

2025



ANNUAL SAFETY STATUS REPORT

Rail Safety Oversight of Chicago Transit Authority

Prepared by

Illinois Department of Transportation
Office of Intermodal Project Implementation
State Safety Oversight Program
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Issue Date

March 15, 2026



Illinois Department
of Transportation



Illinois Department of Transportation

Office of Intermodal Project Implementation
69 West Washington Street / Suite 2100 / Chicago, Illinois 60602

March 15, 2026

Honorable J.B. Pritzker
Governor, State of Illinois
207 State House
Springfield, Illinois 62708

Subject: 2025 Safety Status Report for the State Safety Oversight Program

Dear Governor Pritzker:

Please accept this letter as the formal transmittal of the 2025 Safety Status Report on behalf of the Illinois Department of Transportation (IDOT), the designated State Safety Oversight Agency (SSOA) for the State of Illinois. The report is being submitted in accordance with 49 CFR Part 674.13(a)(7) which states “*At least once a year, the SSOA reports the status of the safety of each rail fixed guideway public transportation system to the Governor, the Federal Transit Administration (FTA), and the board of directors, or equivalent entity, of the rail fixed guideway public transportation system.*” The rail fixed guideway public transportation system subject to oversight solely by IDOT and the focus of this annual report (**Attachment 1**) is the Chicago Transit Authority (CTA).

IDOT shares responsibility with the Missouri Department of Transportation, as the Bi-State State Safety Oversight (BSSO) agency to provide state safety oversight to the MetroLink rail system which operates within both the State of Illinois and the State of Missouri. Our approach to comply with the 2025 BSSO Annual Safety Status Reporting is described in **Attachment 2**.

IDOT commends CTA for their commitment to fulfilling safety and security program requirements throughout 2025, including the implementation of its Public Transportation Agency Safety Plan for its rail system as required by our Program Standards Manual and the federal safety rules.

Sincerely,

A handwritten signature in cursive script that reads "Jason Osborn".

Jason Osborn, AICP, Director
Office of Intermodal Project Implementation

cc: **Illinois Department of Transportation**
Gia Biagi, Secretary of Transportation
Jeremy LaMarche, Deputy Secretary
Terry Glavin, Deputy Secretary
Jocelyn Johnson, Deputy Director, Safety and Research
Bryant Phillips, CTA Safety Program Manager

ATTACHMENT 1

2025 ANNUAL SAFETY STATUS REPORT

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1.0 ABOUT STATE SAFETY OVERSIGHT

Under the United States Department of Transportation, the Federal Transit Administration (FTA) has established the federal safety requirements for all rail fixed guideway public transportation systems in the United States, including the State of Illinois. These regulations, directives, and other policy and guidance documents collectively represent the safety requirements that a rail transit agency subject to oversight must develop and implement.

The Illinois Department of Transportation (IDOT) was designated to be the State Safety Oversight Agency (SSOA) for all Illinois rail fixed guideway systems in 2014. Subsequently, in mid-2016, IDOT assumed all oversight responsibilities from the Regional Transit Authority with respect to the Chicago Transit Authority (CTA). In addition, IDOT also shares oversight with the Missouri Department of Transportation (MoDOT) over the MetroLink light rail system managed by Bi-State Development (BSD) in the St. Louis, Missouri area, this safety oversight program is collectively called the Bi-State Safety Oversight (BSSO) program.

As specified in 49 CFR Part 674, IDOT has the primary responsibility for the development of a Program Standards Manual (PSM), which is a written document that describes the policies, objectives, requirements, responsibilities, procedures, tasks, schedules, and activities used to provide oversight to the rail transit agency. This PSM governs Illinois-specific rail agencies, specifically the CTA and any that may be developed in the future. IDOT, in its administration of the BSSO program, collaborates on a separate PSM specific to oversight of the MetroLink system.

The effective implementation of safety and security practices by the rail transit agency is essential to compliance with all local, state, and federal laws. As such, the oversight activities of IDOT address all phases of safety and security including rail capital project design, engineering, construction, and testing as well as the operations and maintenance of the rail transit agency's systems, facilities, and equipment.

Through effective oversight, transparent reporting, and management accountability, IDOT seeks to identify and mitigate safety risks and realize a safe and connected transportation system for the passengers and employees of CTA, MetroLink, and the citizens of the State of Illinois.

2.0 ANNUAL SAFETY STATUS REPORT

The Office of Intermodal Project Implementation (OIPI) is responsible for the development and implementation of the State Safety Oversight (SSO) Program on behalf of IDOT. Within OIPI is the SSO section that is 100% focused on oversight.

A core responsibility of this office is to prepare the Annual Safety Status Report (annual status report). This annual status report is one of many State strategic goals and objectives that align with federal laws and mandates designed to guide national efforts to manage safety risks and hazards within our nation's public transportation systems.

As part of the federal requirements established under 49 CFR Part 674, this annual status report is a safety and security progress update to the FTA, Governor Pritzker, and the Board of Directors for CTA, the rail transit agency subject to oversight by IDOT. This annual status report reflects on IDOT's major oversight activities and significant developments within the public transportation industry impacting IDOT that took place in the calendar year 2025.

3.0 MANAGEMENT CAPACITY AND CAPABILITIES

In 2025, to sustain the depth and breadth of the Department's management and technical expertise for the oversight of rail system safety, OIPI added nine (9) new staff, extended its technical support services, and implemented new procedures and standards to transform its policy and program management framework to guide the growth and development of its SSO program.

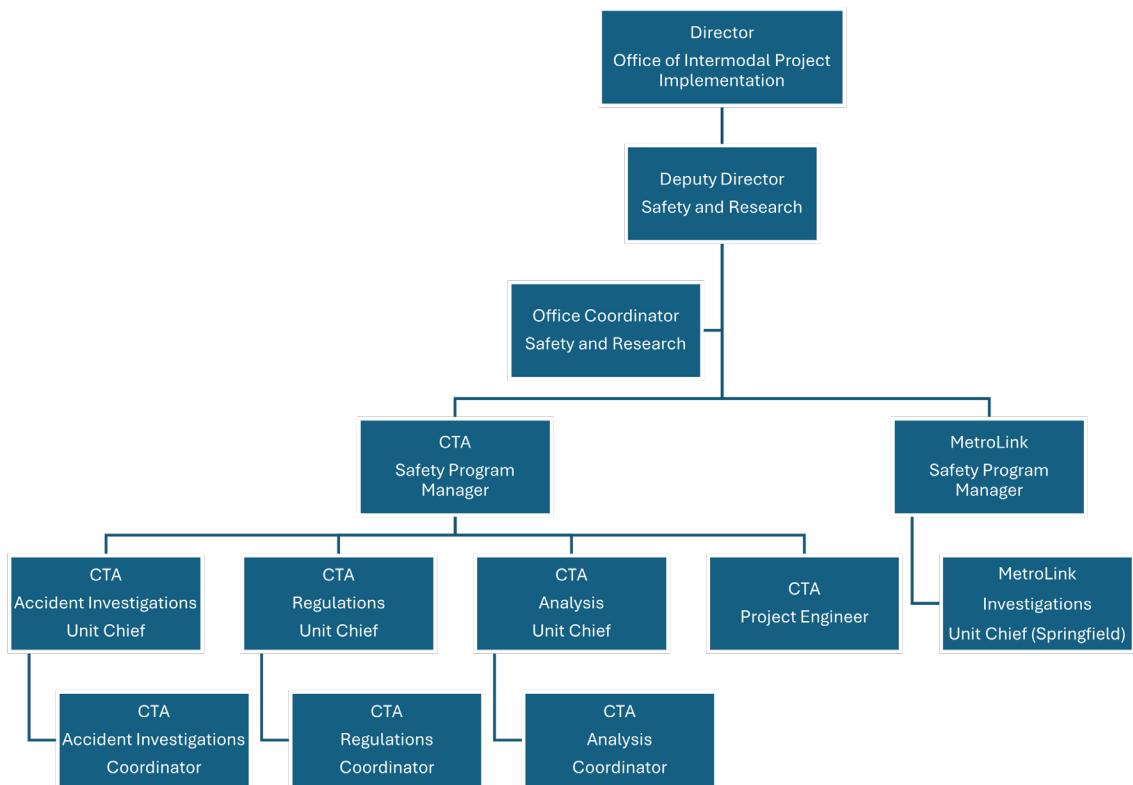
Additionally, in response to the FTA Special Directive 23-1, issued October 2023, IDOT spent the year working with FTA to develop an expanded organizational chart and job descriptions to increase the capacity of the SSO

program. As a result of this process, by the end of 2025 IDOT was on track to fulfill staffing requirements by early 2026. To do so, IDOT expanded the organizational chart for the OIPI by creating new positions and reclassifying existing positions, to align to its updated workload assessment and organizational structure:

1. Deputy Director of Safety and Research
2. CTA Accident Investigations Coordinator
3. CTA Project Engineer
4. CTA Regulations Coordinator
5. CTA Analysis Unit Chief
6. CTA Analysis Coordinator
7. Safety and Research Office Coordinator
8. MetroLink Safety Program Manager
9. MetroLink Investigations Unit Chief

As of January 22, 2026, IDOT filled all of the listed positions, fulfilling its staffing requirements for this FTA special directive.

