

Decision No. C25-0542

**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF COLORADO**

PROCEEDING NO. 22I-0471R

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IN THE MATTER OF THE REGIONAL TRANSPORTATION DISTRICT'S CORRECTIVE ACTION PLAN REGARDING THE SABLE BOULEVARD AND EXPOSITION AVENUE DERAILMENT, RULE 4 CCR 723-7-7347.

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**COMMISSION DECISION APPROVING CORRECTIVE  
ACTIONS FOR CAP03-09212022, REOPENING  
CAP01-09212022, AND REQUIRING RTD TO FILE  
CORRECTIVE ACTION UPDATE FOR CAP01-09212022**

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Issued Date: July 24, 2025

Adopted Date: July 16, 2025

**I. BY THE COMMISSION**

**A. Statement**

1. On September 21, 2022, a Regional Transportation District's ("RTD") light-rail vehicle derailed at the intersection/crossing of Sable Boulevard and Exposition Avenue in the City of Aurora resulting in the decoupling of the two light-rail vehicles and three injuries requiring transport.

2. Today's discussion includes RTD's response to the Commission's request for redevelopment of a final corrective action for CAP03-09212022 and RTD's Motion to Reopen CAP01-09212022.

3. Now being fully advised in this matter, we will approve RTD's changed and redeveloped final corrective actions for CAP03-09212022, granting RTD's Motion to Reopen CAP01-09212022 and requiring RTD to deny RTD's request to modify the final corrective

action plan (“CAP”) and requested CAP closure, require RTD to submit a proposed updated ATS implementation plan within 10 days of the issued date of this order.

**B. Finding of Fact**

4. On April 10, 2025, RTD filed its Response to Commission Questions and Proposed Amended Corrective Action Plan (“Response”) regarding development of the final corrective action for CAP3-09212022.

5. On June 5, 2025, RTD a Motion to Reopen Corrective Action (“Motion”). RTD requests to reopen CAP01-09212022 as changes are needed since the original CAP was filed and has already been approved by the Commission.

**1. CAP03-09212022**

6. By Decision No. C25-0178, issued March 13, 2025, the Commission disallowed RTD’s alteration of the final corrective action and notice of completion of the corrective action on February 6, 2025. Since the corrective action RTD had altered did not address the issue it was meant to address, the Commission required RTD to develop another idea for a corrective action that addressed the situation and offered an example idea of what the Commission was looking for to correct the issue.

7. RTD assessed what additional mitigations it could feasibly undertake and determined that it was feasible to ensure that all lead vehicles on train consists operating on the R Line have the upgraded Network Video Recorder (“NVR”).

8. RTD provided an amendment to CAP03-09212022 requesting to update CAP03-09212022 by removal of the final corrective action to develop a formal process to verify and monitor functional surveillance systems are in place, including daily check to ensure camera functionality prior to revenue service. RTD proposes adding a new final corrective action to

“Deploy LRVs equipped with the upgraded NVR surveillance system as the lead vehicles on train consists operating on the R Line” with implementation by May 31, 2025. RTD also proposes adding an additional final corrective action to “Deploy LRVs equipped with upgraded NVR surveillance system as lead vehicle on train consists operating on all remaining lines” with implementation by April 30, 2026.

## **2. CAP01-09212022**

9. By Decision Nos. C22-0721, issued November 18, 2022, and C22-0786, issued December 7, 2022, the Commission approved all aspects of CAP1-09212022. We will specifically be discussing the final corrective action to develop a formal plan for implementation of an automatic train stop (“ATS”) to be installed north of the curve on A Track.

10. On November 30, 2022, RTD filed its safety assurance and safety risk management analysis of the 2019 Sable/Exposition derailment CAP and CAP Addition for the derailment. As part of that document, RTD discussed that it would be analyzing finances, grant funding availability, timetable, and accountable personnel to develop realistic expectations.

11. RTD’s Motion discusses that circumstances have changed regarding the installation of the ATS north of the Sable/Exposition curve as approved by the Commission. The original schedule and cost estimate of \$876,000 were based on a 60 percent design with the anticipation that the design would be further refined as the design progressed.

12. RTD issued a competitive Invitation for Bid on July 12, 2024, which was not successful. Only one bid was submitted with proposed pricing that far exceeded the budgeted amount. RTD inquired with various vendors to get an understanding of why only one bid was submitted and why pricing was so high. Responding vendors shared concerns about the scope of the technical and staffing requirements and required timeline. Pricing for an ATS installation at

just one location and the scope requirements impacted the economies of scale and opportunity for cost savings.

13. Based on the feedback, RTD assessed various alternatives and options for ATS implementation utilizing internal staffing and resources. RTD is currently preparing an updated proposed plan for Commission considerations to be provided to the Commission for review and approval.

**C. Conclusion**

**1. CAP03-09212022**

14. We have reviewed RTD's revised CAP03-09212022 and will approve removal of the previous final corrective action and the two new final corrective actions proposed by RTD as they will address the immediate need on the R Line and will address this same issue throughout the system as the new vehicles with the NVR surveillance systems come online and approve revised CAP03-09212022

**2. CAP01-09212022**

15. We have reviewed RTD's Motion to reopen the CAP and require RTD to submit a proposed updated ATS implementation plan within ten days of such order.

16. We will grant RTD's Motion. We will reopen CAP01-09212022 and require RTD to submit a proposed updated ATS implementation plan within ten days of the issued date of this order. We understand the changed circumstances of the costs and delivery of the ATS implementation plan and will allow RTD to develop an alternative implementation plan that will address the contractor and cost issues of this corrective action.

## II. ORDER

### A. The Commission Orders That:

1. The changed and redeveloped final corrective actions for CAP03-09212022 are approved.
2. The Motion to Reopen CAP01-09212022 is granted.
3. RTD is required to submit a proposed update ATS implementation plan in CAP01-09212022 within 10 days of the issued date of this Decision.
4. This Decision is effective upon its Issued Date.

### B. **ADOPTED IN COMMISSIONERS' WEEKLY MEETING July 16, 2025.**

(S E A L)



ATTEST: A TRUE COPY

*Rebecca E. White*

Rebecca E. White,  
Director

THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF COLORADO

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Commissioners