

Quarterly Performance Report – April – June 2026

RAIL SAFETY DIVISION

JULY 29, 2026



**California Public
Utilities Commission**

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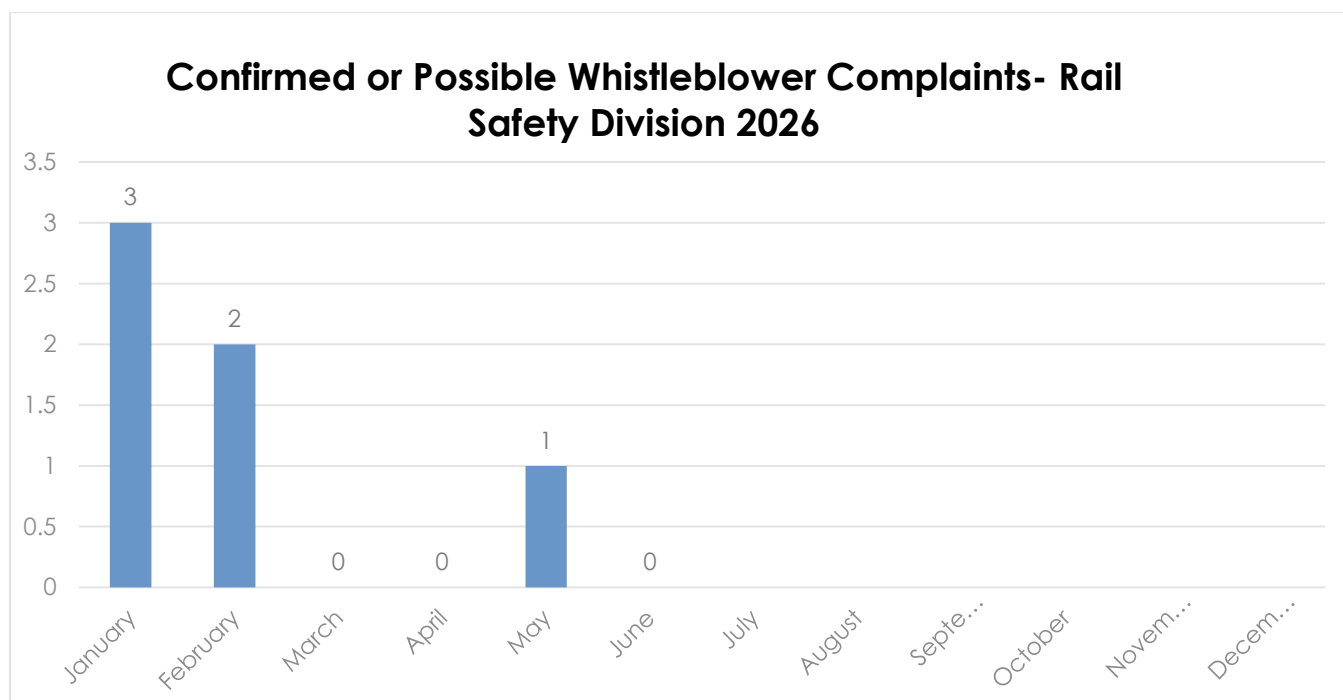
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Monitoring the Whistleblower Website

The Risk Section has been overseeing intake for complaints that arrive via a “whistleblower” application on the Commission’s website. Whistleblower protections are afforded to utility employees and contractors who report potentially unsafe or illegal practices.

Statistics – 4/1/2026 – 6/30/2026

Note: This is for complaints filed using the on-line Whistleblower Application ONLY.



Railroad Operations and Safety Branch - ROSB

From April through June 2026, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	April - June 2026	YTD 2026
New Incidents Investigated	161	254
Informal Complaints Investigated	9	15
Railroad Bridge Observations	14	30
Railroad Safety Inspections	845	1709
Non-compliant Conditions Identified/Corrected	2309	4067
Operation Lifesaver Presentations	1	1

ROSB Inspection, Investigation & Field Activities

April 9, 2026: An RSD Inspector identified an unsafe track condition on the BNSF Main Track between Port Chicago and Concord in Contra Costa County. The inspector discovered a non-complying condition on the turnout. The condition was for Code of Federal Regulations (CFR) 213.127(a), Failure of fastening components. *“Track shall be fastened by a system of components that effectively maintains gage within the limits prescribed in § 213.53(b). Each component of each such system shall be evaluated to determine whether gage is effectively being maintained.”*

The switch ties at this location were not effectively holding the fasteners due to their age. There were 12 consecutive ties that were failing to hold the fasteners in place, creating a condition that could easily result in train derailment. The BNSF Track Manager immediately placed a 25-mph speed restriction on the track and scheduled repairs for the next day. The CPUC Railroad Safety Inspector verified the defect had been repaired on May 20, 2026.



Before - Defective Fasteners



After Fasteners Reinstalled

May 4, 2026: An RSD Inspector was conducting an inspection of San Joaquin Valley Railroad (SJVR) in Fresno. During the inspection, he observed a track inspector leave his hi-rail truck on the main line running, unlocked, and unattended, while the track inspector entered a convenience store for approximately eight minutes.

The RSD Inspector immediately attended the vehicle due to the high safety risk involved until the track inspector returned from the store. The inspector approached the railroad employee and addressed the serious safety concern of leaving his vehicle unattended on the tracks. Leaving on-track equipment in this manner poses a serious safety risk to other railroad employees and the public due to any person being able to access and drive this equipment down the main track as it is operated as a normal vehicle and does not take any specialized knowledge to operate.

The inspector had a discussion with the railroad employee's manager concerning this safety issue and issued a defect of railroad safety rules on an inspection report. The manager committed to escalating this incident to discipline and thanked the inspector for bringing this serious safety concern to the railroad's attention.

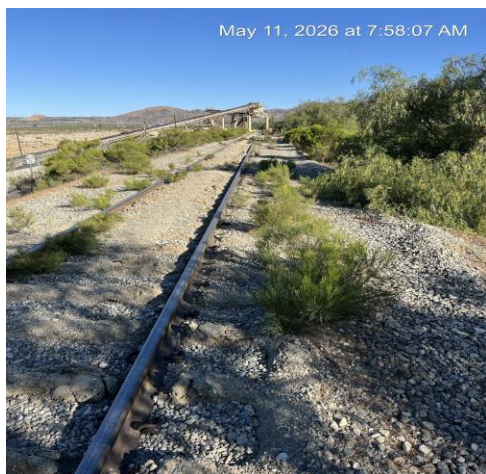


Hi-rail truck left on main line running, unlocked, and unattended.

May 12, 2026: RSD Inspectors conducted an inspection of the Robertson Ready Mix (RRMX) rail car loading facility in Cabazon, to evaluate compliance with California Public Utilities Commission General Orders 26-D and 118-A. During the inspection, inspectors identified numerous safety and regulatory violations, including excessive vegetation obstructing walkways, trees encroaching upon moving rail equipment, missing designated walkways, inadequate clearances around switch stands, and close-clearance hazards associated with loading sensor poles. These conditions created significant safety risks for railroad employees and industry personnel operating within the facility.

RRMX and Union Pacific Railroad (UPRR) were immediately notified of the hazardous conditions. UPRR was advised that the unsafe walking conditions posed a risk to railroad employees while servicing the industry. One potential mitigation measure discussed was the temporary suspension of rail service to the facility until the identified deficiencies were corrected. Subsequently, RSD Inspectors met with RRMX representatives and UPRR management to address the safety concerns and establish a corrective action plan. Due to the facility receiving rail service only three days per week, all parties agreed to a one-week remediation timeline.

On May 19, 2026, an RRMX safety officer contacted the ROSB and reported that all identified violations had been corrected. The safety officer requested a follow-up inspection to verify compliance. A follow-up inspection was conducted on May 26, and Inspectors confirmed that all previously identified hazardous conditions had been successfully remediated and brought into compliance with applicable General Orders. As a result, the compliance investigation was closed.



Vegetation in walkway



Vegetation removed from walkway

May 20, 2026: An RSD Inspector identified crossing gates in the lowered position with no train approaching the BNSF Fruitland Ave. grade crossing in Vernon. The Inspector observed that the gates were lowered for a prolonged duration, then determined the signal system was likely malfunctioning.

