

**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Rail Safety Division  
Rail Transit Safety Branch

Resolution ST-244  
December 16, 2021

**RESOLUTION**

**RESOLUTION ST-244 GRANTING APPROVAL OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT SAFETY CERTIFICATION PLAN**

**SUMMARY**

This Resolution grants the request of the Los Angeles County Metropolitan Transportation Authority for approval of the Safety Certification Plan for the East San Fernando Valley Transit Corridor project.

**PROJECT DESCRIPTION**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) East San Fernando Valley (ESFV) Transit Corridor Project (Project) will provide light rail transit (LRT) service along the Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The alignment will include fourteen at-grade stations at approximately one-mile intervals. The ESFV Project also includes a maintenance and storage facility. The following lists the fourteen at-grade stations on the alignment, from south to north:

1. Van Nuys/Orange Line Station
2. Victory Station
3. Vanowen Station
4. Sherman Way Station
5. Van Nuys/MetroLink Station
6. Roscoe Station
7. Nordoff Station
8. Woodman Station
9. Arleta Station
10. Laurel Canyon Station
11. Van Nuys/San Fernando Station
12. Paxton Station
13. Maclay Station
14. Sylmar/San Fernando Station

The ESFV Project will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. The LACMTA LRT trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. The LRT will then transition onto the existing railroad right-of-way adjacent to San Fernando Road, which the LRT will share with Southern California Regional Rail Authority (SCRRA—also known as Metrolink—for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

LACMTA will implement the project in two phases. The first phase of the ESFV Project, the 6.7-mile portion of the ESFV Project on Van Nuys Blvd, is called the Initial Operating Segment. The 6.7-mile portion includes eleven at-grade stations, from Van Nuys/Orange Line Station to Van Nuys/San Fernando Station. The initial projection for project completion and revenue operations of the first phase is 2028, pending a further safety study of the 2.5-mile shared right-of-way segment as directed by the LACMTA Board. LACMTA awarded a contract to Gannett Fleming in 2019 to provide engineering design and oversight services for the ESFV Project. LACMTA tasked Gannett Fleming to advance the design to a 30%/60% design level in preparation for a Design-Build contract. LACMTA has been planning to begin the procurement process for a Design-Build contract in 2021.



**BACKGROUND**

Commission General Order 164-E, *Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems*, Section 11, requires that Rail Fixed Guideway Systems prepare a project-specific Safety Certification Plan (SCP) for each major project and ensure that all entities involved in design, construction, operation, and maintenance of the project comply with the requirements outlined in the SCP. The purpose of the SCP is to describe organizational authority and responsibilities, safety certification activities and processes, and documentation requirements and responsibilities. The SCP ensures that elements critical to safety are planned, designed, put through analysis, constructed, tested, inspected, and implemented.

CPUC General Order 164-E requires a written Safety Certification Verification Report (SCVR) by to be submitted before revenue service can begin. The purpose of the SCVR is to certify and verify that the requirements of the SCP have been implemented. LACMTA is required to submit the SCVR to Commission Staff (Staff) prior to the commencement of revenue service operations. Once submitted, Staff reviews the SCVR for compliance with the SCP and address any remaining safety concerns. Once the SCVR is determined to be complete and adequate, Staff will make a recommendation for an approval letter from the Rail Safety Division Director, which is then sent to the transit agency allowing the project—or portions of it—to be placed into revenue service.

**DISCUSSION**

Commission General Order 164-E, Section 11, requires that Rail Fixed Guideway Systems prepare a project-specific SCP for all projects that initiate preliminary engineering after February 27, 2003. LACMTA is responsible for ensuring that all entities involved in design and construction of the ESFV Transit Corridor Project comply with the requirements of the Safety Certification Plan and processes.

On October 20, 2021, LACMTA submitted the ESFV Project SCP, version 4, for Staff review and Commission approval.

The submitted SCP describes the processes, procedures, organizational responsibilities, and documentation requirements needed for final safety certification. Section 1.4 of the submitted SCP summarizes the following major components necessary to safety certify the ESFV Project:

- **Certifiable Elements List (CEL):** A developed list of elements that include facilities, systems and subsystems subject to safety certification. The CEL is further expanded to develop the design conformance and construction conformance checklists.

- **Safety design criteria:** Development of the Project technical safety specifications.
- **Hazard management program:** Program that determines that potential hazards are systematically identified, evaluated, and resolved during design, construction, and testing.
- **Design Conformance Checklists (DCC):** Checklists that record and verify the Project meets the safety design criteria and requirements for facilities, systems, equipment, etc.
- **Construction Conformance Checklists (CCC):** Checklists recording that safety design criteria elements are installed and met requirements of facilities, systems, equipment, etc.
- **System Integrated Testing Conformance Checklists (SITCC):** Checklists that record and verify integrated testing of systems components and equipment making certain that safety-critical tests and inspections have been performed in compliance with all contract requirements, codes, and guidelines and that all systems, facilities, equipment, and procedures, once integrated, can function in a safe manner.
- **Safety inspections:** Walk-throughs and inspections that verify equipment and facilities are properly installed.
- **Training and operational readiness plans:** Plans that make sure that all required safety related operations and maintenance training programs and drills are identified and successfully completed by the appropriate staff.
- **Pre-Revenue Operations:** Procedures to simulate revenue service for the purpose of confirming train schedules, increasing staff familiarity, and training, and verifying service reliability.
- **Safety Certification Verification Report:** Report that verifies the Project is completed by means of certificates and ready for Revenue Operations.