Figure 3.1
IDOT State Safety Oversight Program



4.0 KEY PERFORMANCE INDICATORS AND TRENDS

In April 2024, the FTA published an update to the National Public Transportation Safety Plan. This federal update expanded the safety performance measures from 7 to 14. In December 2025, IDOT hosted its last quarterly meeting with CTA to discuss and review its progress towards achieving its performance goals. These performance measures and performance targets are summarized below:

Table 4.1 CTA Rail Safety Key Performance Measures and Targets 2025			
Performance Measure*	Performance Target	Actual Performance	On Target
Major Events	< 240	192	YES
Major Event Rate	< 3.626	2.832	YES
Collisions	< 22	18	YES
Collision Rate	< 0.276	0.265	YES
Pedestrian Collision Rate	< 0.231	0.251	NO
Vehicular Collision Rate	< 0.045	0	YES
Fatalities	< 9	23	NO
Fatality Rate	< 0.141	0.339	NO
Transit Worker Fatality Rate	< 0.005	0	YES
Injuries	< 568	425	YES
Injury Rate	< 8.583	6.268	YES
Transit Worker Injury Rate	< 0.179	1.917	NO
Assaults on Transit Workers	< 276	237	YES
Rate of Assaults on Transit Workers	< 4.213	3.495	YES
System Reliability	>117,150	137,255	YES

Source: IDOT / CTA Key Performance Indicator Quarter Meeting, December 2025

** Rates calculated per one (1) million Vehicle Revenue Miles*

Overall, the CTA showed strong performance across most key indicators, exceeding expectations in major safety events, collision prevention, system reliability, and assaults on transit workers. Collision-related outcomes were particularly strong, with most measures outperforming established targets and only minor areas of concern. Injury results were mixed, reflecting overall improvement for the system while highlighting challenges related to transit worker safety. Although fatality outcomes did not meet targets, the agency successfully maintained zero transit worker fatalities. Taken together, the results indicate solid operational and safety performance, with a few critical areas identified for continued focus and improvement. Some of the highlights of CTA's performance outcomes over 2025 included the following:

- CTA surpassed performance targets, coming in well below thresholds with 192 major events versus a target of fewer than 240, and an event rate of 2.832 compared to the 3.626 benchmark.
- CTA largely outperformed collision-related performance targets. Total collisions (18 vs. a target of 22) and overall collision rate (0.265 vs. 0.276) both exceeded expectations, while the vehicular collision rate remained at zero, significantly below the target of less than 0.045. The pedestrian collision rate narrowly missed the target, recording 0.251 compared to the threshold of less than 0.231.
- While CTA missed performance targets for total fatalities (23 versus a target of 9) and fatality rate (0.339 versus 0.141), it met the target for transit worker fatalities, maintaining a rate of zero compared to the threshold of 0.005. Additionally, IDOT is aware through its regular discussions with CTA that the totality of the fatalities is attributed to imprudent customer actions/trespassers as the majority of these events, followed by suicides and homicides.
- Injury-related performance was mixed. Total injuries (425 versus a target of fewer than 568) and overall injury rate (6.268 versus less than 8.583) outperformed targets, while the transit worker injury rate exceeded the target, coming in at 1.917 compared to the goal of less than 0.179.
- Performance related to assaults on transit workers met established targets, with 237 incidents versus a threshold of fewer than 276 and an assault rate of 3.495 compared to the benchmark of less than 4.213.
- System reliability performance surpassed the established goal, with the CTA recording 137,255 against a target of 117,150.

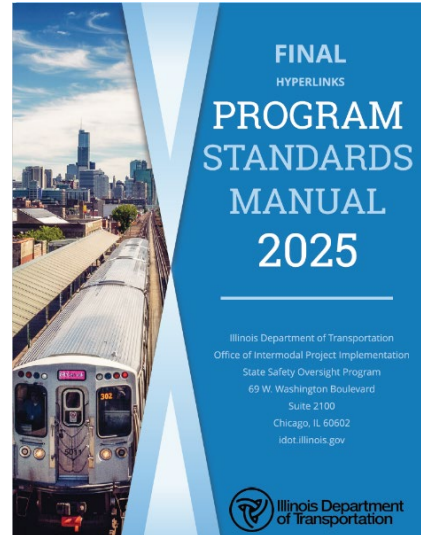
5.0 PROGRAM STANDARDS MANUAL

Program Standards Manual

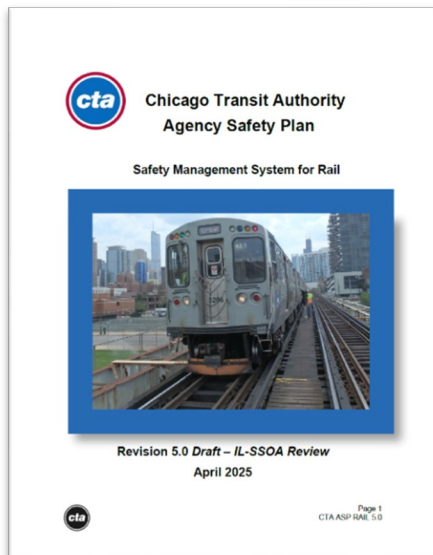
In 2024, FTA published updates to the following federal safety rules. IDOT made ongoing changes to the PSM to align its oversight program to these updated rules, and published its updated Program Standards Manual, Revision 8, on May 23, 2025, incorporating all changes:

- 49 CFR Part 670, Public Transportation Safety Program via the updated National Public Transportation Safety Plan;
- 49 CFR Part 671, Rail Transit Roadway Worker Protection;
- 49 CFR Part 672, Public Transportation Safety Certification Training Program;
- 49 CFR Part 673, Public Transportation Agency Safety Plans; and
- 49 CFR Part 674, State Safety Oversight.

IDOT is pleased to report that after a full year of implementation of its improved, more efficient oversight tools, such as the Annual Plan Review Checklists, Event Investigation Final Report Review Checklist, and Monthly Tracking Log Review Checklist, IDOT has made great strides in the evolution of its oversight program. For example, IDOT significantly reduced the time necessary to review and approve CTA's safety documentation. IDOT has also observed more substantive and compliant reporting by CTA. Additionally, IDOT strengthened its communications and coordination with CTA regarding the facts, conclusions, and strategies for improvement for a wide range of requirements because of its updated oversight framework and tools defined within the PSM.



Annual Plan Reviews



Annually, CTA is required to review and update, if necessary, its safety and security governance plans and submit them to IDOT for review and approval. These plans include the Public Transportation Agency Safety Plan (PTASP), Security and Emergency Preparedness Plan (SEPP), Internal Audit Program Plan (IAPP), Safety Risk Management Plan (SRMP), Event Investigation Procedures (EIP) Manual, and the Corrective Action Plan Program (CAPP). On April 1, 2025, as required by the IDOT PSM, CTA submitted these required safety and security plans for IDOT review.

Significant revisions to these CTA plans included updates to the leadership structure at the President and the Chief Safety and Security Officer level; expanding the key performance measures to the 14 FTA-required measures from the National Public Transportation Safety Plan; incorporating by reference CTA's Roadway Worker Protection (RWP) Manual, which contains the agency's official policies and procedures for rail transit workers on or near the roadway; and adding new responsibilities for establishing safety performance targets, monitoring safety risk

mitigations, and identifying deficiencies tied to unmet Safety Risk Reduction Program targets for the Joint Labor and Safety Committee.

In June 2025, IDOT completed its review and approval of these CTA safety and security plans.

6.0 SAFETY RISK MANAGEMENT PROCESS

On February 14, 2025, IDOT issued a Letter of Enhanced Oversight to CTA requiring corrective actions to strengthen implementation of its Safety Management System (SMS), particularly the consistency of safety risk management practices across departments. CTA successfully completed reporting requirements during 2025, enabling IDOT to evaluate Performance Management sessions through an SMS framework.

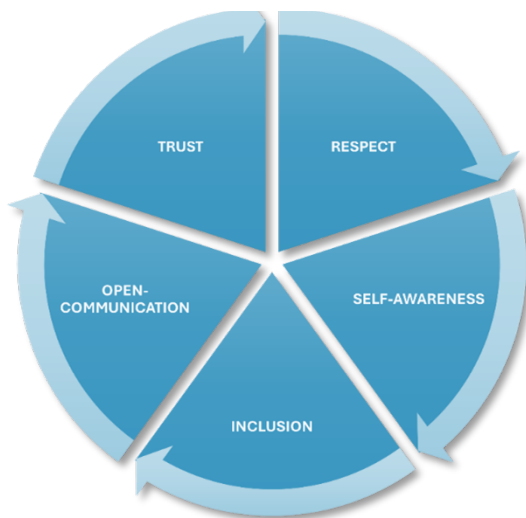
IDOT's subsequent technical assessment found that CTA demonstrates progress in integrating safety processes but still shows gaps between current practices and a fully mature SMS. Consistent with guidance from FTA, a mature SMS requires agencies to clearly identify top safety risks, understand their causes, implement mitigations, and verify their effectiveness.

IDOT's assessment concluded that CTA must develop a formal action plan to close seven (7) gaps in the implementation of CTA's SMS as depicted in Figure 6.1. This action plan will also support resolution of findings from prior state and federal triennial audits. The required actions related to Safety Risk Management (SRM) issued by IDOT and FTA are as follows:

- Ensure the safety risk management process is implemented at the local level, including safety risk assessment and tracking.
- Provide documented evidence of the implementation of the SRM process when a safety trend analysis identifies a safety concern as specified in the SRMP.
- Ensure hazards are identified, tracked, and assessed through the SRM process.

By completing this technical assessment, IDOT demonstrated its authority to inspect records, personnel, and data, including the data that the CTA collects when identifying and evaluating safety risks. Equally important, IDOT's technical assessment upheld FTA guidance that defines safety culture as "the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands."

Figure 6.1, FTA Safety Culture Diagram



An effective safety culture involves confidence that open dialogue and discussion to identify and mitigate safety issues will not be met with punitive or negative actions. This is a reason that management responsibilities in CTA's ASP and SRMP include "fostering a work environment that communicates hazards, safety concerns, and safety risks." This environment of inclusion, open communication, and trust cannot be created if certain parties are excluded from the dialogue and decision-making process. There must be a mutual understanding of each department's role in the overall SMS and mutual commitment to supporting each other in the fulfillment of these responsibilities. In other words, the organizational responsibility for safety cannot be constrained within the confines of a single department nor offloaded solely to CTA Safety Department, but must be a shared responsibility that permeates the entirety of the agency.

Recent assessments by IDOT and FTA highlighted opportunities to enhance documentation and tracking of locally identified hazards, ensuring that all mitigation actions are visible system-wide. CTA has responded by standardizing processes, piloting improvements, and implementing SMS to support consistent hazard logging and trend analysis. Performance Management sessions across Rail Operations, Rail Maintenance, and Rail Station Management demonstrated active risk mitigation efforts, including targeted safety blitzes, retraining, inspections, and employee engagement initiatives. Trends such as operating rule violations, equipment defects, and workplace assaults are monitored and addressed through structured follow-up actions, showing measurable improvement over 2025. These efforts reflect CTA's commitment to continuous improvement, ensuring that safety practices remain robust, transparent, and fully aligned with a mature SMS, further strengthening confidence in the safety of the transit system.

Figure 6.2
CTA, Safety Management System, 7 Gaps for Improvement

CTA Safety Management System 7 Gaps for Improvement



GAP.SMP.1, Requirements for Performance Management Sessions Have Not Been Established

CTA has not yet fully demonstrated documented requirements for its Performance Management sessions, but is taking steps to formalize purpose, responsibilities, and participation to strengthen oversight and its overall safety practices.



GAP.SMP.2, Resistance to Transparent and Inclusive Safety Culture

CTA has not yet fully demonstrated a transparent and inclusive safety culture, but is taking steps to engage executive leadership and reinforce accountability, transparency, and Safety Management System practices across the agency.



GAP.SRM.3, Trend Analysis Not Initiating Safety Hazard Identification

CTA has not yet fully implemented hazard identification when trend analyses indicate safety concerns, but is taking steps to ensure departments prioritize hazards from Performance Management sessions and use tools like the Safety Assessment Workbook to strengthen documentation and oversight.



GAP.SRM.4, Safety Risk Assessments Not Completed

CTA has not yet fully demonstrated implementation of risk assessments for identified hazards, but is taking steps to prioritize hazards from Performance Management sessions and use the Safety Risk Assessment Workbook to strengthen risk assessment and documentation across departments.



