

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 251118-105

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) each year approves an annual legislative program and forwards that program to the Mayor's office for inclusion in the City's full legislative program; and,

WHEREAS, The purpose of a legislative program is to set forth legislative policies, principles and priorities to guide SFMTA staff and to provide input to the Mayor's office on transportation matters for the upcoming year; and,

WHEREAS, In response to the interests of the SFMTA and the Mayor's office, staff has prepared the 2026 Legislative Program (the "2026 Legislative Program"), as Attachment A, for the consideration and approval of the San Francisco Municipal Transportation Agency Board of Directors; and,

WHEREAS, The 2026 Legislative Program provides, among other things, support for measures that will enhance funding levels, efficiency, and safety for the SFMTA's programs, opposition to governmental actions that might decrease those, and authorization for SFMTA staff to carry out the objectives of the 2026 Legislative Program; and,

WHEREAS, On December 17, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the annual SFMTA Legislative Program is not a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore be, it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board approves the SFMTA's 2026 Legislative Program, Attachment A, and authorizes the Director of Transportation to carry out the objectives of the Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2025.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## SFMTA 2026 Legislative Program

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares a legislative program to guide advocacy efforts in the City and County of San Francisco, with the Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C. It is a strategic document that is not meant to be comprehensive of all legislative issues but rather to provide general direction on issues relevant to the SFMTA and transportation partners in the coming year. This program is also intended to align with the SFMTA's current Strategic Plan and supports the goals included in the Plan.

### LOCAL POLICY AND LEGISLATIVE PRIORITIES

The Local Government Affairs team will work proactively with the SFMTA's executive team to strategically plan and implement all policy and legislative initiatives supporting the Agency's operations and overall goals of the Strategic Plan.

Work will also take place with all key City stakeholders to maintain positive working relationships and implement those same legislative and policy initiatives, also incorporating SFMTA's Public Participation Plan and engaging local elected officials in their role as District Supervisors and as San Francisco County Transportation Authority (SFCTA) Commissioners.

#### Board of Supervisors (BOS) Legislation and Policy

Government Affairs staff will coordinate local legislative priorities with all key City stakeholders including regular briefings with Board of Supervisors' offices and stakeholders. This work includes proactive outreach and collaboration with the Mayor's Office, members of the Board of Supervisors, the SFCTA, the BOS Budget and Legislative Analyst and various City agencies to engage and advise for approvals needed pursuant to Section 9.118 of the Charter, BOS hearing requests, audits, letters of inquiry or legislation relating to all Divisions of the SFMTA.

**San Francisco County Transportation Authority (SFCTA):** The SFMTA will continue to work collaboratively with the SFCTA to fund street repair and reconstruction, pedestrian safety, transit reliability and state of good repair projects.

**Priority Projects Requiring Local Legislative Approvals:** In addition to working in collaboration with our Government Affairs colleagues on issues that crossover between Local, State and Federal policy and legislation, the Local Government Affairs team will work with city partners on advancing key priority projects that are now underway, and at various stages of progress. This work will include regular briefings with members of the Board of Supervisors, offices and stakeholders as well as engagement with the Mayor's Office, the SFCTA and the Board of Supervisors Budget and Legislative Analyst for any approvals needed pursuant to Section 9.118 of the Charter.

#### 1. Contracts/Code Amendments requiring Board of Supervisors approvals

**Allied Security Contract Extension:** The proposed Fourth Amendment would extend the

agreement term by one year, to March 30, 2027. The additional term and funding would allow time to conduct the RFI and competitively reprocur the services, with the goal of reducing future contract costs by at least 10%, improving labor efficiencies, implementing technology hardware upgrades, and incorporating technology-driven innovations for cost containment, performance monitoring, and operational deployment improvements.

**Paratransit Contract Extension:** Amend the SFMTA’s Paratransit Broker and Operating Agreement with Transdev Services, Inc., to extend the Agreement for up to two years. This extension is intended to provide certainty regarding cost savings and is part of the SFMTA’s ongoing efforts to reduce expenditure, while maintaining service quality.

**Paratransit RFP and Contract Approval:** Request for Proposal (RFP) for Paratransit services requires SFMTA Board approval. After the competitive solicitation has been completed, the SFMTA Board and Board of Supervisors’ approval is required to enter into a new Agreement with the highest-ranking respondent.

**Vehicle Tow and Storage Contract (New):** New long-term vendor contract for towing and storage of illegally parked and abandoned vehicles.

**Breda Disposal:** Affirming the retirement of all LRV2 and LRV3 Breda light rail vehicles, which are no longer in service, and authorizing the disposal of all Breda vehicles. Board of Supervisors authorization of the disposal, as is required under Section 10.84 of the San Francisco Administrative Code.

