security and Emergency Preparedness Program Plan
SSP	System Security Plan
SSPP	System Safety Program Plan
Staff	Consumer Protection and Safety Division personnel
SCVTA	Santa Clara Valley Transportation Authority
TSA	Transit Security Administration
VTA	Santa Clara Valley Transportation Authority

APPENDIX B
2011 VTA TRIENNIAL SECURITY REVIEW CHECKLIST INDEX
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APPENDIX C

2011 VTA TRIENNIAL SECURITY REVIEW RECOMMENDATIONS LIST (CONFIDENTIAL)

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APPENDIX D

2011 VTA TRIENNIAL SECURITY REVIEW CHECKLISTS

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