



**San Francisco
County Transportation
Authority**

BD071426

RESOLUTION NO. 27-01

RESOLUTION ADOPTING A SUPPORT AND SEEK AMENDMENTS POSITION ON
STATE SENATE BILL 1246 (CORTESE)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff reviewed pending legislation for the current Legislative Sessions and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support and seek amendments position on State Senate Bill (SB) 1246 (Cortese); and

WHEREAS, The purpose of SB 1246, is ensure autonomous vehicle (AV) companies act quickly, trained personnel are accountable, and first responders have the resources they need to keep the public safe and to accomplish this, the bill would impose new requirements on commercial AVs (including robotaxis) and AV manufacturers pertaining to remote assistants, remote drivers, local incident technicians, and emergency response; and

WHEREAS, SB 1246 also would require manufacturers to make new AV data on response times, details on emergency events, immobilizations, obstructions, accidents involving damage to persons or property, and requests from emergency response officials available to Department of Motor Vehicle (DMV) and California Public Utilities Commission (CPUC) upon request; and

WHEREAS, Transportation Authority staff recommend seeking amendments that would make the new data it would requires AV manufacturers to collect on emergency response metrics publicly available on a quarterly basis, rather than only to the DMV and the CPUC upon request; and

WHEREAS, At its July 14, 2026 meeting, the Board reviewed and discussed SB



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1246 and approved the staff recommendation to adopt a support and seek amendments position on SB 1246 as described above; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support and seek amendments position on SB 1246 as described above; and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State and Federal Legislation - July 2026



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of July 2026, by the following votes:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (9)

Absent: Commissioners Chan and Mandelman (2)

DocuSigned by:

C3882B7D674248C... 8/6/2026
Myrna Melgar Date
Chair

ATTEST: DocuSigned by:

FFD2528AB88BE49B... 8/7/2026
Tilly Chang Date
Executive Director



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AGENDA ITEM 5

STATE AND FEDERAL LEGISLATION - JULY 2026

(Updated July 9, 2026)

To view documents associated with the bill, click the bill number link.

Staff are recommending approval of a new support position on Senate Bill (SB) 1246 (Cortese) as shown in **Table 1**. We have also added SB 1216 (Laird) to the Watch list. **Table 2** shows the status of state and federal bills for which the Transportation Authority has taken a position or identified as a bill to watch in Year 2 of the legislative session. Updates to bills since the Board's last legislative update are italicized.



Table 1. Recommended New State Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
Support and Seek Amendments (Previously Was on Watch List)	SB 1246 Cortese D	Autonomous vehicles. The purpose of the bill is to ensure autonomous vehicle (AV) companies act quickly, trained personnel are accountable, and first responders have the resources they need to keep the public safe. It imposes new requirements on commercial AVs (including robotaxis) and AV manufacturers pertaining to remote assistants, remote drivers, local incident technicians, and emergency response. Specifically, the bill's requirements include: mandates that remote drivers have a US driver's license and be located in the United States; requires AV manufacturers to dispatch local incident technicians immediately if needed; requires AVs to be equipped with manual override systems and remote drivers to have the ability to place an AV in neutral or turn it off in case of emergency; allows city attorneys or county counsels to bring a civil action with civil penalties for violations of the bill's requirements or any other regulation authorizing AV operation (e.g. permits); requires manufacturers to make new AV data on response times, details on emergency events, immobilizations, obstructions, accidents involving damage to persons or property, and requests from emergency response officials available to Department of Motor Vehicle (DMV) and California Public Utilities Commission (CPUC) upon request; and requires the Commission on Peace Officer Standards and Training (POST) to implement voluntary training of law enforcement officers on commercial AVs. Our recommended Support and Seek Amendments position means we support the bill, and we would approach the author with a request to make the new data it requires manufacturers to collect on emergency response metrics publicly available, on a quarterly basis. The current bill simply requires manufacturers to collect the data and make it available to DMV and CPUC upon request (not the public).



