Quarterly Performance Report – July - Sept 2025

RAIL SAFETY DIVISION

October 28, 2025

California Public Utilities Commission

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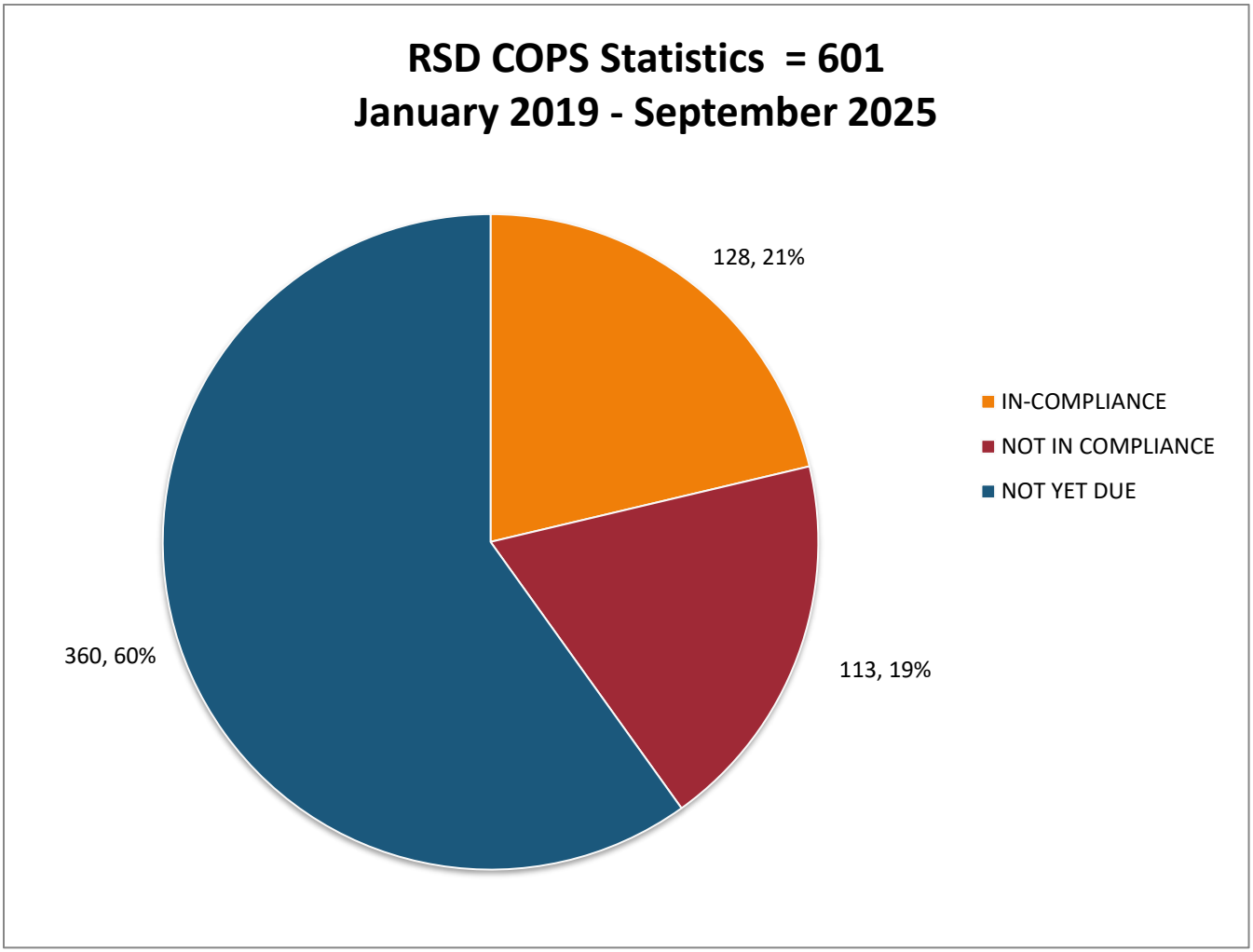
Compliance with Ordering Paragraphs (COPS)

Through September 30, 2025, the Rail Safety Division (RSD) showed 601 total entries in the COPS system, with 128 (21%) reaching compliance, 360 (60%) not yet due for compliance, and 113 (19%) out of compliance. 601 (100%) of all ordering paragraphs (OPs) are assigned to RSD staff.

