



LOSSAN Rail Corridor Agency

Executive Committee Meeting

Agenda

Thursday, March 5, 2026 at 9:00 a.m.

OCTA Headquarters, 550 South Main Street, Orange, California

Committee Members

Fred Strong, SLOCOG, Chair
Jewel Edson, NCTD, Vice Chair
Fred Jung, OCTA
Dana Reed, RCTC
Jason Jewell, Managing Director

Teleconference Locations:

Solana Beach City Hall
635 South Highway 101
Solana Beach, CA

1714 Westfield Rd.
Paso Robles, CA

Indian Wells City Hall
44950 Eldorado Dr.
Indian Wells, CA

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the LOSSAN Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.lossan.net or through the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Clerk of the Board's office at: Orange County Transportation Authority Headquarters (OCTA), 600 South Main Street, Orange, California.



EXECUTIVE COMMITTEE MEETING AGENDA

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Board and Committee meetings by clicking this link: <https://lossan.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board of Directors regarding any item within the subject matter jurisdiction of the LOSSAN Rail Corridor Agency. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to lossanclerk@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Roll Call

Pledge of Allegiance

Closed Session

A Closed Session is not scheduled.

Special Calendar

There are no Special Calendar Matters.

Consent Calendar (Item 1)

All items on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Recommendations(s)

Approve the minutes of the February 5, 2026 LOSSAN Rail Corridor Agency Executive Committee meeting.



EXECUTIVE COMMITTEE MEETING AGENDA

Attachments:

[Minutes](#)

Regular Calendar

2. State Legislative Status Report

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency provides updates to the Board of Directors on policy issues directly impacting its overall functions, as necessary. This report includes a recommended position on legislation that would clean up definitions related to previous transit-oriented development legislation. In addition, information is provided on a bill related to railroad wayside detectors.

Recommendation(s)

Adopt an OPPOSE UNLESS AMENDED position on Senate Bill 677 (Wiener, D-San Francisco), which would clean up definitions related to previous transit-oriented development legislation, SB 79 (Chapter 512, Statutes of 2025).

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

3. Final Business Plan for Fiscal Years 2026-27 and 2027-28

Overview

Staff will provide a verbal update for Fiscal Years 2026-27 and 2027-28 Annual Business Plan.

4. Public Comments

5. Managing Director's Report

6. Committee Members' Report

7. Adjournment

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, May 7, 2026



EXECUTIVE COMMITTEE MEETING AGENDA

OCTA Headquarters
550 South Main Street
Orange, California



MINUTES
Executive Committee Special Meeting

Committee Members Present

In-Person

Fred Jung, Chair
Jason Jewell, Managing Director

Staff Present

Andrea West, Clerk of the Board
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel
LOSSAN Staff

Via Teleconference

Vice Chair Strong
Jewel Edson
Dana Reed

Call to Order

The February 5, 2026 meeting of the Executive Committee meeting was called to order by Chair Jung at 9:00 a.m.

Roll Call

The Clerk of the Board conducted an attendance roll call and announced a quorum of the Executive Committee.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Reed, seconded by Director Vice Chair Strong, and following a roll call vote, declared passed 4-0, to approve the minutes of the LOSSAN Rail Corridor Agency November 6, 2025.

2. Semiannual Progress Report of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency 2025 Work Plan

A motion was made by Director Reed, seconded by Director Vice Chair Strong, and following a roll call vote, declared passed 4-0, to receive and file as an information item.

Regular Calendar

3. Fiscal Year 2024-25 Annual Financial Statement Audit

Kristopher Ryan, LOSSAN staff, provided a report on this item.

No action was taken on this receive and file item.



Discussion Item

4. Draft Annual Business Plan for Fiscal Year 2026-27

Jason Jewell, Managing Director, provided a report on this item

No action was taken on this item.

5. Pacific Surfliner Expanded Service Pilot

Jason Jewell, Managing Director, provided a report on this item.

No action was taken on this item.

6. Pacific Surfliner Service Update.

Jason Jewell, Managing Director, provided a report on this item.

No action was taken on this item.

7. Pacific Surfliner Marketing Update

Alyssa Dowdalls, LOSSAN Staff, provided a report on this item.

No action was taken on this item.

8. Public Comments

A written public comment was received from Kemal Pulungan, and was emailed to the Committee Members on February 4, 2026 at 6:36 p.m.