Added to Watch List	SB 1216 Laird D	Budget Act of 2026 SB 1216 is a budget trailer bill that currently outlines the Senate's priorities for future budget discussions and Greenhouse Gas Fund (GGRF) expenditures for the 2026-27 fiscal year in response to the amendments to the Cap-and-Invest framework approved by the Air Resources Board this past May. These are expected to reduce GGRF revenues by up to \$2 billion annually, effectively eliminating funds for Tier 3 programs included in the GGRF expenditure framework, including the Affordable Housing and Sustainable Communities (AHSC), Transit and Intercity Rail Capital Program (TIRCP), Community Air Protection Program, Low Carbon Transit Operations Program (LCTOP), and programs for wildfire/forest resilience, safe drinking water, and others. This bill prohibits expenditure of GGRF revenues until either the Department of Finance determines that sufficient GGRF revenues are available to avoid reductions to Tier 3 program funding levels or until \$1 billion in GGRF revenues are appropriated to the Legislature for discretionary spending and sufficient funding is identified to fully fund all Tier 3 programs. The bill also protects \$250 million in Zero-Emission Transit Capital Program and TIRCP funds intended to satisfy prior-year funding commitments made to the Bay Area and other regions under SB 125 (2023) for transit operations and capital. While the Governor approved a balanced budget last month for the 2026-27 fiscal year, GGRF spending remains a key, unresolved topic in the budget, as well as for future budgets. We expect the Senate, Assembly, and Governor to continue discussions on GGRF expenditures through August and address the topic through budget trailer bills. The Transportation Authority, along with many other transportation agencies, transit operators, housing organizations, and others across the state, opposed the May Cap-and-Invest amendments and supports protection of Tier 3 programs at full funding levels as part of the 2026-27 and future year budgets. We continue to work closely with partner agencies and broader advocacy coalitions across the region and state to advocate for the restoration of Tier 3 spending, which is critical for SFMTA, BART, and Caltrain, and regional transit expansion priorities like The Portal.
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Table 2. Bill Status for 2025-26 State and Federal Legislative Sessions

State Bills

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 7/9/2026)
Support	AB 1421 Wilson D Co-authors: Aguiar-Curry D	Vehicles: Road Usage Charge Technical Advisory Committee. Requires the California Transportation Commission and California State Transportation Agency to prepare research and recommendations related to a mileage-based road user charge system by January 1, 2027.	Senate Rules
	AB 1837 Gonzalez D Co-authors: Arreguín D Hoover R McKinnor D Nguyen D	Video imaging of parking violations. Extends the authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops to January 1, 2034.	Senate Floor
	AB 2308 Haney D	Redevelopment: successor agency debt: City and County of San Francisco. Authorizes extension of Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center.	Senate Appropriations



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Agenda Item 5

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	SB 1167 Blakespear D Co-authors: Boerner D Connolly D Davies R Dahle R Dixon R Gonzalez D Grayson D Menjivar D Richardson D Sharp-Collins D Strickland R Wicks D Wiener D	Vehicles: electric bicycles. This bill would clarify and revise definitions for electric bicycles and other devices and make it unlawful to sell devices labeled as e-bikes if they do not meet that definition.	<i>Assembly Appropriations</i>
Support if Amended	AB 2276 Soria D Co-authors: Blanca Rubio D Gipson D Schiavo D Wiener D	Vehicles: active intelligent speed assistance devices. Establishes a 5-year pilot program in seven counties requiring drivers convicted of severe speeding-related offenses to install active Intelligent Speed Assistance (ISA) devices in their vehicles.	Dead
On Watch List	SB 1246 Cortese D	Autonomous vehicles. This bill would implement an array of requirements for commercial autonomous vehicle (AV) operators related to remote driving and emergency response.	<i>Assembly Appropriations</i>



	SB 1411 Stern D Co-authors: Allen D Durazo D Gonzalez D	Greenhouse Gas Reduction Fund: funding conditions: high-speed rail. Allows the use of cap-and-invest funds for early works and projects developed through public and public-private partnership agreements outside the initial Merced to Bakersfield segment for activities that maximize the efficiency of delivering the California High-Speed Rail project.	Dead
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¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature. Bill status at a House’s “Desk” means it is pending referral to a Committee, and “Two Year Bill” means the bill didn’t meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.

Federal Bills

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status (as of 7/9/2026)
Support	H.R. 4376 Mullin (CA-15)	AV Data Safety Act. Requires the National Highway Traffic Safety Administration (NHTSA) to mandate the reporting of AV vehicle miles traveled, unplanned stoppages, and injuries involving human drivers, pedestrians, and bicyclists by AVs.	House Committee on Energy and Commerce
	S. 3742 Markey (MA)	AV Data Safety Act. Requires NHTSA to mandate the reporting of AV vehicle miles traveled, unplanned stoppages, and injuries involving human drivers, pedestrians, and bicyclists by AVs.	Senate Committee on Commerce, Science, and Transportation

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution