



Memorandum

AGENDA ITEM 3

DATE: May 19, 2026
TO: Transportation Authority Board
FROM: Executive Director - Tilly Chang
SUBJECT: 05/19/2026 Board Meeting: Executive Director's Report - INFORMATION

FEDERAL, STATE, AND REGIONAL ISSUES

Federal Surface Transportation - House Transportation Leaders Unveil Language for 5-year Reauthorization Bill.

On Sunday, the House Transportation and Infrastructure Committee released the draft Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or BUILD America 250. This bipartisan language would replace the current surface transportation bill, which expires on September 30, 2026. At a total of \$580 billion over five years, spending levels represent a modest increase from the core transportation spending in the Infrastructure Investment and Jobs Act, but would not carry over the additional stimulus spending approved as part of that bill. It pivots toward consolidating discretionary grant programs, capping award amounts to ensure wider geographic distribution, and heavily prioritizing the lifespan of existing assets, particularly bridges. Uniquely, the bill includes new fees on electric vehicles and hybrid electric vehicles, which will supplement gas tax revenues and reduce the need for general fund transfers to help keep the Federal Highway Trust Fund solvent. It also includes some new autonomous vehicle (AV) policies, focused on trucking and commercial fleets. We will be working with our federal legislative advocates to review the 1,000-page bill over the coming days and will provide a more detailed update at our June 9, 2026 Board meeting.

Autonomous Vehicles (AVs) - New State Regulations Stop Short of Authorizing Ticketing.

In late April the California Department of Motor Vehicles (DMV) announced the adoption of new AV regulations, which, among other things, included provisions enabling local law enforcement agencies to document moving violations committed by AVs. However, contrary to some local media reports that characterize these as tickets or citations, officers can only issue a "Notice of AV Noncompliance" which results in a record of the infraction but does not hold the same consequences as when a human driver is cited for a similar violation. Specifically, it does not



correspond to a ticket with a monetary penalty, and it is unclear how many notices or how severe any one notice must be to affect AV permits. This Notice of AV Noncompliance was included as one of the provisions of 2024's Assembly Bill 1777 (Ting). We would support future legislation or regulations that provide clear accountability measures when AVs break traffic laws rather than simply recording the offense.

State Bills Advance Through Fiscal Committees. May 15 marked the last day for fiscal committees in the State Legislature to hear and report bills to the chamber floor ahead of the May 29 deadline for bills to pass out of the house of origin. All bills for which the Transportation Authority took a position have advanced through the legislative process and are expected to be considered in the next chamber except for Senate Bill 2276 (Soria) - also known as the Stop Super Speeders Act - which died in committee amidst myriad concerns from organizations such as the American Civil Liberties Union (ACLU), California Action, and the California Public Defenders Association, as well as concerns about the bill's fiscal impact on the Motor Vehicle Account, which has bordered on insolvency in recent years. Senate Bill 1411 (Stern), which was on our watch list and would have authorized spending of cap-and-invest revenues outside of the Merced-Bakersfield High Speed Rail segment, also died in committee. Staff will provide a more comprehensive state legislative update next month's Board meeting.

The Portal - Region Moves to Endorse Major State Transit Grant. On May 13, the Metropolitan Transportation Commission's (MTC's) Programming and Allocations Committee recommended supporting an endorsement of the Transbay Joint Powers Authority's (TJPA's) \$750 million Portal project grant application to the state's Transit Intercity Rail Capital Program (TIRCP). Securing approval of this endorsement by the MTC Commission on May 27 would represent a significant demonstration of regional support for the application. The \$750 million TIRCP request, if awarded by the state, would represent the first major tranche of an anticipated \$1 - \$1.25 billion in state funding needed for The Portal. We will continue to coordinate with TJPA, MTC, our state legislative delegation, the Mayor's Office, and many others to advocate for state approval of these funds, as well as identifying additional state funding that is needed to unlock \$3.4 billion in federal funds for the project.

Cap-and-Invest Amendments Head to Air Resources Board for Consideration Next Week. On May 28 and 29, the California Air Resources Board (CARB) will consider potential amendments to the state's Cap-and-Invest framework that could reduce Greenhouse Gas Reduction Fund revenues by up to \$2 billion annually and



zero out Cap-and-Invest funding for critical programs such as TIRCP and the Affordable Housing and Sustainable Communities Program (AHSC). Released in April, these amendments were developed in response to concerns around affordability and emissions leakage raised by companies based on an earlier set of amendments proposed by CARB staff in January. The Governor's May Revision to his proposed budget, which was released last week, does not discuss or incorporate funding impacts resulting from potential changes to the Cap-and-Invest framework. The proposed amendments have seen widespread opposition from transit, labor, housing, and environmental organizations as well as elected officials. We will keep the Board apprised of developments on this issue, given how crucial Cap-and-Invest programs are to San Francisco transportation projects such as The Portal and future SFMTA train control upgrades.