9. Managing Director's Report

Jason Jewell, Managing Director, provided an update on ridership.

10. Committee Members' Report

Vice Chair Strong recently traveled to Washington, D.C. to meet with Members of the Transportation Committee.

Director Edson inquired about an SB 677 staff report from LA Metro.



MINUTES
Executive Committee Special Meeting

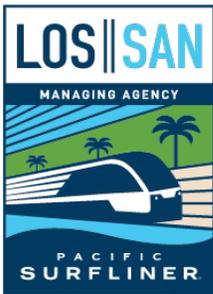
11. Adjournment

The meeting adjourned at 9:30 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, March 5, 2026**, OCTA Headquarters, 550 South Main Street, Orange, CA.

ATTEST

Andrea West
Clerk of the Board



March 5, 2026

To: Members of the Executive Committee

From: Jason Jewell, Managing Director

Subject: State Legislative Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provides updates to the Board of Directors on policy issues directly impacting its overall functions, as necessary. This report includes a recommended position on legislation that would clean up definitions related to previous transit-oriented development legislation. In addition, information is provided on a bill related to railroad wayside detectors.

Recommendation

Adopt an OPPOSE UNLESS AMENDED position on Senate Bill 677 (Wiener, D-San Francisco), which would clean up definitions related to previous transit-oriented development legislation, SB 79 (Chapter 512, Statutes of 2025).

Discussion

Senate Bill (SB) 677 (Wiener, D-San Francisco): Housing development: transit-oriented development.

SB 677 is a clean-up bill related to the implementation of SB 79 (Chapter 512, Statutes of 2025), the Abundant and Affordable Homes Near Transit Act, which significantly altered California land-use law by authorizing increased housing density near Transit Oriented Development (TOD) in urban transit counties. SB 79 was enacted to increase housing development near transit by establishing statewide minimum development standards for housing near qualifying transit facilities by making housing a permitted use and limiting local land-use controls in these areas. While SB 79 has not yet been implemented, the majority of its provisions take effect on July 1, 2026, with further enforcement provisions to follow on January 1, 2027. Prior to those dates, metropolitan planning organizations, including the Southern California Association of Governments and the San Diego Association of Governments, must create maps delineating the TOD stops, and the California Department of Housing and Community

Development (HCD) is to develop guidance. As written, both SB 79 and SB 677 lack sufficient clarity regarding critical definitions and implementation standards.

Rather than addressing the broader policy concerns and definitional issues raised under SB 79, SB 677 further expands technical definitions that may affect jurisdictions and passenger rail providers along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. Under SB 79, a county qualifies as an “urban transit county” if it contains at least 15 passenger rail stations; however, the term “passenger rail” remains undefined. Once a county is designated as an urban transit county, TOD stops within that county become subject to the bill’s provisions. For counties within the LOSSAN Rail Corridor that include multiple intercity and commuter rail stations, the absence of a clear definition creates uncertainty regarding how passenger rail stations would be counted and whether those counties would meet the statutory threshold. This ambiguity complicates corridor-wide planning and coordination, as the classification directly determines whether station areas served by intercity passenger rail would be subject to the TOD requirements

Two categories of TOD stops are included:

- “Tier 1 TOD Stop” is a stop served by heavy rail transit or very high-frequency commuter rail, defined as commuter rail service (excluding Amtrak) operating at least 72 passenger trains per day in each direction.
- “Tier 2 TOD Stop” is a stop served by light rail transit, including streetcar service, high-frequency commuter rail, defined as public commuter or intercity rail service averaging at least 48 passenger trains per weekday in both directions at the station, or bus rapid transit service

The changes and clarifications in SB 677 do not address the key concerns related to the implementation of the legislation. Key issues with SB 79 include unclear and evolving definitions related to urban transit counties, commuter and intercity rail service frequency and the types of stops with which the provisions apply, the potential over-application of Tier 1 TOD standards, increased litigation risk for local jurisdictions, and substantial reliance on forthcoming guidance from HCD and metropolitan planning organizations.

For the LOSSAN Agency and its member jurisdictions, statutory ambiguity affecting passenger rail station classifications creates significant operational, legal, and long-term planning risks across a multi-county intercity rail system where consistent statutory interpretation is essential. The LOSSAN Agency oversees intercity passenger rail service along a corridor that spans multiple counties and numerous local jurisdictions, each of which would be responsible for interpreting and implementing SB 79 and SB 677. Unclear definitions of “passenger rail,” “intercity rail,” and applicable frequency thresholds introduce

uncertainty regarding how stations along the corridor would be classified and whether TOD mandates would apply consistently.

