

# *Receive State and Federal Legislative Update*

**JPB Board Meeting  
March 5, 2026**



# Federal

## Appropriations

- U.S. DOT and other parts of the federal government are funded through Sept 30, 2026 under regular appropriations. DHS is currently in the midst of a shutdown impacting TSA and other services. Appropriations discussions continuing.

## Bills of Interest

- **S. 3665 (Duckworth and Hoeven)** - Passenger Rail Crew Protection Act would make it federal crime to assault or intimidate passenger rail crew members, providing the same legal protections afforded to flight crews.
- **S. 3903 (Cantwell, Husted, etc.)** - Railway Safety Act would mandate wayside defect detectors, expand list of hazardous materials needing higher safety standards, and two-person crew requirement.
- **H.R. 8996 (Nehls and Moulton)** - Railroad Safety Enhancement Act includes many elements of S. 3903 but adds an additional \$1B for the Railroad Crossing Elimination Grant program.

## Bills with support positions

- **H.R. 3647 (Mullin)** - "SAFE CROSS Act" would direct the FRA to study and report on the use of AI-enabled sensors at railroad crossings to improve safety and reduce collisions.

# State Transit Loan Update

- The Legislature passed and Governor Newsom signed AB/SB 117, which provides a loan mechanism for \$590M to Bay Area Transit Agencies to be administered by MTC
- Caltrain would receive \$50M
- **This loan option is critical to Caltrain maintaining service**



# State Senate Hearing

- **Hearing – Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency**
  - On Feb 18, Caltrain was invited by Senator Blakespear to present at the Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency to discuss the impacts of electrification on ridership and Caltrain's future.
  - Jason Baker represented Caltrain, along with Metrolink and discussed that despite ridership gains and positive trends, rail agencies across California are facing major operations deficits.

# State Legislation

- **SB 667 (Archuleta)**
  - Requires wayside defect detectors at prescribed intervals and imposing operational limits on freight railroads if detectors are not installed.
  - Freight trains would be required to operate at 10 mph on corridor segments without compliant detector coverage, which would impact UPRR trains on Caltrain track
  - Implications for Caltrain both on owned ROW and on the segment south of Tamien
  - SB 667 is aimed at freight rail safety, but freight operating responses could materially affect Caltrain service on shared infrastructure
  - Opposed by CTA, Capitol Corridor, SJJPA
- **SB 908 (Wiener)**
  - Clean-up bill thought to look at providing clarity on aspects of SB 79.

# State Legislation

- **SB 1136 (Blakespear)**
  - Conditions State Rail Assistance funds, which Caltrain and other passenger railroads already receive, on adopting special event rail service plans.
  - Includes requirements for transfer agreements, ticket interoperability, additional service, and other issues with financial impacts to the agency.
  - No funding is attached or included and places a new condition on operations funding Caltrain plans on.
- **SB 1411 (Stern)**
  - Would allow CHSRA to spend GGRF funds outside the Merced-to-Bakersfield segment in the bookend areas beyond the current cap of \$500M allowable within the entire authorization period.

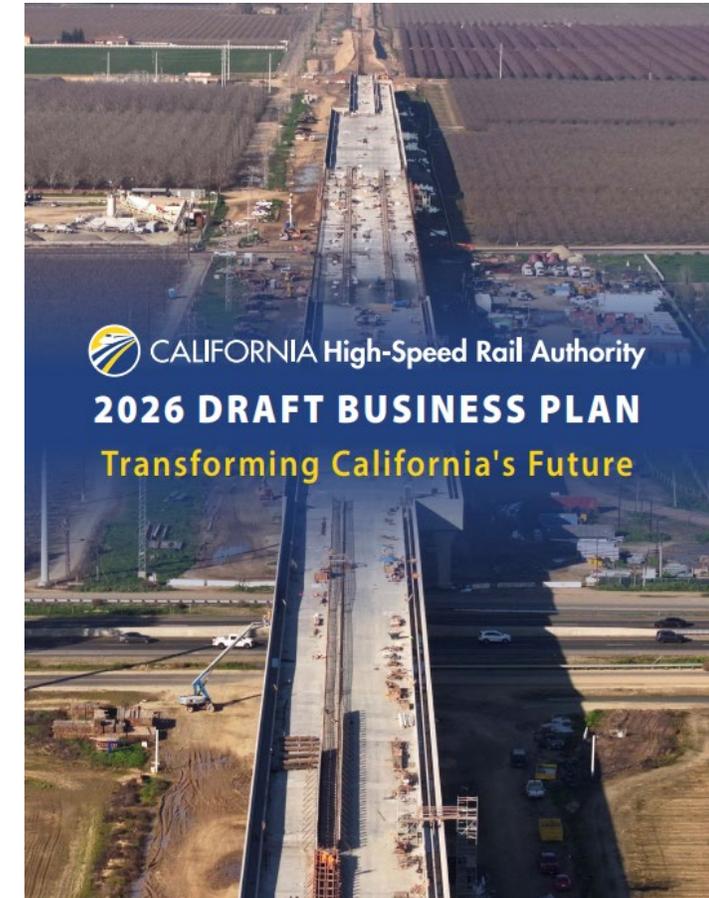
# CHSRA Business Plan

- **Reminders**

- The Cap & Invest Program allocated \$1B/year to the High-Speed Rail project.

- **Major Takeaways**

- CHSRA is looking into public/private partnerships to gain additional funding and push towards service in the Bay Area and LA Basin
- San Francisco to Bakersfield is positioned as HSR's fastest path to revenue generation.
- The San Jose to Gilroy segment is not included in the Phase 1 cost totals and a placeholder range of \$2B - \$5B is listed.



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