The Inspector located the Emergency Notification System (ENS) sign posted on the crossing gate and called BNSF's emergency number provided and gave the emergency operator the Department of Transportation (DOT) number posted and was told the gate would be reported. Approximately 20 minutes later, BNSF Signal employees responded and assessed the situation.

The BNSF employees determined that there was a false activation caused by vandalism. The signal wires that connect the crossing devices to the electrical panel had been cut after the protective housing was broken. The employee stated that the signal box was recently installed and that vandals may have cut the wires to create a source of electricity or to steal the new copper wires.

While one employee retrieved a new housing tube to protect the wires, the others worked to reattach the severed wires. The signal team worked for over 2 hours to fix the problem and was able to restore the crossing gates to function as intended, providing warning and protection for motorists approaching the grade crossing. This is an example of the importance of the ENS sign and how it can be used to communicate potential problems directly to railroads, including a vehicle stuck on the tracks, signals not working properly, or even a defective condition on a passing train.



Fruitland Ave. ENS Sign.



Vandalized wire housing exposing signal wires



Gates lowered due to false activation.



Repaired wire housing.

Administrative Accomplishments

Meetings:

On May 21, ROSB leadership participated in a quarterly meeting with the Union Pacific Railroad (UPRR) in Roseville. The meeting topics included CPUC safety inspection activities, UPRR safety statistics, recent events and incidents, and open General Orders.

On May 26, ROSB leadership participated in a quarterly meeting with the North County Transit District (NCTD) in Oceanside. The meeting topics included CPUC safety inspection activities, NCTD Coaster safety statistics, recent events and incidents, current projects, and open General Orders.

On May 28, ROSB leadership attended the virtual FRA State Rail Safety Participant quarterly meeting. The meeting focused on continued training, collaboration, and strengthening relationships.

On June 24, ROSB leadership participated in a virtual quarterly meeting with the BNSF Railway. The meeting topics included CPUC safety inspection activities, BNSF safety statistics, recent events and incidents, current projects, and open General Orders.

Training:

ROSB staff completed the following training:

In April:

- ROSB staff attended virtual third rail safety training provided by RTSB.

In May:

- Two ROSB Inspectors completed the Introduction to Traction Power and OCS Systems provided by the University of Wisconsin-Madison.

In June:

- ROSB FRA certified inspectors completed CFR PART 243 virtual training. The course provided information about the updated regulations and how to apply them in the field.

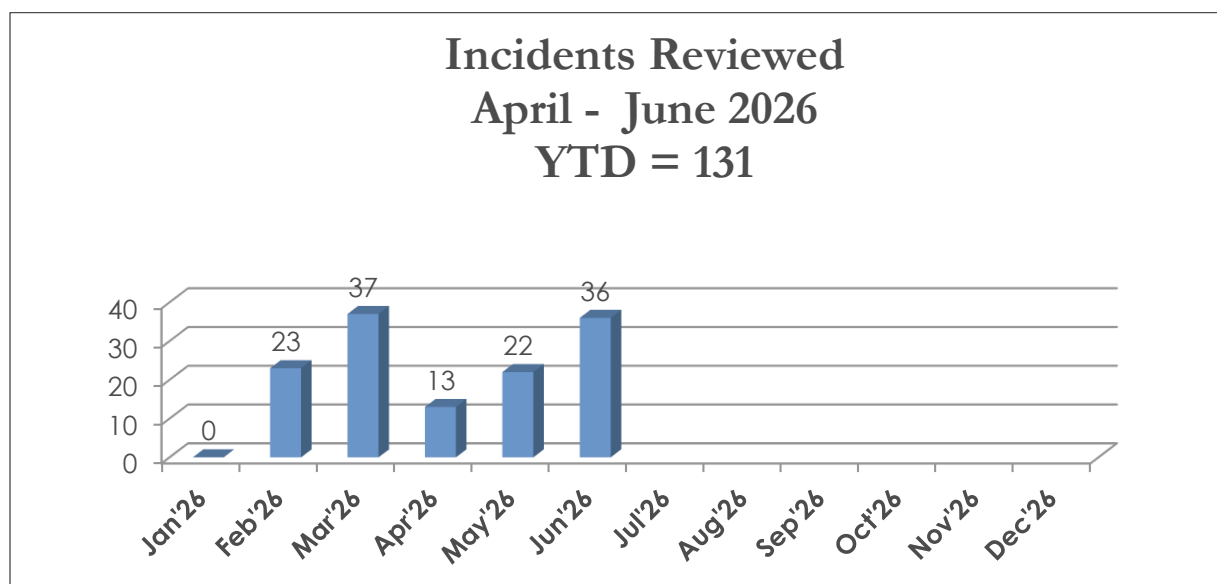
Rail Crossings and Engineering Branch – RCEB

From April through June 2026, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	Closed April - June	Closed YTD
Crossing Incident Reviews	71	131
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	288	530
Proceedings, Resolutions and G.O. 88-B Reviews	31	58

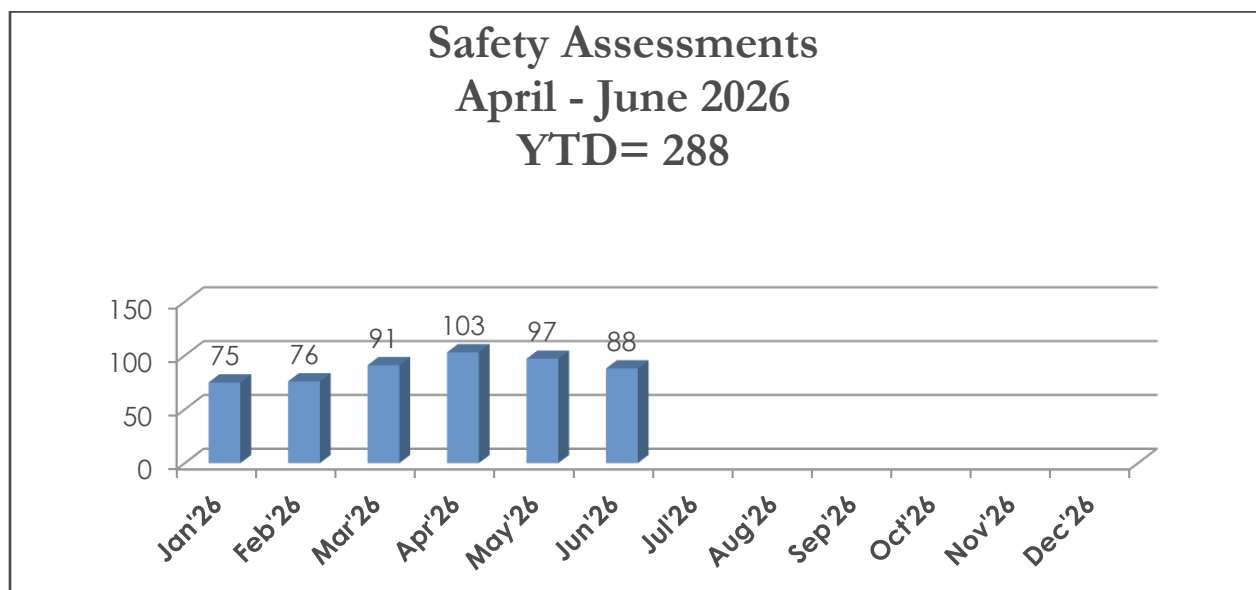
Rail Crossing Incident Investigations

From April through June 2026, RCEB closed 71 incidents at highway-rail at-grade crossings (crossings).



Safety Assessments, Quiet ZONES, and Reviews

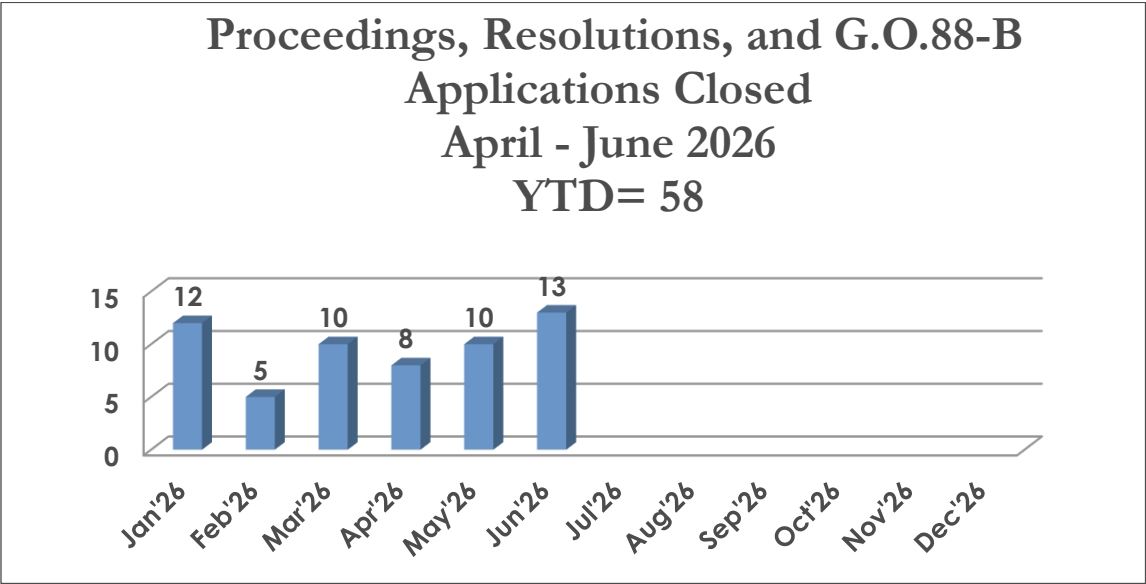
From April through June 2026, RCEB completed 288 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

From April through June 2026, RCEB approved 28 General Order 88-B requests for authority for alterations to existing crossings. The Commission approved two Resolutions and RSD Director approved one Time Extension Decision Resolution.

1. SX-165 - To incorporate SX-1 and SX-37 into one resolution while adding 20 additional crossings to the existing 39 approved crossings for delayed activation (latch-out) at near-side station stops.
2. SX-168 - Maintenance Fund Resolution authorizing the railroads in California to update the costs of maintenance of automatic grade crossing warning devices for calendar year 2025.
3. TED-327 - Granting Brightline West a two-year Time Extension to complete construction of 16 grade-separated high-speed rail tracks crossing public roads in San Bernardino County.



COMPLIANCE WITH ORDERING PARAGRAPHS (COPS)

Through the period beginning April 1, 2026, and ending June 30, 2026, no new Decisions meeting the tracking criteria were issued and no changes to existing items occurred.

Open	
14	Project Under Construction
7	Pending Petition to Modify
Closed This Period	
0	In Compliance
0	Retired

Rail Transit Safety Branch – RTSB

In the Second Quarter of 2026, the Rail Transit Safety Branch (RTSB) completed the following

Mayor Audits

On May 18, 2026, RTSB initiated its triennial safety and security audit of the Sacramento Regional Transit District.

Personnel Changes

On May 5, Anthony Trujillo joined RTSB as a Utilities Engineer.

On May 6, Steven Espinal retired as Senior Utilities Engineer (Supervisor) for Northern California engineers.

On May 11, Jamie Lau was appointed as acting Senior Utilities Engineer (Supervisor) for Northern California engineers.

On May 26, Anthony Bigornia and Joel Watson started as Signal Inspectors.

On June 8, Behishta Abdulsattar and Jaycub Licon started as Summer Interns hired through University Enterprises, Inc (UEI).

On June 22, Rebecca Yin started as a Summer Intern hired through UEI.

Administrative Accomplishments

TSOA Meeting:

On April 16, May 21, and June 18, RTSB management participated in a monthly meeting of the Transit Safety Oversight Association (TSOA), a national non-profit association developed to serve professionals in the transit safety oversight field. On March 24, RTSB management attended the in-person TSOA meeting in Washington, DC.

FTA:

On May 20, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

On May 26, RTSB management and FTA's Program Manager for CPUC held their quarterly one-on-one meeting.

On June 24, RTSB management and FTA's Risk-Based Inspection (RBI) team held a meeting to discuss RTSB's implementation of their RBI program.

RSSIMS Training for ROSB (Coastal California):

On April 14, Bill Lay provided training to ROSB (Coastal California) team.

ROAR Meeting:

On May 1, RTSB management participated in the semi-annual meeting of the Rail Operations & Regulatory Committee (ROAR) of the California Transit Association (CTA). ROAR serves as CTA's rail operations liaison with the CPUC, California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). ROAR provides a forum for the exchange of information concerning rail systems operation issues. ROAR also coordinates and monitors regulatory matters with the CPUC.

RCEB-RTSB Coordination Meeting:

On April 16, RTSB and RCEB staff met to review and coordinate action on rail transit crossing accidents.

On June 3, RTSB and RCEB management met to discuss issues of common interest.

Training:

RTSB staff completed the following training:

In April:

- Steven Espinal, Samuel Herroz, and Yan Solopov completed the "SMS [Safety Management Systems] Awareness" and "Advancing Safety Assurance Through Corrective Action Plans" courses offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Mark Soberg and Clint Olazava-Broadbent completed the "Transit System Security" course offered by TSI.
- Senior Inspector (and formal Signal Inspector) Mark Soberg gave training to all RTSB staff on 3rd Rail Safety.

In May:

- Calvin Choi, Madeline Ocampo, Anthony Trujillo, Joel Watson, and Anthony Bigornia completed the “Defensive Driver Training” provided by the California Department of Human Resources.
- Anthony Trujillo completed the “SMS Awareness” courses offered by TSI.
- Varoujan Jinbachian and Bill Lay completed the “ArcGIS Pro: Essential Workflows” training provided by ESRI.
- Rajat Pandit completed the San Francisco Municipal Transportation Agency’s “Roadway Worker Protection” training.
- Jimmy Xia completed the San Francisco International Airport’s (SFO’s) AirTrain Automated People Mover’s “Roadway Worker Protection” training.
- Clint Olazava-Broadbent completed the “Ethics Training for State Officials” offered by the California Attorney General and Fair Political Practices Commission.
- Anthony Bigornia completed the CPUC “Cybersecurity Training” and “Harassment Prevention: CA Non-Supervisor” trainings.
- Calvin Choi completed the “CPUC Supervisor Development Program” training.

In June:

- Anthony Bigornia and Joel Watson completed the “SMS Awareness” courses offered by TSI.
- Joel Watson completed the CPUC “Cybersecurity Training”, “Harassment Prevention: CA Non-Supervisor”, and “Ethics Training for State Officials” trainings.
- Anthony Trujillo completed the Los Angeles County Metropolitan Transportation Authority’s “Roadway Worker Protection” training.
- Noel Takahara, Rupa Shitole, Daniel Kwok, Clint Olazava-Broadbent, Yan Solopov, Jimmy Xia, and Rajat Pandit completed the “Introduction to Traction Power and Overhead Catenary Systems” course offered by the University of Wisconsin at Madison.
- Caden Ziegler completed the “Effectively Managing Transit Emergencies” course offered by TSI.

- Mark Soberg completed the “Advancing Safety Assurance Through Corrective Action Plans” course offered by TSI.
- Anthony Trujillo completed the “Workplace Harassment Prevention for Employees”, “Cybersecurity Awareness” and “Ethics for State Officials” trainings.
- Mark Soberg completed the “Introduction to Incident Command System” training offered by the National Disaster and Emergency Management University.

RSSIMS Replacement Project:

The three rail branches (RCEB, ROSB, and RTSB) share a database called the Rail Safety and Security Information Management System (RSSIMS). The database has been replaced by a contractor, and now the contractor is working on fixing bugs and making enhancements. RTSB and the other RSD Branches are participating in development with the contractor to ensure records in the system contain the proper data fields and formats.