Additionally, SB 79 establishes a framework in which higher service frequencies may trigger additional land-use mandates, potentially creating unintended disincentives to expand or enhance intercity passenger rail service. This dynamic could create circumstances in which cities and counties are hesitant to support increased service levels if doing so would subject station areas to expanded state mandates. Tying land-use requirements to frequency thresholds introduces instability into long-range service planning and adds pressure when evaluating service expansions, schedule adjustments, or temporary service modifications. Because intercity rail service levels may fluctuate due to funding availability, construction impacts, or operational disruptions, development decisions could be based on service thresholds that later change, undermining both housing and mobility objectives.

Furthermore, inconsistent interpretation or application across jurisdictions could result in uneven station treatment along the same rail line, complicating coordinated corridor investment strategies and capital planning decisions. Ambiguity in the statute increases exposure to legal challenges and places added pressure on corridor cities and rail partners to implement state law before final guidance is issued by HCD and metropolitan planning organizations. SB 677 does not resolve these underlying ambiguities, leaving the LOSSAN Agency and its member jurisdictions exposed to continued uncertainty that could hinder collaborative station-area planning efforts and undermine the stability necessary to maintain and enhance reliable intercity passenger rail service.

Recommended amendments to SB 677 include:

- Clarifying a narrow application limited to the Bay Area rather than a uniform statewide mandate.
- Delaying SB 79's effective dates for implementation and enforcement to allow additional stakeholder engagement and refinement of definitions affecting passenger rail stations and corridor planning.
- Providing flexibility in implementation, including mechanisms that allow jurisdictions to opt-in to TOD provisions rather than imposing a uniform statewide mandate that may affect intercity rail station areas differently across the corridor.
- Excluding state-supported intercity passenger rail service from commuter rail frequency calculations, so that intercity train service levels are not used to trigger Tier 1 or Tier 2 TOD classifications that are intended to apply to urban commuter or rapid transit systems.

SB 908 (Wiener, D-San Francisco) has been introduced as a related spot bill, which has been referred to committee and remains in early development pending continued stakeholder discussions and potential amendments.

Due to SB 677 not adequately resolving ambiguities or implementation challenges associated with SB 79, an OPPOSE UNLESS AMENDED position is recommended. Other transportation agencies have taken similar positions, including the Los Angeles County Metropolitan Transportation Agency and the Orange County Transportation Authority. The full text of SB 677 is included as an attachment to this report for reference.

SB 667 (Archuleta, D-Norwalk): Railroads: safety: wayside detectors.

SB 667 proposes new state-level requirements intended to enhance rail safety through the expanded use of trackside detection technology. The bill would mandate the installation and operation of wayside detector systems along freight rail lines and establish spacing, operational, and regulatory requirements associated with those systems, including that they be equipped with a hot wheel bearing detector.

The bill defines a “wayside detector system” as an electronic device or series of connected devices that scan passing freight trains and their component equipment for defects, including hot wheel bearings, hot wheels, dragging equipment, shifted loads, excessive height or weight, and other mechanical conditions. Under SB 667, each wayside detector system must include a hot wheel bearing detector and be located no farther than ten miles apart for Class I railroads, 25 miles apart for Class II railroads, and 35 miles apart for Class III railroads on a continuous track. If a freight train operates between detector systems that do not meet the required spacing, the train may not travel faster than ten miles per hour until it passes a compliant detector and receives a message indicating no defects. The bill also requires railroad corporations to submit a wayside detector system response plan to the California Public Utilities Commission (CPUC) and directs the CPUC to adopt rules and processes to implement the section, including establishing a penalty of not less than \$25,000 per violation.

The LOSSAN Rail Corridor is a shared-use rail corridor that supports state-supported intercity passenger rail service, commuter rail, and freight operations. Because freight trains operate on segments of the corridor, SB 667 would apply to freight operators using LOSSAN infrastructure. Compliance with the bill’s spacing requirements may necessitate installation of additional detector systems along segments of the corridor. Such infrastructure changes would require coordination among corridor partners and could involve substantial capital investment and ongoing maintenance responsibilities. Host freight railroads have indicated that costs associated with required installations could

be passed through under existing shared-use arrangements, which would create a direct fiscal implication for the LOSSAN Agency and its member agencies.

