Quarterly Performance Report July – September 2026

RAIL SAFETY DIVISION

OCTOBER 28, 2026



California Public Utilities Commission

Table of Contents

Monitoring the Whistleblower Website 1

Statistics – 7/1/2026 – 9/30/2026 ..... **Error! Bookmark not defined.**

Railroad Operations and Safety Branch - ROSB 2

ROSB Statistics Summary 2

ROSB Inspection, Investigation & Field Activities 2

Administrative Accomplishments 6

Meetings: 6

Training: 6

Rail Crossings and Engineering Branch – RCEB 8

Rail Crossing Incident Investigations ..... **Error! Bookmark not defined.**

Safety Assessments ..... **Error! Bookmark not defined.**

Proceedings, Resolutions and G.O. 88B Reviews ..... **Error! Bookmark not defined.**

Compliance with Ordering Paragraphs (COPS) 10

Rail Transit Safety Branch – RTSB 12

Major Audits ..... **Error! Bookmark not defined.**

Administrative Accomplishments ..... **Error! Bookmark not defined.**

TSOA Meeting: ..... **Error! Bookmark not defined.**

FTA Meeting: ..... **Error! Bookmark not defined.**

RCEB-RTSB Coordination Meeting: ..... **Error! Bookmark not defined.**

Training: ..... **Error! Bookmark not defined.**

RSSIMS Replacement Project: 14

Safety Certification and Oversight of Rail Transit Projects 12

Bay Area Rapid Transit – BART ..... **Error! Bookmark not defined.**

J. Paul Getty Trust Tram ..... **Error! Bookmark not defined.**

Los Angeles County Metropolitan Transportation Authority – LACMTA. **Error! Bookmark not defined.**

Los Angeles World Airports – LAWA ..... **Error! Bookmark not defined.**

Sacramento Regional Transit District – SRTD ..... **Error! Bookmark not defined.**

San Diego Metropolitan Transit System – SDMTS 28

Santa Clara Valley Transportation Authority – SCVTA 29

San Francisco Municipal Transportation Agency – SFMTA ..... **Error! Bookmark not defined.**

Appendices ..... **Error! Bookmark not defined.**

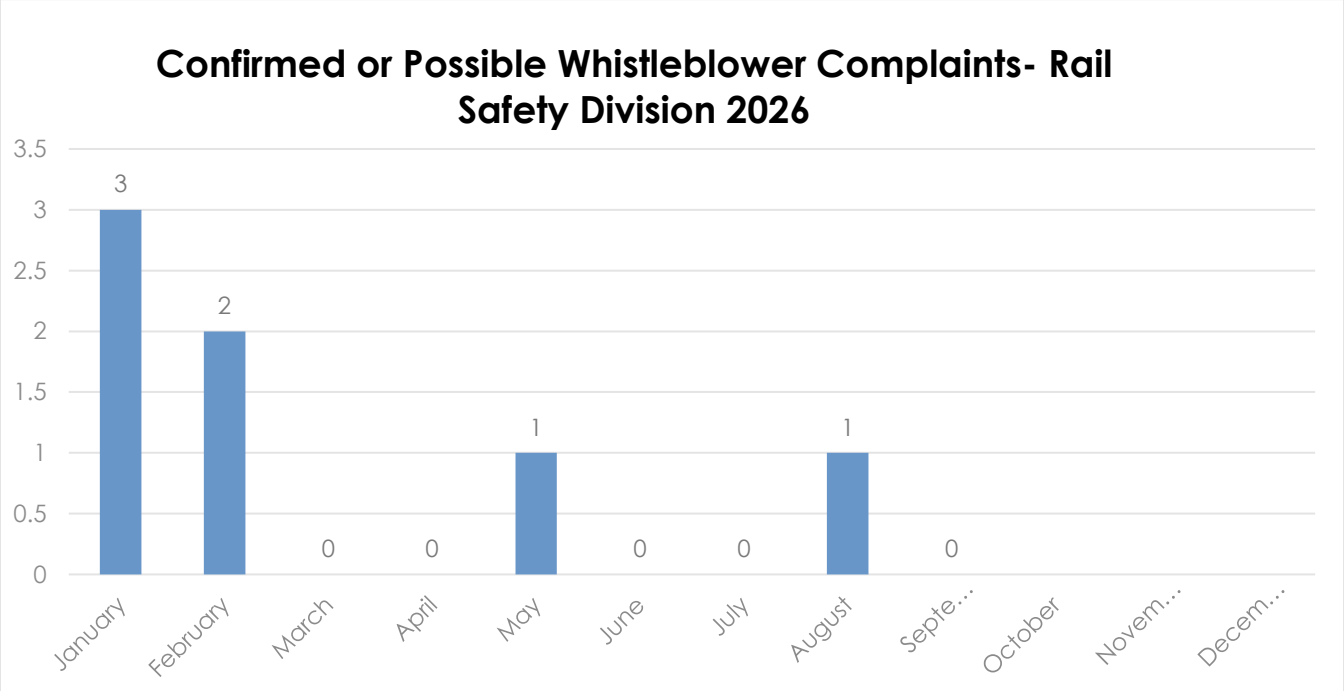
Monthly RTSB Data -Statistic Summary ..... **Error! Bookmark not defined.**

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 – 7/1/2026 – 9/30/2026

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



Railroad Operations and Safety Branch - ROSB

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

Railroad Operations and Safety Branch	July – Sept. 2026	YTD 2026
New Incidents Investigated	178	408
Informal Complaints Investigated	8	23
Railroad Bridge Observations	17	47
Railroad Safety Inspections	713	2422
Non-compliant Conditions Identified/Corrected	1957	6024
Operation Lifesaver Presentations	16	17

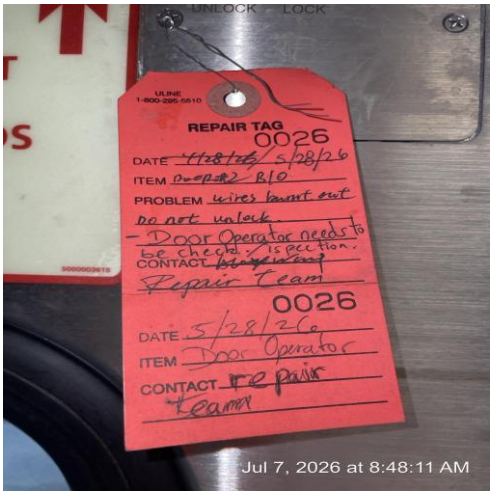
ROSB Inspection, Investigation & Field Activities

July 7, 2026, RSD Railroad Safety Inspectors performed an inspection on Amtrak Railroad in the city of Oakland. The purpose of the inspection was to ensure compliance with California State General Orders (GOs) and Federal Regulations (CFRs) for passenger equipment.
Inspectors observed a door on passenger car CDTX 8303 that had a repair tag affixed to it indicating Door 2 was inoperative. The tag was dated May 28, 2026. Under CFR 238.305 (Interior calendar day mechanical inspection of passenger cars), a passenger car "may remain in passenger service until the car's next interior calendar day mechanical inspection, where it must be repaired or removed from passenger service…"; this is provided other additional conditions are met. The passenger car continued to move in service without ever having the defect repaired. Additionally, the subject car had a periodic inspection performed on July 1, 2026, and the defective door was not repaired at that time. The passenger car continued to run in service every day of July until the RSD inspectors discovered it on the morning of July 7, 2026, where the cab car was assigned to outbound Train 714.
The Amtrak Maintenance Facility in Oakland has two separate mechanical departments working on site, Amtrak and Transit America (TASI). Both share specific tracks and have exclusive rights to other tracks within the Oakland

Yard. Amtrak and TASI mechanical use their own locking devices when locking out tracks. Train 714 and its equipment was under the jurisdiction of TASI.
The inspectors notified TASI mechanical management of the non-complying condition and that the cab car would be unable to travel in any revenue service going forward, until the defect was repaired. A recommendation for civil penalty was administered to TASI for the illegal movement of a defective car beyond the allowable period after discovery of a passenger car interior defect. Seven (7) occurrences were taken for the seven days used in service after the periodic inspection signed off on July 1, 2026.



Passenger door has a repair tag.



Repair Tag 5/28/26 notes "door 2B/O" (bad ordered) and "wires burn out do no unlock".