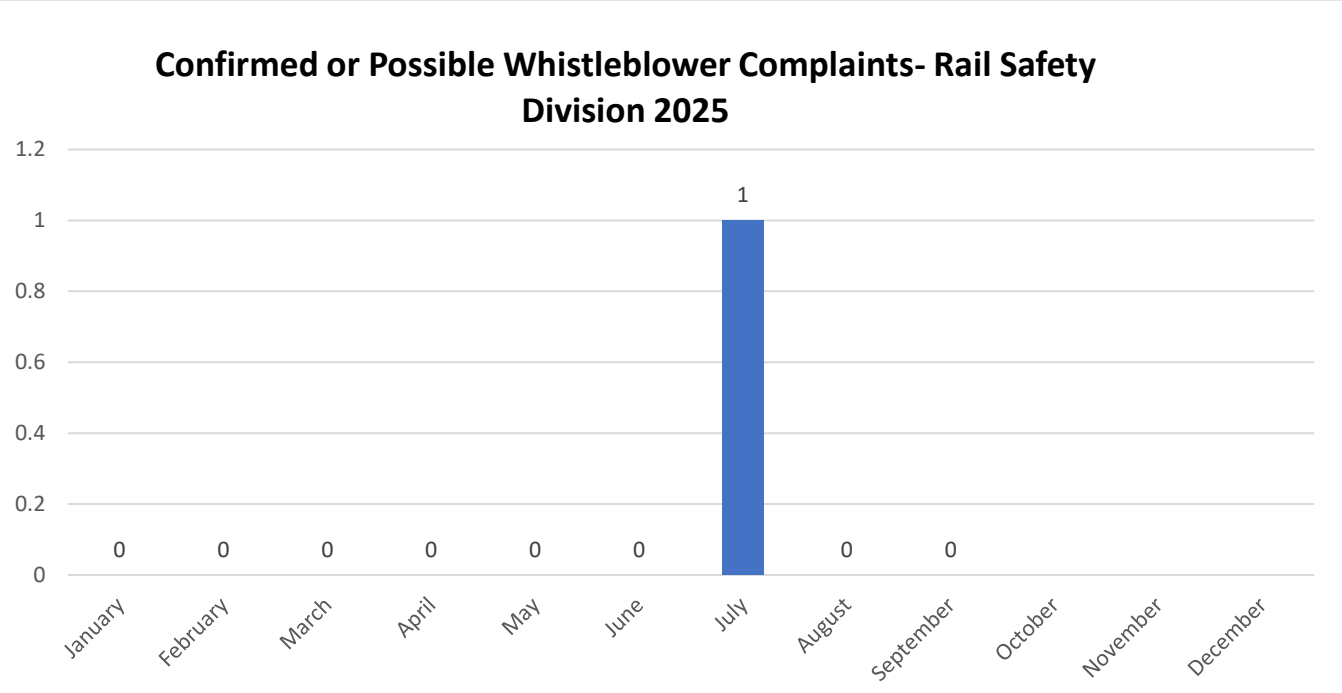


Monitoring the Whistleblower Website

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

Statistics – 1/1/2025 – 9/30/2025

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



Railroad Operations and Safety Branch - ROSB

From July through September 2025, the RSD Railroad Operations and Safety Branch (ROSB) completed the following:

Railroad Operations and Safety Branch	July - Sept 2025	YTD 2025
New Incidents Investigated	74	215
Informal Complaints Investigated	4	15
Railroad Bridge Observations	8	14
Railroad Safety Inspections	716	2121
Non-compliant conditions identified/corrected	2206	6443
Operation Lifesaver Presentations	8	21

ROSB Inspection, Investigation & Field Activities

July 9, 2025: RSD Railroad Safety Inspectors conducted an inspection of freight equipment at the Central California Traction Company (CCT) in Stockton. The purpose of the inspection was to ensure compliance with CPUC General Orders (GOs) and Federal Regulations (CFRs) for freight equipment.

During the inspection inspectors observed multiple locations where tree branches and vegetation were impairing the side clearance and overhead clearance of on track equipment which creates a contact hazard for employees riding equipment. This is not in compliance with CPUC General Order (GO) 26-D, which establishes minimum clearances from railroad tracks for on track equipment and prohibits obstruction.

CCT management was notified of the non-compliant condition. A follow-up inspection performed on July 29th verified that the tree branches and vegetation were removed and the track now has the proper side and overhead clearances in compliance with GO 26-D.

Overhead clearance issue Tree branches cut back to provide clearance

July 15, 2025: An RSD Railroad Safety Inspector during an inspection of the Richmond Pacific Railroad (RPRC) observed tree limbs growing through the fence of a railroad customer. The tree limbs were creating a side contact hazard for employees riding on the side of equipment. This is a violation of CPUC General Order (GO) 26-D which sets clearance distance standards for railroads. At the conclusion of the inspection, the inspector texted photos of the area to RPRC management to let them know about the non-compliant condition, and a report was created to document the non-compliant condition. The following day, July 16th, the inspector confirmed with RPRC management that the condition had been corrected bringing it into regulatory compliance.

Before - side contact hazard After – condition corrected

July 28, 2025: RSD Railroad Safety Inspectors conducted a focused inspection of records on the San Diego Trolley (SDTI/MTS) in San Diego. This inspection was a follow-up to the Roadway Worker Protection audit completed in June 2025.

