



Memorandum

AGENDA ITEM 5

DATE: February 19, 2026
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director of Policy & Programming
SUBJECT: 3/10/2026 Board Meeting: Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development

RECOMMENDATION ☐ Information ☒ Action

Appropriate \$75,000 in Prop L funds, with conditions, for Federal Autonomous Vehicle Policy Development.

SUMMARY

San Francisco is a leader in autonomous vehicle (AV) testing and deployment in the United States, with experience and expertise to inform federal policy development and decision-making, and to share with other jurisdictions in this fast-developing arena. With this request, Transportation Authority staff will provide technical analysis and apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives. For example, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository. The full scope of work is detailed in the allocation request form (Attachment 5). The request includes a waiver to Prop L policy to allow these funds to be used for expenditures prior to Board approval of the subject request, starting February 1, 2026.

- ☒ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:

BACKGROUND

Guided by the San Francisco Board of Supervisors 2022 AV Policy Resolution (No. 529-22), federal legislative platform and Board adopted studies such as the



Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support staff's work to apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives. This provides a once in a lifetime opportunity to influence how this technology is deployed and regulated, not just at the national level but also in San Francisco, with myriad impacts to all modes of travel within the city and beyond.

DISCUSSION

We are seeking a \$75,000 appropriation of Prop L funds to support San Francisco's participation in federal AV policy development in 2026, as described below:

- At the federal level, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository.
- Representative Kevin Mullin, D-C.A. has requested that the Transportation Authority provide technical advisory support to him and his staff as he advances AV safety and data reporting bills.
- Transportation Authority staff have also been invited by the Federal Highway Administration to participate in a peer exchange program aimed to leverage the experience of first adopter cities to inform and strengthen current federal policy and regulations , and to benefit new cities starting to experience AV operations.

Transportation Authority staff will develop a federal AV policy strategy and action plan and provide technical assistance to federal policy makers on legislative and regulatory priorities. We will also review and summarize federal legislative and regulatory proposals and develop technical and policy feedback to authors, San Francisco's federal delegation, and policymakers. We would periodically report out to the Community Advisory Committee (CAC) and Board on these Federal AV policy development efforts at the call of the Transportation Authority chair.

Attachment 1 summarizes the subject funding request, and Attachment 2 includes a brief description of the scope of work. Attachment 3 summarizes the staff recommendation, including special conditions. Attachment 5 provides the Allocation



Request Form, with more information on scope, schedule, budget, funding, and special conditions.

This request includes a waiver to Prop L policy to allow funds to be used for project expenditures incurred February 1, 2026, prior to Board approval of this request. Earlier this year, discussions began on draft language for the new SELF Drive Act, and Representative Mullin requested technical support from the Transportation Authority. To be responsive to the federal legislative timeline and the Representative's request, we began this work prior to the approval of this appropriation request to maximize its impact on the fast-moving development of bill language and amendments.

FINANCIAL IMPACT

The recommended action would appropriate \$75,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2025/26 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's approved FY 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its February 25, 2026 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Request
- Attachment 2 – Project Description
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocation Summary: FY 2025/26
- Attachment 5 – Allocation Request Form

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	28	SFCTA	Federal Autonomous Vehicle Policy Development	\$ 75,000	\$ 75,000	68%	0%	Planning	Citywide
TOTAL				\$ 75,000	\$ 75,000				

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Citywide/Modal Planning).
- ² Acronym: SFCTA (San Francisco County Transportation Authority)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
28	SFCTA	Federal Autonomous Vehicle Policy Development	\$75,000	San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States, and has a deep well of experience and expertise in this fast-developing arena. Guided by the Transportation Authority's AV policy resolution, federal legislative platform and Board adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support the Transportation Authority's engagement in current major federal policy initiatives such as the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act. We anticipate completing the scope of this request by December 2026.
TOTAL			\$75,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
28	SFCTA	Federal Autonomous Vehicle Policy Development	\$75,000	Special conditions: The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to add the subject project with funds from the Citywide Modal Planning Placeholder. See attached 5YPP amendment for details. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026.
TOTAL			\$ 75,000	

