



Memorandum

AGENDA ITEM 3

DATE: September 21, 2026
TO: Transportation Authority Board
FROM: Executive Director - Tilly Chang
SUBJECT: 09/22/2026 Board Meeting: Executive Director's Report - INFORMATION

FEDERAL, STATE, AND REGIONAL ISSUES

Federal Transit Administration All Stations Accessibility Program Awards \$16.5 Million to San Francisco Projects. On September 10, the Federal Transit Administration (FTA) announced a combined \$16,571,000 in grant awards to Caltrain and SFMTA from its All Stations Accessibility Program (ASAP). Caltrain will use its \$14.1 million grant to install Americans with Disabilities Act (ADA)-compliant ramps between street level and the northbound and southbound platforms at its 22nd Street Station, which is currently the only non-wheelchair accessible station on Caltrain's weekday rail line, as well as platform resurfacing, tactile tiles, lighting, signage, and wayfinding to improve accessibility, safety, and connectivity. These improvements will serve transit riders who rely on mobility devices, families with strollers, and travelers with luggage at one of Caltrain's highest-ridership stations. Thank you to Commissioner Walton for his advocacy to address these important access upgrades. SFMTA will use its \$2.4 million award to design and construct four ADA-compliant boarding platforms at two stop pairs along the N Judah line, one of the busiest light rail lines in the Muni system, along with associated lighting, shelters, and other improvements. This project will improve boarding conditions and reduce the spacing between accessible stops, and contribute to the ongoing modernization of systemwide infrastructure across the Muni network. We were pleased to have provided letters of support for these projects, and look forward to improved accessibility on two of our city's major transit corridors.

National and Local Leaders Call for Improved AV Coordination with First Responders. On July 8, National Highway Traffic Safety Administration (NHTSA) Administrator Jonathan Morrison sent a letter to autonomous driving system developers warning of a "clear pattern" of driverless autonomous vehicles (AVs) interfering with law enforcement, fire and rescue personnel, and other first responders, citing vehicles that drove into active emergency scenes, blocked



ambulances and firefighters, or failed to respond to flashing lights, traffic cones, smoke, fire, and flares. Morrison called this "a functional insufficiency," not a rare edge case, and stated that "an AV that cannot safely interact with first responders is a danger to the general public." The Administrator later announced a rulemaking effort and collaboration with standards-bodies to develop regulations will be forthcoming in the next 2 years. Locally, Mayor Lurie also called on state regulators to develop requirements for AV providers to better coordinate emergency management plans for large scale public gatherings and resilience events.

CalEnviroScreen 5.0 Excludes Key San Francisco Communities. In July, the State's Office of Environmental Health Hazard Assessment released CalEnviroScreen 5.0, which is a mapping tool used by the State to identify disadvantaged communities and guide investments from various state funding programs such as the Active Transportation Program and GGRF programs. Unfortunately, the final version of the tool reduced the number of census tracts in San Francisco ranked in the top 25% of the index by six tracts compared to the draft version, making certain communities like Chinatown and Tenderloin less competitive for State funding. At the regional level, the Metropolitan Transportation Commission (MTC) sent a letter to State Legislators on July 31 noting that 85 census tracts across the entire Bay Area would be excluded from the updated definition of disadvantaged communities based on CalEnviroScreen 5.0 despite ranking high in socioeconomic burden. Mayor Daniel Lurie and various San Francisco agencies including the SF Environment and SF Planning sent letters to the State noting concerns about the newest version of the tool and offering comments for improvement. The Transportation Authority will continue working with the Mayor's Office, MTC and our state representatives to advocate on this topic to ensure San Francisco's Equity Priority Communities and other environmental justice communities across the region receive appropriate consideration and level of priority for State investment.

LOCAL ISSUES

San Francisco Launches Curbside Electric Vehicle Charging Permit Program. On August 27, Mayor Lurie announced the launch of SFMTA's Curbside Electric Vehicle (EV) Charging Program, which allows EV charger companies to apply for permits to install chargers at the curbside on residential corridors. The program, which builds on the 2025 pilot, is intended to accelerate adoption of EVs across the city in support of transitioning all registered cars and small trucks in San Francisco to zero-emission by 2040, as laid out in the 2026 Climate Action Plan. The Transportation Authority



provided \$150,000 in Prop L funding to support development of the permit program. We applaud SFMTA, SF Environment, and San Francisco Public Utilities Commission for their continued progress towards citywide transportation electrification. Applications to become a curbside EV charger operator are now open. [Visit SFMTA's program webpage](#) for more information.

Caltrans Completes Two of Six U.S. 101 Bayshore Freeway (Hospital Curve) Full Weekend Highway Closures. More Work Ahead. Last weekend, Caltrans completed the weekend highway closures on northbound U.S. 101 Bayshore Freeway (Hospital Curve) between Cesar Chavez and 10th Street, with both directions of the project re-opening over 5 hours ahead of schedule. The next full weekend highway closure is confirmed for October 16 - 19. These closures are required to complete major pavement repair work as part of the ongoing Fab 4 Hospital Curve Rehabilitation Project, which began in Fall 2025. We thank Caltrans District 4 for this two-year effort to improve 15.4 lane miles of concrete pavement and upgrade drainage systems and median barrier on U.S. 101 between Candlestick Point Recreation Area and the Mission District in San Francisco. The project is expected to be completed in 2028. Information for all four San Francisco projects can be found at sfhighwayprojects.com.