GAP.SRM.5, Lack of Documentation for Safety Risk Mitigations

CTA has not yet fully demonstrated documentation of hazard mitigations, but is taking steps to prioritize and record mitigations from Performance Management sessions and use the Safety Assessment Workbook to strengthen mitigation tracking across departments.



GAP.SRM.6, Lack of Local Hazard Tracking Logs

CTA has not yet fully demonstrated tracking of hazards on local hazard tracking logs, but is taking steps to prioritize documenting hazards from Performance Management sessions and establish consistent local hazard tracking using the Safety Assessment Workbook across departments.



GAP.SA.7, Lack of Mitigation Monitoring Plans

CTA has not yet fully demonstrated the use of documented Mitigation Monitoring Plans, but is taking steps to prioritize reviewing hazards from Performance Management sessions and use the Safety Assessment Workbook to ensure mitigations are properly monitored and effective across departments.

7.0 SAFETY EVENT INVESTIGATIONS

IDOT has defined the requirements for safety event notification, methods of notification, and the nature of the investigation information that CTA must submit to IDOT for review and approval. To effectively oversee CTA’s internal safety investigation process, IDOT monitors safety events by type, by location, by rail line as well as tracking the number of injuries and fatalities, and the number of probable causes included within the final reports adopted by IDOT. Figures 7.1 through 7.4 depict this information for 2025:

Figure 7.1

In 2025, the most frequently occurring safety event type at CTA was derailment.

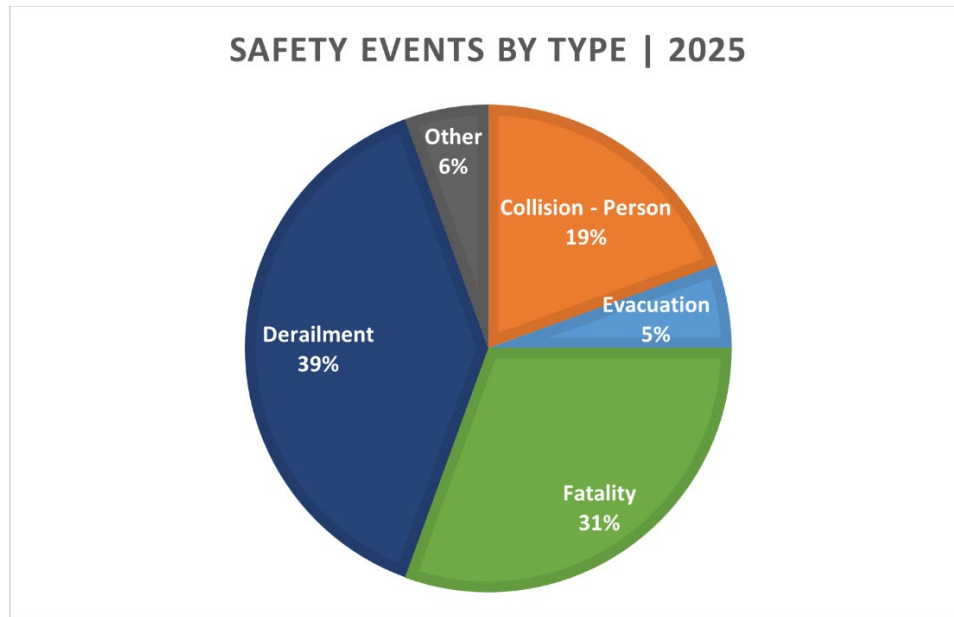


Figure 7.2

Safety events most frequently occurred on the Blue Line and Red Line in 2025.

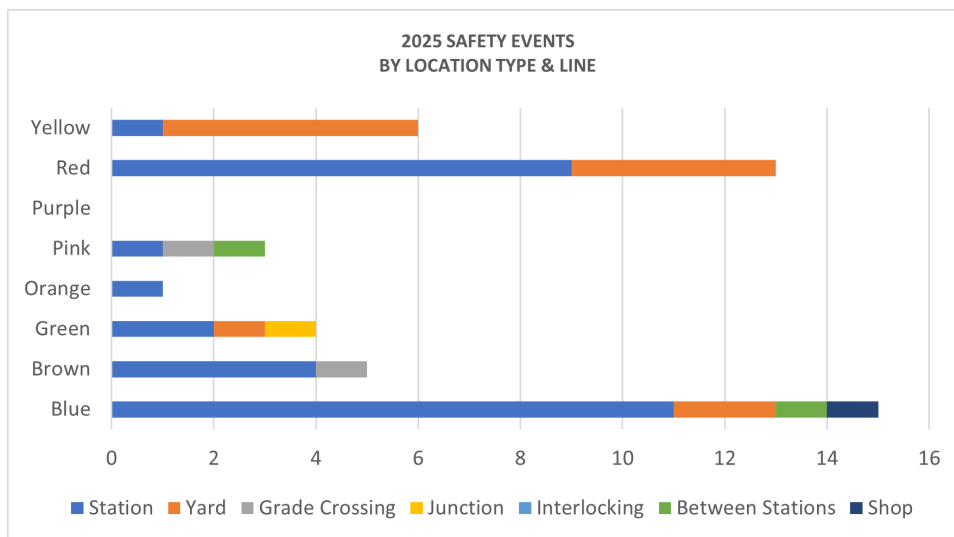


Figure 7.3

Employee injuries were the most frequently reported type of injury on the CTA rail system in 2025 because operator stress was reported as an injury. Conversely, passenger fatalities, which include trespassers, accounted for the majority of fatalities on the CTA rail system.

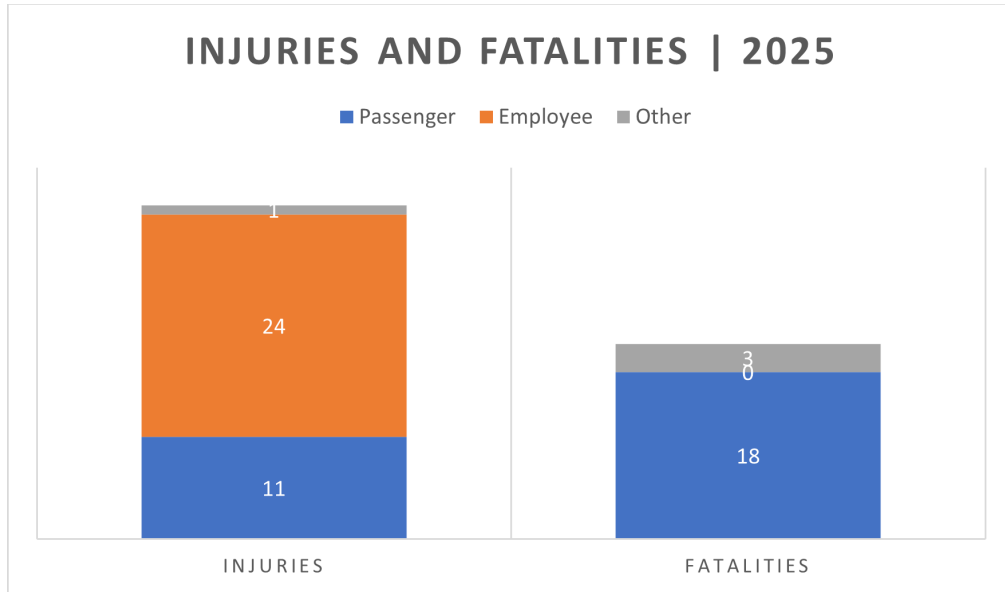


Figure 7.4

Most frequently, CTA safety event investigation final reports determine that trespassers are the probable cause for the safety events occurring on the rail system. Operating Rule Violation / Human Factor is the second most frequent probable cause of safety events, followed by Slips and Falls. In 2025, these three probable causes alone represent nearly 80% of all probable causes of safety events on the CTA rail system.



8.0 CORRECTIVE ACTION PLANS

When CTA must develop and carry out a corrective action plan (CAP) to address a finding, risk, or other safety concern, IDOT must review and approve the CAP before CTA carries out the plan. IDOT is also responsible for tracking and verifying CTA’s compliance with the CAP. To that end, IDOT has established a few key

performance measures to assess both IDOT and CTA’s effectiveness in CAP management. The following charts provide the details for CAP sources, CAP closures, and the timing to close CAPs during calendar year 2025.

Figure 8.1

IDOT’s three-year audit of CTA’s Agency Safety Plan generated the majority of the sources of CAPs, followed by internal audit, and accident investigation.

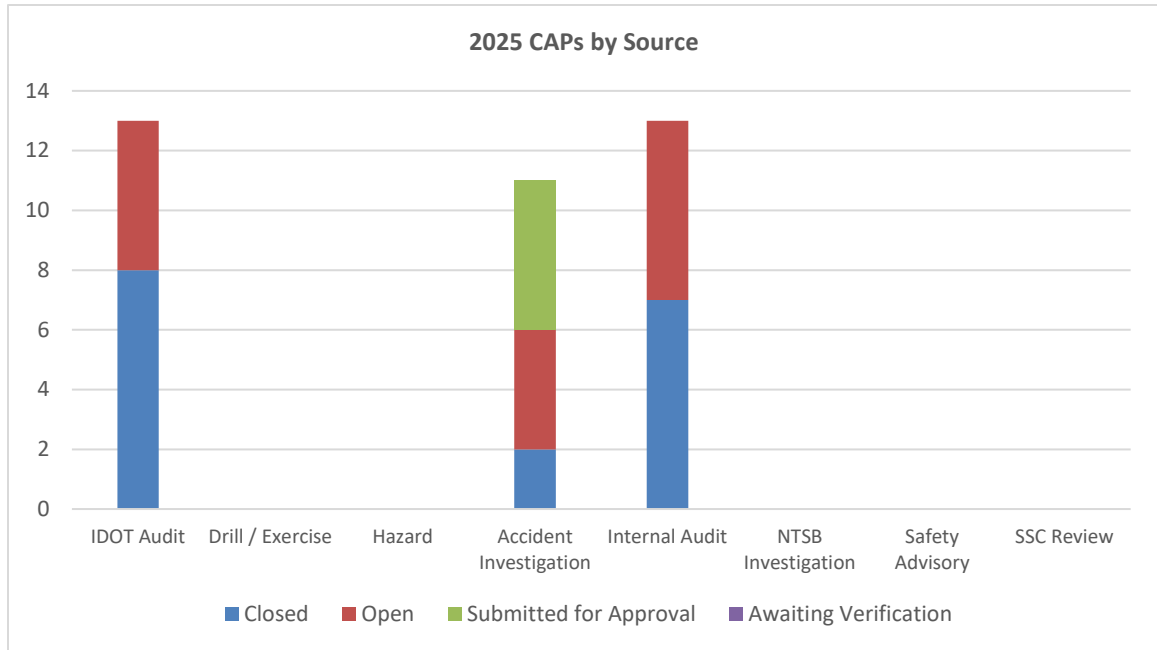


Figure 8.2

The fourth quarter of 2025 represented the greatest number of CAPs closed by CTA across several departments including Safety, Security, Technology Engineering, Infrastructure Maintenance, and Infrastructure Engineering.

