



**San Francisco
County Transportation
Authority**

BD091526

RESOLUTION NO. 27-09

RESOLUTION ADOPTING A SUPPORT POSITION ON FEDERAL HOUSE OF
REPRESENTATIVES 10033 (MULLIN (CA-15))

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 and federal legislative advocates, 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 position on Federal House of Representatives (H.R.) 10033 (Mullin (CA-15)), as shown in Attachment 1; and

WHEREAS, At its September 15, 2026 meeting, the Board reviewed and discussed H.R. 10033 and approved the staff recommendation to adopt a support position on H.R. 10033; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on H.R. 10033; 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 - September 2026



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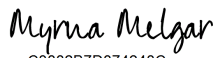
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RESOLUTION NO. 27-09

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 22nd day of September 2026, by the following votes:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (10)

Absent: Commissioner Sherrill (1)

DocuSigned by:
 9/22/2026
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Myrna Melgar Date
Chair

ATTEST: DocuSigned by:
 9/23/2026
FFD2528AB8BE49B...
Tilly Chang Date
Executive Director

ATTACHMENT 1



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1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

STATE AND FEDERAL LEGISLATION - SEPTEMBER 2026

(Updated September 8, 2026)

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

Staff are recommending approval of a new support position on Federal House of Representatives (H.R.) 10033 (Mullin (CA-15)) as shown in **Table 1**. **Table 2** provides an update on State Senate Bill 1246 (Cortese), on which the Transportation Authority has a support position.

Table 3 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.

The State Legislature recessed from the 2025-2026 legislative session on August 31, 2026. Governor Newsom has until September 30 to sign or veto bills or let them become law. The 2027-2028 state legislative session will begin in December 2026.



Table 1. Recommended New Federal Positions

Recommended Positions	Bill # Author	Title and Summary
Support	H.R. 10033 Mullin (CA-15)	Autonomous Vehicle (AV) Emergency Response Coordination Act. In late July, Rep. Kevin Mullin (D-CA) introduced the AV Emergency Response Coordination Act which would require the National Highway Transportation Safety Administration (NHTSA) to set minimum safety standards for AV interactions with first responders, addressing a current gap in a national autonomous vehicle policy. First responder interactions first emerged out of early development cities, revealing the importance of federal regulations and legislation being developed in coordination with cities already experiencing and regulating robotaxi deployments. Specifically, the AV Emergency Response Coordination Act would: • Require AV companies to provide clear, standardized emergency response protocols for first responders; • Establish a 24/7 hotline for public officials to communicate directly with AV companies during autonomous vehicle incidents; • Direct NHTSA to develop minimum national emergency response standards across AV operators; and • Create a process for public officials to issue “geofence notices” so that AVs avoid certain areas during an emergency or while there is an ongoing safety hazard. We worked with Representative Mullin on the legislative language and joined him, Mayor Daniel Lurie, Chair Melgar, and others for the Congressman's announcement of the bill in July. While the bill is not expected to advance this year, we will continue working at the federal level to educate legislators about the need to address the issue and suggest incorporating the concept into a broader federal AV policy framework.



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Table 2. Updates on Select Bills with Positions or on the Watch List

Recommended Positions	Bill # Author	Title and Summary
Support	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. It also requires manufacturers to collect emergency response data. In July, the Transportation Authority approved a Support and Seek Amendments position on the bill and staff approached the author with a request to amend the bill to require that the emergency response data collected by AV manufacturers be reported to the Departments of Motor Vehicles on a quarterly basis (versus making it available upon request), and to ensure that data is publicly available. In late August the bill was amended to include the quarterly reporting requirement as well as a requirement that the DMV make the data available publicly in summary form. We appreciate that the author was willing to incorporate our requested amendments in the final version of the bill.



Table 3. 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 9/9/2026)
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.	<i>Dead</i>
	AB 1837 Gonzalez D Co-authors: Arreguin 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.	<i>Enrolled</i>
	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.	<i>Enrolled</i>



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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>Enrolled</i>
Support and Seek Amendments	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>Enrolled</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.	<i>Dead</i>
On Watch List	SB 1216 Laird D	Budget Act of 2026 Contains provisions of the FY 2026/27 state budget trailer bill.	<i>Dead</i>



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	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 9/9/2026)
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