On July 8, 2026, RSD Railroad Safety Inspectors worked with the United States Coast Guard to conduct an inspection at Yusen Terminals in San Pedro, within the Port of Long Beach. The inspections focused on examining intermodal containers and tanks. During the inspection, the teams looked for compliance in several areas, such as the correct placement of hazardous materials, the proper positioning of intermodal tanks during loading, and adherence to rules about labeling, marking, and tank equipment.
Inspectors examined all service valves, pressure relief devices, and tank welds for defects. They checked intermodal containers to ensure proper blocking, bracing, and labeling, following hazardous materials and packaging rules. The team also searched for potential leaks and reviewed necessary paperwork, confirming that it included key details like proper shipping names, quantities, emergency contact information, and shipper details.
In total, inspectors examined 132 freight containers and discovered defects during the inspections. Multiple containers were held back because they contained packages labeled as hazardous and lacked proper blocking and bracing to prevent shifting during transport. Shipping these hazardous

packages without securement can pose a major risk. If the packages shift, they could spill or leak, leading to the release of hazardous materials. This situation violates 49 CFR 174.55, which requires secure packaging and loading to stop movement. A lack of stability can also cause a single package to affect other products. This possible risk can cause damage to the container and increase the risk of environmental contamination.
The containers pictured were part of an export shipment by rail. Before they can be released for shipment, they must be reloaded with the correct blocking and bracing. Yusen Management and the shipper were notified about the hold on the shipment. The shipper is required to address this non-compliant condition and must take corrective action before the container can proceed. A federal inspection report detailing the non-compliance has been provided to the shipper, and the RSD will continue to monitor future shipments to ensure they meet the required standards.



ONEU635730 - 55-gallon drums against the container door being damaged in Transportation.



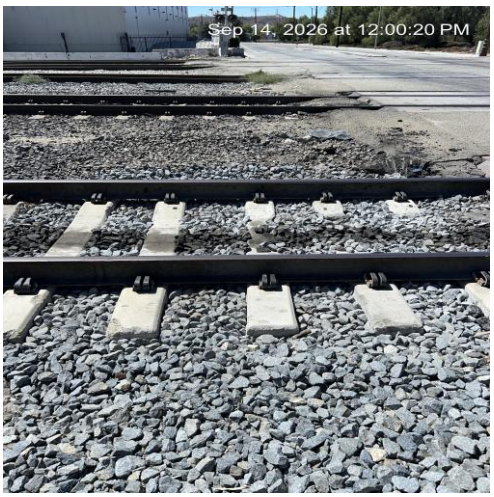
Blocking and Bracing failed, causing drum shipments to rub against the container door.

On July 14, 2026, RSD Railroad Safety Inspectors conducted a track inspection of Union Pacific Railroad (UPRR) in Beaumont. Inspectors identified a section of Main Track 1 with insufficient support ties.
On the east approach to the Veile Grade Crossing, Inspectors observed four consecutive broken concrete cross ties. This condition was determined to be in violation of 49 CFR Part 213.109(b)(2), which requires that ties be effectively distributed to support the 39-foot segment of track. The area also lacked adequate ballast support due to improper water drainage, resulting in mud accumulation and contributing to the track and ties settling.
The inspector photographed the condition for documentation and immediately notified railroad management of the non-compliant condition. The UPRR management reduced the maximum speed of the track until repairs were

completed. A copy of the inspection report was subsequently provided to UPRR management by email.
On September 14, 2026, an RSD Inspector conducted a follow-up inspection to verify corrective action. The Inspector determined that UPRR had corrected the defect by replacing the four broken concrete ties and removing the mud and replacing it with fresh ballast, thereby restoring the track to compliance with 49 CFR Part 213.109(b)(2). Additional photographs were taken to document the completed corrective action.



Before



After

On September 10, 2026, an RSD Inspector conducted an inspection of BNSF crews and equipment at Port of Stockton. During the inspection it was discovered that mechanical employees were working on replacing a wheel set on a tank car. Further inspection revealed that the crew had improper protection and was missing the required blue flag protection on the east end of the track they were working on. Furthermore, it was discovered that the mechanical employees had moved two cars to access the wheels on the car that needed repair. The mechanical employees failed to apply the handbrakes on the two cars they had moved, leaving them unsecured. Leaving the cars in this manner offers no protection for the employees working as the cars could experience uncontrolled movement.
The RSD Inspector approached the employees working who immediately took corrective action by applying handbrakes to the unsecured railcars. The RSD Inspector then contacted railroad management about the high-risk safety concern and issued an inspection report. Railroad management stated they would address the safety concerns with their employees as soon as possible. Due to the serious nature of this non-compliant condition, a federal violation for civil penalty was recommended.



