2012
TRIENNIAL ON-SITE SECURITY REVIEW OF SACRAMENTO COUNTY AIRPORT SYSTEM (SCAS)

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ACKNOWLEDGEMENT

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1. EXECUTIVE SUMMARY

The California Public Utilities Commission's (Commission) Safety Enforcement Division (SED), Rail Transit Safety Section staff (Staff) conducted an on-site system security review of the Sacramento County Airport System (SCAS) in October of 2012. The review is focused on verifying the effective implementation of the System Security Plan (SSP), addressing Threat & Vulnerability Assessment (TVA) and emergency response.

Following the on-site security review, staff held a post-review conference with the SCAS Manager of Security, on November 8, 2012. Staff provided a preliminary summary report detailing the findings. Staff did not find have any preliminary recommendations.

The security review results indicate that SCAS has a comprehensive system security program and has effectively implemented the SSP. Of the seven (7) checklists used for the 2012 triennial security review, staff did not make any recommendations for corrective action within the SCAS Security Program.

The Introduction for this report is presented in Section 2. The Background, in Section 3, contains a description of the SCAS APM system. A description of the 2012 security review procedure is in Section 4. The review's findings and recommendations are listed in Section 5. A listing of the Acronyms is in Appendix A. The SCAS 2012 Triennial Security Review Checklist Index and the Recommendations List are included, respectively, in Appendices B and C. The Triennial Security Review Checklists are presented 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(s) at a minimum of once every three years. The purpose of the triennial review is to evaluate the effectiveness of each rail transit agency's System Security Plan (SSP) and to assess the level of compliance with GO 164-D as well as other Commission safety and security requirements. This is the first on-site security review of SCAS.

On September 1, 2012, staff mailed a letter to SCAS's Director, advising that the Commission's security review had been scheduled on October 2–3, 2012. The letter included seven checklists that served as the basis for verification of the effective implementation of SCAS's SSP.

Staff conducted an opening conference on October 1, 2012 with SCAS's Airport Chief Operating Officer, Deputy Director Operations and Maintenance, Facilities Coordinator, Airport Facilities Manager, Associate Administrative Analyst II, Airport Operations Manager, Interim Airport Maintenance Manager, Airport Security Manager, Safety Specialist, ARFF Fire Captain, Sacramento County Sheriff Captain, Bombardier Site Manager, and Bombardier Field Site Manager.

Staff performed the on-site triennial security review at the SCAS offices. Staff developed seven (7) checklists for the inspection of the System Security Program. Staff derived the checklist review questions from CPUC's GO 164-D, FTA's 49 CRF659, and SCAS's SSP. At the conclusion of each review activity, staff provided SCAS personnel a verbal summary of the preliminary findings and discussed preliminary recommendations for corrective actions.

3. BACKGROUND

A. SCAS APM System Description

SCAS has embarked on a Sacramento International Airport (SMF) development process to identify and implement the vision developed in the Final SMF Master Plan to modify existing airport infrastructure and develop new facilities through the year 2020. The Master Plan was approved by the Sacramento County Board of Supervisors (BOS) in February 2004.

Completed concurrently with the Master Plan was the TMP, which included preliminary facilities requirements, terminal complex alternatives, and evaluation of four terminal development concepts, two of which included an APM system. The BOS approved the selection of the preferred terminal development concept which was ranked highest with respect to long term strategic, operational, environmental, feasibility / constructability, and customer service. A key decision factor was that this allowed the existing Terminal B to continue in operation while its replacement was constructed.

Through authorization from the BOS in June 2007, SCAS has contracted with BTH for the design, supply, and installation and O&M of an airport APM System at SMF as part of the TMP.

The APM System includes a completely automated dual lane shuttle offering passengers a connection between the Central Terminal B and Airside Concourse B. General system and operating characteristics are given in Table 1-1 and the configuration of the APM system is provided in Figure 1-1. The complete system will include power distribution, power rail and vehicle power collector assemblies and interface, communication system, the CITYFLO 650 communications-based train control system required to operate the system, automatic station platform doors, and CX-100 vehicles. The CX-100 vehicle is a fully automated, air-conditioned vehicle capable of operating in various modes twenty-four hours per day.

