

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance

BRIEF DESCRIPTION:

Authorizing the Director of Transportation or her designee to request funding from the Metropolitan Transportation Commission, anticipated to be approximately \$470,976 and subject to finalization of the State budget and unforeseen economic volatility, for allocation of Fiscal Year (FY) 2027 Transportation Development Act (TDA) Article 3 funds for construction of the Folsom Streetscape Project.

SUMMARY:

- The Folsom Streetscape project is a \$48.9M series of transportation improvements including two-way protected bicycle lane, a landscaped median separating the bikeway from traffic, bulb-outs and raised crosswalks to shorten crossing distances and parking lanes on both sides of the street.
- The SFMTA seeks to claim the FY2027 TDA Article 3 funds to go toward construction of Folsom Streetscape.
- All TDA funds are administered by MTC and, to access TDA funds, MTC requires the SFMTA to submit a TDA Article 3 Project Application Form and the SFMTA Board to pass a resolution describing how the SFMTA will comply with MTC's project delivery policies; a compliant TDA 3 Project Application Form and resolution are attached.
- MTC also requires that a bicycle and pedestrian advisory committee review the project prior to the TDA Article 3 claim. The SF Bicycle Advisory Committee reviewed the final design of the Folsom Streetscape project on April 26, 2021, and was informed of this TDA3 claim on June 15, 2026.
- On April 12, 2019, the Planning Department determined that the Folsom-Howard Streetscape Project (Planning Case No. 2011.1356E) is within the scope of the Central SoMa Plan EIR.

ENCLOSURES:

1. SFMTAB Resolution
2. TDA Article 3 Project Application to MTC
3. CEQA Determination

APPROVALS:

DATE

DIRECTOR



July 30, 2026

SECRETARY



July 30, 2026

ASSIGNED SFMTAB CALENDAR DATE: August 4, 2026

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PURPOSE

Authorizing the Director of Transportation or her designee to request funding from the Metropolitan Transportation Commission, anticipated to be approximately \$470,976 and subject to finalization of the State budget and unforeseen economic volatility, for allocation of Fiscal Year (FY) 2027 Transportation Development Act (TDA) Article 3 funds for construction of the Folsom Streetscape Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This request supports the following SFMTA Strategic Plan Goals:

- Goal 4: Make Streets Safer for Everyone
- Goal 5: Deliver Reliable and Equitable Transportation Services
- Goal 6: Eliminate Pollution and Greenhouse Gas Emissions By Increasing Use Of Transit, Walking And Bicycling.
- Goal 9: Fix Things Before They Break, and Modernize Systems and Infrastructure

This request supports the following Transit First Policies:

1. Ensure quality of life and economic health in San Francisco, and the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Article 3 of the California Transportation Development Act (TDA) authorizes disbursement of funds for bicycle and pedestrian projects. MTC administers TDA funds within the nine-county San Francisco Bay Area, splitting funds for San Francisco between San Francisco Public Works (SFPW) for pedestrian facilities and the SFMTA for bicycle and pedestrian improvements. The acceptance and expenditure of these TDA funds does not require approval from the Board of Supervisors. SFPW and the SFMTA present their projects for approval to MTC. A resolution of support is required to be considered for allocation from MTC, which is the impetus for this SFMTA Board item.

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The Folsom Streetscape project proposes a two-way protected bicycle lane, a landscaped median separating the bikeway from traffic, bulb-outs and raised crosswalks to shorten crossing distances and parking lanes on both sides of the street. The roadway will be reduced to two general purpose vehicle travel lanes, from three or four today. Key project elements include a two-way protected bicycle lane, transit boarding islands, a transit-only lane, raised concrete medians with landscaping, repaved streets, protected European-style intersections, raised crosswalks, bulb-outs and midblock signals, dedicated bicycle traffic signals, accessible loading zones and curb ramps, new pedestrian-scaled lighting, new street furniture and decorative crosswalks, and upgraded water and sewer infrastructure.

MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with MTC policies governing project delivery. As required by MTC, the SFMTA will commit adequate staffing resources to complete the Folsom Streetscape project and will partner on this effort closely with SFPW. Other non-TDA funds will also be available and adequate for completion of the project.

STAKEHOLDER ENGAGEMENT

The Folsom Streetscape project was part of a three-year outreach period to thousands of people, businesses, and organizations for the Folsom-Howard Streetscape Project from 2016 to 2019. This included door-to-door outreach to and meetings with merchants and businesses along the Folsom and Howard streets corridors, stakeholder meetings with community and advocacy groups, informational open house sessions at recreation centers and schools near the corridors, and engagement with the San Francisco Fire Department. To notify the public, the SFMTA sent 27,000 postcards and posted 600 posters within a one-block radius of the corridor. Staff worked with stakeholders to modify designs based on direct input and collaboration. Participants included residents, business owners, employees, and those who travel in SoMa. Outreach led to the final designs for the bikeways, pedestrian improvements, transit upgrades, locations and ideas for public realm improvements, and curb management.