LOCAL ISSUES

Bike and Roll To School Day. In early May we joined Mayor Lurie, SFMTA Director Julie Kirschbaum, SF Bicycle Coalition staff, SFUSD Superintendent Dr. Maria Su, and John Muir Elementary staff, community members, and students to celebrate the annual Bike & Roll to School Week. Led by the SFMTA, this is Safe Routes to Schools' biggest event of the year, and fosters safer, more sustainable ways for students to get to school. Since 2019, we have contributed over \$125 million in funding a variety of roadway infrastructure, education, and planning projects to support bicycle and roadway safety through the Prop L transportation sales tax, Prop D TNC Tax, Prop AA, Transportation Fund for Clean Air (TFCA), and One Bay Area Grant Program (OBAG) funds.

Bike to Wherever Day - May 14, 2026. Last week, bike enthusiasts celebrated Bike to Wherever Day. The SF Bicycle Coalition hosted the Bike Away from Work Party in the Mission District at Valencia and 18th streets. Chair Melgar participated in the speaking program with Mayor Lurie, SF Bicycle Coalition staff, SFMTA officials, the SF Youth Commission, and the New Wheel electric bike shop. The event was well attended and our Principal Graphic Designer, Abe Bingham was featured on BART's Instagram story with their bike on Market Street. Over the years, we have contributed millions of dollars toward a safer, more connected network from the transportation sales tax, the TNC tax, the Prop AA vehicle registration fee, TFCA, and OBAG funds for a variety of infrastructure, education, and planning projects in support of bicycle and roadway safety.



Ocean Avenue Transportation Town Hall Participation. Deputy Director of Planning Rachel Hiatt supported the SFMTA, the Ocean Avenue Association, Chair Myrna Melgar and Commissioner Chyanne Chen at two District 7 Ocean Avenue Transportation Town Halls on April 11 and May 4. Community members shared feedback on the K Ingleside Rapid Project, which the SFMTA Board approved in March 2024. The project aims to increase train capacity, improve reliability, shorten travel times, and enhance safety and comfort along the corridor. Residents discussed the future of the Ocean Avenue corridor, side-street traffic, parking and loading management, and the need for additional traffic calming and safety improvements. The meetings included Chinese interpretation, and we thank SFMTA Transit Priority Manager Michael Rhodes and Project Manager Anna Harkman for leading discussions and incorporating public feedback from the Town Halls. For more information, visit sfmta.com/RapidK.

Western Addition - Geary Boulevard Community Study Community Council Adopts New Study Name and Advances Outreach Plan. The Western Addition - Geary Boulevard Community Study (formerly Geary-Fillmore Underpass Community Planning Study) convened its second Community Council meeting on May 14 at Congregation Sherith Israel. The study is developing a new vision for the Geary corridor between Laguna and Divisadero, reconnecting adjacent communities and addressing the harms of redevelopment-era infrastructure. At this meeting, the Community Council voted to rename the study to the Western Addition - Geary Boulevard Community Study to be inclusive of all the communities represented on the Council. The Community Council also voted to proceed with the first season of community outreach, which will be led by Community Council member organizations this summer. Learn more about the project and sign up for updates at sfcta.org/westernadditiongeary.

PROJECT DELIVERY

One Year Anniversary of Speed Cameras. I also want to congratulate WalkSF for their successful event celebrating the one-year anniversary of street safety cameras in San Francisco late last month - and thank everyone who advocated long and hard for state authorization to pilot these life-saving cameras. The pilot to test the speed cameras in San Francisco was funded, in part, by \$150,000 in Prop L sales tax funds and helps to reduce speeding and improve bicycle and pedestrian safety. Thank you to Commissioner Dorsey for speaking at the event and providing invaluable support for this life saving technology, making San Francisco the first city in California to



initiate a pilot program for speed safety cameras. This work supports San Francisco's continued commitment to the Street Safety Initiative (formerly Vision Zero), which seeks to invest in proven safety measures and strengthen interagency collaboration to reduce serious crashes and ensure the safety of everyone who shares our streets.

Larkin Street Quick Build Now Complete. I'm also happy to announce that SFMTA completed the Larkin Street Quick-Build Project in early May. This project improved Larkin Street between Market Street and Geary Boulevard and was funded as a part of SFMTA's FY23 Vision Zero Quick-Build Program. The Transportation Authority provided \$4.5 million in Prop D TNC Tax funds and \$345,000 in Prop K sales tax funds. The Larkin Street Quick-Build scope included painted safety zones, signal timing changes, and parking and curbside loading changes, encouraging safer driving speeds and improving pedestrian safety at intersections. The project is located on the High Injury Network.

20th Avenue Neighborway Between Golden Gate Park and Stern Grove Now Complete. I'm pleased to share that SFMTA's 20th Avenue Neighborway project, funded with \$560,000 in Prop K sales tax funds, is also complete. This project upgraded existing sharrows to designated bike lanes, installed a bike signal at Lincoln Way and 20th Avenue, and implemented safety and traffic calming measures such as speed humps and daylighting. In addition, SFMTA converted angled parking to parallel parking throughout the study area, a 1.9 mile segment of 20th Avenue, between Golden Gate Park and Stern Grove. This work was critical in improving bicycle and pedestrian safety for the street's most vulnerable users.