**Potrero Yard Modernization Project:** Building a modern bus yard is the primary goal of the Potrero Yard Modernization Project. Forthcoming legislation will be for approval of a Design-Build-Finance (DBF) Agreement and a Housing & Commercial Component (HCC) Agreement with Potrero Neighborhood Collective.

## **2. Policy Initiatives and Project Implementation**

**Safe Streets SF:** San Francisco’s policy commitment to eliminate all traffic-related fatalities on our city streets. It is a joint effort of San Francisco’s Municipal Transportation Agency, Department of Public Health, Police Department, Department of Public Works, Public Utilities Commission, Unified School District, County Transportation Authority, and the Mayor’s Office. The City’s approach focuses on engineering safer streets, encouraging safer speeds, investing in safer vehicles and supporting the safe use of streets by everyone on the road, regardless of mode.

SFMTA’s Local Government Affairs team is involved in these discussions and will work closely and collaboratively with the City family to engage, manage, inform and advise on any BOS or SFCTA hearing requests or legislation relating to all aspects of this joint effort.

**Train Control Upgrade Project:** The SFMTA’s Train Control Upgrade Project (TCUP) is replacing and expanding the outdated train control technology that moves Muni Metro trains through our subway with modern, state-of-the-art technology that will manage the Metro

network citywide – in the subways and on the street. TCUP is the most impactful investment we can make to improve Muni Metro operations and safeguard the quality of future service. It's key to supporting the vitality of our neighborhoods and our downtown.

**Speed Safety Camera Implementation:** SFMTA will continue to report quarterly citation rates and traffic impacts and will release the first analysis of injury collisions near ASE cameras (to see if the cameras are having an impact on rates of speed-related collisions). We will also continue to support the other five ASE cities as they launch their programs.

**Procurement of New Buses and Fleet Maintenance:** To provide ongoing, sustainable and reliable transit service, we will continue efforts to procure new vehicles and perform scheduled overhauls as we manage our fleet to move the SFMTA closer to our reduced emissions goals within the constraints of our constricting capital funding opportunities.

**Taxicab / Medallion Program Reform:** SFMTA staff are working on the next round of Taxi Medallion reform to support the purchased medallion program. Taxi Medallion reform will require SFMTA Board approval and certain changes to the medallion program require consent from the SF Federal Credit Union. Staff anticipate bringing an item before the Board in 2026. The Board of Supervisors does not have legislative authority over the taxi industry; however, staff will engage interested Supervisors, as desired.

**Emerging Mobility and Innovation:** SFMTA staff will monitor and engage in city efforts around emerging mobility services, models and technologies such as autonomous vehicles, autonomous delivery devices and private transit vehicles, coordinating efforts with city agencies, BOS, SFCTA, Mayor's Office, and community groups to ensure city interests and impacts are communicated.

**San Francisco County Transportation Authority (SFCTA):** The SFMTA will continue to work collaboratively with the SFCTA to fund street repair and reconstruction, pedestrian safety, transit reliability and state of good repair projects.

**Revenue Proposals for Future Ballot/s:** Discussions continue regarding prospects for transportation funding measures in 2025-2026. The SFMTA strategy to close the financial gap includes a three-pronged approach to secure a comprehensive package of funding: the Regional Revenue Measure (SB 63), the Local Measure, and internal agency cost reductions/efficiency efforts. SFMTA staff and the Local Government team will work closely with policy makers to engage, manage, inform, and advise on any BOS or SFCTA hearing requests or legislation relating to this effort.

## **STATE LEGISLATIVE PRIORITIES**

The 2026 legislative year is the second in the 2025-2026 legislative session. The Legislature can introduce new bills in January 2026 when the Legislature convenes. The proposed 2026 State Legislative Program is categorized into key policy areas including: transportation funding, safe streets, parking, emerging mobility and innovation, public transit, sustainability, land use and housing. The Government Affairs team will coordinate this work with other large city

transportation departments through ongoing collaboration with the California City Transportation Initiative (CACTI) -- a non-profit representing the seven largest cities in California -- as well as with the California Transit Association and other organizations, as appropriate.

## 1. Transportation Funding

Support efforts to protect and secure funding for SFMTA's transportation projects and program priorities, including transit operations.