During the records review, the inspectors identified multiple errors in SDTI's documentation. One of the records examined was a credible report test/inspection record containing contradictory information. When a credible report is submitted, the railroad is required to investigate the

incident and document both the issue and the corrective action taken. In the reviewed record, the investigating employee reported in one section that a *crossing activation failure* had occurred (the crossing failed to activate when a train entered the roadway), while in another section of the same record, the employee described it as a *false activation* (the warning system activated despite no train being present). Activation at a crossing entails crossing arms lowering and lights flashing.

Activation failure represents a significant hazard to highway users and requires immediate, in-depth investigation by both RSD and FRA inspectors. Following a review of the incident, it was determined that the event was a false activation and not an activation failure.

As a result of this inspection, SDTI was issued a citation under 49 CFR §234.109(a)(3): Record of credible report of malfunctioning highway-rail grade crossing warning system incorrect. The SDTI Signal Supervisor has recommended the importance of accurate recordkeeping with signal employees to prevent future inconsistencies and will work with staff to prevent future errors.

August 15, 2025: An RSD Railroad Safety Inspector performed an inspection of the Union Pacific (UP) Yermo Yard in San Bernardino County. During the inspection, numerous locations on the north side of track 020 were observed having various dunnage debris as well as a location that presented ruts/holes from a stuck vehicle. The conditions were within 8'6" from the center line of the track and are not in adherence with CPUC General Order (GO) 118-A as it created a tripping hazard for railroad employees

On August 28, 2025, a follow-up inspection was performed by the inspector, and he verified that the debris has been removed bringing the situation into regulatory compliance.

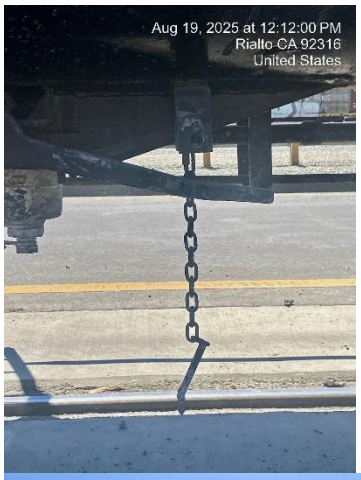
Photo of debris near track

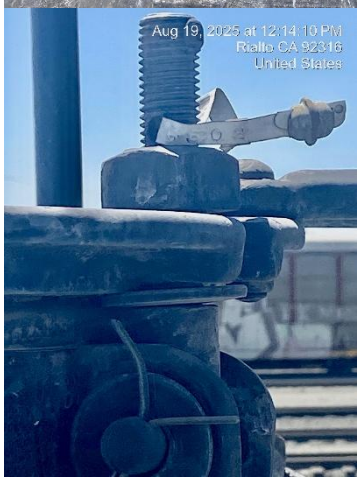
Photo of area near track with debris cleared

August 19, 2025: An RSD Railroad Safety Inspector conducted a hazardous materials inspection of the Union Pacific Railroad (UP) yard in Bloomington. During the inspection, a tank car that last contained Phosphoric Acid was found with multiple non-compliant conditions that included the following: a partially opened bottom outlet valve, an unsecured bottom outlet valve handle with the securement pin removed, loose manway swing bolts, and a safety collar for the manway lid missing its tack weld and not in proper position.

These conditions are violations of 49 CFR 173.31(d)(1)(ii), (iii), and (iv), which require that all valves and closures on tank cars be secured and properly tightened. The inspector immediately notified UP personnel, who responded to remediate the conditions on the tank car and brought it into regulatory compliance. Federal reports documenting the non-compliance were submitted to both the railroad and the shipper.

Because the shipper of the tank car is in Mexico, local federal railroad safety inspectors are unable to conduct a direct investigation. Instead, follow-up will be conducted with the U.S.-based shipment broker to reinforce compliance with federal regulations prior to further transportation.





September 23, 2025: RSD Railroad Safety Inspectors conducted a walkway inspection at the Union Pacific Railroad's (UP) Roseville Yard which is in Roseville. The inspectors discovered an End of Train Device (EOT), which are used for marking the rear end of the train and to communicate with the head end locomotive, lying within the walkway limits of 8'6" from the centerline of the adjacent track. The EOT presented a tripping hazard for employees working in the vicinity and is in violation of General Order (GO) 118-A: Inspections on walkway, Defect Code 103: Debris of various types in the walkway creates a tripping hazard. A UP manager was promptly contacted who removed the debris from the walkway bringing it into regulatory compliance.

