THIS PRINT COVERS CALENDAR ITEM NO.: 12

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Chief of Staff and External Affairs

BRIEF DESCRIPTION: Approving the SFMTA's 2027 Legislative Program

SUMMARY:

- The SFMTA 2027 Legislative Program is intended to guide SFMTA's advocacy efforts at the local, state and federal level over the course of the upcoming legislative sessions. The program is intended to be broad enough to cover the wide variety of issues that may be taken up locally and in Sacramento and Washington, D.C., and flexible enough to allow the SFMTA to respond to unanticipated developments. Approval of the program will provide our legislative delegation and our transportation partners with an approved statement of SFMTA's priorities for this year.
- In addition to the Legislative Program, staff will provide legislative updates to the Board as appropriate regarding bills of interest to the SFMTA.
- To take official positions on proposed state legislation, SFMTA must seek a city-wide position through the City's State Legislation Committee, which is chaired by the Mayor's Office and consists of representatives from various City departments and the Board of Supervisors. After presenting a bill analysis and justification, the Committee votes to approve or deny the recommended position. If the position is approved, the City's Sacramento advocates will be activated to provide support.

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTA 2027 Legislative Program

APPROVALS: **DATE**

DIRECTOR Viktoriya Wise November 25, 2026

SECRETARY November 25, 2026

ASSIGNED SFMTAB CALENDAR DATE: December 1, 2026

PURPOSE

Approval of the SFMTA's 2027 Legislative Program

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The SFMTA 2027 Legislative Program is informed by and aligns with the goals in the SFMTA's Strategic Plan and supports San Francisco's Transit First Policy principles.

DESCRIPTION

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 Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C.

The 2027 SFMTA Legislative Program, found in the Enclosure, is intended to guide SFMTA's advocacy efforts at the local, state and federal level over the course of the upcoming legislative sessions and be broad enough to cover the wide variety of issues that may be taken up locally and in Sacramento and Washington, D.C., and flexible enough to allow the SFMTA to respond to unanticipated developments. Approval of the program will provide our legislative delegation and our transportation partners with an approved statement of SFMTA's priorities for the year. The program 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.

The 2027 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 2027 Legislative Program.

In addition to the Legislative Program, staff will provide legislative updates as appropriate to the Board regarding bills of interest to the SFMTA.

To take official positions on proposed legislation, SFMTA must seek a city-wide position through the City's State Legislation Council, which is chaired by the Mayor's Office and consists of representatives from various City departments. After presenting a bill analysis and justification, the Council votes to approve or deny the recommended position. If the position is approved, the City's Sacramento advocates will be activated to provide support.

STAKEHOLDER ENGAGEMENT

The draft federal, state and local priorities for the 2027 Legislative Program were presented to and recommended by the Citizens' Advisory Council (CAC) on November 5, 2026. It is also

informed by outreach with the San Francisco County Transportation Agency, the Metropolitan Transportation Commission, and other transit agencies. There will continue to be opportunities throughout the legislative cycle for additional input into the legislative agenda on issues as they arise.

ALTERNATIVES CONSIDERED

No alternative was considered as it is essential that a program be approved annually.

FUNDING IMPACT

Some of the proposed initiatives may result in additional funding for SFMTA's priority programs and projects**.**

ENVIRONMENTAL REVIEW

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 to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The SFMTA Citizens' Advisory Council recommended the draft 2027 Legislative Program on November 5, 2026. The City Attorney's Office has reviewed this item.

RECOMMENDATION

Staff recommends approval of the SFMTA's 2027 Legislative Program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 2027 Legislative Program (the 2027 Legislative Program), attached, for the consideration and approval of the San Francisco Municipal Transportation Agency Board of Directors; and,

WHEREAS**,** The 2027 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 2027 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 of Directors approves the SFMTA's 2027 Legislative Program, attached, 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 December 1, 2026.

_____
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2027 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 Bay Area regional agencies, 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.

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.

Staff will work with all key San Francisco stakeholders to maintain positive professional relationships and implement those same legislative and policy initiatives while engaging local elected officials in their role as District Supervisors and as San Francisco County Transportation Authority (SFCTA) Commissioners.

