



**California Public Utilities Commission  
Safety and Enforcement Division  
Office of Rail Safety  
Rail Transit Safety Branch**

# **Accident Notification and Response**



**Presentation to the 2017 FTA State Safety Oversight Meeting**

by

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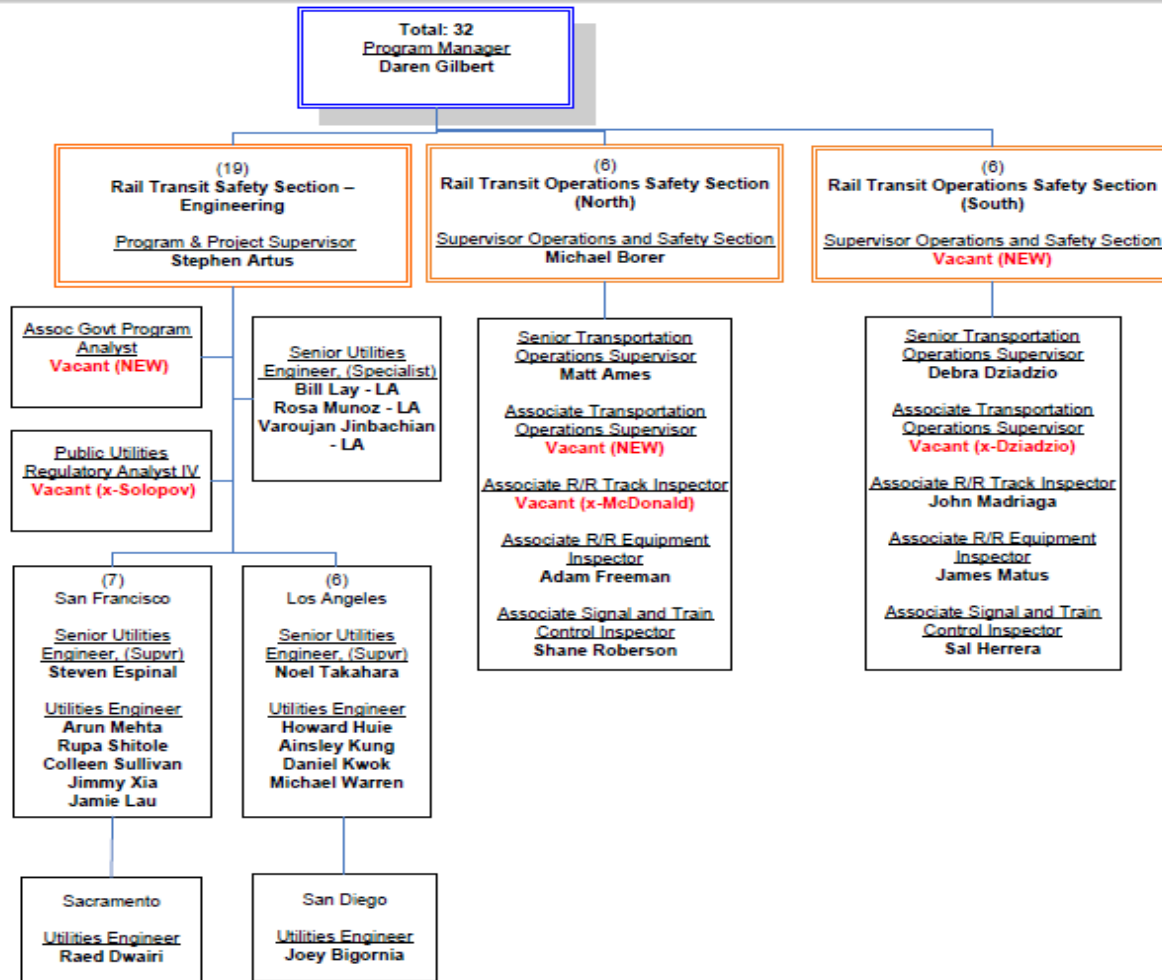
# CPUC Accident Reporting and Response

- Branch Structure
- Agencies Under RTSB jurisdiction
- Accident Reporting Requirements
- Accident Notification Process
- CPUC Staff Response to Notifications
- Challenges





# Rail Transit Safety Branch





# Jurisdictional Agencies

- There are 7 large urban rail transit systems under CPUC safety jurisdiction.
  - BART
  - SCVTA
  - SRTD
  - LACMTA
  - San Diego Trolley
  - NCTD
  - SF MTA





# Jurisdictional Agencies

## Bay Area Rapid Transit

- BART –  
Rapid or  
Heavy Rail



- Includes  
BART Oakland Airport Connector APM
- Includes e-BART new light rail line.





# Jurisdictional Agencies

## San Francisco Municipal Transportation Agency

- SFMTA or SF Muni
- Light Rail with overhead catenary
- Cable Cars





# Jurisdictional Agencies

## Santa Clara Valley Trans Authority

- San Jose metro area light rail system with overhead catenary.
- Building BART extension to San Jose, which BART will operate.