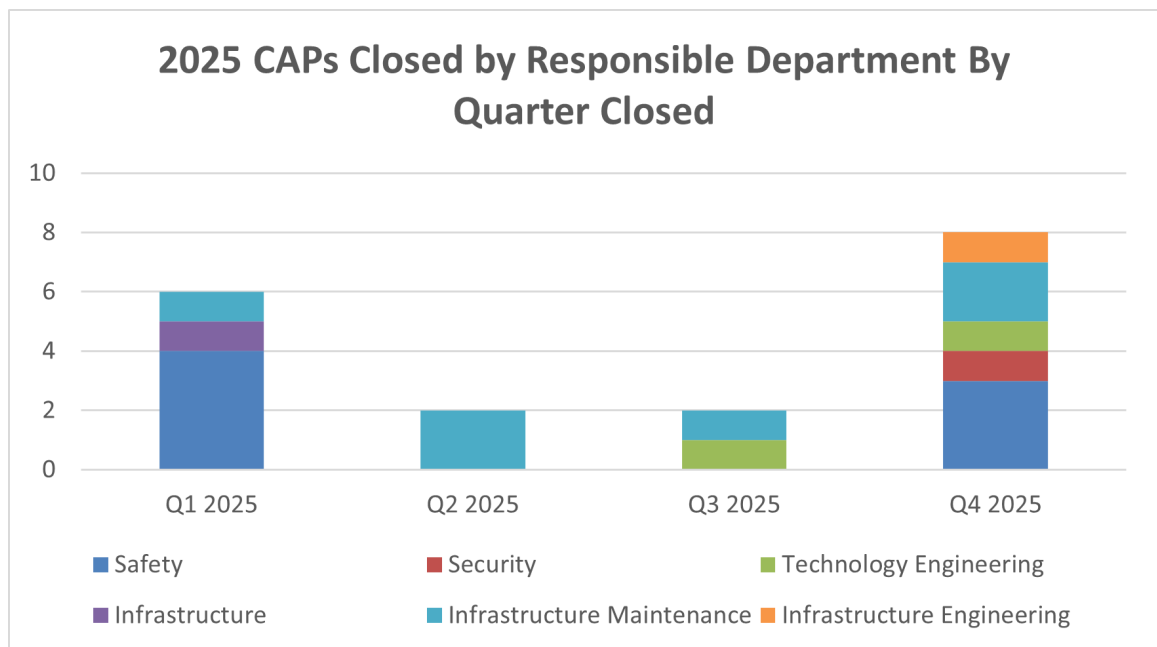


Figure 8.3

Since 2022, IDOT has observed a steady decrease in the average time between the date CTA submits a CAP for closure to IDOT and the actual closure date. In 2025, this timing was less than 30 days. IDOT attributes this positive performance to its CAP management controls established in its updated Program Standards Manual.

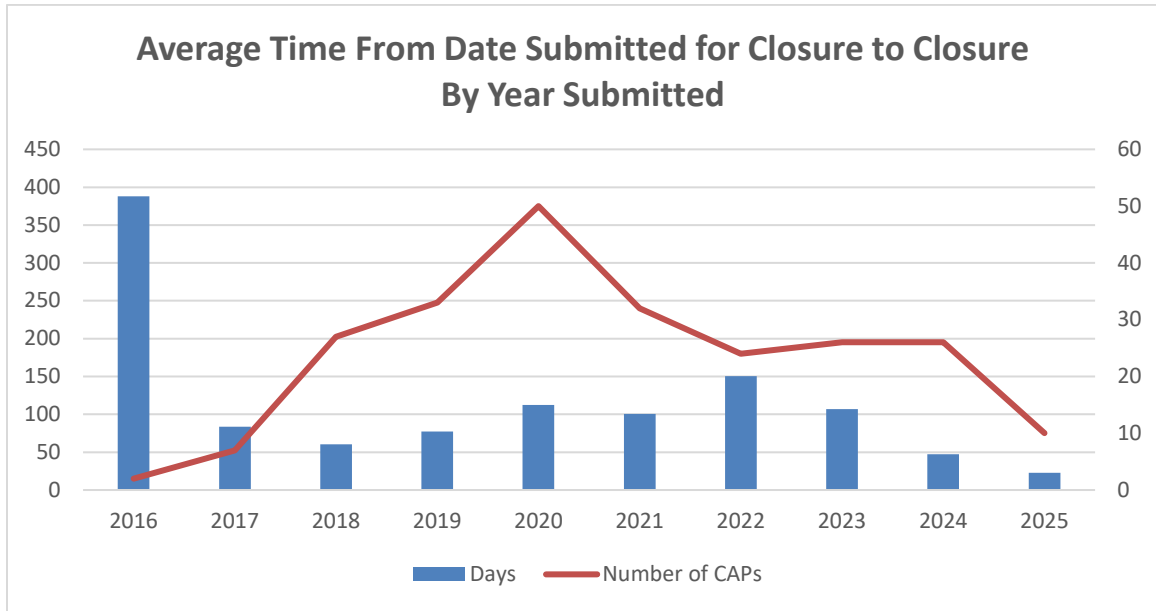
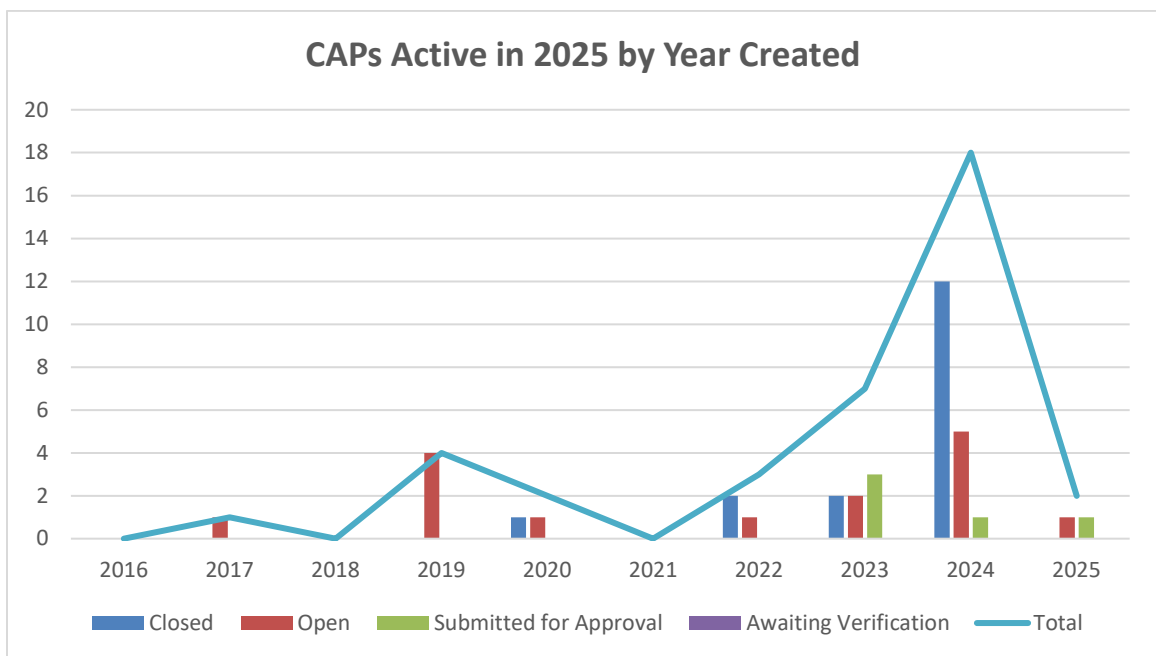


Figure 8.4

IDOT considered 2025 a transitional year, as there was no scheduled audit of CTA by IDOT, CTA's internal audit reports and safety event investigations were in progress, IDOT's Risk Based Inspection and CTA's Roadway Worker Protection programs were still in development. As such, for this reporting period, one new CAP was created and one CAP was submitted for approval.



9.0 COMPREHENSIVE AUDIT OF THE CTA AGENCY SAFETY PLAN

In 2023, IDOT conducted its Three-Year Safety and Security Audit of CTA as required by the PSM, Section 7, IDOT Safety and Security Audits. The purpose of the audit was to determine the extent to which CTA is meeting the requirements of the PSM, its PTASP, and the federal public transportation safety law and rules applicable to rail transit. On June 10, 2024, IDOT issued its final audit report which identified 21 findings resulting in 17 new corrective action plans (CAPs). The status of the audit CAPs is shown in Table 9.1. As of the date of this annual status report, only three (3) CAPs remain open. The next Three-Year Safety and Security Audit is scheduled for August 2026.

Table 9.1 Three Year Audit CAP Status		
CAP ID	CAP Title	CAP Status
Security and Emergency Preparedness		
202406-TA-01	SEPP Organizational Chart Updates	Closed
202406-TA-02	Security Risk Assessments	Closed
202406-TA-03	Security Investigator Training	Closed
202406-TA-04	Station Inspection Defects	Closed
Safety Risk Management		
202406-TA-05	Safety Risk Management at the Local Level	Open
202406-TA-06	Unacceptable Hazard Notification	Closed
202406-TA-07	Safety Risk Management Plan Exceptions	Closed
202406-TA-08	Safety Risk Acceptance Matrix	Closed
Safety Data Acquisition and Analysis		
202406-TA-09	Monitoring of Internal Safety Data and Reporting	Closed
Safety and Security Certification		
202406-TA-10	Safety and Security Certification Thresholds	Open
202406-TA-11	Integrated Safety and Security Certification Process	Open
202406-TA-12	Design Variance – Safety Involvement	Closed
202406-TA-13	Design Variance – Management of Change	Closed
Training and Certification		
202406-TA-14	Acetylene Cutting and Burning	Closed
202406-TA-15	Track Maintenance Theory	Closed
202406-TA-16	External Training	Closed
202406-TA-17	Signal and Traction Power Refresher Training	Closed
Total CAPs		17
Total Open		3
Total Closed		14
% Complete		82%

Of the CAPs closed in 2025, the following three examples demonstrate the effectiveness of IDOT’s oversight program and CTA’s commitment to continuous improvement and effective management of change:

- In response to the corrective action that required CTA to revise its SRMP to clarify the process for unacceptable hazard notification, CTA submitted an updated plan. The updated plan described the IDOT notification and reporting requirements for an unacceptable safety risk. In this case, CTA will send written email notification to the IDOT Section Manager within 24 hours, or by 5 p.m. of the next regular working day, and CTA will prepare an Analysis of Unacceptable Hazards Report which will include transmittal of an initial report, status reports, and a final report. IDOT was satisfied that these improvements would strengthen CTA’s technical capacity to report and assess safety risks.
- In response to the corrective action that required CTA to implement its procedure for monitoring and reporting internal safety data, CTA worked closely with IDOT over the course of several months to develop data sharing procedures to meet the requirements of IDOT’s Risk Based Inspection (RBI) program. In doing so, CTA advanced the tenets of its ASP and effectively coordinated with each department to establish and refine methods to monitor safety performance through data systems and

performance reports. IDOT was satisfied that through this action, CTA is able to better quantify safety performance by the department; contextualize safety performance over time; provide management insight into both the sufficiency of departmental procedures and compliance with those procedures; use data analysis as a guide for additional mitigation of safety risks, improvement of safety outcomes and safety performance reporting; and share information with CTA Safety and other business units.