- **Near Term and Long-Term Operations Funding.** Protect existing and secure new sources of funding for operations and capital needs. In September 2025, the Governor reaffirmed his commitment to a process to establish a \$750 million loan for Bay Area transit agencies included in the "Budget Bill Jr." (SB 105/ AB 105). Details are under discussion, and any funding is anticipated to be included in the Governor's 2026-2027 budget. Additionally, we will support the extension of the existing statutory "hold harmless" provisions first instituted during the pandemic for the distribution of the State Transit Assistance (STA) revenue-based funds.
- **State Transit Operations Funding and the Fiscal Cliff:** Advocate for the protection and maintenance of transit funding committed to transit capital and operations in the FY 2023-24 and FY 2024-25 state budgets. In 2025, a portion of that funding was at risk of being cut due to the state's significant budget deficit. Anticipating another deficit in FY 2026-27, the SFMTA will work with coalition partners to advocate for maintenance of this and all other transportation funding and the release of funding on the timelines prescribed in statute.
- **Active Transportation:** Maintain and seek opportunities for new funding for the State's Active Transportation Program. Monitor legislation impacting statutory CEQA exemptions for public transit and active transportation projects.
- **Cap and Invest:** In 2025, the Cap-and-Trade program was modified, extended by 15 years through 2045, and renamed Cap-and-Invest. The legislation creates a new \$4.2 billion annual expenditure plan. The programs of specific interest to SFMTA will continue to be carried forward and maintain continuous annual appropriations, but with the current percentage allocations converted to an annual maximum fixed dollar amount: \$400 million for the Transit and Intercity Rail Capital Program (TIRCP), \$200 million for the Low Carbon and Transit Operations Program (LCTOP) and \$800 million for Affordable Housing and Sustainable Communities (AHSC). Protect investments in those programs and engage in policy discussions around implementation of the \$125 million appropriated for transit passes in the 2026-27 expenditure plan.
- **Zero-Emission Transit:** Pursue re-establishment of the partial sales and use tax exemption for zero-emission buses that will expire on December 31, 2025. Seek support in the transition to zero-emission vehicles including agency needs for recharging/refueling infrastructure, maintenance facilities, etc.
- **Support Grant Applications:** Advance grant applications for state competitive programs including the Transit and Intercity Rail Capital Program (TIRCP), Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Active Transportation Program (ATP) through advocacy and securing State delegation support.

## 2. Safe Streets

In 2014, San Francisco adopted Vision Zero as a ten-year citywide policy, committing to eliminate all traffic deaths on our streets. Work is now underway to shape the policy outcomes and priorities for the next phase of Safe Streets. We will support efforts that are consistent with the next phase, including two policy objectives that have now been achieved—lower speed limits and speed safety camera authorization--and defend against bills that may infringe on this agenda.

- **Support Efforts that Encourage Traffic Safety:** Support efforts to improve the overall safety for all road users and especially seniors, those with disabilities, and people who live in marginalized communities that are most disproportionately impacted by traffic violence. Support bicycle, pedestrian and scooter safety related measures, Complete Street development, measures that discourage dangerous driving, cycling, scooter or walking behavior, measures that support safer vehicles and proposals that seek to increase investment in infrastructure improvements and education that advances the goal of Safe Streets.
- **Speed Limit Setting:** Continue to ensure local flexibility on speed limit setting to encourage slower speeds. Protect the new flexibility in speed limit setting that was granted in 2021 by AB 43 (Friedman) as well as our existing authority to set speed limits as demonstrated by AB 1938 (Friedman) which passed in 2022.
- **Speed Safety Cameras:** Report on speed reduction outcomes achieved through our speed safety camera pilot program authorized under AB 645 (Friedman).

## 3. Parking

Engage in parking advocacy efforts with interest groups including the California Mobility and Parking Association, other cities and stakeholders.

- **Parking Payment Flexibility:** Seek flexibility within the California Vehicle Code to modernize parking systems, increase efficiency and provide more payment options to drivers.
- **Curb Management:** Monitor efforts to provide flexibility within the California Vehicle Code to make it safer and easier to pay and park and utilize City resources effectively.
- **Parking Fines and Fees:** Monitor legislation related to reducing parking and towing fines and fees to ensure that any impacts balance equity and financial considerations.

## 4. Emerging Mobility and Innovation

Managing the adoption and integration of new and emerging mobility innovations is a fundamental issue for San Francisco and other cities. The SFMTA will monitor and engage, as appropriate, in the areas listed below. Topics in this area may include the scope of local authority, traffic and pedestrian safety, accessibility, data privacy and disclosure, transit complementary service, congestion and environmental impacts and pricing, among others. Engage with state agencies regulating emerging mobility including the California Department of Motor Vehicles (DMV), California Public Utilities Commission (CPUC), and the California State Transportation Agency (CalSTA), and others to ensure emerging mobility is effectively managed and regulations are enforced.

