PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Rail Safety Division **Resolution ST-266**
Rail Transit Safety Branch **April 30, 2026**

R E S O L U T I O N

Resolution ST-266. Granting Approval of the J. Paul Getty Trust Getty Tram Modernization Project Safety & Security Certification Plan.

PROPOSED OUTCOME:

- Approval of the J. Paul Getty Trust Safety and Security Certification Plan for the Getty Tram Modernization Project.

SAFETY CONSIDERATIONS:

- The Safety Certification Plan describes the organizational authority, responsibilities, and the certification activities, processes, and documentation requirements for assuring the safety of the project as it is implemented by the J. Paul Getty Trust and its contractors.

ESTIMATED COST:

- There are no costs associated with this resolution. Discretionary project whose costs are to be borne by the J. Paul Getty Trust.

SUMMARY

This Resolution grants the request of the J. Paul Getty Trust (Getty) for approval of the Getty Tram Modernization Project Safety & Security Certification Plan. The project will overhaul the current tram system with a modernized system consisting of new trams, tram controls and mechanical & electrical equipment.

PROJECT DISCRIPTION

The J. Paul Getty Trust is undertaking a project to replace the jurisdictional fixed guideway system, including vehicles and associated control and mechanical equipment, which have been operated since 1997 and is approaching the end of its estimated 30-year projected life. The system at the J. Paul Getty Museum transports guests from the parking lot at the bottom of the Getty property near Interstate 405, to the Getty Museum at the top of the hill. The project is designated as the Getty Tram Modernization Project (GTMP). In accordance with Commission General Order 164-F, this project requires that a Safety & Security Certification Plan (SSCP) be submitted and approved by the Commission.

The project location is at the J. Paul Getty Museum on the existing Getty Tram Guideway in the City of Los Angeles. The new systems and equipment will be installed on the existing tram guideway. Alternative passenger service to the museum will be provided by shuttle buses throughout construction, installation, and testing.

The scope of the GTMP includes the design, construction, installation, testing and start-up of a modernized Getty Center Tram automated people mover (APM) system. Specifically, Doppelmayr, as the Design-Build-Operate-Maintain (DBOM) Contractor, will supply two (2) new replacement three-car cable-propelled trams, furnish new automatic tram control equipment, and replace existing mechanical and electrical equipment including cabling equipment, power distribution system, communication equipment and other ancillary systems. Integration of energy-efficient alternating current (AC) drives is also included in the plan, which will provide a sustainable and eco-friendly energy solution.

The new vehicles are expected to have a 30-year life and will operate on the existing guideway and utilize some existing facilities, including the existing Bottom of Hill & Top of Hill Stations, the North Island Maintenance Station, control room and transformer room. The GTMP will be privately funded entirely through the Getty Trust, with no federal, state, or local governmental funds. The GTMP will follow Commission General Order 164-series, other regulations and industry standards applicable to APM systems.

The overall project schedule includes approximately 17 months of design (November 2024 through April 2026), 16 months of construction (April 2026 through June 2027), and 6 months of testing and start-up (June 2027 through December 2027), culminating in the anticipated start of passenger service in December 2027.

The SSCP objectives are to verify prior to commencing tram operations controlled by the new systems and equipment, through specific processes and documentation specified by the SSCP are accomplished for the following certifiable elements & sub elements:

- Guideway Equipment
  - Anti-Derailer
  - Drive Cable
  - Emergency Power Disconnect
  - Lightning Protection
  - Power Rails
  - Wires and Cables
  - Intrusion Detection System

- Station Equipment
  - Blue Light Stations
  - Emergency Stop Buttons
  - Emergency Telephone System

- Wayside Equipment
  - Braking
  - Power Distribution System
  - Wayside Propulsion System (Machine Room)
  - Uninterruptable Power Supply (UPS)

- Tram Control and Communication
  - Audio/Visual Communications and CCTV
  - Automatic Tram Protection (ATP) and Safety of Operations
  - Automatic Tram Supervision (ATS)
  - Cybersecurity
  - Electromagnetic Compatibility (EMC)

- Vehicles
  - Auxiliary Power
  - Car Wiring and Bonding
  - Carbody and Interior
  - Fire/Life Safety
  - Gangway
  - HVAC
  - Lighting and Indicators
  - Noise and Vibration
  - Passenger Side Doors

  - Suspension and Guidance System
  - Tram Car Coupling

- System Integration Testing
  - Electromagnetic Compatibility (EMC)
  - System Integration Testing
  - Test Strategy
  - Demonstration Runs

- Operational Readiness
  - Emergency Preparedness
  - O&M Manuals
  - Safety and Security Documentation
  - Safety Data Sheets
  - Standard Operating Procedures
  - Training and Certification

This structured approach ensures that all safety- and security-critical project components are captured and subject to verification and certification throughout the project lifecycle.

BACKGROUND

Commission General Order 164-F, *Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems*, Section 11, *Requirements for Safety Certification Plan*, requires that each Rail Transit Agency (RTA) prepare a project-specific SSCP for each major project and ensure that all entities involved in design, construction, operation, and maintenance of the project comply with the safety certification process.