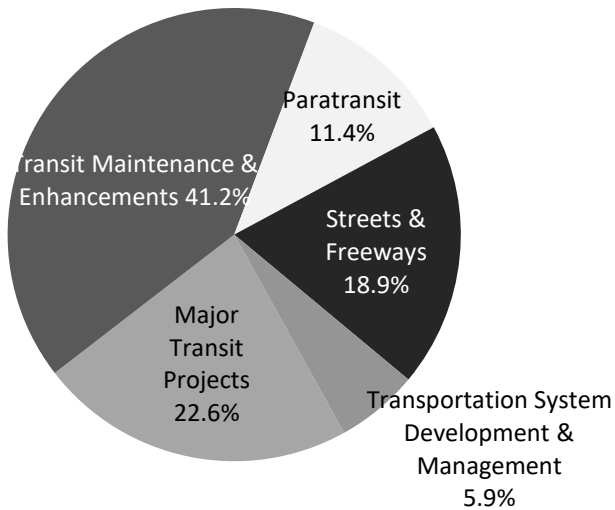
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2025/26

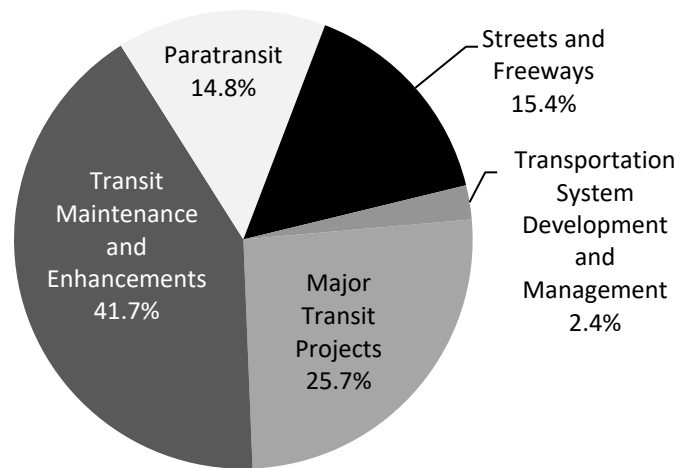
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 64,879,863	\$ 30,305,000	\$ 23,805,700	\$ 10,209,753	\$ 559,410	\$ -
Current Request(s)	\$ 75,000	\$ 35,000	\$ 40,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 64,954,863	\$ 30,340,000	\$ 23,845,700	\$ 10,209,753	\$ 559,410	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



ATTACHMENT 5
San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Citywide and Modal Planning
Current PROP L Request:	\$75,000
Supervisory District	Citywide

REQUEST

Brief Project Description

San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States. The Transportation Authority has a deep well of experience and expertise in this fast-developing arena. Congress is currently advancing several AV policy initiatives that would shape how AVs use public roadways, including their impact on other modes (e.g. walking, biking, transit, emergency response, other vehicles). The proposed funding request will support the Transportation Authority's engagement in current major federal policy initiatives and provision of technical support.

Detailed Scope, Project Benefits and Community Outreach

See attached

Project Location

Citywide

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$75,000.00

Justification for Necessary Amendment

Funding requested from the Citywide Modal Planning Placeholder which has \$150,000 programmed in FY 2025/26. See the attached 5YPP scoring table that includes the subject project.

Retroactive reimbursement requested from February 1, 2026: In mid-January, the office of Rep. Kevin Mullin (D - CA) requested the Transportation Authority's technical support to inform the office's work on federal AV policy and legislative initiatives. Because discussions around the proposed AV policy framework (SELF Drive Act) and other AV-related legislation were already proceeding, it was necessary to begin work shortly following the request.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2026	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Task 1: February 1, 2026 - December 31, 2026

Task 2: February 1, 2026 - December 31, 2026

Task 3: February 1, 2026 - December 31, 2026

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$75,000	\$0	\$0	\$75,000
Phases In Current Request Total:	\$75,000	\$0	\$0	\$75,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$75,000	\$75,000	prior work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$75,000	\$75,000	

% Complete of Design:	0.0%
As of Date:	01/31/2026
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

PLANNING PHASE - MAJOR LINE ITEM BUDGET

BUDGET SUMMARY				
Agency	Task 1 - Project Management	Task 2 - AV Policy Development and Technical Assistance	Task 3 - Education and Peer Exchange	Total
SFCTA	\$ 5,000	\$ 30,000	\$ 5,000	\$ 40,000
Consultants	\$ -	\$ 25,000	\$ -	\$ 25,000
Travel			\$ 5,000	
Contingency		\$ 5,000	\$ -	\$ 5,000
Total	\$ 5,000	\$ 60,000	\$ 10,000	\$ 75,000

*List out significant direct costs here (e.g. Printing).