End of train device causing tripping hazard

End of train device removed

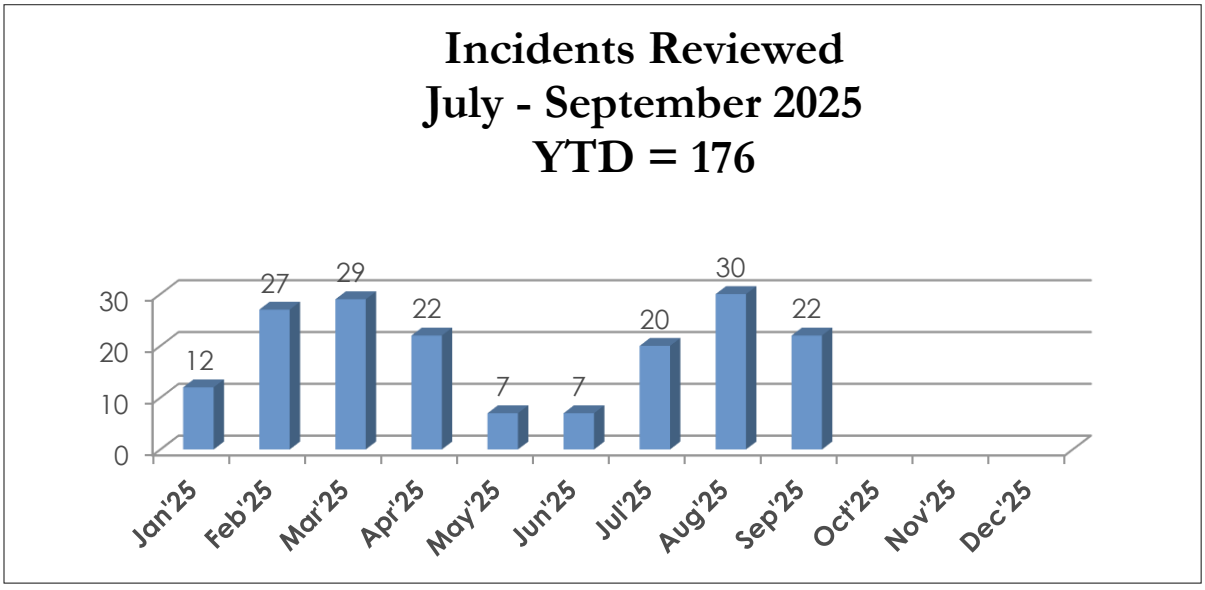
Rail Crossings and Engineering Branch – RCEB

From July through September 2025, the Rail Crossings and Engineering Branch (RCEB) completed the following:

	Closed July - September	**Closed YTD**
Crossing Incident Reviews	72	176
Safety Assessments/Quiet Zones/Reviews/Training/Operation LifeSaver Presentations	202	462
Proceedings, Resolutions and G.O. 88-B Reviews	28	55

Rail Crossing Incident Investigations

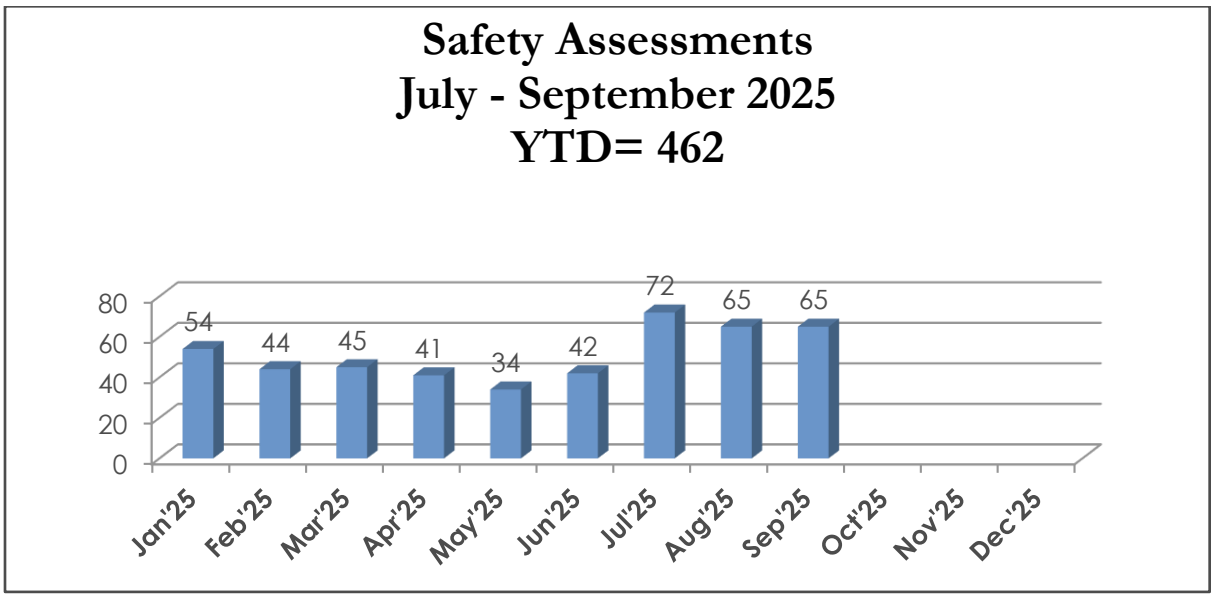
From July through September RCEB closed 72 incidents at highway-rail at-grade crossings (crossings). These incidents resulted in 29 injuries and 22 fatalities.