ALTERNATIVES CONSIDERED

The SFMTA considered declining to apply for TDA funds for the Folsom Streetscape project. This alternative would either leave the Folsom Streetscape project with insufficient funding or would require defunding other Streets capital projects.

FUNDING IMPACT

The total project cost is \$48,888,147.00. Of that cost, \$48,417,171.00 or 99.04% is funded by other non-TDA sources. The remainder of the project funding plan, \$470,976.00, is dependent on the receipt of TDA Article 3 funds to fully fund construction to completion. With the

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commitment of TDA funds described in this memo, the project has a complete funding plan through construction.

Funding Source	Committed Funds	Uncommitted Funds	Total
State Active Transportation Program (ATP)	\$ 12,040,000	\$ -	\$ 12,040,000
Local Funds - Developer Fee	7,000,000	-	7,000,000
Affordable Housing and Sustainable Communities Grant Program (AHSC)	5,716,000	-	5,716,000
DPW Cost Share	5,670,330	-	5,670,330
Safe & Seamless Mobility Quick Strike (ATP)	5,000,000	-	5,000,000
Population Baseline General Fund Transfer	4,597,022	-	4,597,022
SFCTA Proposition K Sales Tax Funds	3,200,000	-	3,200,000
State Transportation Improvement Program Funds (STIP)	3,043,239	-	3,043,239
PUC Cost Share	1,675,580	-	1,675,580
FY22 Federal Earmark	475,000	-	475,000
TDA 3 (proposed)	-	470,976	470,976
Total	\$ 48,417,171	\$ 470,976	\$ 48,888,147

ENVIRONMENTAL REVIEW

On May 10, 2018, the San Francisco Planning Commission in Motion 20182 certified the Central SoMa Plan Final Environmental Impact Report (Central SoMa FEIR) and in Motion 20183 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP).

On April 12, 2019, the Planning Department determined that the Folsom-Howard Streetscape Project (Planning Case No. 2011.1356E) is within the scope of the Central SoMa Plan EIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation was required for the project. As part of the approval of the Folsom-Howard Streetscape Project, the SFMTA Board of Directors adopted the Central SoMa CEQA findings as its own, including the mitigation measures applicable to the Folsom-Howard Streetscape Project.

Authorizing the SFMTA to execute and file a claim with the MTC for allocation of FY 2027 TDA Article 3 funds for construction of Folsom Streetscape would not result in a direct or reasonably foreseeable indirect physical change to the environment beyond the scope analyzed in the Central SoMa Plan EIR, and is within the scope of the Folsom-Howard Streetscape Project.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of

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Directors and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

MTC requires that a bicycle and pedestrian advisory committee review the project prior to the TDA Article 3 claim. The SF Bicycle Advisory Committee reviewed the final design of Folsom Streetscape on April 26, 2021, and was informed of this TDA3 claim on June 15, 2026.

The City Attorney's Office has reviewed this calendar item and has provided an Opinion of Counsel stating that the SFMTA is eligible to receive the funds requested and that there are no legal impediments to the SFMTA's use of the funds.

RECOMMENDATION

Staff recommends that the Board authorizes the Director of Transportation or her designee to request funding from the Metropolitan Transportation Commission, anticipated to be approximately \$470,976 and subject to finalization of the State budget and unforeseen economic volatility, for allocation of Fiscal Year (FY) 2027 Transportation Development Act (TDA) Article 3 funds for construction of the Folsom Streetscape Project.

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SAN FRANCISCO

**MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and,

WHEREAS, The Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and,

WHEREAS, MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and,

WHEREAS, The SFMTA desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; and,

WHEREAS, On May 10, 2018, the San Francisco Planning Commission in Motion 20182 certified the Central SoMa Plan Final Environmental Impact Report (Central SoMa FEIR) and in Motion 20183 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On April 12, 2019, the Planning Department determined that the Folsom-Howard Streetscape Project (Planning Case No. 2011.1356E) is within the scope of the Central SoMa Plan EIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation was required for the project. As part of the approval of the Folsom-Howard Streetscape Project, the SFMTA Board of Directors adopted the Central SoMa CEQA findings as its own, including the mitigation measures applicable to the Folsom-Howard Streetscape Project; and,