Board of Supervisors Legislation and Policy

Government Affairs staff will coordinate local legislative activities with all key City stakeholders. This work includes proactive outreach and collaboration with the Mayor's Office, members of the Board of Supervisors, the Board of Supervisors Budget and Legislative Analyst's Office and various City departments to engage on the wide variety of local legislative actions, including contract approvals needed pursuant to City Charter Section 9.118 as well as Board of Supervisors hearing requests, audits, letters of inquiry or other 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 City Charter.

1. Contracts/Code Amendments Requiring Board of Supervisors Approval

We will be seeking the Board of Supervisors' approval of the following in 2027:

Transit Shelter Advertising and Maintenance Contract Extension
This contract provides the selected concessionaire (Clear Channel) the exclusive right to solicit and sell advertisements at SFMTA transit shelters. In exchange for this exclusive right, Clear Channel pays SFMTA minimum annual guarantee (MAG) payments. In addition, in exchange for their exclusive right to place advertisements at our transit shelters, Clear Channel is responsible for the installation, maintenance and cleaning of all SFMTA transit shelters. The SFMTA contract with Clear Channel is scheduled to expire in December of 2027. We will pursue an extension to the Clear Channel contract through June 2029, to line it up with the expiration of our vehicle advertising contract currently held by Intersection.

Next Generation Transit Lane and Transit Stop Enforcement System Contract
A new contract for a Transit Lane and Transit Stop Enforcement System that improves safety and Muni reliability by utilizing cameras mounted on board Muni buses to record illegal parking, stopping, or standing in dedicated lanes and bus zones. The current program's effectiveness is constrained by out-of-date equipment that requires Parking Control Officers to manually review thousands of hours of video footage each year, limiting the scale and consistency of enforcement. This next generation program will bring modernized enforcement technology and improve operational efficiency.

AC Transit and Golden Gate Transit Lease Amendment and Restatement
Extending leases that are currently on a month-to-month holdover to 2050. These lease extensions are critical for continuity of operations.

Vehicle Tow and Storage Contract
The SFMTA current contract for vehicle towing and related activities expires June 30, 2027. Services are provided in the agreement to support the SFMTA and SFPD by providing vehicle towing, storage, lien processing and customer services for parking violations, or for vehicles that have been abandoned and require removal from City streets. The current vendor also manages two facilities: one primary Customer Service Center facility centrally located on 7th Street with short-term storage for standard sized vehicles that are picked up within 48 hours of tow. There is also a secondary facility near the Daly City border that houses towed oversized vehicles, vehicles not picked up from the primary facility, and vehicles towed by SFPD for crime-related storage. The vendor also supports bi-monthly auctions for vehicles that have completed the lien sale process, as well as online auction services for the public.

2. Policy Initiatives and Project Implementation

Joint Development Program: In 2025, the SFMTA adopted its first Joint Development Program Goals & Policy, which was unanimously supported by the Board of Supervisors. The

SFMTA is now completing a grant-funded evaluation of its real estate portfolio and preparing a Joint Development Program Strategic Plan. This work will identify priority properties and strategies to advance housing, commercial development, transit ridership, and revenue opportunities. Implementation may require coordination with and briefings for the Board of Supervisors regarding individual development opportunities, zoning modifications, financing tools, and other measures needed to advance projects.

Train Control Upgrade Project: The Train Control Upgrade Project (TCUP) is a critical state-of-good-repair and modernization initiative that will replace the aging train control system used to operate Muni Metro. This contract supports the installation of onboard train control equipment across the rail fleet, enabling implementation of the upgraded system. The project is expected to improve system reliability, maintainability, safety, and operational performance, while supporting the long-term delivery of transit service for San Francisco residents, workers, and visitors.

Potrero Yard/Bryant Street Housing: In March 2026, the SFMTA Board of Directors approved the execution of a Lease Development and Disposition Agreement (LDDA) with Plenary Potrero Housing (PPH) LLC for the development of an affordable housing project along Bryant Street. The LDDA establishes the terms and conditions for PPH to continue predevelopment work at its sole cost, including negotiation of a long-term ground lease for the construction and operation of the housing project. The ground lease will be subject to approval by the SFMTA Board of Directors and the Board of Supervisors.