The operational provisions in the bill, including the requirement that freight trains operate at no more than ten miles per hour when detector spacing requirements are not met, could significantly slow overall rail throughput on the LOSSAN Corridor. Specifically, on portions of the corridor where freight and passenger trains operate on the same tracks, reduced freight speeds may occupy track segments for longer periods of time, limit dispatching flexibility, and reduce the number of train movements that can be accommodated within a given operating window. In a constrained corridor environment, this could result in delays, reduced schedule reliability, and potential disruptions to passenger rail service, particularly during peak operating periods.

This item is presented to the LOSSAN Board of Directors (Board) for informational purposes to provide awareness of potential operational and fiscal implications for the LOSSAN Rail Corridor. The author's office has indicated openness to amendments, including potential revisions to detector spacing requirements. Staff will continue coordinating with partner agencies to engage the author's office to discuss potential amendments. Staff will monitor amendments and implementation discussions and will return to the Board if future action or a formal position is warranted.

Summary

A recommended position on transit-oriented development legislation is provided. A summary of legislation relating to railroad wayside detector systems is provided.

Attachments

- A. SB 677 (Wiener, D-San Francisco) Bill Language
- B. SB 667 (Archuleta, D-Norwalk) Bill Language

Prepared by:



Sofia Perez
Senior Government Relations Representative
(714) 560-5819

AMENDED IN SENATE JANUARY 8, 2026

AMENDED IN SENATE JANUARY 5, 2026

AMENDED IN SENATE APRIL 9, 2025

AMENDED IN SENATE APRIL 1, 2025

SENATE BILL

No. 677

Introduced by Senator Wiener

February 21, 2025

An act to amend ~~Sections 65912.156, 65912.157, and 65912.158~~
Section 65912.156 of the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 677, as amended, Wiener. Housing development: transit-oriented development.

Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions

to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards.

This bill would revise the definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for specified reasons.

~~Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided; prohibits a proposed development under these provisions from being located on sites where the development would require demolition of housing, or that was previously used for housing, that is subject to rent or price controls, as provided; and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined,~~

~~ministerial approval, as provided. Existing law defines, among other terms, the term “transit-oriented development stop” for purposes of these provisions to mean a major transit stop, as defined by specified law, and to additionally include stops on a route for which a preferred alternative has been selected or are identified in a regional transportation improvement program, that is served by specified types of transit services, exclusive of certain new transit routes or extensions not identified in the applicable regional transportation plan on or before January 1, 2026, as specified. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards.~~

~~This bill would revise the definition of “transit-oriented development stop” to instead mean a major transit stop, as defined, that is served by the above-described types of transit services, exclusive of any newly planned transit route or extension that was not identified in the applicable regional transportation plan on or before January 1, 2026, as specified. The bill would also revise the definitions of “transit-oriented development stop” and “Tier 2 transit-oriented development stop” to include stops served by high-frequency ferry service, as defined. The bill would delete the definition of “rail transit” and, instead, define the term “rail transit station” for purposes of these provisions, as specified. The bill would additionally prohibit a transit-oriented housing development under these provisions from being located on an existing parcel of land or site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.~~

~~Existing law authorizes a transit agency’s board of directors to adopt agency TOD zoning standards for district-owned real property located in a TOD zone, as defined, which establishes minimum zoning requirements for an agency TOD project for, among other things, residential floor area ratio, as provided.~~

~~This bill would remove the specification that the TOD zoning standards for floor area ratio be for residential floor area ratio only, thereby requiring that the ordinance establish floor area ratio standards generally for district-owned real property within the TOD zone.~~