Safety Certification and Oversight of Rail Transit Agency Projects

Bay Area Rapid Transit – BART

Communications Based Train Control Project:

BART entered a \$798 million contract with Hitachi Rail STS USA, Inc. to design and build a modern Communication Based Train Control (CBTC) system. The agency intends for this project to “greatly improve (its) train service.” The Project’s Safety Certification Plan (SCP) was approved by the Commission via Resolution ST-206. Contractor Hitachi executed Notice to Proceed in November 2020. SSRC quarterly meetings started in June 2022. Project completed design for Phase 1 – ATS upgrade at OCC; and is undergoing acceptance testing for implementation at OCC and is expected to be put into service in 2026. Hayward test track wayside installation has been completed. Equipment installation for Phase 2, between Millbrae and Colma Station, from Millbrae to Colma train control room installations are complete and wayside equipment installation is underway. For Phase 3, between Colma and West Oakland Stations, train control room installations have begun between Daly City to Glen Park Stations. On June 26, 2025, the BART Board granted the System Integration Contract Authorizations for Communications Based Train Control (CBTC) Project allowing for contracts to modify the Fleet of the Future vehicles with CBTC equipment, and contacts for Alstom to support Hitachi in the modification efforts. Vehicle design is

progressing with an estimate completion for 2027 and is projected to have a pilot vehicle by April 2028.

BART Hayward Maintenance Complex Project:

The Hayward Maintenance Complex (HMC) project is comprised of two phases. On November 16, 2018, RTSB management approved an element of the first phase of this project, the Component Repair Shop, to commence operations. The Central Warehouse, also an element of Phase I, submitted Safety and Security Certification Verification Report (SCVR) on January 7, 2021, and RTSB management approved it on January 29, 2021. Construction on the Hayward Maintenance Complex Phase II East Storage Yard began on March 1, 2019. This yard will provide a storage venue for BART revenue vehicles and provide egress to the BART A1 and A2 Mainline Tracks and the Hayward Test Track. Due to funding constraints, BART has sub-divided the HMC Phase II Project into three separate contracts, Civil Grading, Trackwork Procurement, and East Vehicle Storage Yard. At the end of the HMC Project, BART will submit a final SSCVR that will cover both phases. HMC Phase I project scope has been scaled down and is considered by BART to be effectively complete due to budgetary constraints. BART submitted their SSCVR for this phase on July 8th, 2022, has been reviewed by Staff, and Staff has performed site verifications and inspections. The approval letter for Phase I was sent to BART on October 6th, 2022. HMC Phase II completed 100% design completion and is undergoing BART and 3rd Party review. BART submitted their revised Safety Certification Plan (SCP) Revision 1 on May 24, 2023, updating the document with additional detail and minor changes to scope. The SCP was approved by Staff on September 12, 2023. The project completed Civil Grading contract for the site in July 2025. HMC Phase II has come to an agreement for an optimization plan for the East Vehicle Storage Yard contract and has been approved by BART management, and a designer was brought onboard in November 2025.

The revised 100% design was received by BART in July 2026 and is undergoing internal BART review.

Traction Power System Improvements Project:

Five sites have been identified for installation of new traction power substations to support the traction power system improvements portion of the Transbay Core Capacity Program. The two West Bay sites are Civic Center Station and Montgomery Street Station and have estimated completion dates by 2022. The three East Bay sites are in Oakland at Thirty Fourth Street, Concord at David Avenue and Minert Road and Richmond at Yard East, with completion dates not yet estimated. An SCP was

approved via Commission Resolution (ST-239) on July 16, 2020. Project completed design conformance in August 2022. For West Bay sites, Civic Center Station has completed construction and has submitted the substation Safety and Security Certification Verification Report on April 8, 2025, and RSD Director provided approval for revenue service on April 30, 2025. Montgomery Station has completed construction and has submitted the substation Safety and Security Certification Verification Report on April 19, 2026, and RSD Director provided approval for revenue service on May 22, 2026. PHA and TVA were completed and reviewed. Construction issue-for-bid contract for East Bay sites was advertised and to be estimate awarded at the end of 2026.

Irvington Station Project:

The Irvington Station Project includes construction of a new station halfway between the existing Fremont and Warm Springs/South Fremont stations. The Project is in the engineering design phase. The Safety Certification Plan (SCP) was approved under Commission Resolution (ST-240) on November 5, 2020. SCP revision 1 was approved in May 2022. The UPRR crossing application was approved in July by the Rail Crossing Branch. Project completed 90% design package. The project is on hold until remaining funding is identified.

Fleet of the Future Vehicle Procurement Project:

BART is in the process of procuring 1,200 new rail vehicles. There are two types of new vehicles, D-Cars and E-Cars. D-Cars have an operator's cab while E-Cars do not. Upon submittal by BART, Staff reviews testing and certification documents for each group of cars prepared for service and verifies compliance with the testing and certification plan before authorizing the cars for revenue service. BART has sent Staff a letter indicating the original 775 car contract is near completion, with exception to a few D-Cars awaiting parts, and BART will begin to exercise their optional 425 E-Car contract. Staff have acknowledged the purchasing of additional cars and will conditionally approve the cars through the established process.

A total of 775 new cars from the original contract have been approved, and 295 new cars from the optional contract have been approved. Car deliveries to BART are currently paused due to US Customs requesting additional documentation for vehicle components. The project expects to resume deliveries to BART in 2027.

Inglewood Transit Connector Joint Powers Authority – JPA

Inglewood Transit Connector Project:

The Inglewood Transit Connector (ITC) Project is a proposed 1.6- mile Automated People Mover (APM) put forth by the City of Inglewood which aims to address a "first/last mile gap in Los Angeles County's public transportation network. The project will connect the Los Angeles Metropolitan Transportation Authority's (Metro) K-Line Downtown Inglewood Station to the City's housing and employment centers, and sports and entertainment venues. The 1.6-mile APM will feature three stations, a maintenance and storage facility, two power distribution system substations, and three new parking lots along the route. As of March 2021, Metro's Board approved the formation of the Inglewood Transit Connector Joint Powers Authority (JPA) with the City of Inglewood to implement and operate the project. The city is the lead agency for the project and is responsible for overseeing various aspects. On January 31, 2023, the California State Transportation Agency awarded a \$407 million grant to assist with the construction. This project will be a Design Build Finance Operation and Maintenance (DBFOM) project.

During Summer of 2024, the City of Inglewood selected Envisioned Inglewood Partners (comprised of Plenary, Tutor, Woojin, Parsons and ACS) as the best value proposer for the Inglewood Transit Connector project. Over the following months, the City focused on contract negotiations and preparing for an early design and planning agreement. However, the proposed project cost required the City and ITC JPA to seek additional funding from the South Bay Cities Council of Government. On October 24, the South Bay Cities Council of Government Board voted against a resolution to allocate the necessary funding for the ITC project. Since then, the team has been working closely with the City of Inglewood and the selected bidder to explore options for advancing the project, ensuring alignment with the City's and grantors' goals within the available funding.

Due to a lack of funding and support, the Inglewood Transit Connector Joint Power Authority has now deviated from the people mover project, in favor of a bus rapid transit system.

J. Paul Getty Trust Tram

Getty Tram Modernization Project (GTMP):

In November 2024, the J. Paul Getty Trust (Getty) entered the design phase for the Getty Tram Modernization Project (GTMP). The project location is at the J. Paul Getty Museum on the existing Getty Tram Guideway in the City of Los Angeles. The project

will overhaul the current system with a modernized Getty Tram automated people mover (APM). New three-car cable propelled trams with open gangways, new tram controls, and replacement of existing mechanical and electrical equipment, and other ancillary systems will be supplied by the contractor, Doppelmayr. The overall project schedule includes approximately 17 months of design (November 2024 through April 2026), 16 months of construction (April 2026 through June 2027), and 6 months of testing and start-up (June 2027 through December 2027), culminating in the anticipated start of passenger service in December 2027.

On November 7th, 2025, Getty submitted the initial GTMP SSCP to CPUC. Following internal review, Staff drafted Commission resolution ST-266 recommending approval of the SSCP. The resolution was placed on the consent agenda for the April 30th Commission Voting Meeting. The Commission voted to approve the resolution, granting approval of the GTMP SSCP.