WHEREAS, Authorizing the SFMTA to execute and file a claim with the MTC for allocation of FY 2027 TDA Article 3 funds for construction of Folsom Streetscape would not

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result in a direct or reasonably foreseeable indirect physical change to the environment beyond the scope analyzed in the Central SoMa Plan EIR, and is within the scope of the Folsom-Howard Streetscape Project; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code; and, be it further

RESOLVED, That there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the SFMTA to carry out the project; and, be it further

RESOLVED, That the SFMTA attests to the accuracy of and approves the statements in Attachment A to this resolution; and, be it further

RESOLVED, That a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of the City and County of San Francisco for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 4, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation

Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2027 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

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1. That the SFMTA is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the SFMTA legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the SFMTA has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the SFMTA within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.

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9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).
11. That the SFMTA agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Attachment B**TDA Article 3 Project Application Form**

1. Agency	San Francisco Municipal Transportation Agency (City and County of San Francisco)		
2. Primary Contact	Kathryn Studwell, Acting Manager, Grants Acquisition & Administration		
3. Mailing Address	1 South Van Ness Avenue, 8th Floor, San Francisco, CA 94103		
4. Email Address	kathryn.studwell@sfmta.com	5. Phone Number	415-646-4329
6. Secondary Contact (in the event primary is not available)	Darryl Yip, Transportation Planner		
7. Mailing address (if different) N/A ☒			
8. Email Address	darryl.yip@sfmta.com	9. Phone Number	415-646-2725
10. Send allocation instructions to (if different from above):			
11. Project Title	Folsom Streetscape		
12. Amount requested	50% of San Francisco's TDA3 share = approximately \$470,976 (Other 50% to go to San Francisco Public Works)	13. Fiscal Year of Claim	FY 2027

14. **Description of Overall Project:**

The Folsom Streetscape Project proposes a two-way protected bicycle lane, a landscaped median separating the bikeway from traffic, bulb-outs and raised crosswalks to shorten crossing distances and parking lanes on both sides of the street. The roadway will be reduced to two general purpose vehicle travel lanes, from three or four today. Key Project elements include: two-way protected bicycle lane, transit boarding islands, a transit only lane, raised concrete medians with landscaping, repaved streets, protected European-style intersections, raised crosswalks, bulb-outs and midblock signals, dedicated bicycle traffic signals, accessible loading zones and curb ramps, new pedestrian-scaled lighting, new street furniture and decorative crosswalks, and upgraded water and sewer infrastructure.

15. **Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

Construction phase: work done by city forces, such as roadway striping, signals, signage, meter, and color curb installation.

16. **Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:

Online map of project location: [Folsom-Howard Streetscape Project | SFMTA](#).
Detailed street-level map of the project is attached.

Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)?

Yes ☒ No ☐

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)?

Yes ☒ No ☐

19. **Project Budget and Schedule**

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan	\$0	\$0	\$0	N/A
ENV	\$0	N/A	Cost was not	June 2019

			exclusive to project	
PA&ED	\$0	N/A	Cost was not exclusive to project	June 2019
PS&E	\$0	\$3,017,047	\$3,017,047	December 2022
ROW	\$0	N/A	Included with PS&E phase	November 2023
CON	\$ 470,976	\$45,400,124	\$45,871,100	January 2027
Total Cost	\$ 470,976	\$48,417,171	\$48,888,147	

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee?

If "YES," identify the date and provide a copy or link to the agenda.

If "NO," provide an explanation).

Yes ☒ No ☐

April 26, 2021, during the design phase of the project. See attached Bicycle Advisory Committee agenda.

B. Has the project been approved by the claimant's governing body?

Yes ☒ No ☐

If "NO," provide expected date: _____

C. Has this project previously received TDA Article 3 funding?

(If "YES," provide an explanation on a separate page)

Yes ☐ No ☒

D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)?

Yes ☒ No ☐

E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility?

Yes ☐ No ☒

2. If "NO" above, is the project is exempt from CEQA for another reason?

Yes ☐ No ☒ N/A ☐

Cite the basis for the exemption. _____

If the project is not exempt, please check "NO," and provide environmental

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documentation, as appropriate.

Note: Although the project is technically categorically exempt as it is a bikeway, the project got environmental clearance before the CEQA laws considered bikeways categorically exempt, so we are using the CEQA clearance from the EIR instead.

- F.** Estimated Completion Date of project (month and year): January 2027
- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.
Yes ☒ No ☐
- H.** Is a Complete Streets Checklist required for this project ?
If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here:
<https://mtc.ca.gov/planning/transportation/complete-streets>
Yes ☒ No ☐