

2010 TRIENNIAL SECURITY REVIEW OF THE PORT OF LOS ANGELES WATERFRONT RED CAR LINE

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September 30, 2010
(Public)

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2010 ON-SITE SECURITY REVIEW OF THE PORT OF LOS ANGELES WATERFRONT RED CAR LINE

ACKNOWLEDGEMENT

The Rail Transit Safety Section conducted this system security program review. Staff members directly responsible for conducting security review and inspection activities include:

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1. EXECUTIVE SUMMARY

The Rail Transit Safety Section staff (staff) of the Consumer Protection and Safety Division (CPSD) of the California Public Utilities Commission (Commission) conducted an on-site security review of the Port of Los Angeles Waterfront Red Car Line (POLA RCL) system security program in August 2010. The review was comprehensive in nature and addressed POLA RCL security programs and practices in the design, operation, and maintenance of the system.

Staff performed records reviews of the POLA RCL security program to ensure compliance to the POLA RCL System Security Plan (SSP). Staff reviewed internal security records, Department of Homeland Security bulletins, safety and security meeting minutes, and other various records regarding POLA RCL security. In addition, staff also interviewed the Operations Manager along with rank and file to ensure familiarity and compliance with the POLA RCL SSP.

The review results indicate that the POLA RCL has a comprehensive system security program and that the POLA RCL SSP is being effectively implemented. Staff issued one recommendation for a finding of non-compliance as described in the Findings and Recommendations checklist section.

2. INTRODUCTION

The Commission's General Order (GO) 164-D, *Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems* requires the Commission to perform a review of each rail transit agency's system security plan a minimum once every three years. The purpose of the triennial review is to verify compliance and evaluate the effectiveness of each rail transit agency's SSP and to assess the level of compliance with GO 164-D as well as other Commission and regulatory safety requirements.

On July 14, 2010, staff mailed a letter to the POLA RCL General Manager advising that the Commission security review had been scheduled for August 2010. The letter included 6 checklists that would serve as the basis of the review. Staff conducted records reviews to confirm implementation of requirements from the SSP, standards referenced in the SSP, POLA RCL standard operating procedures, and other POLA RCL rules.

3. BACKGROUND

The POLA RCL is a tourist oriented rail system that began revenue operations in the year 2003 with construction and operations financed solely by the Port of Los Angeles (Port), an independent city agency that manages the port facility. The system is modeled after the historic Pacific Electric (PE) Red Car System utilizing one restored 1000 class PE Car and two replicated 500 class PE Cars. The normal hours of operation are Friday through Sunday from noon to 9:30 pm. Weekend ridership averages 1800 passengers a day with a total of 280,000 passengers carried in 2009. The POLA RCL General Manager is employed by the Port of Los Angeles and has the responsibility of general oversight of all POLA RCL operations including the management of interdepartmental and interagency relations and coordination. The contract operator of the POLA RCL is Herzog Transit Services Inc (Herzog). Track and signal maintenance is contracted out by the Port of Los Angeles to the Pacific Harbor Line (PHL) and Balfour Beatty Rail, Inc. Overhead catenary system maintenance is subcontracted out by Herzog to Mass Electric, Inc.

The POLA RCL system consists of 1.5 miles of track, three streetcars (one historic, 2 replicated historic), four stations, and a maintenance facility. The POLA RCL shares track with a short-line freight railroad, the Pacific Harbor Line. The document titled "The Petition for Approval of Shared Use and Waiver of Federal Railroad Administration Regulations Pursuant to 49 CFR Part 211" specifies temporal separation procedures and operational requirements for the POLA RCL and the PHL to ensure that they operate during separate and distinct operating time periods. Currently temporal separation procedures are not a part of day to day operations since freight rail operations have ceased. On rare occasions such as special events, PHL will coordinate with POLA RCL in accordance with the specified temporal separation procedures.

4. REVIEW PROCEDURE

Staff conducted the review in accordance with the Rail Transit Safety Section Procedure RTSS-4, *Procedure for Performing Triennial On-Site Safety and Security Reviews of Rail Transit Agency*. Staff developed six (6) checklists to cover various aspects of system security responsibilities, based on Commission requirements, the POLA RCL SSP, security related POLA RCL documents, and the staff's knowledge of the transit system. The 6 checklists are included in Appendix C.

Each checklist identifies security-related elements and characteristics reviewed or inspected by staff. Each of the checklists also references Commission, POLA RCL, and other documents that establish the security program requirements. The completed checklists include review findings. If the review findings indicate non-compliances, the recommendations are included. The methods used to perform the review include:

- Discussions with POLA RCL management
- Reviews of procedures 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 issues and preventing security incidents.

5. FINDINGS AND RECOMMENDATIONS (CONFIDENTIAL)

“Warning: This record contains Sensitive Security Information (SSI) that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a “need to know” as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the transportation security Administration or the secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by U.S.C. 552 and 49 CFR parts 15 and 1520.”

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APPENDICES

- A. Abbreviations List
- B. POLA RCL 2010 Security Review Checklist Index
- C. POLA RCL 2010 Security Review Recommendations List
- D. POLA RCL 2010 Security Review Checklists

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APPENDIX A

ABBREVIATIONS LIST

Acronym	Definition
CFR	Code of Federal Regulations
Commission	California Public Utilities Commission
CPSD	Consumer Protection and Safety Division (of CPUC)
CPUC	California Public Utilities Commission
FRA	Federal Railroad Administration
GO	General Order
HTSI (Herzog)	Herzog Transit Services Inc.
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
PE	Pacific Electric
POLA	Port of Los Angeles
POLA RCL	Port of Los Angeles Waterfront Red Car Line
Port	Port of Los Angeles
RCL	Red Car Line
RTSS	Rail Transit Safety Section (of CPUC)
SOP	Standard Operating Procedure
SSP	System Security Plan
Staff	Rail Transit Safety Section Staff

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APPENDIX B
2010 POLA RCL SECURITY REVIEW CHECKLIST INDEX
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APPENDIX C
2010 POLA RCL SECURITY REVIEW RECOMMENDATIONS LIST
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APPENDIX D

2010 POLA RCL SECURITY REVIEW CHECKLISTS (6 CHECKLISTS TOTAL)

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