- In response to the corrective action that required CTA to ensure that CTA Safety is consistently involved in the design variance process, especially those variances that may have a safety impact, CTA updated its quality procedure. Within the procedure, CTA established a new requirement that specified that a CTA Safety recommendation is required for variances that concern hazards with a severity rating of catastrophic or critical. In fact, the updated procedure explicitly requires the Designer of Record to evaluate if the variance affects a potential safety risk identified for a given project and directs the Project Manager to forward the design variance to CTA Safety for review and concurrence. IDOT was satisfied that this action appropriately integrated CTA Safety into the agency's engineering, management of change, and safety and security certification processes.

Figure 9.1
CTA, Engineering Design Criteria Variance Process



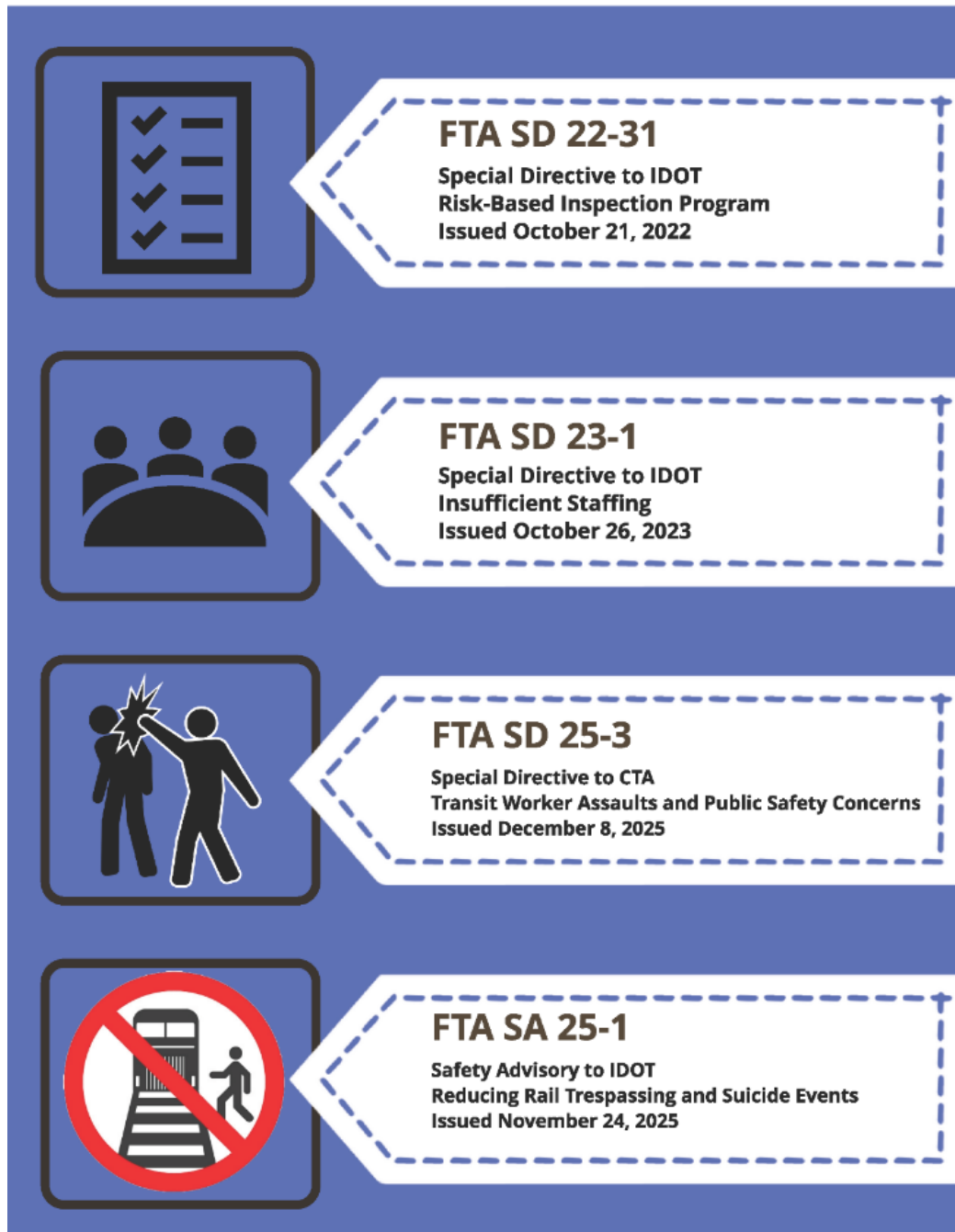
In 2025, to address IDOT findings related to CTA's Safety Assurance program, CTA updated its engineering procedures and practices to ensure design variances with potential safety impacts obtain review and concurrence by CTA Safety Compliance and Oversight.

Figure 10.1
FTA Directives and Advisories



Federal Transit
Administration

Federal Directives and Advisories



10.0 FTA DIRECTIVES AND ADVISORIES

FTA Special Directives

FTA Special Directive 22-31: Risk-Based Inspection Program: In 2025, IDOT continued to revise its workload assessment and technical training plan to satisfy the requirements of Category 6 of the RBI special directive. As of the date of this report, IDOT is awaiting FTA approval of its RBI development plan.

FTA Special Directive 23-1: On October 25, 2023, the FTA issued Special Directive 23-1 which requires IDOT to take action to maintain appropriate program staffing levels commensurate with the number, size, and complexity of CTA, the rail fixed guideway public transportation system that IDOT oversees in the State of Illinois. FTA identified four required actions, including IDOT submitting an updated staffing plan. The required actions are listed below:

- ***Required Action 1.*** IDOT must submit an updated staffing plan and schedule detailing immediate actions for addressing SSO Program vacancies and training deficiencies within 30 days of issuance of the Special Directive.
- ***Required Action 2.*** IDOT must match its resources to those identified in its updated workload assessment.
- ***Required Action 3.*** IDOT must update its Technical Training Plan (TTP) and must include a plan for training existing and new personnel and/or contractor resources upon hiring within 30 days of issuance of the Special Directive.
- ***Required Action 4.*** IDOT must conduct an assessment to identify the skills and competencies required for the SSO Program and develop a process for evaluating prospective personnel. IDOT must ensure that new and existing staff have the required skill and competencies to effectively support SSO activities.

Since 2023, IDOT has made progress toward closing the required actions identified by FTA.

On July 8, 2025, FTA issued a letter to IDOT closing out Required Actions 1 and 2. To address these required actions, IDOT submitted an updated staffing plan, organization chart, schedule, workload assessment, and weekly staffing reports demonstrating its progress towards reaching and maintaining 14.1 or greater full-time equivalents (FTEs) dedicated to its oversight of CTA. FTA carefully evaluated IDOT's documentation and discussed status with IDOT during the bi-weekly Special Directive meetings held between November 2023 and May 2025. As a result of these collaborative efforts, FTA closed Required Actions 1 and 2 after IDOT satisfied the requirements.

On November 7, 2025, following a series of meetings with FTA on the development of the training program, IDOT updated its TTP and created a supplemental Competency Development Plan (CDP) process. As such, IDOT is requesting closure of this CAP. To support closure, IDOT has submitted the following documents to FTA:

- Technical Training Plan;
- Competency Development Plan Master Template;
- Program Standards Manual, Revision 8 – Organizational Chart, Section 12.3;
- Office Coordinator Job Description;
- Public Transportation Safety Certification Training Program (PTSCPT) Certificate: Director;
- PTSCPT Certificate: Program Section Manager (now MetroLink Safety Program Manager); and
- PTSCPT Certificate: Safety Regulations Manager (now CTA Safety Program Manager).

In addition, IDOT has updated its TTP, at the request of FTA, to enhance competency management for both staff and contractors. Key updates included:

- Completing a list of all required and optional competencies for staff positions.
- Evaluates staff members' fulfillment of required competencies, with a focus on planning capabilities.
- Every filled position is supported by a tailored plan detailing the fulfillment of required competencies.
- Contractor organizations must collectively meet competency requirements, though individual staff are not required to meet all areas. Contractor qualifications are verified through IDOT's competitive procurement and bidding process.

To maintain current and compliant training practices to the FTA, IDOT's Program Standards Manual (Revision 8, June 2025) now includes Section 12.3 – Annual Review, which requires an annual update to the TTP, prior to submittal to the FTA, based on:

- Legislative reviews;
- Changes to rail transit agency policies, plans, and procedures;
- Audits from internal or external sources, including the FTA; and
- Internal policy, statewide meetings, or organizational changes.

FTA Special Directive 25-3: On December 8, 2025, the FTA issued Special Directive 25-3 to direct CTA to address transit worker assault and public safety concerns. The special directive included the following required actions:

- CTA must update its Agency Safety Plans by December 31, 2025, and send to FTA within seven business days of approval by CTA's Transit Board Committee. CTA also must send its updated Rail Agency Safety Plan (ASP) to the Illinois Department of Transportation, the State Safety Oversight Agency. In addition, CTA must submit the requested documents identified in the enclosed Appendix A to FTA within 14 days of Transit Board Committee approval of CTA's 2025 ASPs.
- By December 15, 2025, CTA must develop and submit a security enhancement plan for FTA approval.
- CTA must provide evidence of full implementation of these required actions. CTA must provide bi-weekly status reports to FTA.

IDOT continues to monitor CTA's progress in resolving this Special Directive.