Through Q2, the project continued through the design phase. On June 11th, CPUC issued an initial revision of the GTMP SSCOP. CPUC Staff continue to attend the GTMP Safety and Security Review Committee (SSRC) meetings on a regular basis. The project team recently completed and shared the Preliminary Hazard Analysis (PHA) & Threat and Vulnerability Assessment for CPUC review and comment.

Los Angeles County Metropolitan Transportation Authority – LACMTA

HR4000 Heavy Rail Vehicle Procurement:

LACMTA is in the process of procuring a base order of 64 new Heavy Rail Vehicles (HRVs), with the option for up to 282, to provide for the future expansions of Regional Connector and D Line (formerly Purple) Extensions, and to replace the aging HRV fleet operating on the B Line (formerly Red) subway. Resolution ST-185 approved the procurement option. The vehicle manufacturer is China Railway Rolling Stock Corporation (CRRC). These vehicles will operate as married pairs (MPs) in the LA Metro B and D lines, and trains may be made up of several MPs of HR4000 vehicles. Once the first MP arrived LACMTA began using it for training and single MP qualification tests. On January 11, 2024, RTSB staff met LACMTA Staff and CRRC staff at the Division 20 shop to view the two MPs in the shop at the time. When the other two MPs arrived, they were coupled to the first one for the 3-MP/6-vehicle qualification and acceptance tests. LACMTA has determined from CRRC's schedule that there is a potential 12-car shortage at the start of WPLE1 revenue service in Spring 2025. In response, CRRC has proposed an "Accelerated Production Schedule" plan, which is under evaluation by LACMTA. In addition, to support the opening of WPLE1, LACMTA

is making plans to ensure turnback capability at that time. RTSB Staff received the Safety Certification Verification Report for the HR4000 heavy rail vehicle procurement project and the Letter of Intent to Operate on November 19, 2024, requesting CPUC approval to place the first three MPs into revenue service. Of note, the Letter of Intent to Operate requested “a response be provided within three weeks (not the regular two) of receipt of this letter,” acknowledging the California state holiday on November 27-28, 2024, during the review period. In addition, Staff received vehicle history books (VHBs) and conditional acceptance certificates for the three MPs. After the SCVR was resubmitted on December 13, 2024, with CPUC comments addressed, Staff sent an SCVR approval letter on December 13, 2024, allowing LACMTA to place the 3 MPs into revenue service.

CPUC staff held several meetings in June 2026 with LACMTA and project staff to discuss project updates and review VHBs.

As of the end of Q2 2026, a total of 20 MPs has been conditionally accepted by the CPUC.

As of the week of June 8, 2026, LACMTA formally accepted a change order submitted by CRRC to reduce the base order from 64 HRVs to 48 HRVs due to procurement issues. MP 24 will be the last MP delivered by CRRC. LACMTA intends to support the reduction of its HRV procurement contract with the HR 5000 procurement contract and A650 refurbishment project.

D Line (Westside) Extension Project:

LACMTA is extending the D Line (formerly Purple) from the current terminus at Wilshire/Western station for nine miles to Westwood Veteran’s Administration Hospital. This extension will consist of approximately 9 miles of heavy rail subway with seven new stations and is separated into 3 different projects/segments, PLE1, PLE2, PLE 3. The project is funded mostly by Measure R, Measure M, and federal grants. Section 1 is forecast to open on May 8, 2026, Section 2 in Fall 2026, and Section 3 in Fall 2027. Travel time between Westwood and downtown LA is expected to take about 25 minutes. The design build contractor for Segment 1 is STS (a joint venture of Skanska, Traylor, Shea). The design build contractor for Segment 2 is TPOG (a joint venture of Tutor Perini and O&G). Tutor Perini is also the design build contractor for Segment 3 tunneling and stations. Construction progress for PLE1 is at 98%, PLE2 is at 83%, and PLE3 is at 72%. System Integration Testing for PLE 1 began Summer of 2024.

In February 2025 a kickoff meeting was held between CPUC and the FTA PMOC to discuss coordination. In August 2025, the PLE1 Project completed integration of the

extension project with the existing Wilshire Western Station. Staff observed the systems integration testing for the cutover. In November, Staff conducted inspections at La Brea Station for interlockings, Train Control and Signal Room, Traction Power Substation, and switch machines. As the project neared completion, Staff observed emergency drill activities at Wilshire Fairfax and La Cienega Stations, conducted additional inspections of the systems (Track, switches, signal equipment, TPSS), and rode test trains during pre-revenue operations. Metro and the project provided early drafts of the design and construction conformance documentation for the Safety Certification Verification Report (SCVR) and Staff provided comments on what would be expected for the final submittal. LACMTA submitted the final SCVR for the PLE1 project on April 17, 2026. Staff reviewed and commented on the submittal and conducted final inspections. LACMTA addressed the comments and Staff approved the SCVR submittal on May 2, 2026. On May 8, 2026, the PLE1 project opened for revenue service to the public. PLE2 is currently scheduled for completion in the Spring 2027 timeframe and PLE3 is currently scheduled for completion in the Fall 2027 timeframe.

L Line Foothill Extension Phase 2B:

LACMTA is extending the A Line (formerly Gold) from the current terminus of Azusa Station to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is an independent transportation planning, design, and construction agency created in 1998 by the California State legislature to resume design, contracting, and construction of the Los Angeles to Pasadena Metro A Line. The initial 13.7-mile, Los Angeles to Pasadena Metro A Line was completed and opened in 2003. Phase 2A of the Foothill Extension project was completed in March 2016 and extended the A Line from Pasadena to Azusa. Once construction of Phase 2B is complete, the Construction Authority will transfer the project to LACMTA to operate. In August 2019, the Construction Authority awarded the design build contract to the Kiewit Parsons Joint Venture. Due to funding issues, the current terminus of the new alignment was changed to Pomona Station with a contract option to continue to Montclair if the Construction Authority can secure additional funding. Metro Rail from Glendora to Pomona is currently under construction and is expected to be completed by 2025. Extension of the rail service further east from Pomona to Montclair (Phase 2B2) would be completed by 2028. All four stations will be center platform stations, with a track on each side for westbound and eastbound trains. Trackwork installation was completed during Summer 2023, and crews are continuing with construction of the four new light rail stations in the cities of Glendora, San Dimas, La Verne, and Pomona. Phase 2B2 of the project is currently partially

funded. In June 2024 the Construction Authority submitted a draft SCP addendum to include phase 2B2. System integration testing started for Phase 2B Summer 2024. Staff observed Local Field Acceptance Testing for guideway lighting and blue light stations. Staff observed System Integration Testing for clearances and crossing warning systems.

In June 2025 the Foothill Authority sent a draft SSCVR for early review to Staff. Metro is still responsible for submitting documentation for the remaining certifiable elements. The final SCVR package was submitted in August 2025. Staff reviewed and commented on the submittal and conducted final field inspections in September 2025. Staff approved the SCVR submittal, and the project opened for revenue service on September 19, 2025. Phase 2B2 of this project is currently in the design phase. In February 2026 the Foothill Gold Line Construction Authority awarded Parsons Corporation with a \$60 million contract to complete the design for the Foothill Extension Phase 2B2 Project. Phase 2B2 will extend the track from the current Pomona terminus into downtown Claremont.

K Line Crenshaw/LAX Corridor Project:

LACMTA has constructed a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line travels 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Metro C Line (formerly Green) and serves the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consisted of Segments A, B1, B2, and C. Now the LAX/Metro Transit Center (LAX/MTC) (formerly Airport Metro Connector) has been constructed, and it connects to the East Intermodal Transportation Facility (EITF) of the future LAX APM. The K Line operates between Expo/Crenshaw Station and Redondo Beach in a north-south alignment, and the C Line operates between LAX/MTC Station and Norwalk in a west-east alignment.