- **Autonomous Vehicles:** Participate in development of legislative proposals regarding autonomous vehicles. Ensure that cities are included in the decision-making process for testing and deployment of autonomous vehicles, including working with relevant state agencies such as DMV and CPUC and sharing information about street operations; support and/or lead efforts that would align the operation of AVs with City goals.
- **Shared Mobility Regulatory Authority:** Ensure local authority is preserved as it relates to the City’s local pilot and permit programs for shared mobility services, including docked and dockless bikeshare and e-scooters.
- **Shared Mobility Data:** Maintain cities’ ability to collect mobility device data to enforce local regulatory programs.
- **Micromobility:** There is a proliferation of e-devices that are privately owned and commercially available to consumers that may not fall under current legal definitions and not regulated locally as part of a shared mobility permit program. Track and/or propose legislation to ensure that e-devices are appropriately defined, safety/equipment provisions and use/operation requirements are enforceable.
- **Transportation Network Companies (TNCs):** Evaluate any legislative proposals regarding TNCs and engage as appropriate.
- **Taxis, Commuter Shuttles & Private Transit Vehicles:** Monitor legislation related to taxis, commuter shuttles and private transit vehicles within the context of SFMTA’s regulatory authority over taxis and SFMTA’s Commuter Shuttle and Private Transit Vehicle Permit Programs.

## 5. Public Transit

Work with the California Transit Association, public transit and social equity advocates and transit operators on the following public transit areas.

- **Statewide Transformation Task Force Recommendations:** Inform the legislative discussion surrounding the State Transit Transformation Task Force final report submitted to the Legislature in 2025. Work with CalSTA, state agencies, the California Transit Association, transit agencies, regional partners, legislative committee staff, and other stakeholders to advance priority recommendations.
- **Regional Transit Integration:** Support legislative or administrative efforts related to regional transit integration needed to advance the recommendations contained in the Metropolitan Transportation Commission’s (MTC) Transit Transformation Action Plan and support the work plan of the MTC Regional Network Management Council.

## 6. Sustainability, Climate Action, and Resilience

The SFMTA is dedicated to meeting the City and State’s climate action targets including reaching net zero greenhouse gas emissions by 2040.

- **Greenhouse Gas Emissions Reductions:** Monitor and engage in legislation that supports greenhouse gas emissions reductions in the transportation sector.
- **Zero Emission Vehicles:** Engage in legislation, policies, and funding opportunities that support Muni’s commitment to bus fleet electrification and modernizing bus yards to accommodate the new vehicles and related to electric vehicle charging infrastructure.

- **Climate Resilience and Adaptation.** Monitor and engage in legislation that supports increasing the resiliency of the transportation network.

## **7. Land Use & Transportation Integration**

Support state efforts to leverage transit agency real estate assets and private investment to generate revenue for transit and prioritize transportation investments towards agencies that advance transit-oriented development. This will increase revenue for transit agencies, increase access to opportunities for occupants of new developments via transit and active transportation modes, and advance the state's climate goals.

## **8. Support Shared Policy Priorities of City Departments**

Support as appropriate the policy priorities of other City departments including Planning, the Port, Department of the Environment, Public Health, the Public Utilities Commission, Public Works, Recreation and Parks, and the Office of Economic and Workforce Development that advance mutual policy objectives including climate resilience, transportation and livable street design, pedestrian safety, transit-oriented development, California Environmental Quality Act reform policy and infrastructure investment.

# **FEDERAL LEGISLATIVE PRIORITIES**

## **1. Federal Transportation Funding and Appropriations**

The current surface transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA), expires in 2026. Support IIJA extensions and/or reauthorization that ensure that funding matches or exceeds the funding levels approved under the IIJA. Ensure transit and rail funding in the Fiscal Year (FY) 2027 Transportation, Housing, and Urban Development appropriations bill match or exceed IIJA authorized levels. Support new sources of funding to support transit operations and capital projects. Support the pursuit of competitive grant and annual appropriation process member directed spending opportunities consistent with Agency priorities. Support efforts to address Highway Trust Fund solvency so that it can continue to fully fund federal transit programs.

## **2. Autonomous Vehicles**

Monitor and engage in development of federal legislation around autonomous vehicles. Coordinate efforts and participate in strategy development with the National League of Cities, National Association of City Transportation Officials (NACTO), and other advocacy organizations to ensure City priorities are incorporated into any legislation.

## **3. Emerging Mobility and Innovation**

Monitor and engage in federal efforts around emerging mobility and innovation and related competitive grant opportunities.

## **4. Sustainability, Climate Action and Resilience**

Monitor and engage in efforts that support climate resiliency and adaptation for the City's transportation system.

## **5. Project Delivery**



Monitor and engage in efforts to accelerate and streamline the delivery of infrastructure projects and reforms to the National Environmental Policy Act (NEPA) and administrative permitting processes that advantage public transit, bicycle, pedestrian, and transit-oriented development projects.