FTA Safety Advisories

FTA Safety Advisory 25-1: On November 24, 2025, FTA issued Safety Advisory 25-1 to recommend that SSOAs direct RTAs, including CTA, to identify hazards related to rail trespassing and suicide events, perform safety risk assessments, and identify safety risk mitigations as necessary to reduce safety risk associated with trespassing and suicide events, and utilize safety performance monitoring and measurement procedures to assess the effectiveness of mitigations. On January 12, 2026, as required by FTA, IDOT directed CTA to perform the recommended actions outlined within FTA's Safety Advisory:

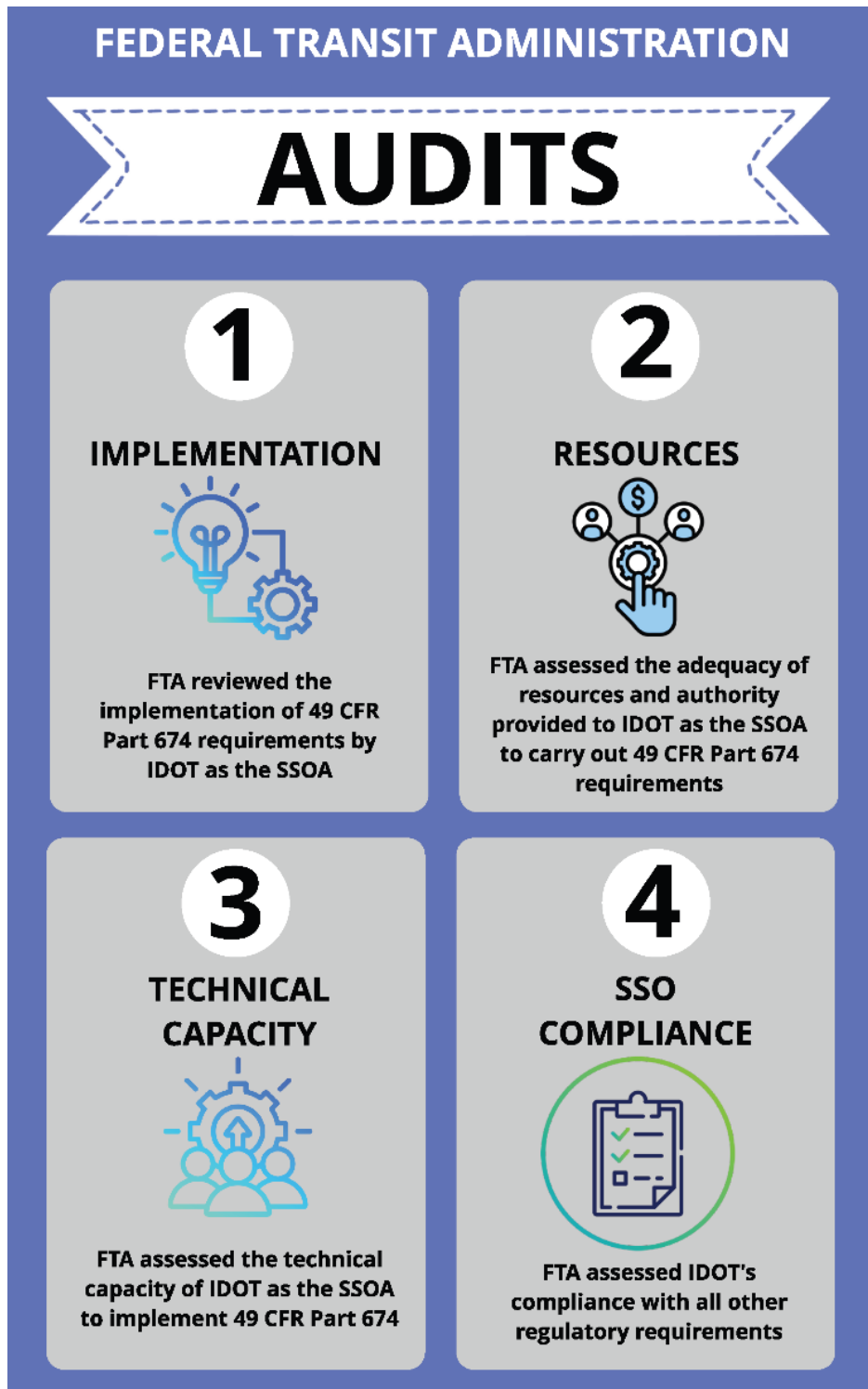
- Review and analyze safety performance data related to trespassing and suicide events to identify related hazards.
- Based on the analysis of safety performance data, conduct a safety risk assessment to assess the associated safety risk, as necessary, using the Safety Risk Management (SRM) process defined in the rail transit agency's ASP.
- Based on the safety risk assessment, identify any new safety risk mitigations and any existing safety risk mitigations to be modified as necessary to reduce the associated safety risk.
- Monitor implemented mitigations as part of the performance monitoring and measurement component of the agency's Safety Assurance (SA) process, including monitoring safety risk mitigations for effectiveness.

IDOT currently anticipates a response from CTA by April 24, 2026.

FTA Safety Bulletins

FTA Safety Bulletin 25-01: In September 2025, FTA issued Safety Bulletin 25-01 to remind transit agencies, that receive certain FTA funding, of the requirements for reporting major safety and security events to the National Transit Database (NTD). While the bulletin was directed to CTA and other transit agencies, because the NTD is linked to the State Safety Oversight Reporting (SSOR) tool, IDOT relies on timely safety and security event data to effectively carry out its oversight of 674-reportable safety events. Subsequently, in February 2026, FTA reported during its quarterly outreach call to all SSOAs, that the reminder had a positive impact as more reports were submitted within 30 days of the event to the NTD as required by FTA.

Figure 11.1
FTA Audits



11.0 FTA AUDITS

In April 2025, FTA audited IDOT's SSO program according to federal regulation, 49 CFR Part 674.11, which requires FTA to audit a state's compliance at least triennially. The audit assessed IDOT's implementation of 49 CFR Part 674 and conformance to its PSM and governing directives. The audit period extended from calendar year 2022 to 2024. Prior to arriving on-site in Chicago, Illinois, FTA requested and reviewed documentation used by IDOT and CTA to direct, manage, implement, and monitor the SSO program. To conclude the on-site audit, FTA held a virtual exit briefing on April 30, 2025, and delivered key observations to IDOT representatives.

As depicted in Figure 11.1, the FTA's SSO audit program is designed to:

1. Review the implementation of part 674 requirements by IDOT;
2. Assess the adequacy of resources and authority provided to IDOT to carry out part 674 requirements;
3. Assess the technical capacity of IDOT to implement part 674 requirements; and
4. Assess the IDOT's compliance with all other regulatory requirements.

Overall, FTA's audit assessed IDOT's processes for and implementation of 49 CFR Part 674 to carry out its oversight of the CTA rail system. Specifically, FTA focused on the following program areas:

- The adequacy of IDOT resources and authority to carry out 49 CFR Part 674 requirements;
- IDOT use of available financial assistance to develop and carry out SSO programs;
- The level of communication and coordination between IDOT and CTA regarding safety issues;
- The effectiveness of the processes in place for IDOT and CTA to identify, assess, communicate, and resolve hazards and vulnerabilities in both operations and safety certification for current projects;
- The effectiveness of the processes used by IDOT to manage, review, approve, track, and close out corrective action plans;
- The adequacy of CTA's internal safety audits and IDOT's three-year audits in assessing CTA's PTASP; and
- IDOT's technical capacity to implement 49 CFR Part 674 requirements.

In October 2025, FTA issued its final audit report of IDOT. Prior to issuing the final report, FTA provided IDOT an opportunity to review the draft report for errors of fact and to submit factual corrections to FTA. Based on IDOT's review, FTA incorporated the necessary comments, removed one (1) finding, and updated its final audit report. In the end, FTA identified eight (8) findings requiring action by IDOT.

In December 2025, IDOT provided its proposed set of corrective action plans to address the FTA audit findings. Key strategies IDOT developed to enhance its oversight program based on FTA's feedback included the following:

- To promote IDOT's use of its investigative authority to conduct inspections and field activities, IDOT will develop and implement an annual Master Schedule of SSO Inspections for non-risk-based inspections. The Master Schedule will identify the positions responsible for inspections, frequency of inspections (monthly), and types of inspection activities (e.g., inspections of track, vehicles, facilities, and infrastructure; evaluations of personnel rules compliance; and on-site and virtual participation in CTA meetings, training sessions, and internal reviews).
- To ensure CTA includes and implements all 49 CFR Part 673 requirements for its PTASP, IDOT will ensure that CTA completes the required actions outlined in IDOT's Notification of Enhanced Oversight letter to CTA. These actions require CTA to ensure that the safety risk management process is implemented at the local level, including safety risk assessment and tracking; to submit monthly performance metric reports as part of the required data for the RBI program each month; and to document its implementation of the SRM process when a safety trend analysis identifies a safety concern.
- To ensure CTA designs and implements a process to track and manage CAPs to closure, IDOT will describe an enhanced process and specific criteria for review and approval of CTA requests for CAP extensions that are significantly beyond the original CAP due dates.

12.0 MAJOR CAPITAL PROJECTS

Project Specific Oversight Plans



Design for State-of-the-Art CTA State and Lake Station

IDOT continues to oversee major capital projects at CTA. In 2025, the CTA projects subject to safety and security certification oversight by IDOT included the following:

- Red Purple Modernization (RPM) Program;
- State / Lake Elevated Station Project; and
- Red Line Extension (RLE) Project.

With a large update to this program area initiated in 2024 and continuing in 2025, IDOT offered new approaches to each safety and security certification project. One of the most significant management tools IDOT developed was the establishment of project-specific oversight plans to provide oversight and monitor the progress of CTA major capital projects.

IDOT developed project-specific oversight plans for transmittal to the CTA's Chief Safety Officer

and key safety and security personnel. The oversight plans ensure clear coordination, accountability, and verification of safety and security requirements throughout the project delivery process.

Key components of each oversight plan include:

- Purpose, authority, and benefits of the oversight process.
- Project overview: scope, management structure, certifiable elements, and schedule.
- Points-of-contact: designated staff from both the rail transit agency and IDOT authorized to implement and coordinate the plan.
- IDOT responsibilities and oversight activities: including record and document submittals, meeting attendance, site visits and observations, Safety and Security Readiness Reviews, and preparation of the Safety and Security Certification Verification Report (SSCVR).
- Requirements for completion: receipt of all required submittals, documented evidence of integrated tests, mitigation of SSCVR open items, and confirmation of readiness for revenue service.
- Documentation of IDOT concurrence: issued to formally demonstrate that all safety and security requirements have been satisfied and the project may initiate revenue service.

These project oversight plans provide a structured, accountable process to ensure compliance, confirm safety and security readiness, and support the rail transit agency's successful launch of revenue service.