The SCP describes and outlines the safety certification management processes and procedures, organizational responsibilities, and safety certification activities. An important process that begins during the design phase will be to develop a safety certifiable elements list. Each major item on the safety certifiable elements list will require a certificate of conformance with appropriate sign-offs to certify the safety of that element. The SCP provides a framework for ensuring that appropriate safety-related activities are performed

and documented to support each certificate of conformance that will be issued and submitted in the SCVR.

The submitted SCP identifies a draft or sample list of the certifiable elements of the project, as well as the roles and responsibilities of each party involved (LACMTA, its contractors, and CPUC Staff) throughout the project from design, construction, and systems integration testing. As the project progresses further into design and construction, a Safety Certification Review Team (SCRT) and Fire Life Safety Committee (FLSC) will be established and meet periodically. Staff will work with the SCRT and FLSC to develop a final certifiable elements list. The SCP may be revised and expanded as the project progresses, subject to Staff review and approval. Staff will also work with the SCRT to audit design, construction, and testing conformance of safety relevant requirements, standards, and design criteria within the certifiable elements list.

Additionally, the Rail Safety Division's Rail Crossings and Engineering Branch is currently reviewing LACMTA's crossing designs for the project, filed in CPUC Application 21-08-020.

Staff conducted a review and analysis of the content of the project SCP in accordance with General Order 164-E Section 11 (Requirements for Safety Certification Plan), and the Rail Transit Safety Branch Program Management Standard Procedures Manual Section 9 (Procedure for Safety Certification Plan of Major Projects). The SCP contains the elements required by Sections 11.4, 11.5 and 11.6 of General Order 164-E, and Staff evaluated the SCP consistent with the SCP checklist RTSB adopted in its Program Standard (procedures manual), as distributed to the transit agencies and posted on the Commission's web site. Staff finds that the LACMTA ESFV Project Safety Certification Plan complies with General Order 164-E and the RTSB Program Standard.

Based upon the results of the Project's SCP review, Staff recommends that the Commission grant approval of the Los Angeles County Metropolitan Transportation Authority SCP for the East San Fernando Valley Transit Corridor project.

### **NOTICE**

On November 12, 2021, this Resolution was published on the Commission's Daily Calendar.

### **COMMENTS**

The draft resolution of the Rail Safety Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(d)(1) of the Commission's Rules of Practice and Procedure. \_\_\_\_\_ Comments were received.

**FINDINGS**

1. On October 20, 2021, LACMTA submitted the LACMTA East San Fernando Valley Transit Corridor Project SCP (Version 4, dated August 2021) to RTSB Staff for Staff review and Commission approval.
2. The LACMTA East San Fernando Valley Transit Corridor Project is a light rail transit project with fourteen stations planned. The planned alignment will extend north from the Van Nuys LACMTA Orange Line Station to the Sylmar/San Fernando Metrolink Station for a total of 9.2 miles, as follows: 6.7 miles will operate in the median of Van Nuys Boulevard, and 2.5 miles of the alignment will be on a shared corridor with Metrolink Commuter Rail.
3. The Initial Operating Segment or the first phase of the ESFV Project is a 6.7-mile portion on Van Nuys Blvd. The 6.7-mile portion includes eleven at-grade stations, from Van Nuys/Orange Line Station to Van Nuys/San Fernando Station. The initial projection for project completion and revenue operations of the first phase is 2028.
4. The 2.5-mile shared right-of-way segment with Metrolink commuter trains along San Fernando Road will be subsequently completed, but the projected service date is not yet known.
5. This SCP identifies the process by which the project will be certified as meeting the established safety criteria and standards to operate in revenue service.
6. Staff conducted a review and assessment of the content of the SCP and found it to be in accordance with General Order 164-E, Section 11 and the Rail Transit Safety Branch Program Standard Procedures Manual, State Safety and Security Oversight of Rail Fixed Guideway Systems, Section 9.

**THEREFORE, IT IS ORDERED THAT:**

1. The request of the Los Angeles County Metropolitan Transportation Authority for approval of the Safety Certification Plan for the East San Fernando Valley Transit Corridor Project is granted.
2. The Los Angeles County Metropolitan Transportation Authority shall submit a Safety Certification Verification Report to CPUC Staff upon project completion prior to revenue service operations in accordance with General Order 164-E.
3. This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on December 16, 2021. The following Commissioners voted favorably thereon:

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RACHEL PETERSON  
Executive Director