Two unsecured tank cars on same track as the car being repaired

Administrative Accomplishments

Meetings:

On August 20, 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 September 3, ROSB leadership participated in a quarterly meeting with Metrolink in Pomona. The meeting topics included CPUC safety inspection activities, Metrolink safety statistics, recent events and incidents, current projects, and open General Orders.

On September 15-17, ROSB Program Manager attended the annual Association of State Rail Safety Managers meeting in New York City. The meeting focused on continued training, collaboration, and strengthening relationships. The FRA reviewed their priorities for the coming year, changes in their organization, and updated the status of the grant to fund training.

Training:

ROSB staff completed the following training:

In August:

- Five ROSB Inspectors completed Accident Investigation Training provided by the FRA in Pueblo, CO.

In September:

- ROSB Hazardous Materials inspectors participated in virtual training provided by the FRA focusing on Shipper Inspections.

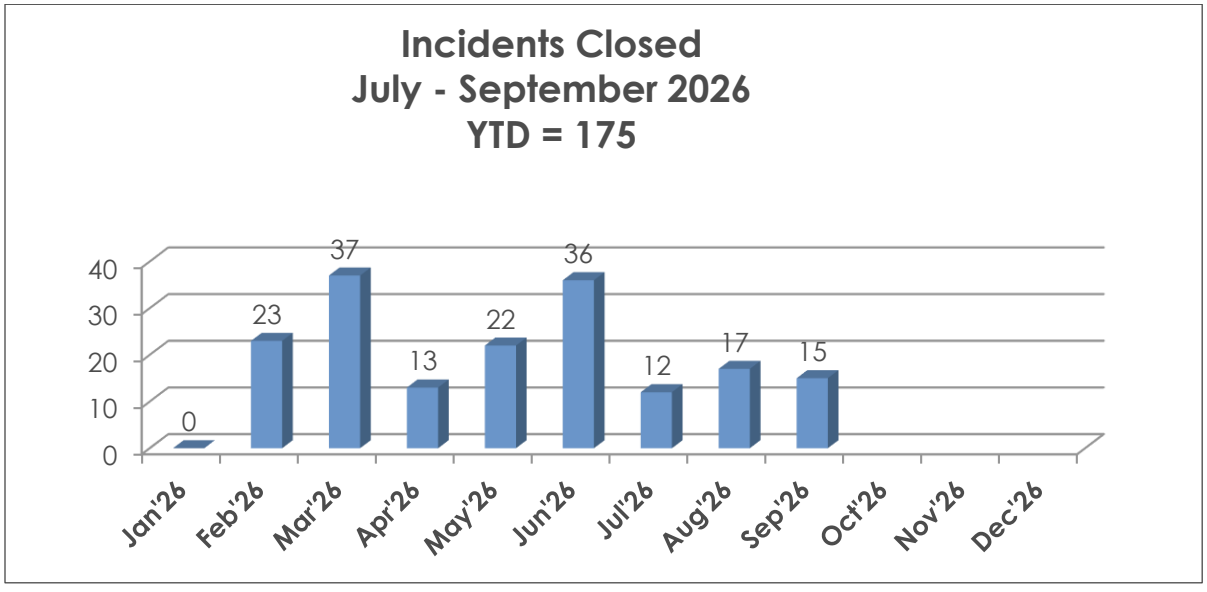
Rail Crossings and Engineering Branch – RCEB

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

Rail Crossings and Engineering Branch	Closed July – Sept.	Closed YTD
Crossing Incident Reviews	44	175
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	344	874
Proceedings, Resolutions and G.O. 88-B Reviews	60	118