Safety Assessments, Quiet ZONES, and Reviews

From July through September, RCEB completed 202 rail-crossing safety assessments involving: communications, field inspections, meetings, quiet zone reviews, staff training, diagnostic

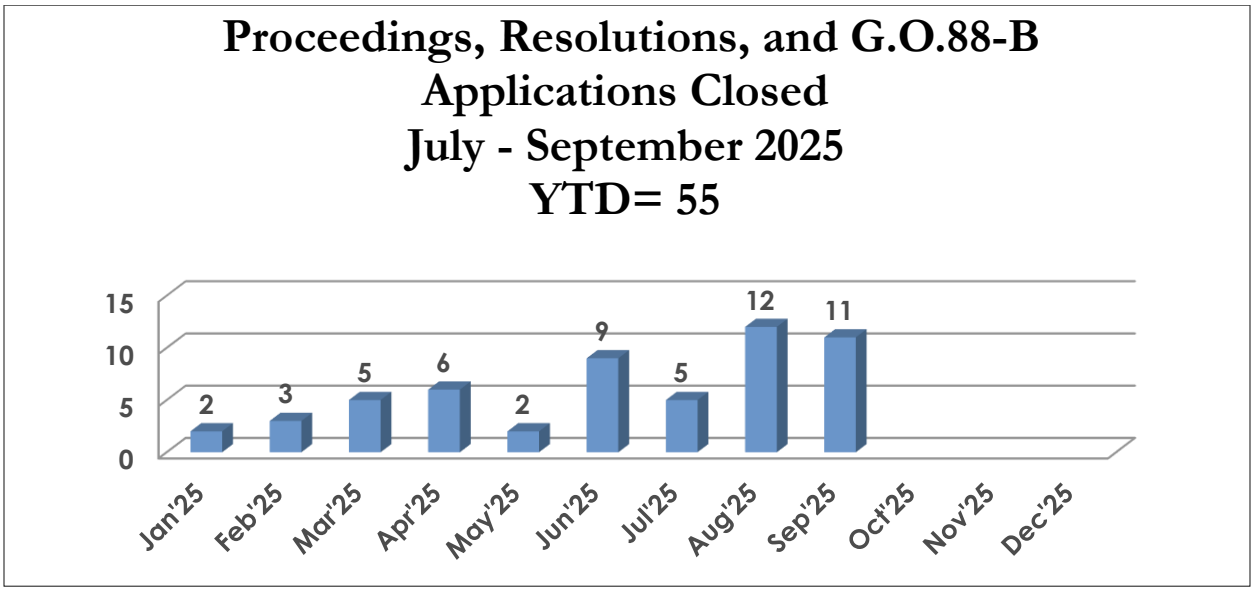
reviews, and Operation LifeSaver presentations. These activities review existing crossings and proposed changes to crossing warning devices.



Proceedings, Resolutions and G.O. 88B Reviews

From July through September 2025, RCEB approved 23 General Order 88-B requests for authority for alterations to existing crossings. The Commission approved two Resolutions and RSD Director approved three Time Extension Resolutions.

1. TED-315 - Granting Metro Gold Line Foothill Extension Construction Authority an extension of time required to construct two light rail tracks at the Monte Vista Ave grade-separated crossing in the City of Montclair, San Bernardino County.
2. SX-164 - Authorizing apportioning railroad crossing protection maintenance costs between the railroads and the cities and counties for 2024.
3. TED-314 - Granting Metro Gold Line Foothill Extension Construction Authority an extension of time required for constructing the Towne Ave and Indian Hill Blvd crossings in the Cities of Pomona and Claremont, Los Angeles County.
4. SX-161 - Authorizing Metro Gold Line Foothill Extension Construction Authority to install bells only on ped gates and omit on vehicle gates at 18 grade crossings and install shrouds on bells at San Dimas Canyon Rd crossing, all on the Foothill Gold Line Phase 2B1 LRT Extension in Cities of Glendora, San Dimas and La Verne, Los Angeles County.
5. TED-318 - Granting Kern County an extension of time request to complete construction of a new grade-separated highway railroad crossing at Atlas St, in the County of Kern.


Proceedings, Resolutions, and G.O.88-B
Applications Closed
July - September 2025
YTD= 55
15
10
5
0
2
3
5
6
2
9
5
12
11
Jan'25
Feb'25
Mar'25
Apr'25
May'25
Jun'25
Jul'25
Aug'25
Sep'25
Oct'25
Nov'25
Dec'25

Rail Transit Safety Branch – RTSB

From July through September 2025, the Rail Transit Safety Branch (RTSB) completed the following:

Major Audits

On April 29, 2024, RTSB initiated its triennial audit of the San Francisco Municipal Transportation Agency (SFMTA or MUNI).

