

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Taking certain actions related to San Francisco Public Works' Islais Creek Bridge Replacement Project, including: (1) adopting findings under the California Environmental Quality Act, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; (2) adopting transportation-related Mitigation Measure M-TR-1 and finding M-TR-1 feasible as to the 19-Polk but infeasible as to the T-Third light rail line for the reasons set forth in the Statement of Overriding Considerations; (3) committing to develop a community engagement and mobility strategy; and (4) authorizing the Director of Transportation: (i) to implement measures identified in M-TR-1 found to be feasible for the 19-Polk, and (ii) to implement measures related to the T-Third identified in M-TR-1 and the community engagement and mobility strategy, including private vehicle restrictions, transit-only lanes, and other measures, if the Director determines such measures are feasible.

SUMMARY:

- The current Islais Creek Bridge is structurally deteriorated and seismically deficient.
- San Francisco Public Works (Public Works) is proposing to demolish the existing Islais Creek Bridge and construct a new bridge.
- The Project would result in new T Third tracks and a more reliable and efficient T Third train line in addition to other public benefits of a full bridge replacement.
- The Project would result in traffic circulation and transit service changes during the construction phase.
- Mitigation Measure M-TR-1, presents measures to address transit impacts during construction – the SFMTA Board is being asked to adopt this measure and find it feasible as to the 19-Polk but infeasible as to the T Third light rail line since final T Third measures will depend on community input and identifying funding sources.
- The Project also requires SFMTA to develop a Community Engagement and Mobility Strategy with the impacted residents and businesses in the subsequent Detailed Design phase that will extend public engagement for mobility solutions that are context sensitive and have continued public oversight.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR



November 13, 2025

SECRETARY



November 13, 2025

ASSIGNED SFMTAB CALENDAR DATE: November 18, 2025

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PURPOSE

Taking certain actions related to San Francisco Public Works' Islais Creek Bridge Replacement Project, including: (1) adopting findings under the California Environmental Quality Act, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; (2) adopting transportation-related Mitigation Measure M-TR-1 and finding M-TR-1 feasible as to the 19-Polk but infeasible as to the T-Third light rail line for the reasons set forth in the Statement of Overriding Considerations; (3) committing to develop a community engagement and mobility strategy; and (4) authorizing the Director of Transportation: (i) to implement measures identified in M-TR-1 found to be feasible for the 19-Polk, and (ii) to implement measures related to the T-Third identified in M-TR-1 and the community engagement and mobility strategy, including private vehicle restrictions, transit-only lanes, and other measures, if the Director determines such measures are feasible.

GOAL

The proposed Islais Creek Replacement Project is consistent with the goals of the SFMTA Strategic Plan, especially:

- Goal 5: Deliver reliable and equitable transportation services.
- Goal 9: Fix things before they break and modernize systems and infrastructure.

The proposed Project is consistent with the goals of the SFMTA's Transit-Frist Policy, especially:

- Goal 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.
- Goal 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.
- Goal 5: Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

Public Works, in coordination with SFMTA has proposed a project for the replacement of the Islais Creek Bridge (officially named the Levon Hagop Nishkian Bridge). The current Islais Creek Bridge is structurally deteriorated and seismically deficient. The proposed project is in the Bayview Hunters Point neighborhood along Third Street in San Francisco. The T-Third line and two bus routes run across the bridge.

The existing drawbridge would be replaced with a fixed bridge that would accommodate center

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26-foot- wide dedicated light rail transit (light rail) tracks, two 11-foot travel lanes in each direction, a 12-foot-wide Class I shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge.

The construction duration of the project will be approximately 30 months, with an anticipated 18 to 24 month bridge closure.

The Project's Draft Environmental Impact Report (DEIR) was released on November 29, 2023. In response to public comments, the City developed the preferred project variant, which is discussed in the Project's Final Environmental Impact Report (FEIR). On November 6, 2025, the SF Planning Commission certified the FEIR. SFMTA Board approval is needed to adopt certain transportation mitigation measures within SFMTA jurisdiction.

Background

The Islais Creek Bridge is on Third Street over the channel in San Francisco's Bayview neighborhood. Third Street is a major arterial and serves as a major link between San Francisco's downtown and Mission Bay areas to the industrial area of the southern San Francisco waterfront and the Bayview Hunters Point neighborhood.