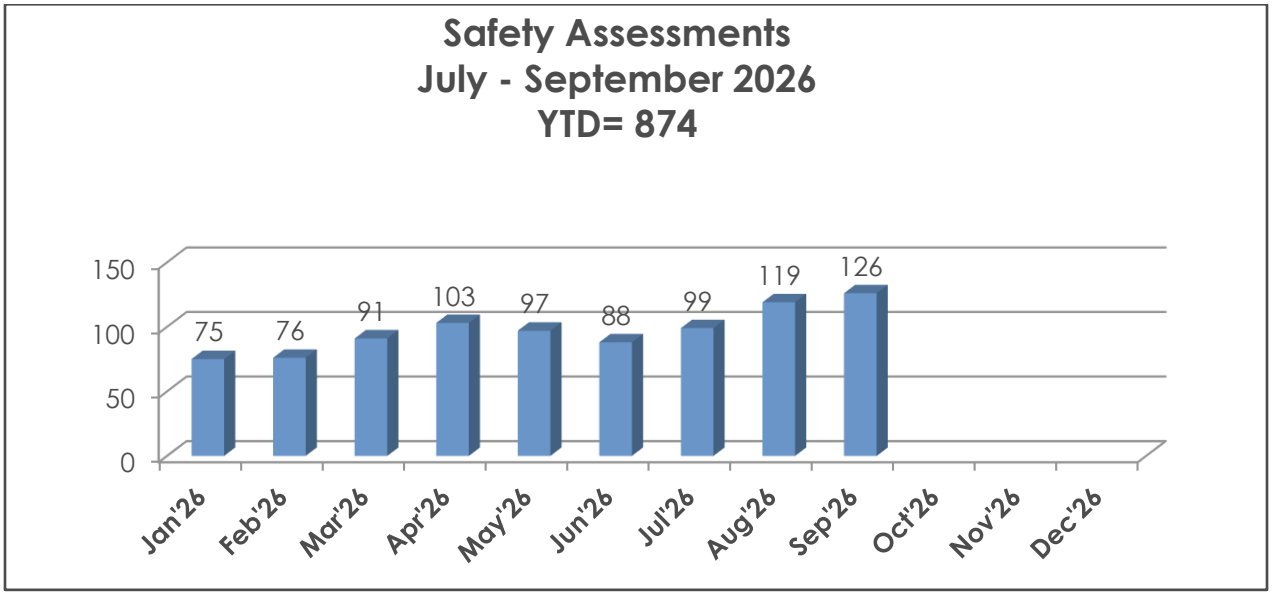
Rail Crossing Incident Investigations

From July through September 2026, RCEB closed 44 incidents at highway-rail at-grade crossings (crossings).



Safety Assessments

From July through September 2026, RCEB completed 344 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, and diagnostic reviews. These activities review existing crossings and proposed changes to crossing warning devices.

