



State Legislation SB 667 (Archuleta)

Executive Management Committee
March 19, 2026

Bill Summary

As amended on January 22, 2026, this bill would require railroad corporations to install wayside detectors at specified intervals on California rail tracks that serve freight trains. This bill also establishes penalties for this bill's violations and requires the California Public Utilities Commission (CPUC) to enforce those penalties.

Specifically, the bill would:

Define a wayside detector system as an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects.

Require a railroad corporation to install these wayside detectors adjacent to tracks used by freight rail at the following intervals: class I railroads: every 10 miles; class II railroads: every 25 miles; and class III railroads: every 35 miles.

Prohibit freight trains from travelling faster than 10 miles per hour on tracks that do not have compliant wayside detectors.

Potential Impacts

SB 667 has the potential to impact Metro operations in two distinct ways:

- The cost to implement wayside detector system equipment on Metro-owned right-of-way (ROW)
- The impacts to Metrolink service if freight corporations are slow in complying or do not comply.
- There are also potential downstream impacts to the region's economic competitiveness resulting from a downgrade of our goods movement network.

Recommendation and Suggested Amendments

Recommendation:

ADOPT the following staff recommended position:

SB 667 (Archuleta) – Railroads: Safety. Wayside Detectors. As amended January 22, 2026. -
~~OPPOSE UNLESS AMENDED-SEEK AMENDMENTS~~

Suggested Amendments:

- Ensure that freight railroads are responsible for the funding, implementation, and maintenance of the required wayside detector systems.
- Eliminate the automatic penalty of speed reduction for non-compliance by Class I freight railroads for shared use corridors on which passenger rail (e.g., commuter and intercity) operates given the anticipated impacts on passenger rail service that supports the state and regional policy goal of reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Instead, staff recommend the author consider a different penalty for non-compliance that will not result in harm to public transportation.