# Jurisdictional Agencies

## San Diego Trolley

- San Diego Metro Area
- Light rail with overhead catenary.
- A few vintage trolley cars





# Jurisdictional Agencies

## North County Transit District

- North San Diego County
- 22 Mile line Oceanside to Escondido.
- Light rail with DMU power
- Largely contractor operated





# Jurisdictional Agencies

## Sacramento Regional Transit

- Light rail with overhead catenary power
- Smaller system





# Jurisdictional Agencies

## Los Angeles County Metropolitan Transportation Authority

- LA Metro or LACMTA
- Light rail with overhead catenary and subway lines that are heavy/rapid rail with 3<sup>rd</sup> rail power.
- Numerous expansion projects under way.





# Jurisdictional Agencies

- There are 6 smaller fixed guideway systems under CPUC jurisdiction.
  - The Grove Trolley
  - Americana on Brand Trolley
  - Angel's Flight Funnicular
  - Getty Museum Tram
  - SFO AirTrain APM System
  - Sacramento Airport APM





# Rail Transit Safety Branch – Small Agencies



SF Airport “People Mover”



Angels Flight Railway  
Los Angeles



Getty Museum Train  
Los Angeles



Grove Farmers Market Trolley  
Los Angeles



Americana at Brand Trolley  
Glendale



Oakland Airport Connector



Sacramento Airport “People Mover”



SF Cable Cars





# Jurisdictional Agencies

## New Systems

- Four new systems in various states of planning or engineering
  - Los Angeles Streetcar
  - Sacramento Streetcar
  - OC Streetcar (Santa Ana/Garden Grove)
  - Los Angeles World Airports – LAX APM





# Accident Reporting Requirements

- General Order 164-D

The RTA shall notify the Staff representative or designee within two hours of any immediately reportable incident involving a rail transit vehicle or taking place on a rail transit-controlled property. Notification shall be by telephone to the designated contact person.





# Accident Reporting Requirements

- General Order 164-D

Each RTA shall immediately notify Staff of incidents where one of the following occurs:

- a. A fatality at the scene, or where an individual is confirmed dead within 30 calendar days of a rail transit-related incident;
- b. Injury to two or more individuals requiring immediate medical attention away from the scene;





# Accident Reporting Requirements

- c. Property damage to rail transit vehicles, non-rail transit vehicles, other rail transit property or facilities, and non-transit property that equals or exceeds \$25,000;
- d. A collision at an at-grade crossing;
- e. A mainline derailment;
- f. A collision with an individual on a rail right-of-way;
- g. A collision between a rail transit vehicle and a second rail transit vehicle, or a rail transit non-revenue vehicle;
- h. An evacuation due to life safety reasons.





# Accident Investigation Requirements

- RTAs investigate accidents on behalf of the Commission.
- General Order 164-D Section 8 requires each RTA to investigate all immediately reportable accidents, involve CPUC staff, and submit a report to staff for approval. It also states staff may conduct its own investigation.





## CPUC RTSB Accident Notification Process

### Reporting Process:

- Each transit system and other fixed guideway system has a “primary CPUC representative” that is a system’s lead CPUC contact.
- Accidents are telephonically reported to that lead CPUC Rep, who makes a determination on whether to contact CPUC management. (During absences, the reporting goes to the Senior Engineer Supervisor.)





## CPUC RTSB Accident Notification Process

### Reporting Process:

- Advantages are:
  - Lead rep is local to the system and can make timely response if necessary.
  - Lead Rep can respond and then determine if further immediate CPUC resources are needed.
  - Familiarity with system, operations, and personnel.





## CPUC RTSB Accident Notification Response

Responding:

- CPUC staff does not typically respond on-site to minor auto collisions, or other non injury accidents.
- Staff may respond to other injury and fatality accidents as time and availability permit, and as circumstances warrant.
- CPUC staff will respond 24/7 to any significant accident reported involving actual or potential operational or facility failure or deficiency, which leads to patron or employee injury, or fatality, or has the potential to do so.





## CPUC RTSB Accident Notification Response

Responding:

- For major accidents involving multiple injuries and/or fatalities, or train derailment, the Rep would contact RTSB management, who would alert executive Management and the Commission.
- For NTSB investigations, key involved staff become signatories to the NTSB investigation protocols and become “parties” to the investigation.





## Challenges

- CPUC Staff is looking at other reporting options other than telephonically, such as e-mail or other electronic methods, so that:
  - There is no delay in distribution of info on immediately reportable accidents, which become more widely known to key staff sooner;
  - Vacations or other absences will not disrupt the reporting process;
  - There is one central reporting number/e-mail address or url, known to all agencies.
- Transition to Part 674





# Questions??

**Thank you!**