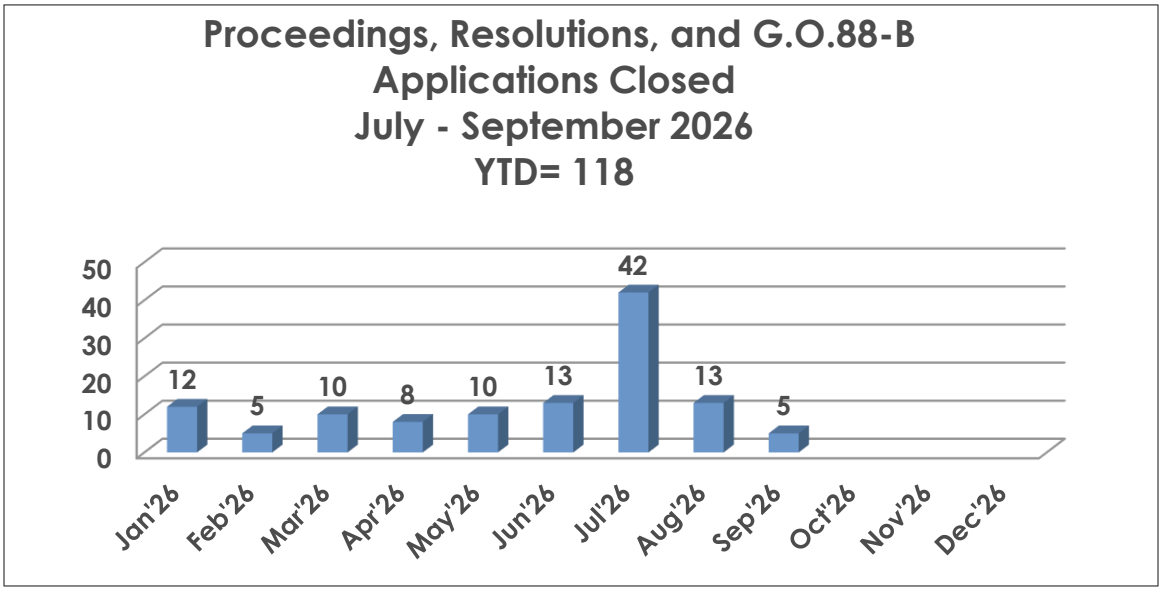


Proceedings, Resolutions and G.O. 88B Reviews

From July through September 2026, RCEB approved 53 General Order 88-B requests for authority for alterations to existing crossings. The Commission approved three Resolutions, and the RSD Director approved four Time Extension Decision Resolutions.

1. TED-330 - Second request for extension of time to construct the Harbor Drive underpass on the Eastbrook to Shell Double Track Project in the City of Oceanside.
2. TED-331 - Request for extension of time authorizing the CHSRA to deviate from the provisions of Sections 12.1 of General Order 26-D requiring a minimum vertical clearance of 15 feet above the Fresno Street train underpass grade-separated highway-rail crossing in the City of Fresno.
3. SX-173 – Establishes apportioning railroad crossing protection maintenance costs between the railroads and the cities and counties for 2025.

4. TED-329 – Request for a two-year extension of time by Metro Gold Line Foothill Extension Construction Authority to comply with the provisions of the Commission's Decision (D.)21-09-010 to complete construction of the College Avenue crossing.
5. TED-328 – Granting additional extension of time request for the construction of a new at-grade pedestrian and bicycle crossing at Fredericksburg Drive, in the City of Saratoga, County of Santa Clara.
6. SX-172 – Authorizing Brightline West, to construct eight grade-separated railroad crossings.
7. SX-171 – Resolution to create expedited process for approving unopposed rail crossing applications, pursuant to SB544.



Compliance with Ordering Paragraph (COPS)

Through the period beginning July 1, 2026, and ending September 30, 2026, one new Decision meeting the tracking criteria was issued and no changes to existing items occurred.

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

Rail Transit Safety Branch - RTSB

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

Major Audits

On August 17, 2026, RTSB initiated its triennial safety and security audit of the Santa Clara Valley Transportation Authority (VTA).
On September 21, 2026, RTSB initiated its triennial safety and security audit of the Bay Area Rapid Transit (BART).

Personnel Changes

On July 24 Jamie Lau was promoted from Senior Utilities Engineer (Specialist) to Program & Project Supervisor for Northern California engineers and analysts.
On August 4, Behishta Abdulsattar, Jaycub Licon, and Rebecca Yin ended their Summer Internship.
On August 31, John Madriaga retired as rail transit Track Inspector based out of Southern California.
On September 15, Nicholas Denny left the CPUC as rail transit Equipment (rail transit vehicles) Inspector based out of Southern California.

Administrative Accomplishments

TSOA Meeting:

On September 17, 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.

FTA:

On August 19, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.
On August 25, RTSB management and FTA's Program Manager for CPUC held their quarterly one-on-one meeting.

RCEB-RTSB Coordination Meeting:

On July 16, RTSB and RCEB staff met to review and coordinate action on rail transit crossing accidents.
On September 2, RTSB and RCEB management met to discuss issues of common interest.

Training:

RTSB staff completed the following training:

In July:

- Davide "Shane" Roberson, Calvin Choi, and Richard Fernandez completed the "Ethics Training for State Officials" offered by the California Attorney General and the Fair Political Practices Commission.
- Joel Watson completed the "CPUC New Employee Orientation" training offered by CPUC's Learning and Development Unit.
- Richard Fernandez, Caden Ziegler, Joel Watson, Mark Soberg, and Anthony Bigornia completed the Tram Lock-out-Tag-out (LOTO) training offered by the Getty Museum for its Tram.
- Calvin Choi completed the "SMS [Safety Management Systems] Principles for State Safety Oversight (SSO) Programs" course offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Entire RTSB staff took the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) 30-Hour safety training program
- James Matus completed the "Defensive Driver" training offered by California Department of Human Resources.