LACMTA submitted the LAX/MTC Safety Certification Verification Report on May 16, 2025, for an anticipated public opening on June 6, 2025. On May 19, 2025, RTSB management and RCEB staff held a field review of the LAX/MTC with LACMTA and project staff. On May 30, 2025, RTSB Staff sent an SCVR approval letter allowing the LAX/MTC to open, completing the north-south alignment of the K Line. Of note, the LAX Airport People Mover remains under construction. RTSB Staff continued to follow up on the remaining minor open items, which include those from the After Action Reports of the Full Scale Exercises and Tabletop Exercises. As of February 2026, the corrective actions of the After Action Reports have been closed and verified by CPUC Staff. In June 2026, Staff received confirmation that all the remaining open items were addressed. All items on the SCVR open items list have been closed. Finally, LACMTA

conducted large scale drills primarily along the K Line with local law enforcement and first responder agencies in preparation for the World Cup season, which began June 2026.

East San Fernando Valley Project:

The East San Fernando Valley Project (ESFV) alignment will start at the Van Nuys G Line (formerly Orange) station and head north for 6.7 miles through the San Fernando Valley, adding 11 new Light Rail Train stations, with 34 LRVs serving this alignment. It will be a street running system but will have an approximately 3 miles long section on a shared corridor with Metrolink/Amtrak. LACMTA has contracted Gannett Fleming Inc. to develop a 30/60 percent design package. CPUC staff worked with the project team and LACMTA on development and drafting of the Safety Certification Plan which was approved by the commission on December 16, 2021. The project is forecasted to begin Revenue Service in September 2031. LACMTA has completed most of the advanced designs for this project and released the Progressive Design Build (PDB) procurement documents in Summer 2022. The PDB delivery method intends to bring the contractor and their designer into the project early, to take the design from 30/60 to approximately 85% while collaborating with Metro and third parties on pricing the construction costs. On December 2, 2022, LACMTA celebrated the groundbreaking for advanced utility work for this project worth approximately 9 million dollars. The California State Transportation Agency (CalSTA) has announced that Metro will receive a full request of \$600 million in state grant funding for the ESFV. Real estate activities have begun and are expected to run through 2027. In February 2023, Metro awarded the PDB contract to the San Fernando Transit Constructors Joint Venture (SFTCJV) made up of SKANSKA, Stacy & Witbeck, and AECOM.

The project is currently at 85% design progress and 5.5% construction progress as of February 2026.

Metro currently holds a monthly Fire Life Safety Working Group as design progress continues. CPUC regularly attends and is an active participant in these meetings to ensure all safety issues are addressed.

Southeast Gateway Line Project:

LACMTA is evaluating a new LRT line that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community, and downtown Los Angeles. The Southeast Gateway Line project is a 19-mile corridor project. LACMTA staff submitted

a proposed funding plan/report and is exploring Public-Private Partnerships to bridge the funding gap. The Metro Board of Directors met on January 27, 2022, to discuss the selection and approval of the project terminus and a Locally Preferred Alternative (LPA). The Metro Board approved Los Angeles Union Station as the northern terminus of the Southeast Gateway Line project. The 14.8-mile Slauson/A Line to Pioneer route was also approved as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles. The LPA will be advanced as part of the analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), expected for Metro Board certification in 2023. During this period, Metro will also be developing the First/Last Mile plans for the Southeast Gateway Line LPA which will include opportunities for public involvement. The project's groundbreaking is anticipated in 2023-25, with operation of the new line expected in 2033-35. Project executed all master Cooperative Agreements with 10 Corridor Cities in October 2023. The West Santa Ana Branch Transit Corridor Project has changed names to "Southeast Gateway Line project."

In late 2025, Metro coordinated crossing diagnostic meetings with CPUC, UPRR and county & corridor city planners to finalize crossing designs throughout the alignment. CPUC provided comments and recommendations on crossing designs. Metro is currently working on addressing all current comments before continuing diagnostic meetings. In late Q2, pre-diagnostic crossing meetings resumed and coordination for upcoming field diagnostic meetings took place.

As a part of the SGL project scope, an in-fill station on the existing LACMTA C-Line is planned to provide a transfer point between the C-Line and the future SGL line. CPUC requested that a separate SCP for the infill station project was created. CPUC received the initial SCP revision from the project team for the C-Line I-105 Infill Station on April 22nd. This SCP is separate from the SCP that the project team will draft for the entire SGL project, which has not yet been received by CPUC. Staff completed initial internal review of the C-Line Infill SCP on May 20th. The project team received a revised draft on June 1st. CPUC completed review of the revised draft and returned comments to the project team on June 24th. CPUC has begun preparing the Resolution for SCP approval.

Los Angeles World Airports – LAWA

LAWA Automatic People Mover Project:

LAWA is the governing body of Los Angeles International (LAX) and Van Nuys airports, is developing a multi-billion-dollar upgrade to the ground transportation system at LAX. The 2.25-mile Automated People Mover (APM) will have six new stations, three of which will connect new Rental Car, Airport Parking, and Metro facilities to the airline terminals. Those in the Central Terminal Area (CTA) will provide fast and easy connections to nine airline terminals with a pedestrian walkway system. 44 cars will be built for the APM system, with the cars starting to arrive at the LAX site in the second quarter of 2022. All cars are now on site. The APM project was expected to finish in early 2026 but the new estimated completion date is late 2026. The delay is in part due to contractual disputes. Construction is mostly complete and the remaining work is focused on testing. The system has begun a major milestone in testing with initiation of the system demonstration test, which requires the system to simulate revenue service without disruptions for a 30-day period.

CPUC is working closely with LAWA to review and approve all required documentation prior to revenue service. On July 1st, 2026, CPUC senior staff and RTA Executive Leaders met to discuss requirements and approval timelines of the Public Transportation Agency Safety Plan (PTASP). Additionally, CPUC is currently reviewing documentation requested under the Safety and Security Certification Oversight Plan (SSCOP), including Car History Books (CHB) and Design Criteria Conformance Checklists (DCCC).

OC Streetcar Project:

The OC Streetcar (OCSC) project consists of 4.15 miles of track between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard / Westminster Avenue intersection in the City of Garden Grove. The project includes 10 stations along the alignment and the procurement of 8 Siemens S700 LRVs. The project is currently under construction. The current targeted Revenue Service Date is August 2025. On July 11, 2022, OCTA submitted a draft of their GO 95 variance request to RTSB. The request is regarding 42 overhead contact system (OCS) poles that are not able to meet the GO 95 minimum clearance requirement or be relocated. In addition, the request includes a reduced minimum clearance requirement for 8 feeder cables that are affected by these OCS poles. OCTA's proposed mitigations include relocation of Southern California Edison (SCE) secondary electric wires near two of the OCS poles and installation of an industry-used protective sleeve of the communication wires adjacent to the remaining 40 OCS poles. OCTA

has met with affected utility owners and received concurrences on the proposed mitigation method. RTSB reviewed the variance request and requested additional detailed information from OCTA. RTSB has included the Electric Safety and Reliability Branch (ERSB) regarding OCTA's variance request. ESRB voiced concerns with the feeder cable clearance reduction part of the variance request. RTSB has notified OCSC of the inability to grant the GO95 variance request as requested and to reevaluate whether additional means can be used to achieve GO95 compliance. On August 12, 2024, RTSB met with ESRB to discuss OCTA's revised feeder cable designs for the 8 locations that were previously designed to be out of compliance with GO 95 and OCTA's variance request (draft Resolution ST-254) for 41 OCS pole locations. ESRB identified no defects with OCTA's revised feeder cable designs. ESRB provided some language suggestions for RTSB's Resolution but did not have any issue with RTSB moving forward with variance Resolution. Resolution ST-254 was approved by the Commission on December 5, 2024.

On April 17, 2026, OCTA requested to extend the GO 95 variance provisions to 3 additional locations discovered during installation of their OCS. OCTA demonstrated how they were able to resolve other compliance items discovered during installation, but these three last locations were not feasible. RTSB reviewed OCTA's request and determined the variance would not cause a safety risk and moved forward with ST-272, granting a GO 95 for the 3 additional locations mirroring ST-254. ST-272 is scheduled the July 16, 2026, Commission Calendar. Installation of OCS wire along city streets has been completed. Signal controllers along city streets are ongoing. Maintenance and Storage Facility (MSF) punchlist closeout work is on-going. Street running Systems Integration Testing has entered the powered vehicle phase. Station railings are installed. Load Qualification Testing continues into its final stages.