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	20	\$ 112.64	2.59	\$ 291.74	0.01	\$ 5,835
Senior Public Policy Manager	42	\$ 85.40	2.59	\$ 221.19	0.02	\$ 9,290
Principal Transportation Planner	123	\$ 77.85	2.59	\$ 201.63	0.06	\$ 24,876
Total	185				0.09	\$ 40,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$75,000	Total PROP L Recommended	\$75,000

SGA Project Number:		Name:	Federal Autonomous Vehicle Policy Development
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	% 100

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-200	\$35,000	\$40,000	\$75,000

Deliverables

1. Upon completion of Task 2 (anticipated December 31, 2026), provide AV policy strategy and action plan as well as a summary of federal AV legislation and feedback provided by the Transportation Authority.
2. Upon completion of Task 3 (anticipated December 31, 2026), provide summary of engagement activities and their outcomes.
3. SFTCA will periodically report to the Community Advisory Committee and Transportation Authority Board on Federal AV policy development efforts, at the call of the Transportation Authority Chair.

Special Conditions

1. The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to add the subject project with funds from the Citywide Modal Planning Placeholder. See attached 5YPP amendment for details.
2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026, when engagement on federal AV policy development was initiated.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$75,000
--------------------------------	----------

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jean Paul Velez	Anna LaForte
Title:	Principal Transportation Planner, Technical Policy	Deputy Director for Policy & Programming
Phone:	555-5555	(415) 522-4805
Email:	jean.paul@sfcta.org	anna.laforte@sfcta.org

Federal Autonomous Vehicle Policy Development

Purpose/Context

San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States and has a deep well of experience and expertise to share with other jurisdictions and to inform federal policy development and decision-making in this fast-developing arena.

Guided by the Transportation Authority's AV policy resolution, federal legislative platform and Board adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support staff's work to apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives:

- At the federal level, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF Drive) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository.
- Rep. Kevin Mullin, D-C.A. has requested that the Transportation Authority provide technical advisory support to him and his staff as he advances AV safety and data reporting bills.
- The Transportation Authority was also invited by the Federal Highway Administration to participate in a peer exchange program aimed to leverage the experience of first adopter cities in the benefit of new cities adopting AV operations and to inform and strengthen current federal policy and regulations.

Scope by Task

Task 1. Project Management

- Conduct ongoing management of the project, including monitoring schedule and budget with internal agency staff and management
- Procurement of consultant support (develop scopes, evaluate proposals, execute contracts)

Deliverables:

1. Monthly reporting on project status (budget and schedule)

Task 2. AV Policy Development and Technical Assistance

- Develop federal AV policy strategy and an action plan to implement strategy. Prioritize and implement actions, including engaging other jurisdictions and interests (community, industry, labor, business, environmental).
- Provide technical assistance to federal policy makers on legislative and regulatory priorities.
- Review federal legislative and regulatory proposals (e.g. SELF Drive Act, AV Safety Data Act, NHTSA regulations) and develop technical and policy feedback to authors, San Francisco's federal delegation, and policymakers.
- Consultant services will provide support for technical analysis, regulatory review, and procedural guidance.

Deliverables:

1. AV policy strategy and action plan
2. Summary of input provided to authors and policymakers as well as the bills' status

Task 3. Education and Peer Exchange

- Participate in FHWA AV policy peer exchange program, which will bring together a core group of states and cities with significant AV deployments to exchange their experiences, best practices, and lessons learned. The peer exchange will allow Transportation Authority staff to elevate San Francisco's AV challenges and needs to FHWA and inform the agency's future federal AV regulation and policy development.
- Share San Francisco's experiences and lessons learned and to advocate for AV safety assurance, data sharing, and the overall management of AV deployments. Identify novel solutions developed and applied elsewhere that could be considered in San Francisco.
- Leveraging technical work from Task 2, share findings with broader audiences of interest including legislators, regulatory bodies, academia, and peer cities.

Deliverables:

1. Summary of engagement activities performed, input provided, and lessons learned

Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning

		Prop L-Wide Criteria						
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
Citywide	AV Safety Metrics & Standards	3	0	5	1	1	4	14
TBD	Citywide Modal Planning Placeholder	This is a placeholder. Project(s) will be scored at time of allocation.						
Citywide	Federal AV Policy Development	5	4	2	1	0	4	16
Citywide	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	5	0	3	1	1	2	12
2, 3, 6	Embarcadero Mobility Resilience Plan	5	4	0	1	4	3	17
Citywide	San Francisco Transportation Plan (SFTP) 2050+	5	0	5	3	4	4	21
Citywide	San Francisco Transportation Plan (SFTP) 2055	4	0	5	3	2	4	18
	Total Possible Score	5	4	5	5	4	4	27
	Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.							
	Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.							

Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning

	Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.
	Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.
	Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process. Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations. Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations. One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations. Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.
	Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.
	Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Points are based on the safety information presented in the Project Information Form.