Caltrans Begins I-280 Freeway Rehabilitation and Farallones Street Pedestrian Overcrossing Project. Caltrans recently began construction for the I-280 Freeway Rehabilitation and Farallones Street Pedestrian Overcrossing Project as part of the ongoing Fab 4 Hospital Curve Rehabilitation Project. This two-year project along the I-280 corridor will address aging infrastructure, improve pedestrian accessibility, and enhance freeway safety and ride quality. Construction will include replacement of the aging Whipple Avenue pedestrian bridge with a new ADA-compliant and seismically upgraded Farallones Street Pedestrian Overcrossing, pavement repairs near St. Charles Avenue, and bridge deck repairs between U.S. 101 and Mariposa Street. The project will require periodic weekend lane reductions, including closures of two of three lanes in each direction, as well as several overnight full freeway closures of up to 10 hours in one direction at a time. Caltrans and we will provide advance public notification as schedules are finalized.

Western Addition-Geary Boulevard Community Study Outreach Underway. The Western Addition-Geary Boulevard Community Study is rethinking the urban renewal-era Geary Expressway and surrounding land uses. The study will develop transportation and land use concept designs to create a more connected, safer, and livable neighborhood. This month, the study team and Community Council hosted



several outreach events to engage the public and capture feedback. The New Community Leadership Foundation hosted "The Future of the Western Addition Community Conversation", Booker T. Washington Community Service Center hosted a Senior Power Hour, and the Japantown Task Force hosted two town halls. Members of the public are also invited to give feedback through a multilingual survey available on the project website in English, Spanish, Japanese, Korean, Chinese, and Russian. The survey asks about the study's draft goals, neighborhood priorities, locations that feel challenging to navigate, and the uses, services, and amenities community members would like to see along the corridor. For more information, to take the survey, and to view the community outreach event calendar, visit sfcta.org/westernadditiongeary.

Controller's Economic Analysis Finds Muni Funding Measure Would Support Jobs, GDP, and Transit Access. The San Francisco Controller's Office released an [Economic Impact Report](#) evaluating the effects of Proposition H, a 15-year property tax ballot measure to fund Muni service. The report found that passing the tax measure and preserving Muni service would increase San Francisco's GDP by \$300 to \$400 million and add 800 to 1,450 jobs over the next 15 years. The report also found that Muni service cuts in the absence of the tax measure could reduce Muni ridership by nearly 20%, reduce transit job accessibility by 8%, and cost San Franciscans 16,000 more hours of travel time to get around on a typical weekday. The Controller's Office report was based on a collaboration between the Office of Economic Analysis and the Transportation Authority. The Transportation Authority's travel demand forecasting team, led by Data and Forecasting Manager Dan Tischler, produced estimates of transportation impacts that informed the economic analysis.

PROJECT DELIVERY

New Flyer Midlife Overhaul Phase 1 Complete, Returning 331 Buses to Service.

In June, SFMTA completed Phase 1 of its New Flyer Midlife Overhaul project, completing critical maintenance on 331 40- and 60-foot motor coaches and trolley coaches that are now all back in service, funded in part by about \$11 million in sales tax funds. These vehicles were procured between 2013 and 2016 and funded in part by \$71.5 million in sales tax funds. Midlife overhauls improve reliability and allow vehicles to meet or exceed expectations for their useful lives by performing substantial work to the propulsion, suspension, and electrical systems, along with other vehicle components. Phase 2 of the project, covering 221 buses put into service between 2016 and 2019, is already underway with support from \$12.6 million



in sales tax and nearly \$8 million in State Transportation Improvement Program funds programmed by the Transportation Authority. The first vehicle from Phase 2 was overhauled and put back into service this summer. SFMTA expects to complete Phase 2 in 2030.

Cable Car Pulley Rebuild Project Completes All 25 Pulley Overhauls. I'm pleased to report that earlier this summer, SFMTA finished rebuilding the final of 25 cable car pulleys being overhauled through the Cable Car Pulley Rebuild project, funded in part with \$281,000 in Prop K sales tax funds. These large pulleys, or sheaves, circulate the underground cables that cable cars latch onto to operate. As a final step, SFMTA will restore spare components that can be installed as needed to keep the cable cars running smoothly and reliably.

Mission Bay Boulevard Quick-Build Project Improves School Access and Safety.

In August SFMTA held a ribbon-cutting last month for the Mission Bay Boulevard Quick-Build Project along Mission Bay Boulevard North and South between 4th and 6th streets and Mission Bay Drive west of the roundabout. This project implemented near-term recommendations from the Transportation Authority's Mission Bay School Access Plan. Specific improvements include stop signs, speed tables, yellow painted school-zone crosswalks, signage, and bikeway delineators to support safer pedestrian and bicycle access to the new Mission Bay School. We were happy to support this important school and street safety project with \$4.2 million in Prop D TNC Tax funds.

MANAGEMENT AND ADMINISTRATION

Transportation Authority Co-Hosts USDOT Automated Vehicle Peer Exchange.

Last week, the Transportation Authority co-hosted the USDOT AV Peer Exchange held in San Francisco, bringing together over 100 local, regional, state, and federal officials working on AV deployment in their own communities. Thank you to our Federal partners and to Mayor Lurie and Chair Melgar for welcome remarks opening the two-day conference. Both highlighted the critical role cities like San Francisco have played in advancing the technology and the need for greater involvement by cities in the AV sector, both in terms of regulatory policy and on-the-ground traffic operations and emergency management. The program covered ridehail permitting, emergency response coordination, AV shuttles and AV applications in freight and goods delivery. Attendees also had the opportunity to tour a Waymo operating depot and GoMentum Station, a connected vehicle testing facility in Contra Costa.