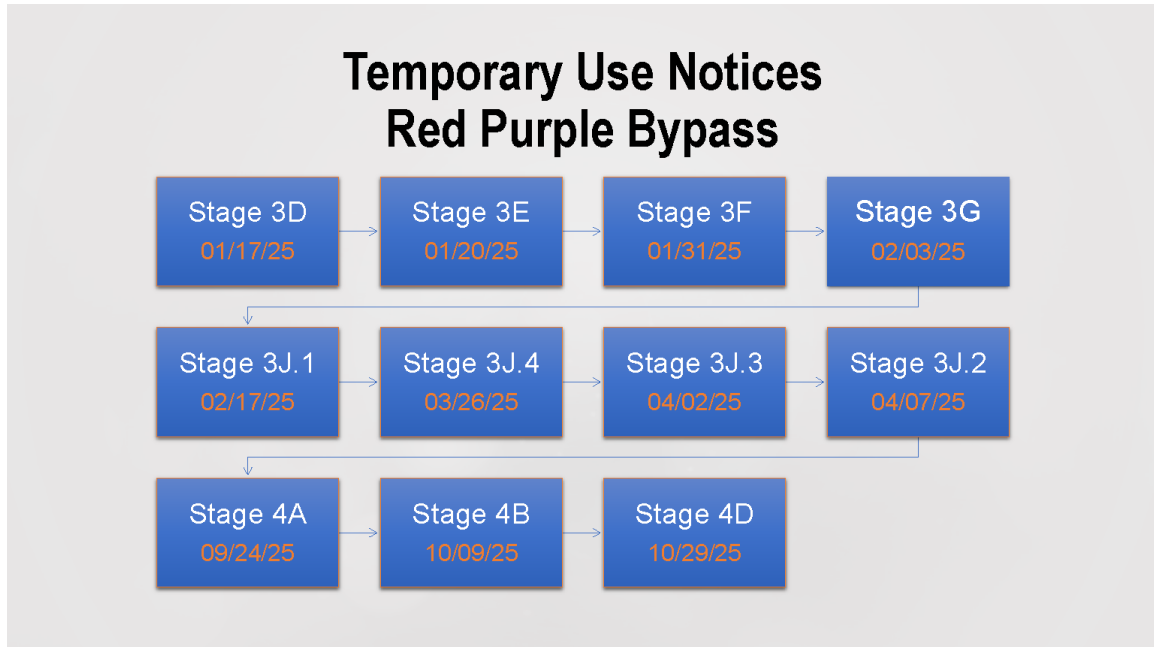
Temporary Use Notices

For the RPM Program, during weekly coordination meetings, IDOT and CTA discussed the development of the Temporary Use Notice (TUN) for the Red Purple Bypass (RPB) Stages 3 and 4. CTA provided TUNs signed by the Vice President, Safety, Chief Infrastructure Officer, Vice President RPM, First Deputy Chief Engineer, and General Manager, Construction – RPM. The TUN addresses all required elements of Section 4.10.1 of the Safety and Security Certification Plan (SSCP), which requires that the TUN ensures that all safety and security certification requirements of design criteria conformance, construction specification conformance, and testing have been met for that specific element or group of elements.

IDOT provided concurrence for CTA's RPB Project as the project progressed through the various construction stages scheduled for implementation in 2025.

Figure 12.1 illustrates the dates the updated TUNs for each stage of the project were signed:

Figure 12.1
 Temporary Use Notices, Red Purple Bypass



LBMM Stage B

On July 19, 2025, CTA provided the draft TUN for the Lawrence-Bryn Mawr Modernization (LBMM) Stage B to Stage C Switchover. The TUN fully documented all required elements per Section 4.10.1 of CTA’s SSCP, including restrictions for structures, track, signals, traction power, communications, and stations. As the TUN was in draft form, CTA was required to provide IDOT with the signed TUN as soon as it was available. On July 29, 2025, CTA provided the TUN signed by the Vice President, Safety, Chief Infrastructure Officer, Vice President RPM, First Deputy Chief Engineer, and General Manager, Construction – RPM. The signed TUN marked the entry of this stage of the project into revenue service.

LBMM Stage C

On February 20, 2026, IDOT completed its review of CTA’s submission in response to the SSCVR review checklist and provided its concurrence for the LBMM Stage C, including the signed TUN effective on November 21, 2025, and the Construction Specification Conformance Checklist logs submitted on February 3, 2026. IDOT’s review verified that CTA has implemented a strong safety and security certification process supported by comprehensive documentation. CTA provided both management tools, such as tracking logs and checklists, as well as links to the eBuilder database for itemized verification materials, including design criteria, specifications, drawings, design deviations, field inspection reports, and test procedures. Through regular meetings and construction site visits in 2025, IDOT and CTA routinely coordinated to address all items on IDOT’s review checklist.

Other Projects

For the State/Lake and the RLE projects, IDOT attended ad hoc calls and workshops with CTA project stakeholders responsible for design, construction, and safety and security certification, to clarify the requirements for Safety and Security Certification Plans and provided technical feedback intended to inform and strengthen the design of CTA’s certification process. IDOT finalized the project-specific oversight plans for these projects in May 2025.

13.0 SAFETY TRAINING PROGRAM

Technical Training Plan

FTA's training rule, 49 CFR Part 672, establishes requirements for IDOT, as a State Safety Oversight Agency, to designate certain of its employees and contractors to comply with its training requirements. This includes employees and contractors that conduct reviews, inspections, examinations, and other safety oversight activities of public transportation systems. The federal rule requires IDOT to ensure that designated personnel are enrolled in the training program within 30 days of designation and that designated participants complete the federal training requirements within three (3) years. The federal rule also establishes two recertification requirements which must be completed by designated IDOT participants every two years following completion of the initial training curriculum, including recertification requirements defined by FTA and recertification requirements defined by IDOT.

To meet the requirements of this rule, IDOT defined the initial and recertification training curriculum for its designated employees and contractors within a Technical Training Plan (TTP). The federal safety rule identifies sixteen (16) competency areas that must be included in a TTP:

1. Rail transit agency organizational structure
2. Public Transportation Agency Safety Plan
3. Territory and revenue schedule service schedules
4. Current bulletins, general orders, and other associated directives that ensure safe operations
5. Operations and maintenance rule books
6. Safety rules
7. Standard Operating Procedures
8. Roadway Worker Protection
9. Employee Hours of Service and Fatigue Management program
10. Employee Observation and Testing Program (Efficiency Testing)
11. Employee training and certification requirements
12. Vehicle inspection and maintenance programs, schedules, and records
13. Track inspection and maintenance programs, schedules and records
14. Tunnels, bridge, and other structures inspection and maintenance programs, schedules, and records
15. Traction power (substation, overhead catenary system, and third rail), load dispatching, inspection and maintenance programs, schedules, and records
16. Signal and train control inspection and maintenance programs, schedules and records

Competency Development Plans

To complement the TTP, IDOT created individual Competency Development Plans (CDPs) for each position within the State Safety Oversight unit. IDOT's Safety Program Managers are responsible for administering each CDP for employees responsible for oversight of the CTA and the MetroLink rail systems. These plans include modules specific to the effective performance of tasks in each position's job description, and the skills and knowledge needed to address the required competencies identified in the TTP, the program activities detailed in IDOT's workload assessment, and the associated PSM processes, procedures, and deliverables. Safety Program Managers are also required to periodically assess employees to ensure effective demonstration of skills and knowledge and arrange site visits and field work at the rail transit agencies, to build competencies relevant to each position.

Throughout the course of 2025, IDOT performed a comprehensive review and update of its TTP giving consideration to comments provided by FTA. IDOT submitted its updated TTP and CDPs to FTA for review and approval in November 2025.

14.0 RISK BASED INSPECTIONS

Section 14 of the IDOT PSM summarizes IDOT's approach to developing and implementing a Risk-Based Inspection program. The program is designed to prioritize oversight based on risk, strengthen safety and compliance, and ensure effective use of inspection resources. IDOT has confirmed that the RBI Development

Plan meets all federal requirements, including those outlined in 49 U.S.C. § 5329(k)(5), and is fully compliant with the FTA’s SD-22-31 issued on October 21, 2022.

IDOT’s RBI Development Plan uses both qualitative and quantitative data to prioritize inspections, focusing oversight resources on areas of highest safety risk. Policies and procedures establish IDOT’s authority to conduct inspections, define access requirements for both scheduled and unscheduled inspections, and ensure comprehensive data collection from the rail transit agency to support hazard identification and risk evaluation. The RBI Development Plan is designed to be commensurate with the size and complexity of CTA, and includes structured protocols for inspection prioritization, data management, and staffing qualifications and training.

IDOT submitted a revised RBI Development Plan to FTA on January 29, 2025. FTA is currently reviewing the plan. Once the development plan is approved by FTA, IDOT will begin its RBI Implementation Program by completing the required six (6) months of inspection activities within a one (1) year period.

In 2025, to prepare for implementation phase of the RBI program, IDOT has engaged in readiness activities such as data validation, refinement of risk indicators, verification that inspections produce measurable safety outcomes, and close coordination with CTA when necessary to respond to IDOT inspection findings and observations. IDOT anticipates that this proactive, data-driven approach will strengthen CTA system-wide safety, allowing oversight resources to focus where they are most needed and supporting the agency’s commitment to preventing safety events before they occur.

15.0 NON-RISK BASED INSPECTIONS

Inspection Authority

As discussed in the IDOT PSM, Section 14.3.2, On Site Inspection Process and Inspection Reports, IDOT has the authority to conduct non-risk based inspections in response to rail safety events, hazards, or trends of such events associated with safety critical elements of the rail system, including equipment, rolling stock, infrastructure, and facilities. IDOT may also perform these inspections when carrying out a wide range of oversight activities including but not limited to the conduct of a three-year audit of an Agency Safety Plan, the verification of a rail transit agency’s implementation of corrective action plans, and the verification of safety risk mitigations related to the rail transit agency’s safety and security certification programs for major capital projects. For these types of inspections that are not risk-based inspections, IDOT develops a checklist, conducts an on-site visit, and prepares an inspection report.

Project Scope

The overall project scope for the CTA RPM Project is as follows:

Table 15.1 CTA RPM Project Scope	
<i>Project Sponsor</i>	CTA – Infrastructure
<i>Asset Category</i>	Rail Right of Way; Facilities and Stations
<i>Type of Project</i>	Design-Build
<i>Purpose</i>	Rebuild Red/Purple Line stations as part of a multi-phase project to modernize century-old infrastructure and add service capacity.
<i>Overview</i>	Construct Belmont flyover to separate Red/Purple Line traffic from Brown Line traffic north of Belmont. Demolish and rebuild stations. Demolish track and track structures (ballasted earth berm) and replace with elevated concrete trackway.
<i>Location & Limits</i>	Belmont Station to Granville
<i>Project Cost</i>	~\$2.1 billion

Inspection Dates

In 2025, IDOT conducted two (2) non-risk based inspections of the safety and security certification program for the CTA's RPM Project:

- February 6, 2025, CTA RPM Project, Red-Purple Bypass (RPB) Stage 3D-3G The RPB project eliminated a 100-year-old junction just north of the Belmont station that created a bottleneck in Red and Purple Line service. Replacing this junction is the Red-Purple Bypass that allows Brown Line trains to operate along dedicated tracks above the Red and Purple Line tracks. Following the bypass going into service in 2021, the Red and Purple Line track structure was rebuilt between Belmont and Newport/Cornelia and was completed in May 2025.
- June 26, 2025, CTA RPM Project, Lawrence to Bryn Mawr Modernization (LBMM) Stage B. The LBMM project consisted of a complete rebuild of the Lawrence, Argyle, Berwyn, and Bryn Mawr stations, including the tracks and support structures. Major track and station construction of the 1.3-mile footprint began in 2021 and was completed in July 2025.