State Advocacy and Legislative Priorities

The 2027 legislative year is the first of the 2027-2028 legislative session. New legislators will be sworn in on December 7, 2026 and the Legislature can introduce new bills when it convenes in January 2027. The proposed 2027 State Legislative Program is categorized into eight key policy areas: transportation funding, street safety, parking, emerging mobility and innovation, public transit, sustainability, land use and transportation integration, and project delivery. The SFMTA will work to support efforts in alignment with agency and city goals and defend against those that are not. SFMTA will coordinate this work with other membership organizations (such as the California Transit Association and California Cities Transportation Initiative), transit agencies, large city transportation departments, and other stakeholders as appropriate.

1. Transportation Funding

Protect existing and secure new sources of short and long-term funding to support the agency's operations and capital investment needs.

- **SB 125 Funding Commitment:** Ensure that the state fulfills the commitment made to transit under the SB 125 funding package. Through FY2027-28 there is a remaining statewide commitment of $460 million in Greenhouse Gas Reduction Fund (GGRF) allocations. The multi-year funding package was enacted by the Governor and Legislature in 2023 to support statewide transit capital projects and operations.

- **Cap-and-Invest:** Advocate that the State fulfill the statutory dollar amounts for transportation and housing programs prescribed in the Cap-and-Invest expenditure plan and attempt to create more certainty for appropriations. In 2025, the Cap-and-Trade program was extended by 15 years through 2045, renamed Cap-and-Invest, and a new $4.2 billion annual expenditure plan was created. Following that in 2026, the California Air Resources Board (CARB) adopted new regulations to the program that have the effect of significantly lowering the revenue that flows to the Greenhouse Gas Reduction Fund (GGRF). Funding for the GGRF's Tier 3 programs, including the Transit Intercity Rail and Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and the Affordable Housing and Sustainable Communities (AHSC) program are severely affected.
- **Long Term Funding:** Work with statewide partners to lay the groundwork for increased long-term state investment in multimodal transportation needs at a meaningful scale.
- **Active Transportation:** Protect and enhance the State's Active Transportation Program (ATP). The ATP was created in 2013 by consolidating several disparate programs using state and federal dollars into a single streamlined one aimed to encourage, promote and increase active modes of transportation.
- **Zero-Emission Transit:** Pursue re-establishment of the partial sales and use tax exemption for zero-emission buses that expired on December 31, 2025. Seek support

for the transition to zero-emission vehicles including agency needs for recharging/ refueling infrastructure, maintenance facilities, etc.

- **Support Grant Applications**: Advance SFMTA 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 State delegation support.

2. Street Safety

In December 2025, Mayor Lurie signed the Street Safety Executive Directive, that established the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy, advancing a coordinated effort to design, operate, and manage streets and transportation systems that ensure the safety of all who travel within our city. Advocate for legislation and policies consistent with the directive and defend against those that may infringe on this agenda.

- **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 disproportionally 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). Explore and if possible, support efforts to expand and make improvements to the program that advance safety outcomes.

3. Parking and Curb Management

Engage in parking advocacy efforts with other interested parties including the California Mobility and Parking Association, other cities and stakeholders. Areas include:

- **Employee Safety:** Work to make sure that all employees, especially Parking Control Officers, are safe, building on the successful passage of AB 394 (Wilson, 2025) that strengthened protections for public transit workers.
- **Parking Payment Flexibility:** Support flexibility within the California Vehicle Code to modernize parking systems, increase efficiency and provide more payment options to drivers.

- **Curb Management:** Support modifications to the California Vehicle Code to make it safer and easier to pay and park and utilize City resources effectively.
- **Parking Fines and Fees:** Monitor and engage in efforts to change parking and towing fines, fees, and policies to ensure that any impacts balance equity and financial considerations.

4. Emerging Mobility and Innovation

Monitor and engage in the adoption and integration of new and emerging mobility innovations. 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. 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, curbside charging, among others.