Sacramento Regional Transit District – SRTD

SRTD P20 Vehicle Procurement Project:

SRTD has secured funding for a total of 44 new Siemens low floor light rail vehicles. SRTD acquired over \$172M for its initial purchase of LRVs and to make changes to its stations to accommodate the new low-floor P20 Siemens S700 LRVs. The Safety Certification Plan is in development and plans and specifications have been submitted. Low Floor Vehicle Platform Conversion Phase 3 has begun. The first 9 vehicles were approved for service on September 1, 2024. To date, a total of 30 vehicles has been delivered and approved for service. Delivery and acceptance of the remaining vehicles is ongoing.

Dos Rios Light Rail Station Project:

SRTD conducted a 15-day shutdown at the beginning of November, in which new track and OCS were tied into the existing system and testing of signal preemption at Richards Boulevard was conducted. Testing was successful and trains are back in service with the use of flaggers and additional lane closures along 12th Street. Remaining work on the project is ongoing, with completion estimated by mid-2026.

Sacramento Railyards 7th Street Improvements Project:

The specific improvements included in the Project were selected to satisfy the following goals:

- Implement planned transportation improvements including multi-modal mitigation measures as identified in the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Draft Subsequential Environmental Impact Report² (subsequently referred to as the RSPU Draft EIR),
- Leverage available grant funding to expedite improvement, and
- Continue build-out of the Railyards Specific Plan Area infrastructure to support development.

The construction project is being managed and funded by the City of Sacramento on behalf of SRTD.

On June 16th SRTD suspended service to their Green Line to accommodate the start of construction. While work is underway, enhanced bus service from Township 9 Station has been added.

The project will widen 7th Street and necessitates the removal and reconstruction of the Green Line tracks and OCS system. A new station will be added at 7th Street and Railyards Boulevard.

Energizing of the OCS and Static Testing were performed on 7/6/26 and 7/7/26 respectively. SRTD's testing identified issues with the configuration of the signal system. The City of Sacramento and their contractor will now review and identify the necessary design changes required.

Sacramento Streetcar Project:

To maintain project viability, the project has been reduced in scope, and the plan is that a revised project is being transferred to SRTD from the Cities of West Sacramento and Sacramento, the original grant applicants. SRTD will now become the lead agency, and the project will be an expansion of RTD's existing light rail system that will

still link the two cities over the Sacramento River. Design remains in the conceptual stage.

San Diego Metropolitan Transit System – SDMTS

Orange Line Improvement Project (OLIP) – Phase 1 and 2:

SDMTS Safety Certification Plan (SCP), dated January 2025, as required by General Order 164-F. was approved at the October 9, 2025, Commission Meeting, as Resolution ST-255. The scope of the Orange Line Improvements – is split into two (2) phases and consists of the following upgrades to: trackwork (crossovers, power operated turnouts, power switch machines), overhead catenary system (new single crossovers, conversion of existing manual crossovers to power), signal and communications (replacement of existing relay logic locations to vital microprocessor, train detection system and crossing warning system replacement, installation of twenty-two (22) train control/crossing instrument enclosures along right-of-way).

The OLIP Phase 1 location is on the existing MTS Trolley Orange Line between the 32nd & Commercial Station in the City of San Diego and Massachusetts Station in the City of Lemon Grove. Phase 2 location is Massachusetts Station in the City of Lemon Grove to El Cajon Transit Center Station in City of El Cajon. The new systems and equipment will be installed on the existing operating trolley line with limited passenger service interruption throughout construction, installation, and testing. To meet this requirement, the project has been divided into seven distinct segments along the 6-mile alignment.

Staff witnessed the cutover of Segment 1: R2 interlocking and dynamic signal tests between Francis Street and 43rd Street grade crossings on the weekend of March 6-8, 2026. Staff also performed a track and switch inspection of the Segment 1 on February 25, 2026, and a Signal and Overhead Catenary System Inspection on March 16, 2026. MTS submitted their Safety Certification Verification Report (SCVR) for Phase 1, Segment 1 to Commission Staff for review and approval. RSD Director formally accepted the SCVR on May 29, 2026.

Staff witnessed the cutover of Segment 2: interlocking and dynamic signal tests between 43rd Street to 62nd Street grade crossings on the weekend of May 15-17, 2026. Staff also performed a Signal and Overhead Catenary System Inspection and Track and Switch Inspection of Segment 2 on May 7, 2026. MTS submitted their Safety Certification Verification Report (SCVR) for Phase 1, Segment 2 to Commission Staff for review and approval. RSD Director formally accepted the SCVR on June 17, 2026.

Santa Clara Valley Transportation Authority – SCVTA

BART Silicon Valley Phase II:

This BART Silicon Valley Phase II (BSVII) is an approximately 6-mile extension of the BART system from the Berryessa/North San Jose Station through downtown San Jose in an approximately 5-mile long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The Phase II project includes three stations in the City of San Jose (Alum Rock/28th, Downtown San Jose and Diridon Stations), one station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility. The project Safety and Security Certification Plan (SSCP) was originally Commission approved under resolution ST-83 on February 15, 2007, for the entire 16 miles extension but SCVTA Board divided the project into two phases. The BART's Silicon Valley Berryessa extension (phase I) was placed in revenue service on June 13, 2020. CPUC approved the project SSCP for phase II in August 2021, approving the SCP. Staff continue to attend the FTA Project Management Oversight Contractor (PMOC) meetings, Safety and Security Review Committee (SSRC) meetings, Fire Life Safety and Security Committee (FLSSC) meetings. Revenue Service Date is scheduled to begin February of 2039. On April 28, 2026, Staff responded via email to the project team with their comments related to SSCP version 2 dated 3/31/2026. On April 30, 2026, Staff sent an email to the project team related RFV document review and requested a response on RTSB comments.

VTA Contractor (KST) CP2 (Tunnel & Trackwork) – Tunnel Boring Machine (TBM) has been procured as required by the project. TBM tunneling, lining detail design and fabrication under progress (80-85% complete). Early work packages dealing with TBM launch are in progress. TBM manufacture shipping, assembly, and mobilization scheduling in progress.

Procurement of an additional 48 new cars for BSVII is in progress. Alstom will be delivering these vehicles in the future.

VTA is in the process of evaluating the various alternatives considered at the value engineering workshop and also exploring approaches for contract delivery including partial and full off ramp for the CP2 Contract, re-packaging of the construction contracts with considerations of contract package sizes, procurement types, construction interfaces, and contracts biddability.

In response to evolving funding challenges, VTA has identified \$400 million in cost savings and continues pursuing additional efficiencies to close a funding gap of \$700 million to \$1.2 billion.

The project is working on cost saving efforts to bridge the funding gap.

Order of magnitude cost saving ideas VTA is considering to date are not adequate to address the BSVII program funding gap.

FTA Full Funding Grant Agreements (FFGA) process has begun by the project team including readiness documents updates to SSMP, SSCP, and others as required to be submitted to FTA and its contractors for further review. Contract re-packing related to early work packages for tunneling prep work are underway. Construction activities continue to support the future TBM West Portal launch site. FLSSC and SSRC meetings approved list of Codes/Standard for final design.

Eastridge to BART Regional Connector:

The Eastridge to BART Regional Connector (EBRC) will add 2.4 miles of double track light rail along Capitol Expressway in San Jose. This segment extends the SCVTA light rail system from the Alum Rock station to Eastridge Transit Center, entirely within the City of San Jose. The alignment traverses through a mixture of residential, commercial, industrial, and undeveloped areas. The proposed light rail alignment consists of an elevated guideway to the side and in the median of Capitol Expressway on retained earth and structure. There are no new at-grade automobile crossings, but there will be two pedestrian at-grade crossings at Eastridge Station. Resolution ST-88 dated May 24, 2007, grants SCVTA's request for approval of its Capitol Expressway Light Rail Safety and Security Certification Plan (SSCP) dated March 2, 2007. Utility Relocation is underway and Station Art Enhancement Community meetings are ongoing. Construction to begin 2024. Full Funding has been secured for this project. Construction completion to occur in CY 2028-2029. A project milestone was reached on March 7, 2024, when VTA's Board of Directors unanimously awarded the construction contract in the amount of \$437,161,464 to MCM Railworks, Joint Venture, the lowest responsible and responsive bidder. A groundbreaking event occurred on June 8, 2024. Under construction.