Major APM facilities consist of:
- An elevated dual-lane exclusive guideway with an emergency/backup walkway located between guideways
- Two passenger stations with flow-through configurations (one center platform and two side platforms) located on level three on of the Central Terminal building and level two of the Concourse building

- A maintenance facility located on level one under the Concourse B station
- A Central Control room located within the maintenance facility
- Two equipment rooms, each on level one of their respective buildings: Central Terminal and Concourse B
- A power distribution substation located on level one of the Central Terminal building
- The APM System is designed for two 2-car trains, but will initially operate in a two 1-car train configuration. The System will be expanded when deemed necessary by SCAS to accommodate passenger growth

Facilities & Trains	
Stations	2
Route length	1100 feet per lane
Trains in service	2, initially 1-car, ultimately 2-car
Maintenance Facility	1
Central Control Room	1
Estimated Rider ship (passengers per hour per direction)	
Initial	2300
Ultimate	3000
Operations	
Peak period	Dual Lane Shuttle
Off-peak period	Single Lane Shuttle
Night period	On-call Single Lane Shuttle
Average Round Trip Time	Approx 3.0 minutes
Cruise Speed	Approx 20 mph
Operating Hours	24 / 7 / 365

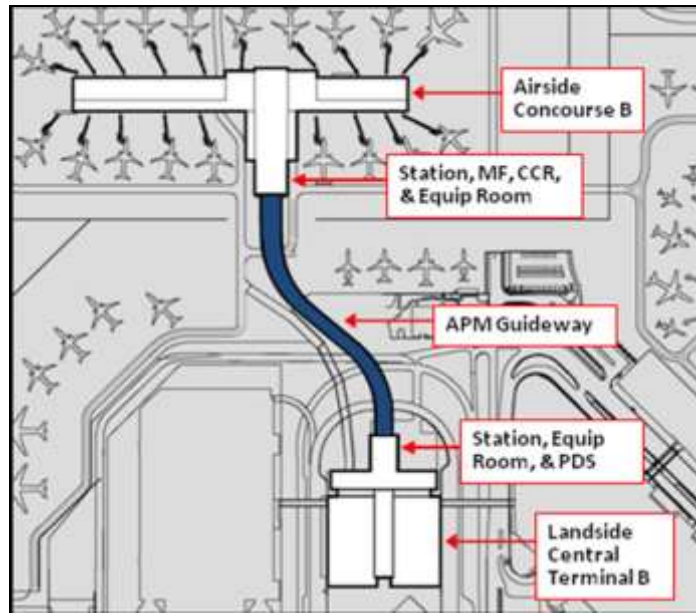**Table 1-1: SMF APM System Characteristics**

Figure 1: SMF APM System and Facility Configuration

The APM will operate wholly on the SMF property, mostly above the Concourse B apron. It is intended for airline and airport employees/contractors and ticketed passengers only. It is beyond the boarding pass checkpoint, but on the landside of the TSA security screening checkpoint, so departing passengers and their carry-on luggage are not cleared through TSA security. No checked luggage will be on the System. Arriving passengers traveling from Concourse B to Central Terminal B will be originating from the secure side of the Airport, having cleared security at their airport of origin.

Scheduled maintenance for the System will occur during the night period to minimize interference with passenger service. Any unscheduled maintenance will take place as needed, taking into consideration the need for safe and reliable service for airport patrons and employees.

B. SCAS/SMF Security

Security at Sacramento International Airport (SMF) is achieved via the joint efforts of the Sacramento County Airport System; Sacramento County Sheriff's Department, Airport Division; private security companies; and two agencies of the Department of Homeland Security: US Customs and Border Protection (CBP) and the Transportation Security Administration (TSA).