- **Autonomous Vehicles:** Support efforts that align the operation of AVs with City goals. Participate in CPUC and DMV rulemaking for AV operations. Work with relevant state agencies such as DMV and CPUC and sharing information about street operations.
- **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/E-devices:** Ensure that e-devices are appropriately defined, registered, and that safety/equipment provisions and use/operation requirements are enforceable. There is a proliferation of a wide array of e-devices that are privately owned and commercially available to consumers, which may not fall under current legal definitions and not regulated locally as part of a shared mobility permit program.
- **Transportation Network Companies (TNCs)**: Evaluate proposals regarding TNCs and engage as appropriate.
- **Taxis, Commuter Shuttles & Private Transit Vehicles:** Evaluate proposals 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

Engage in transit advocacy efforts with other interested parties including the California Transit and other stakeholders including those below:

- **Paratransit:** Support any efforts by the CPUC or other stakeholder organization to increase dedicated funding for ADA complementary paratransit via the Access for All Program. In 2018, the Governor signed SB 1376, to require the California Public Utilities Commission (CPUC) to assess a fee on Transportation Network Company (TNC) rides to fund accessible transportation services for persons with disabilities. The CPUC subsequently created the Access for All Program in 2019 to improve accessible on-demand transportation. This is a competitive grant program funded by a $0.10 per-trip assessment on TNCs.
- **Innovative Clean Transit Regulation:** Inform and evaluate updates to the Innovative Clean Transit regulation that align with funding and facility readiness required to support ICT-mandated zero emission bus procurements without adversely affecting transit service.
- **Regional Transit Integration:** Support efforts related to regional transit integration that 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

Support state efforts that are in alignment with the City's 2026 Climate Action Plan to reduce the city's emissions 61% from 1990 levels by 2030 and to reach net-zero emissions by 2040. The plan includes two main transportation goals: (1) to achieve a 25% reduction in per-capita vehicle miles traveled by cars and trucks by 2030 and 30% by 2040 and (2) to increase the percentage of cars and small trucks in San Francisco that are zero-emission to 25% by 2030 and 100% by 2040. Monitor and engage in legislation, policies, and funding opportunities that:

- **Greenhouse Gas Emissions Reductions:** Support greenhouse gas emissions reductions in the transportation sector.
- **Zero Emission Vehicles:** Support electric vehicles including fleet electrification, modernizing yards to accommodate zero emissions vehicles, and electric vehicle charging infrastructure.
- **Climate Resilience and Adaptation.** Support increasing the resiliency of the transportation network to natural hazards and the impacts of climate change, including earthquakes, sea level rise, and fire.

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. Project Delivery

Engage and support efforts related to transportation project delivery and support strategies to efficiently and effectively deliver transportation plans, programs and projects. Monitor legislation impacting statutory CEQA exemptions and permitting processes for transit and active transportation projects.

Federal Advocacy and Legislative Priorities

On the federal level, SFMTA works closely with partners including the American Public Transit Association (APTA), the National Association of City Transportation Officials (NACTO), the Metropolitan Transportation Commission (MTC), other stakeholders and advocacy groups to pursue shared goals. Priority areas for 2027 are listed below:

1. Surface Transportation Reauthorization

Advocate for a federal transportation reauthorization act that avoids steep cuts, sustaining and where possible, increasing transit state of good repair (SOGR) formula funding and federal investment in the Capital Investment Grant (CIG) program. Support efforts to address Highway Trust Fund solvency.

The current multi-year surface transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA), was scheduled to expire on September 30, 2026. A continuing resolution was signed by the President on September 2, 2026, to extend federal funding and surface transportation programs through December 11, 2026. The continuing resolution does not include advance appropriations for Federal Fiscal Year 2027 that were previously included in the IIJA. If a long-term reauthorization is not enacted, California could see approximately $1.1 billion in annual federal transportation funding at risk. In addition, approximately $26 billion in annual federal competitive transportation funding could be unavailable.

2. Autonomous Vehicles

Monitor and engage in development of federal policy and 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 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 to safeguard critical infrastructure, improve air quality, reduce greenhouse gas (GHG) emissions, and make the transportation network resilient to a changing climate.

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.

6. Competitive Grants and Member Directed Appropriations

Support the pursuit of competitive grant and annual appropriation process member directed spending opportunities consistent with Agency priorities