On September 9, 2024, RTSB initiated its triennial safety and security audit of the San Diego Metropolitan Transit System.

On October 7, 2024, RTSB initiated its triennial safety and security audit of the Getty Tram.

On November 12, 2024, RTSB initiated its triennial safety and security audit of the Sacramento County Department of Airports' (SCDOA) Automated People Mover (APM).

On May 19, 2025, RTSB initiated its triennial audit of the Angels Flight funicular.

On August 18, 2025, RTSB initiated its triennial audit of the San Francisco International Airport's AirTrain Automated People Mover.

New Employees

On July 14, Caden Ziegler joined RTSB as a Utilities Engineer.

On August 18, Calvin Choi joined RTSB as a Senior Utilities Engineer (Supervisor).

Administrative Accomplishments

TSOA Meeting:

On July 17, August 21, and September 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.

FTA Triennial Audit of CPUC's State Safety Oversight Program:

On July 21 to 29, the FTA conducted its triennial review of CPUC's State Safety Oversight program. Auditors met in person and virtually with RTSB staff, and with representatives from various rail transit agencies.

FTA Meeting:

On May 19, RTSB management and FTA's Program Manager for CPUC held their quarterly one-on-one meeting.

On July 9 and September 5, RTSB and FTA held their bimonthly progress update meetings on the implementation of CPUC's Risk-Based Inspection program (RBI), as required by FTA Special Directive 22-25.

On August 21, RTSB management participated in the quarterly virtual meeting the FTA holds with all the State Safety Oversight Agencies (SSOAs) throughout the nation.

RCEB-RTSB Coordination Meeting:

On July 17, RTSB and RCEB staff met to review and coordinate action on rail transit crossing accidents.

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

Training:

RTSB staff completed the following training:

Several staff completed the "Cyber Security Training" course offered by CPUC.

In July:

- Sally Nguyen completed the "Advancing Safety Assurance Through Corrective Action Plans" and "SMS [Safety Management Systems] Awareness" courses offered by the U.S. Department of Transportation's Transportation Safety Institute (TSI).
- Caden Ziegler completed the "SMS Awareness" course offered by TSI, the "Defensive Driver" course offered by the California Department of General

Services (DGS), and the "Harassment Prevention – CA Non-Supervisor" training offered by the CPUC.

In August:

- Salvador Herrera completed the "Diversity in Recruiting" training offered by the CPUC.
- Ainsley Kung completed the "Time Management for Managers" training offered by LinkedIn Learning.
- Calvin Choi completed the "SMS Awareness" course offered by TSI.
- Caden Ziegler completed the "Transit System Security" course offered by TSI, and the "Rail Safety" training course offered by the Los Angeles County Metropolitan Transportation Authority (LACMTA).
- Ainsley Kung, Calvin Choi, Madeline Ocampo, Sally Nguyen, Caden Ziegler, Salvador Herrera, James Matus, Nicholas Denny, Mark Soberg, and Shane Roberson completed the "3rd Rail Safety Training" course offered by LACMTA.

In September:

- Bill Lay completed the "Advancing Safety Assurance Through Corrective Action Plans" and "SMS Awareness" courses offered by TSI.
- Clint Olazava-Broadbent completed the "Overseeing the Safety Management Process for SSOAs" course offered by TSI.
- Calvin Choi completed the "Rail Safety" training course offered by the LACMTA and "Roadway Worker Protection" training offered by the North [San Diego] County Transit District (NCTD).
- Calvin Choi, Joey Bigornia, Ariana Merlino, and Richard Fernandez completed the "Roadway Worker Protection" training offered by the San Diego Trolley, Inc (SDTI)
- Caden Ziegler, Nicholas Denny, and Mark Soberg completed the "Fall Protection Awareness" training provided by LACMTA.

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 is being

replaced under contract, and the system is nearing completion. Release 1 was deployed on 8/29/2024, Release was deployed on 1/16/2025, and Release 3 was deployed on 3/14/2025. 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 and have been participating in system testing.

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 preliminary design for Phase 1 – ATS upgrade at OCC; Final Design Review is in progress. Hayward test track installation has been completed. Equipment installation for Phase 2, between Millbrae and Colma Station, is underway between Millbrae and SFO Stations. Initial surveying for Phase 3, between Colma and Wes Oakland Stations, has begun at Balboa Park tunnel entrance.

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 Altom to support Hitachi in the modification efforts.

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 Certification Verification Report (SCVR) on January 7, 2021, and RTSB management approved 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 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. HMC Phase II has completed 100% design and optimization plan has been approved by BART management.