The Sacramento Sheriff's Department provides law enforcement services for the airport and surrounding areas. Deputies work closely with airport staff, airlines, firefighters, Department of Homeland Security, Transportation Administration (TSA), U.S. Customs Border Protection, Federal Aviation Administration, (FAA), as well as other federal and state law enforcement agencies to provide a safe environment at Sacramento International Airport.

Since 1967, as the Sacramento Metropolitan Airport, the Sacramento Sheriff's Department has provided security to the airport. The airport was renamed Sacramento International Airport in 1996.

In 1998, the Sheriff's Unit became a Division under the command of a Sheriff's Captain. The new millennium ushered in many more changes and unfortunately, a national tragedy that changed airport security forever. Thankfully, September 11th did not deter growth at Sacramento International Airport contrary to the national trend. In 2002, the International Arrivals building was added to accommodate international flights.

The Sacramento County Sheriff's Department provides the airport with law enforcement services around the clock. Deputies respond to law enforcement concerns on or around the airport property and work closely with airport staff, airlines, firefighters, Department of Homeland Security, TSA, CBP, FAA, as well as other federal and state law enforcement agencies to provide a safe environment at Sacramento International Airport.

As the airport has grown in size and the number of travelers has increased to 8.9 million per year, the Sheriff's Department Airport Division has grown to ensure the law enforcement needs of the airport are met. The airport began expansion of the new modern Central Terminal, known as "The Big Build", in the fall of 2008. The Sheriff's Department Airport Division will continue to evolve to continually provide a safe and enjoyable environment for the traveling public.

4. REVIEW PROCEDURE

Staff conducted the 2012 Triennial Security Review in accordance with Rail Transit Safety Section Procedure Four (4), *Procedure for Performing Triennial Safety & Security Reviews of Rail Transit Systems.* Staff developed seven (7) checklists to evaluate the adequacy of SCAS's system security plan and the efficacy of its implementation.

The security evaluation includes the SCAS security section, programs and processes which have system security functions and responsibilities. The review is based on Commission and FTA requirements, SCAS's SSP, and the staff's knowledge of the APM system. The seven (7) checklists are listed in Appendix B.

Each checklist identifies the core security-related elements and characteristics that staff reviewed. Each of the checklists also references Commission, SCAS, and other documents that establish the security program requirements. The methods used to perform the review include:

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

Immediately following the security review, staff summarized the findings and the preliminary recommendations (if appropriate) with the respective SCAS security personnel. The post-review summary is beneficial for clarifying findings or best-practices and provided SCAS an opportunity to promptly address any necessary security improvements.

5. FINDINGS AND RECOMMENDATIONS

(CONFIDENTIAL)

APPENDICES

APPENDIX A
ACRONYMS LIST

Abbreviation / Acronym	Description
APM	Automated People Mover
ARFF	Aircraft Rescue and Firefighting
BOS	Sacramento Board of Supervisors
CAP	Corrective Action Plan
CBP	U.S. Customs Border Patrol
CFR	Code of Federal Regulations
Commission	California Public Utilities Commission
CPUC	California Public Utilities Commission
DHS	Department of Homeland Security
ERP	Emergency Response Plan
FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FTA	Federal Transit Administration
GO	General Order
ISA	Internal Security Audit
RTSS	Rail Transit Safety Section
SCAS	Sacramento County Airport System
SED	Safety Enforcement Division
SIDA	Security Identification Display Area
SSC	Safety and Security Committee
SMF	Sacramento International Airport
SSD	Sacramento Sheriff's Department
SSP	System Security Plan
STA	Security Threat Assessment
Staff	Consumer Protection and Safety Division personnel
TSA	Transportation Security Administration
TVA	Thread and Vulnerability Assessment

APPENDIX B
SCAS 2012 TRIENNIAL SECURITY REVIEW CHECKLISTS INDEX

(CONFIDENTIAL)

APPENDIX C
SCAS 2012 TRIENNIAL SECURITY REVIEW RECOMMENDATION LIST

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APPENDIX D

SCAS 2012 TRIENNIAL SECURITY REVIEW CHECKLISTS

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