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that no reimbursement is required by this act for specified reasons:~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 65912.156 of the Government Code is
 2 amended to read:
 3 65912.156. For purposes of this chapter, the following
 4 definitions apply:
 5 (a) “Adjacent” means within 200 feet of any pedestrian access
 6 point to a transit-oriented development stop.
 7 (b) “Commuter rail” means a public-rail transit *rail* service not
 8 meeting the standards for heavy rail or light rail, excluding
 9 California High-Speed Rail and Amtrak Long Distance Service.
 10 (c) “Department” means the Department of Housing and
 11 Community Development.
 12 (d) “Heavy rail transit” means a public electric railway line with
 13 the capacity for a heavy volume of traffic using high-speed and
 14 rapid acceleration passenger rail cars operating singly or in multicar
 15 trains on fixed rails, separate rights-of-way from which all other
 16 vehicular and foot traffic are excluded, and high platform loading.
 17 “Heavy rail transit” does not include California High-Speed Rail.
 18 (e) “High-frequency commuter rail” means a *public* commuter
 19 or *intercity* rail service operating station with a total of at least 48
 20 passenger trains on average per-day weekday across-both all
 21 directions, not including temporary service changes of less than
 22 one month or unplanned disruptions, and not meeting the standard
 23 for very high frequency commuter rail, at any point in the past
 24 three years.
 25 (f) “High-resource area” means an area designated as highest
 26 resource or high resource on the most recently adopted version of
 27 the opportunity area maps published by the California Tax Credit
 28 Allocation Committee and the department.
 29 (g) “Housing development project” has the same meaning as
 30 defined in Section 65589.5, but does not include a project of which

1 any portion is designated for use as a hotel, motel, bed and
2 breakfast inn, or other transient lodging. For the purposes of this
3 subdivision, the term “other transient lodging” does not include
4 either of the following:

5 (1) A residential hotel, as defined in Section 50519 of the Health
6 and Safety Code.

7 (2) After the issuance of a certificate of occupancy, a resident’s
8 use or marketing of a unit as short-term lodging, as defined in
9 Section 17568.8 of the Business and Professions Code, in a manner
10 consistent with local law.

11 (h) “Light rail transit” includes streetcar, trolley, and tramway
12 service. “Light rail transit” does not include airport people movers.

13 (i) “Net habitable square footage” means the finished and heated
14 floor area fully enclosed by the inside surface of walls, windows,
15 doors, and partitions, and having a headroom of at least six and
16 one-half feet, including working, living, eating, cooking, sleeping,
17 stair, hall, service, and storage areas, but excluding garages,
18 carports, parking spaces, cellars, half-stories, and unfinished attics
19 and basements.

20 (j) “Low-resource area” means an area designated as low
21 resource on the most recently adopted version of the opportunity
22 area maps published by the California Tax Credit Allocation
23 Committee and the department.

24 (k) “Rail transit” has the same meaning as defined in Section
25 99602 of the Public Utilities Code.

26 (l) “Residential floor area ratio” means the ratio of net habitable
27 square footage dedicated to residential use to the area of the lot.

28 (m) “Transit-oriented development zone” means the area within
29 one-half mile of a transit-oriented development stop.

30 (n) “Tier 1 transit-oriented development stop” means a
31 transit-oriented development stop within an urban transit county
32 served by heavy rail transit or very high frequency commuter rail.

33 (o) “Tier 2 transit-oriented development stop” means a
34 transit-oriented development stop within an urban transit county,
35 excluding a Tier 1 transit-oriented development stop, served by
36 light rail transit, by high-frequency commuter rail, or by bus service
37 meeting the standards of paragraph (1) of subdivision (a) of Section
38 21060.2 of the Public Resources Code.

39 (p) “Transit-oriented development stop” means a major transit
40 stop, as defined by Section 21064.3 of the Public Resources Code,

1 and also including stops on a route for which a preferred alternative
2 has been selected or which are identified in a regional
3 transportation improvement program, that is served by heavy rail
4 transit, very high frequency commuter rail, high frequency
5 commuter rail, light rail transit, or bus service within an urban
6 transit county meeting the standards of paragraph (1) of subdivision
7 (a) of Section 21060.2 of the Public Resources Code. When a new
8 transit route or extension is planned that was not identified in the
9 applicable regional transportation plan on or before January 1,
10 2026, those stops shall not be eligible as transit-oriented
11 development stops unless they would be eligible as Tier 1
12 transit-oriented development stops. If a county becomes an urban
13 transit county subsequent to July 1, 2026, then bus service in that
14 county shall remain ineligible for designation of a transit-oriented
15 development stop.

16 (q) “Urban transit county” means a county with more than 15
17 passenger rail stations.

18 (r) “Very high frequency commuter rail” means a commuter
19 rail service with a total of at least 72 trains per day across both
20 directions, not including temporary service changes of less than
21 one month or unplanned disruptions, at any point in the past three
22 years.