In August:

- Calvin Choi and Caden Ziegler completed the "Transit Rail System Safety" course offered by TSI.
- Caden Ziegler received FTA's "Transit Safety and Security Program" (TSSP) certificate after completing a series of rail transit safety courses.
- Clint Olazava-Broadbent completed the Roadway Worker Protection training offered by the Sacramento Regional Transit.
- Bill Lay and Varoujan Jinbachian completed the "Ethics Training for State Officials" offered by the California Attorney General and the Fair Political Practices Commission.
- Jamie Lau completed the "Harassment Prevention: CA Supervisor, Government" training.

- Patrick Donnelly completed the "Defensive Driver" training offered by California Department of Human Resources.

In September:

- Calvin Choi and Rajat Pandit completed the "Overseeing the Safety Management Process for State Safety Oversight Agencies (SSOAs) course offered by TSI.
- Varoujan Jinbachian completed the "Advancing Safety Assurance Through Corrective Action Plans" course offered by TSI.
- Joel Watson and Anthony Bigornia completed the virtual third rail safety training provided by RTSB.

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 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.

No updates.

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.

No update.

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.

No updates.

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.

No updates.

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.

No updates.

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 Q3, 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. On October 5th, 2026, CPUC attended the most recent SSRC meeting. It was noted the project remains on schedule. The target date for the assembly of the first car is scheduled for the first week of December 2026. The Getty will cease operations of the existing tram on January 3rd, 2027, to begin removal. Installation of the new cars is scheduled for the late April, May 2027 timeframe. CPUC will become more involved with the GTMP's Safety Certification Verification Audit Plan to ensure that additional safety certification oversight is maintained due to the project's short time frame.

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 Q3 2026, a total of 22 MPs have 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.

HR5000 Heavy Rail Vehicle Procurement:

LACMTA is in the process of procuring a base order of 182 new HRV's with one option to increase the order to 232 HRV's to support the reduction of its HR4000 procurement, and to support extra passenger capacity for the B and D lines including the Purple Line Extension. The HR5000 vehicles will be mechanically compatible with the HR4000 and A650 fleets for emergency purposes but will not be operationally compatible. In February 2024, a $663.7 million contract for 182 cars was awarded to Hyundai Rotem USA Corporation (Hyundai Rotem), with a proposal option for 50 more vehicles.

LACMTA submitted its initial SCP to CPUC staff on 7/14/2026. LACMTA submitted its latest SCP draft on 10/7/2026 which addresses staff comments.

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. The design build contractor for PLE1 (which has been completed and opened for revenue service on 5/8/26) was 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. PLE2 has a projected opening date in the Spring 2027 timeframe, and PLE3 has a projected opening date in the Fall 2027 timeframe.

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 2025, Staff conducted inspections at La Brea Station for interlockings, Train Control and Signal Room, Traction Power Substation, and switch machines. As the PLE1 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. The PLE2 project is currently experiencing delays due to damaged equipment and lead times for replacement. In September 2026, the PLE3 project provided a tentative list of planned System Integration Testing (SIT). Staff informed the PLE3 project of planned field observations of SIT related activity.

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 Master Project Schedule has Targeted Start of Revenue Service of January 7, 2032, and an FTA Revenue Service Date of August 22, 2033. 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. In June 2026, Metro awarded the Phase 2 contract for construction of the ESFV alignment and MSF. The previously awarded advanced utility relocations construction contract awarded in December 2022, was completed in March 2024.

As of September 2026, the ESFV project is at the 100% design stage, with design completion scheduled for early 2027. CPUC RCEB staff are currently reviewing the 100% crossing designs for compliance with the crossing applications. The project held a Safety Certification/PHA/TVA workshop in July 2026 and continues to hold monthly Fire Life Safety Group meetings.

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. On September 8, 2026, LACMTA formally submitted the C-Line 1-105 Infill Station SCP. Staff are currently in the process of reviewing the document.