RTSB Staff have started attending and participating in VTA's bi-monthly project coordination meeting with the project manager. During the March 12th meeting the project construction status including progress photos and safety certification activities were discussed. Currently, the elevated guideway bridge structure is being constructed and is 80% complete. A draft copy of the Completion Certificates was provided to Staff for review. VTA Rail Activation Oversight Committee is being established to expand by adding other VTA departments during the construction and

testing of this project for safety and security certification. The first Rail Activation Oversight Committee was conducted on May 12, 2026.

Light Rail Signal Priority Detection Upgrades Project:

The work involved is a replacement of the Train-to-Wayside hard-wired system with a new GPS-based LRV detection system to act as primary detection system for requesting Transit Service Priority (TSP) at non-gated signalized intersections. The necessary equipment for the work would be installed on 98 of VTA's light rail vehicles and would be installed at 89 signalized intersections. SCVTA submitted the project SCP on May 5, 2021. At its August 19, 2021, meeting the Commission approved the SCP by Resolution ST-245. All 98 Light Rail Vehicles have been equipped with EMTRAC installation. GO 88-B applications for San Jose, Milpitas, and Santa Clara cities approved by CPUC RCEB except 3 locations related to Caltrans encroachment permits will be submitted later for review. Installation of equipment at every intersection by VTA Contractors is completed.

VTA submitted a final Safety Certification Verification Report (SCVR) to RTSB on July 14, 2025. RTSB Staff reviewed related documents such as testing logs, signed certificates etc. A pre-approval letter was granted to VTA on August 8, 2025. RTSB Staff conducted multiple meetings and received an updated Open Items Punch List. A final approval letter granting VTA to activate the TSP was issued on September 11, 2025.

On January 14, 2026, RTSB Staff received VTA's first quarterly status update report as requested in the final approval letter. VTA TSP detection system is working as intended with minor fine tuning. In March 2026, GO88-B application for the remaining 3 Caltrans encroachment permits have been submitted to RCEB Staff for review/approval. On April 3, 2026, Staff received VTA's second quarterly status update report as requested.

San Francisco Municipal Transportation Agency – SFMTA

LRV4 Vehicle Procurement Project:

SFMTA LRV4 procurement project is to expand and replace its rail fleet with 264 state-of-the-art Siemens LRVs. CPUC granted SFMTA approval for revenue service in 2017. After delivery of 68 cars by 2020, SFMTA found issues with the doors. SFMTA have since stopped accepting new cars and asked Siemens to resolve the issue. Siemens redesigned sensitive edges and rubber elements for the doors for improved sensitivity for patron use and updated the rear viewing technology.

In the Second Quarter of 2026, RTSB staff sent two letters to authorize SFMTA to add LRV4 cars (2195, 2207, 2208, 2204, 2209, 2210, 2211) into revenue service upon receipt of the letter. Currently, SFMTA has 207 LRV4's accepted and revenue service ready.

SFMTA L Taraval Improvement Project:

In response to numerous collisions and reported safety concerns, SFMTA has implemented the L Taraval Rapid project to improve safety by improving transit stops and making other modifications. It also includes nearly complete rehabilitation on Taraval Street that will replace infrastructure like the worn rails, overhead wires, water, and sewer lines, as well as repave the entire street. Construction will last approximately three years. Transit service on the L Taraval will remain throughout with a combination of buses and trains. Once completed, the corridor will boast new transit priority traffic signals, bulb-outs to make pedestrian crossing safer, new trees, high visibility crosswalks, safety boarding islands, and increased accessibility. SFMTA is happy to share that the L Taraval Improvement Project has been substantially completed! While the biggest work is behind SFMTA, please note there are still a few smaller “punch list” items remaining, such as adjusting utility lines, refreshing transit lane paint, boarding island grout work, removing construction materials, and installing transit shelters. SFMTA is excited for riders to begin enjoying their new Taraval St—from West Portal to Parkside to the beach—with a safer, more reliable ride. No update.

SFMTA Twin Peaks Tunnel Structural Mitigation Project:

The structural mitigation project was initiated following the 2/19/2020 incident where a concrete spall near Niche 246 in the Twin Peaks Tunnel impacted an Advanced Train Control System (ATCS) cable. SFMTA immediately conducted targeted walkthroughs and comprehensive ceiling inspections from West Portal to Castro, classifying the event as Hazard 145. Emergency corrective actions involved the manual removal of loose, deteriorated concrete to eliminate imminent falling hazards to personnel and rail vehicles. Concurrently, the 2020 Tunnel Inspection Report identified broader “Type I” critical defects, prompting the launch of the 2020 Tunnel Repair Project to execute immediate localized repairs during non-revenue hours using Job Order Contracting (JOC). Throughout 2021, mitigation efforts focused on addressing severe concrete spalling, exposed corroded rebar, and active water intrusion across 18 high-priority locations, utilizing mandated Xypex repair procedures. In early 2023, HNTB identified significant liner distortion and active water infiltration between West Portal and the Laguna Honda Vent. To evaluate these issues safely, a Safe Standard Working Procedure (SSWP) was developed. To protect the structurally compromised tunnel from the impacts of the adjacent San Francisco Unified School District (SFUSD) West

Portal Elementary School (WPES) project, SFMTA executed critical mitigation efforts during summer 2024 shutdowns. Crews implemented a two-stage contact grouting operation, placing 1,500 gallons of polyurethane and 1,000 gallons of cementitious grout to restore uniform contact between the soil and tunnel liner. Additionally, 46 Optical Displacement Sensor (ODS) devices and seven tie-rod anchors were installed to stabilize the walls. These preemptive actions successfully stabilized the structure prior to the WPES construction start in October 2024. Following the successful, damage-free completion of the WPES subsurface work, SFMTA has transitioned from reactive mitigation to formalized long-term maintenance. At the end of 2024, the agency adopted a new Standard Operating Procedure (SOP) mandating two-year cycle inspections, and staff achieved national FHWA tunnel inspection certification. While original plans for extensive tie-rod installations were deferred due to overhead catenary system (OCS) clearance conflicts, HNTB has recommended doweled reinforcing and concrete patching as an effective alternative. Moving forward, SFMTA is issuing RFPs for comprehensive engineering and inspection services across all four Muni tunnels (Twin Peaks, Sunset, Metro, and Central Subway). A baseline inspection of the Sunset Tunnel is scheduled for late 2025, with the next routine inspection of the Twin Peaks Tunnel slated for Fall 2026.

Appendices

General Definitions

Corrective Actions Plans

General Order 164-F defines Corrective Action Plan as a plan developed by a Rail Transit Agency that describes the actions the RTA will take to minimize, mitigate, control, correct, or eliminate risks and hazards, and the schedule for implementing those actions.

Accident Investigations

Per General Order 164-F, the Commission must be notified within 2 hours by rail transit agencies of accidents if they include one of the following: a fatality (occurring at the scene, or within 30 calendar days following the incident); one or more persons suffering "serious injury" (as defined in GO 164-F); a collision involving a rail transit vehicle and another rail transit vehicle, or individual; a derailment of any rail transit vehicle at any location, at any time, whatever the cause; an evacuation for life safety reasons; or a runaway train. "Courtesy notices" are not included in these statistics.

Monthly RTSB Data

Statistics Summary

Table 1. Investigation & CAP Data

Investigations	New	YTD2026
Accidents Reported	90	181
Complaints Investigated	1	4
Rail Transit Inspections	97	195
Corrective Action Plans	New	YTD 2026
New Corrective Action Plans	134	241
From Triennial Review	0	0
From Incidents	53	103
From Internal Safety/Security Audits	40	75
From Rail Transit Inspections	41	62
From Hazard Management	0	1
Closed Corrective Action Plans	91	169
From Triennial Review	1	4
From Incidents	38	82
From Internal Safety/Security Audits	9	23
From Rail Transit Inspections	43	60
From Hazard Management	0	0