23 *SEC. 2. No reimbursement is required by this act pursuant to*
24 *Section 6 of Article XIII B of the California Constitution because*
25 *a local agency or school district has the authority to levy service*
26 *charges, fees, or assessments sufficient to pay for the program or*
27 *level of service mandated by this act or because costs that may be*
28 *incurred by a local agency or school district will be incurred*
29 *because this act creates a new crime or infraction, eliminates a*
30 *crime or infraction, or changes the penalty for a crime or*
31 *infraction, within the meaning of Section 17556 of the Government*
32 *Code, or changes the definition of a crime within the meaning of*
33 *Section 6 of Article XIII B of the California Constitution.*

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All matter omitted in this version of the bill appears in the bill as amended in the Senate, January 5, 2026. (JR11)

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AMENDED IN SENATE JANUARY 22, 2026

AMENDED IN SENATE JANUARY 5, 2026

AMENDED IN SENATE APRIL 29, 2025

AMENDED IN SENATE APRIL 8, 2025

AMENDED IN SENATE MARCH 24, 2025

SENATE BILL

No. 667

Introduced by Senator Archuleta

February 20, 2025

An act to add Section 7615 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 667, as amended, Archuleta. Railroads: safety: wayside detectors. The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in

force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce.

This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight ~~train with~~ *train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing specified* for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. ~~The bill would require a railroad corporation to submit a wayside detector response plan to the Public Utilities Commission, as provided. The bill would require the commission~~ *Public Utilities Commission* to adopt rules ~~necessary and processes~~ *provisions* to implement these ~~provisions~~ *provisions*, including ~~establishing~~ *establishing* a penalty of not less than ~~\$25,000, \$25,000 for violating these provisions, as provided. The bill would provide that these provisions do not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 7615 is added to the Public Utilities Code,
- 2 to read:
- 3 7615. (a) For purposes of this section, ~~“Wayside~~ *“wayside*
- 4 *detector system”* means an electronic device or a series of
- 5 connected devices that scan passing freight trains and their
- 6 component equipment and parts for defects, which *may* include,
- 7 but are not limited to, hot wheel bearings, hot wheels, defective
- 8 bearings that are detected through acoustics, dragging equipment,

1 excessive height or weight, shifted loads, low hoses, excessive rail
2 temperature, and poor wheel condition.

3 (b) A railroad corporation shall install and operate a network
4 of wayside detector systems on or adjacent to any track that is used
5 by a freight train with each train. Each wayside detector system
6 ~~to~~ shall include a hot wheel bearing detector and be located no
7 farther from the following distances from another wayside detector
8 system on a continuous track:

9 (1) For a class I carrier railroad, no farther than 10 miles.

10 (2) For a class II carrier railroad, no farther than 25 miles.

11 (3) For a class III carrier railroad, no farther than 35 miles.

12 (c) If a freight train is operating on a track between wayside
13 detector systems that do not comply with the spacing requirements
14 of subdivision (b), then it shall not travel faster than 10 miles per
15 hour and may only travel faster than 10 miles per hour after it
16 passes a wayside detector system that is in compliance with the
17 spacing requirements of subdivision (b) and has received a message
18 from the wayside detector system indicating that there are no
19 defects.

20 (d) ~~(1) A railroad corporation shall submit a wayside detector~~
21 ~~system response plan to the commission via an expedited Tier 3~~
22 ~~advice letter process. The commission shall adopt rules and~~
23 ~~processes to implement this section. The response plan rules and~~
24 ~~processes shall include, but not be limited to, both all of the~~
25 ~~following:~~

26 ~~(A) A process for freight train crews to receive alerts from~~
27 ~~wayside detector systems.~~

28 ~~(1) Minimum requirements for the wayside detector systems~~
29 ~~applicable to railroad corporations in the state and a process for~~
30 ~~railroad corporations to submit their wayside detector systems to~~
31 ~~the commission for review and approval.~~

32 ~~(B) Standards for~~

33 ~~(2) A process for freight train crews to receive alerts from~~
34 ~~wayside detector systems and standards for freight train inspections~~
35 ~~to be conducted following the receipt of an alert from a wayside~~
36 ~~detector system, including the obligation of a railroad corporation~~
37 ~~to ensure that railroad employees are aware of these standards.~~

38 ~~(2) The commission shall adopt rules necessary to implement~~
39 ~~this section, including establishing a~~

1 (3) A penalty of not less than twenty-five thousand dollars
2 (\$25,000) for each violation of this section by a railroad
3 corporation.

4 (e) This section shall not apply to a railroad track owned or
5 leased by a class II or class III carrier that has a speed limit of 10
6 miles per hour or less.

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