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 due to litigation between

LAWA and the contractor (LINXS) and delays in testing, the new estimated completion date has been pushed to early 2027. Construction is mostly complete and the remaining work is focused on testing & safety certification. The system demonstration test, which requires the system to simulate revenue service without disruptions for a 30-day period has been attempted multiple times but has failed for various reasons. The last attempt resulted in an incident causing an electrical fire on the power rail which has delayed further testing. The investigation for the incident is still ongoing.

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).

CPUC and LAWA continue to work together to review and approve all required pre-revenue documentation. Through Q3, CPUC and LAWA met various times for document review workshops and executive updates. On September 11th, 2026, CPUC senior staff and RTA Executive Leaders met to discuss requirements and approval timelines of the Public Transportation Agency Safety Plan (PTASP), Accident Investigation Procedure (AIP), and System Security Plan (SSP) along with the process for Safety Certification under the SSCOP. CPUC is finalizing checklists for LAWA's PTASP, AIP, and SSP, which will require Commission approval prior to revenue service.

LAWA has not received additional Safety Certification documentation from LINXS which will require CPUC review per the SSCOP. This has resulted in cancellation of LAWA SSRC meetings throughout most of Q3. CPUC continues to monitor the situation and review safety certification documentation related to design conformance that has been received per the SSCOP.

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 ST-254 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 variance for the 3 additional locations mirroring ST-254. ST-272 was approved by the Commission on July 16, 2026. Signal controller fine tuning along city streets is ongoing. Maintenance and Storage Facility (MSF) punchlist closeout work is on-going. Systems Integration Testing continues throughout the alignment. Gated crossings have been tested and commissioned. Station railings are installed. LRV commissioning has entered the burn-in phase.

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. SRTD submitted the SCVR for the project on August 28th. The SCVR was accepted on September 19th, and the station was put into service on September 28th.

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 was managed and funded by the City of Sacramento on behalf of SRTD.

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

The project widened 7th Street and necessitated the removal and reconstruction of the Green Line tracks and OCS system. A new station was 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 reviewed and identified the necessary design changes required.

Staff performed follow-up inspection of Railyards Crossing on October 1st and confirmed proper signal preemption for the crossing. Recommendations were made to SRTD to enhance pedestrian safety at both Railyards Crossing and to limit inadvertent pedestrian access south of Railyards Crossing. SRTD plans to resume regular service through Railyards Crossing, through to Township 9 Station, on or about October 10th.

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.

Staff performed a Preliminary inspection of track, signal, switch and OCS of Phase 1, Segment 3 on September 17, 2026, and transmitted their Findings and three recommendations to MTS on September 28, 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 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.

Currently VTA is working on developing a new draft baseline schedule and cost to incorporate the updated design, construction, and procurement activities pertaining to a revised contract packaging and delivery method approach including the CP2 Amended & Restated agreement. Also, updating Project Controls plans and procedures. Focused meetings related to Emergency Ventilation System continue with VTA, BART, and contractors.

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.

A shutdown of 16 days to current light rail system from Hostetter to Alum Rock occurred last month to modify existing track at Wilbur Avenue including installation of supplemental feeders. On September 28, 2026, Staff received a draft revised Safety and Security Certification Plan for review/comments before VTA Rail System Safety Review Board approval.

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 permit have been submitted to RCEB Staff for review/approval. On April 3, 2026, Staff received VTA's second quarterly status update report as requested. On July 10, 2026, Staff received VTA's third 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 Third Quarter of 2026, RTSB staff sent two letters to authorize SFMTA to add LRV4 cars (2204, 2209, 2210, 2211, 2212) into revenue service upon receipt of the letter. Currently, SFMTA has 211 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	70	**251**
Complaints Investigated	1	**5**
Rail Transit Inspections	39	**234**
Corrective Action Plans	**New**	**YTD 2026**
New Corrective Action Plans	91	**332**
From Triennial Review	21	**21**
From Incidents	43	**146**
From Internal Safety/Security Audits	2	**77**
From Rail Transit Inspections	24	**86**
From Hazard Management	1	**2**
Closed Corrective Action Plans	82	**251**
From Triennial Review	1	**5**
From Incidents	25	**107**
From Internal Safety/Security Audits	26	**49**
From Rail Transit Inspections	30	**90**
From Hazard Management	0	**0**

Data collected from RSSIMS