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, for Staff review and approval. Montgomery Station has completed construction, and BART is working with the contractor to validate testing and punch list items. PHA and TVA were completed and reviewed. Construction issue-for-bid contract for East Bay sites was complete and expected to be advertised in Spring 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 estimated

completion year is 2027. 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. No update.

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 241 new cars from the optional contract have been approved.

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 Angels 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. No updates.

Los Angeles County Metropolitan Transportation Authority – LACMTA

P3010 Vehicle Procurement Project:

All 235 new P3010 Light Rail Vehicles (LRV) have been delivered to LACMTA from Kinkisharyo International, the vehicle manufacturer. These vehicles are intended to expand passenger capacity for the recently completed projects (Expo Phase 2 and Foothill Extension Phase 2) and the future Crenshaw/LAX line currently under construction. The P3010s have state-of-the-art technology and upgrades to improve passenger experience. As cars are prepared for service, Staff will recommend official approval to RTSB management after in person review of the Car History Books (testing documentation). All 235 cars have been accepted by LACMTA and approved by RTSB management. RTSB staff sent the final approval letter for the last 2 cars on May 11, 2023. Now that all cars have been approved, a Final Safety Certification Verification Report (SCVR) will have to be resubmitted by LACMTA with a log of all the approved cars. There was a meeting on January 12, 2024, between CPUC and LACMTA to discuss what LACMTA is still tracking internally as well as to discuss the final SCVR package to be submitted to CPUC. On January 19, 2024, the project team informed CPUC that their subject matter experts concluded that the remaining open work orders are not safety critical. CPUC staff replied with a series of questions about inspection frequency and the extent of hazards present, which P3010 staff addressed satisfactorily. Finally, on February 29, 2024, CPUC staff replied stating that there are no

issues and the P3010 project can submit final SCVR documentation for CPUC approval.

The revised SCVR submittal has been delayed due to LACMTA dedicating resources to other concurrent capital projects, namely the K Line, which had its final phased opening June 6, 2025, and the Foothill Extension Phase 2B, which opened September 19, 2025.

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. As of the end of Q2 2025, 8 MPs total have been conditionally accepted by CPUC.

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 in Fall 2025, Section 2 in Summer 2026, and Section 3 in Fall 2027. Travel time between Westwood and downtown L.A. 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. The targeted Revenue Service Date for PLE1 has been delayed to Winter 2025/2026.

In February 2025 a kickoff meeting was held between CPUC and the FTA PMOC to discuss coordination. The PLE1 Project is currently integrating the extension project with the existing Wilshire Western Station. This cutover is expected to be completed in the July/August 2025 timeframe. This cutover was completed in August 2025. Staff observed the systems integration testing for the cutover. Staff are currently working with the PLE1 project to schedule inspections of the alignment.

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 Kiewitt 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.

Crenshaw/LAX Corridor Project:

LACMTA is constructing a new Light Rail Transit (LRT) line through the Crenshaw/LAX Corridor. The Line will travel 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Metro C Line (formerly Green) and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The project consists of Segments A, B1, B2, and C. Now the Airport Metro Connector (AMC) Station is under construction in Segment A; it will connect to the East Intermodal Transportation Facility (EITF) of the future LAX APM. Once in operation, the AMC Station will be known as the LAX/Metro Transit Center Station. To avoid the AMC construction zone but allow revenue service, the Crenshaw/LAX project, now known as the K Line, partially opened to the public on October 7, 2022, from the Expo/Crenshaw Station to Westchester/Veterans Station, with a turnback operation north of the AMC. The rest of the alignment leading south to the future LAX APM, and the existing Metro C Line will open within the next 2 years. Notably, once in final operation, the K Line will operate between Expo/Crenshaw Station and Redondo Beach in a north-south alignment, and the C Line will operate between AMC 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 continue to follow up on the remaining minor open items, which include those from the After-Action Reports on the Full-Scale Exercises and Tabletop Exercises.

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 be approximately 3 miles 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 80% design progress and 5.5% construction progress as of October2025.

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." No updates.

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. The APM project was expected to finish in 2024, but due to a strained relationship with their contractor LAX Integrated Express Solutions (LINXS), the new construction completion date is planned for December 8, 2025, according to an agreement with LINXS and the project is expected to open in January 2026.

July 16, 2025, there was a workshop with LAWA, LINXS, and CPUC staff to discuss open items and safety certification and oversight expectations going forward. On July 31,

2025, CPUC staff attended the LAX APM Tabletop Exercise (TTX). In Q32 2025, Staff have attended various project meetings and field tests involving vehicle movement.

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 cannot 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.

The installation of OCS wire along the Pacific Electric (PE) right-of-way is complete, installation of OCS wire along city streets is on-going. Signal and lighting cut over to new meters and signal controllers along city streets are ongoing. MSF electrical, finishes, and IT work is on-going. All Eight Siemens vehicles have safely been received at Maintenance and Storage Facility (MSF). MSF Systems Integration Testing has

begun. Station benches and railings are being installed, and lighting checks are being performed.