The purpose of the SSCP is to describe organizational authority and responsibilities, safety certification activities and processes, and documentation requirements and responsibilities. The SSCP lists safety critical items and activities that require verification such as safety equipment functionality testing and safety related operational and/or maintenance training. The SSCP also includes consideration of security-related issues and the security of the completed project into RTA's existing system. A safety certification verification report (SCVR) is issued by RTA at project completion, as verification of SSCP compliance. The SCVR must be approved by CPUC staff (Staff) before the project can be placed in service. Staff approval is granted by the Rail Safety Division Director based on Staff's recommendations after evaluation of the SCVR.

On November 7th, 2025, J. Paul Getty Trust Tram submitted their initial plan titled "Getty Tram Modernization Project Safety and Security Certification Plan" to Staff for review

and requested Commission approval to satisfy General Order 164-F, Section 11 requirement.

Staff reviewed and analyzed the content of the Getty Tram Modernization Project SSCP and provided comments back to Getty. Upon Getty's response and Staff review, Staff found that the revised SSCP submitted on December 23rd met the requirements set forth in General Order 164-F and Rail Transit Safety Branch Program Management Standard Procedures Manual, State Safety and Security Oversight of Rail Fixed Guideway System, Section 9 – Procedure for Safety Certification Plans of Major Projects.

DISCUSSION

The Commission has reviewed the Getty Tram Modernization Project Safety & Security Certification Plan for the J. Paul Getty Trust and finds that it is intended to modernize the original Getty Tram system, which has been in operation for nearly 30 years. The system is being upgraded to accomplish the following major goals:

- Safety and Reliability – all proposed system elements, equipment, components and/or solutions shall be designed based on service proven technologies and subsequently be fully tested to form a well-integrated system that provide safe, reliable, and frequent service to Getty Tram passengers.

- Operational Efficiency – all proposed systems, equipment, components and/or solutions shall be designed to provide the highest level of reliability and maintainability with high fault tolerance and rapid recovery post fault conditions.

- Cost Optimization – all proposed systems, equipment, components, and/or solutions shall be designed to reduce an overall life cycle cost, considering aspects such as initial procurement and capital investment cost, maintenance ((e.g., plug and play modular design, open architecture, interoperability, etc.) and operations, energy consumption, inventory (e.g., supply chain), decommissioning and disposal of spent assets.

- Customer Experience – provide safe, reliable, and predictable service, maximize customer comfort by utilizing state of the art technology, customer amenities such as communications and information system.

- Green Technology – all proposed equipment, solutions shall be designed to optimize weight, energy consumption and emissions (e.g., electromagnetic interference, noise, etc.,) while attaining the minimum environmental footprint within the technical requirements and constraints of the program.

Staff will inspect the Getty Tram Modernization Project throughout the design, construction, and operational and integration testing activities and will verify SSCP and General Order compliance as the project progresses.

Staff reviewed the Getty Tram Modernization Project Safety & Security Certification Plan for the J. Paul Getty Trust in accordance with General Order 164-F Section 11, Requirements for Safety Certification Plan. The SSCP meets the requirements set forth in General Order 164-F and Staff recommends that the Commission grant approval of the Getty Tram Modernization Project Safety & Security Certification Plan for the J. Paul Getty Trust. In accordance with GO 164-F, once approved by the Commission, Staff will review and approve any future updates and/or revisions to the SSCP as the project progresses.

NOTICE

On [DATE], 2026, this Resolution was published on the Commission's Daily Calendar

COMMENTS

Public Utilities Code section 311(g)(1) provides that this Resolution must be served on all parties and subject to at least 30 days public review. Any comments are due within 20 days of the date of its mailing and publication on the Commission's website and in accordance with any instructions accompanying the notice. Section 311(g)(2) provides that this 30-day review period and 20-day comment period may be reduced or waived upon the stipulation of all parties in the proceeding.

The 30-day review and 20-day comment period for the draft of this resolution was neither waived nor reduced.

The draft resolution of the Rail Safety Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(d)(1) of the Commission's Rules of Practice and Procedure.

___ comments were received.

FINDINGS AND CONCLUSIONS

1. On November 7, 2025, J. Paul Getty Trust submitted its "Getty Tram Modernization Project Safety & Security Certification Plan for the J. Paul Getty Trust" to Staff for review. Staff provided comments and returned the SSCP back to J. Paul Getty Trust.

2. On December 23, 2025, J. Paul Getty Trust submitted a revised "Getty Tram Modernization Project Safety & Security Certification Plan for the J. Paul Getty Trust" to Staff for review and Commission approval.

3. The Getty Tram Modernization Project Safety & Security Certification Plan is intended to modernize the current tram system with two new replacement three-car cable-propelled trams, furnish new tram controls, and replace existing mechanical and electrical equipment, and other ancillary systems. Integration of energy-efficient AC drives is also included in the plan, which will provide a sustainable and eco-friendly energy solution.

4. Staff reviewed the SSCP and found it to be in accordance with General Order 164-F and recommends approval.

THEREFORE, IT IS ORDERED THAT:

The request of the J. Paul Getty Trust Tram for approval of the Getty Tram Modernization Project Safety & Security Certification Plan dated December 18, 2025, is granted.

J. Paul Getty Trust shall timely submit any revisions of the Safety Certification Plan to Staff for review and approval.

This Resolution is effective today.

The foregoing resolution was duly introduced, passed and adopted by the Commission at its regularly scheduled meeting on April 30, 2026. The following Commissioners voting favorably thereon:

Commissioner Signature blocks to be added upon adoption of the resolution

Dated _____, at San Francisco, California