Inspection Outcomes

IDOT verified CTA's implementation of the safety risk mitigations associated with the safety and security certification program for the construction phase of CTA RPM Project (RPB Stage 3D-3G and LBMM Stage B). IDOT did not issue any findings having determined that CTA demonstrated that the safety and security related specification and contract document requirements were satisfied by the as-built facilities and systems.

16.0 ROADWAY WORKER PROTECTION

In October 2024, FTA issued the Roadway Worker Protection (RWP) Final Rule. The purpose of this rule was to define the program elements for roadway worker protection, including an RWP Manual and Track Access Guide; requirements for on-track safety and supervision, job safety briefings, good faith safety challenges, and reporting unsafe acts and conditions and near misses; development and implementation of risk-based redundant protections for workers; and the establishment of RWP training and qualification and RWP compliance monitoring activities. As required by the rule, IDOT coordinated with CTA on the initial review and approval of the RWP program elements to ensure that the program was established and approved on or before December 2, 2025.

Throughout 2025, IDOT worked closely with CTA to advance implementation of Roadway Worker Protection requirements through structured reviews, technical office hours, and on-site inspections. IDOT conducted iterative reviews of CTA's RWP Manual, training framework, and supporting safety documentation, while field inspections confirmed personnel were prepared, competent, and compliant with required on-track safety procedures.

On November 21, 2025, IDOT formally approved CTA's initial submission of the RWP Manual, Safety Risk Assessment, and Track Access Guide, citing confidence that the program will significantly enhance the protection of transit workers.

Significant milestones achieved during 2025 to establish CTA's RWP Program appear in Figure 16.1.

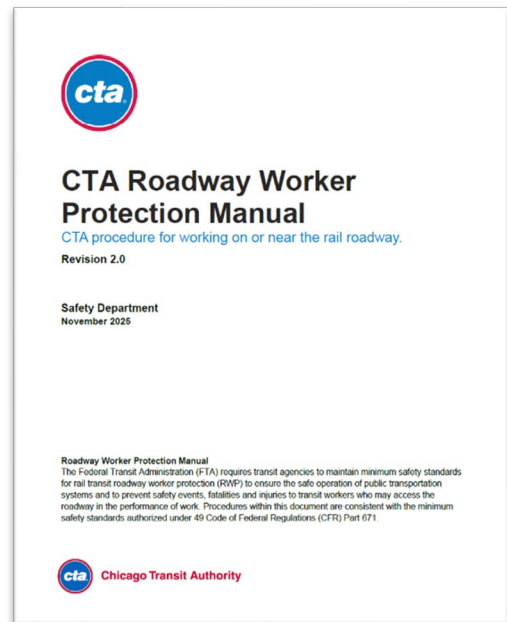
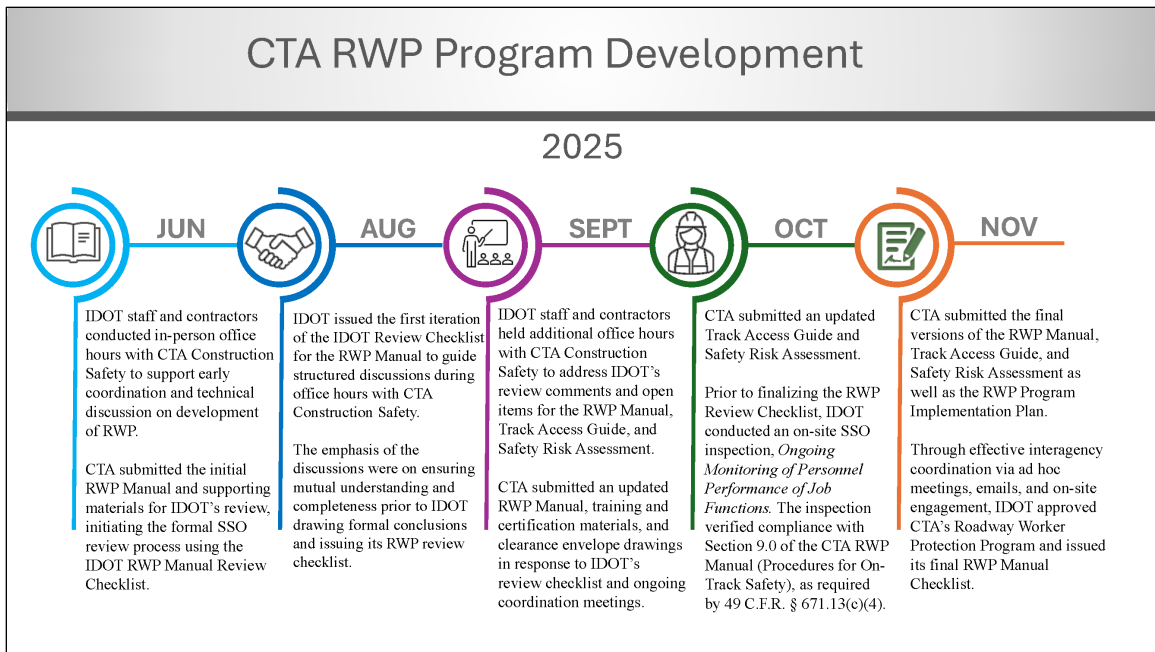
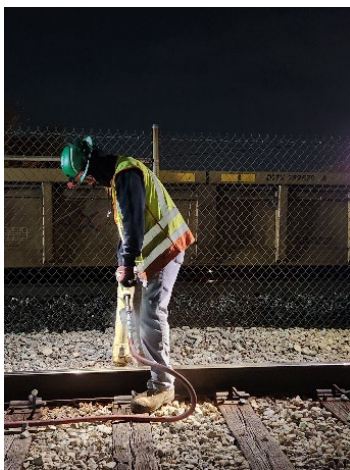


Figure 16.1
 Timeline for CTA RWP Program Development



Shortly after approving the RWP program documents, IDOT completed its review of CTA's RWP Program Implementation Plan, which identifies six (6) core implementation steps. These steps include providing RWP familiarization training to affected personnel, obtaining final sign off of the RWP manual, as well as providing Tier 1 Rail Safety Training, Tier 2 Roadway Worker In Charge Training, and Flagger Recertification that accounts for changes to qualified/affected personnel. The target completion date for completion of the RWP Program Implementation Plan is June 30, 2026.



*IDOT Inspection of CTA RWP
 On Track Safety Procedures,
 October 2025*

With the formal approval of CTA's RWP program materials in November 2025 completed, IDOT's oversight efforts in 2026 will focus on program execution. In this next phase, CTA will implement its RWP compliance monitoring program which must include inspections, observations, and audits.

In its RWP Manual, CTA explains how it continuously measures, monitors, and evaluates its safety performance through its overall safety assurance program. Through safety assurance procedures, CTA analyzes the implementation and effectiveness of its safety risk mitigations, such as protections for roadway workers on the rail system. These procedures require CTA Safety to perform monthly compliance checks to document CTA's compliance with and sufficiency of its RWP Program. CTA Safety conducts on-site track access occurrence inspections and work zone setup inspections, checks work crew training, reviews of Control Center records for calling on and off the roadway as well as good faith challenges.

In addition, CTA's RWP compliance monitoring program includes an annual briefing to the CTA President and the Board of Directors regarding the performance of the RWP program and any identified deficiencies requiring corrective action.

To fulfill its role in the RWP program, IDOT will receive and review its first set of quarterly reports summarizing CTA's compliance monitoring activities and conduct its first annual audit of the program. IDOT will also monitor progress through ongoing coordination, such as office hours, quarterly meetings, and on-site inspections.

17.0 ACRONYMS

ASP	Agency Safety Plan (<i>also referred to as Public Transportation Agency Safety Plan</i>)
BSD	Bi-State Development
BSSO	Bi-State Safety Oversight
CAP	Corrective Action Plan
CAPP	Corrective Action Plan Program
CDP	Comprehensive Development Plan
CTA	Chicago Transit Authority
EIP	Event Investigation Procedures
FTA	Federal Transit Administration
FTE	Full-Time Equivalent
IAPP	Internal Audit Program Plan
IDOT	Illinois Department of Transportation
LBMM	Lawrence to Bryn Mawr Modernization
MoDOT	Missouri Department of Transportation
NTD	National Transit Database
OIPI	Office of Intermodal Project Implementation
PSM	Program Standards Manual
PTASP	Public Transportation Agency Safety Plan (<i>also referred to as Agency Safety Plan</i>)
PTSCTP	Public Transportation Safety Certification Training Program
RBI	Risk Based Inspection
RLE	Red Line Extension
RPB	Red Purple Bypass
RPM	Red Purple Modernization
RWP	Roadway Worker Protection
SA	Safety Assurance
SD	Special Directive
SEPP	Security and Emergency Preparedness Plan
SMS	Safety Management System
SRM	Safety Risk Management
SRMP	Safety Risk Management Plan
SSCP	Safety and Security Certification Plan
SSCVR	Safety and Security Certification Verification Report
SSO	State Safety Oversight
SSOA	State Safety Oversight Agency
SSOR	State Safety Oversight Reporting
TTP	Technical Training Plan
TUN	Temporary Use Notice

Missouri Department of Transportation

Ed Hassinger, P.E., Director

1.888.ASK MODOT (275.6636)

March 12, 2026

Dr. Melonie Barrington
Office of Transit Safety and Oversight
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: 2025 MoDOT BSSO Program Annual Safety Status Report

Dear Dr. Barrington:

This letter serves to fulfill the annual State Safety Oversight (SSO) Program Safety Status Reporting obligation for 2025 from Illinois Department of Transportation (IDOT) and Missouri Department of Transportation (MoDOT) that cover the joint Bi-State Safety Oversight (BSSO) reporting profile. These reports are submitted to your office in compliance with the federal requirements promulgated in 49 code of federal regulation (CFR) 674.13.

Both IDOT and MoDOT SSO are required to provide an annual report of safety and security efforts for each Rail Fixed Guideway System (RFGS) under its oversight to the Federal Transit Administration (FTA) on a yearly basis. To avoid duplication and potential confusion, our joint oversight efforts of Bi-State Development's (BSD) MetroLink light rail system is included in each state's respective annual reporting of oversight activities throughout 2025, including coordination with each RFGS and the Federal Transit Administration.

Thank you for your consideration of the above regarding the BSSO Annual Safety Status Report.

Sincerely,



Justin Sobek
State Safety Oversight Program Manager
Missouri Department of Transportation

cc:

Alex Schroeder, Administrator of Railroads, MoDOT
Timothy Braxton, SSO Program Manager, FTA



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