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.

General quality and fitment issues persist on newly delivered vehicles. SRTD has developed mitigation for the ongoing ceiling panel gap issue. The mitigation has been reviewed and accepted by staff and is to be installed as standard practice on all new S700s.

Dos Rios Light Rail Station Project:

Throughout 2024 progress was delayed due to ongoing environmental remediation of the site and the need to secure sources of funding. Full funding for the project has now been secured, and work is underway. A fifteen-day shutdown is planned, starting in the last half of October. A bus-bridge and traffic mitigations are planned, including lane restrictions for vehicle traffic along 12th Street, between Dos Rios Station and Alkali Flat Station. Final testing, including signal preemption at Richards Boulevard, is planned during the end of the first week of November.

Gold Line Double Track Project:

SRTD has completed the construction of two passing tracks between Folsom and Sacramento, to accommodate 15-minute service. SRTD acquired $35M for the project. The project began construction in January 2024, with a shutdown which was originally scheduled to last seven months. Construction was completed by SRTD's contractor in December 2024. However, the configuration at Glenn Drive Crossing was determined to not conform to approved plans. SRTD has reviewed and accepted plans for the relocation of non-conforming structures. Relocation construction was

completed between May 5th – May 20th. SRTD and CPUC personnel held a joint inspection of the crossing on May 23rd. The crossing was found to be complying, and the stop-and-proceed order was lifted.

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.

SRTD has sent the RCEB a proposed design for a crossing. The designed is currently be evaluated by Crossings staff. 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 necessitate the removal and reconstruction of the Green Line tracks and OCS system. A new station will be added at 7th Street and Railyards Boulevard.

Demolition work is underway along North 7th Street between North B Street and F Street, with construction to follow. SRTD Engineering personnel will be performing regular site visits. Encased electrical/optical conduits were found during demolition, which provide service for SRTD as well as the city of Sacramento. The depth of this conduit was not known by the designer when plans were originally drafted and its location conflicts at approximately 6 points where new utilities were planned. As of 8/5/2025, construction is suspended pending designer review and redesign.

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. No update.

San Diego Metropolitan Transit System – SDMTS

SD-10 Vehicle Procurement Project:

San Diego Trolley, Inc. (SDTI) procured 46 Light Rail Vehicles (LRVs) known as SD10 (Car Nos. 5046 to 5092) to replace the current SD-100 models cars which will be retired from revenue service. The procurement process began in September 2020, and the final car was completed and accepted in late-May 2025. Staff participated in the LRV acceptance testing throughout the procurement process.

Staff will work with MTS in their submittal of the Final Safety Certification Verification Report (SCVR) to the Rail Safety Division Director as required by Resolution ST-217 and GO164-F.

Orange Line Improvement Project – Phase 1 and 2:

SDMTS submitted a draft Safety Certification Plan in January 2025 for Commission Review and Approval as required by General Order 164-F. The scope of the Orange Line Improvements – is split into two 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 project 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 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 four distinct segments along the 6-mile alignment. SDMTS expects to begin construction by Late Fall 2025. Resolution ST-255 is scheduled for approval on the October 9, 2025, Commission Meeting.

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. CPUC Staff received a copy of SSCP version 1 dated February 29, 2024. Staff reviewed the SSCP using CPUC checklist as a guideline and responded back to the project team member regarding deficiencies noted in the SSCP.

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 CY 2025. 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.

Potential of Tunnel and Trackwork Construction Package 2 (CP2) off-ramp requiring new procurement with insufficient bidding competition with impacts on CP2 contract scope, increased interface risk, design completion delays, construction escalation costs, etc.

With KST off-ramp and the pending reconfiguration of the project, the VTA is not considering the immediate stoppage of the construction of the TBM shaft that is directly related to the current tunnel configuration.

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 meeting is 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. No update.

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.

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 2025, RTSB staff sent three letters to authorize SFMTA to add LRV4 cars (2157, 2172, 2175, 2176, 2177, 2177, 2179, 2180, 2185, 2186, 2187) into revenue service upon receipt of the letter. Currently, SFMTA has 1871 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 a 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.

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	July-Sept 2025	YTD 2025
Accidents Reported	88	**297**
Complaints Investigated	0	**0**
Rail Transit Inspections	46	**141**
Corrective Action Plans	**July-Sept 2025**	**YTD 2025**
New Corrective Action Plans	87	**253**
From Triennial Review	0	**1**
From Incidents	33	**100**
From Internal Safety/Security Audits	7	**7**
From Rail Transit Inspections	46	**141**
From Hazard Management	1	**4**
Closed Corrective Action Plans	76	**254**
From Triennial Review	0	**2**
From Incidents	22	**109**
From Internal Safety/Security Audits	14	**14**
From Rail Transit Inspections	39	**125**
From Hazard Management	1	**4**

Data collected from RSSIMS