In the the project site, Third Street has two travel lanes in each direction, with the T-Third light rail tracks and associated Muni service in a center median. A Class 3 bicycle facility runs along Third Street south of Cargo Way. The segment of Third Street over the channel (i.e., Islais Creek Bridge) has 28-foot-wide light rail tracks in the center, one 10-foot and one-14-foot travel lane in each direction, and 7-foot sidewalks on each side (excluding railings).

Transportation network

The Islais Creek Bridge is approximately 1 mile northeast of the interchange of U.S. Highway 101 (U.S. 101) and I-280, and both I-280 and U.S. 101 provide freeway access to and from the project site. The project site can be directly accessed from the Bayshore Boulevard/Jerrold Avenue off-ramp in the northbound direction and the Cesar Chavez Street off-ramp in the southbound direction. Local streets surrounding the project area include Illinois Street, Marin Street, Amador Street, Cargo Way, Cesar Chavez Street, and Evans Avenue.

Three Muni routes operate across the Islais Creek Bridge: the T-Third Street light rail, the 15-Bayview Hunters Point Express bus, and the 91-Third Street/19th Avenue Owl. The closest T-Third Street light rail station north of the bridge is at Marin Street. The closest T-Third Street light rail station south of the bridge is at Evans Avenue. The 19-Polk operates on the perpendicular east-west route on Evans Avenue, and crosses Third Street 1500 feet south of the Islais Creek Bridge.

Cyclists and pedestrians

Illinois Street bridge is directly adjacent to the Islais Creek bridge. The parallel bridge serves primarily freight uses including concrete trucks and other heavy load vehicles from the industrial

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sites directly south of Illinois Street and Cargo Way. The roadway is one lane in each direction, each lane is approximately 12 feet wide. Illinois Street also has a walkway that serves both pedestrians and cyclists.

Mobility uses

Approximately 16,000 vehicles per day crossed the Islais Creek Bridge daily in 2022, this number is likely higher today. Freight and heavy vehicles use the bridge, comprising approximately 5% of the total vehicle traffic.

Two hundred and thirty six trains cross the bridge bi-directionally daily. The T-Third line carries 20,000 passengers per day. T-boardings south of the bridge account for about 24% of total ridership – 3,335 northbound and 1,615 southbound trips. There is limited number of pedestrians and cyclists on the bridge, primarily because of the adjacent Illinois Street bridge bicycle facility.

Bridge Replacement Project Goals

The existing Islais Creek Bridge has been determined to be structurally deteriorated and seismically deficient. The proposed replacement bridge would meet current structural and seismic standards, and would be resilient to predicted sea-level rise impacts for one hundred years or more. The new bridge is designed at a compatible elevation to align with future shoreline armoring measures on the Islais Creek channel banks adjacent to the bridge without requiring further modification of the bridge.

The Project will:

- Address the existing bridge's seismic deficiencies by replacing it with a new bridge that is seismically adequate.
- Increase the distance between the bridge's lowest point and the existing channel's water elevation to the maximum extent practicable to extend the useful life of the bridge. Raising the bridge makes the structure more resilient to sea-level rise, eliminates the current recurring submersion of the bridge underdeck and flooding of the machine rooms, and reduces the bridge exposure to seawater and sustained moisture.
- Minimize the project construction to the maximum extent practicable to reduce impacts to Bayview Hunters Point residents.
- Increase the serviceability of the bridge to improve multi-modal transportation safety and increase operational utility to Muni light rail operations.
- Provide a protected bicycle facility that could eventually be incorporated into the city's bicycle route planning.

Project Benefits

The proposed bridge asset will have direct benefits that enhance both construction efficiency and long-term operational performance. These benefits include lower construction costs and minimized downtime for light rail services during bridge span replacement. The proposed design eliminates ongoing maintenance expenses tied to drawbridge operability and steel re-coating,

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while also improving seismic resiliency. Additionally, the proposed project ensures greater operational reliability for transit and traffic along a key arterial route, including more efficient crossings for the T-Line.

Beyond the immediate infrastructure advantages, the bridge contributes significantly to regional and community resilience. It enhances protection against sea-level rise impacts across short-, medium-, and long-term horizons. The asset also supports upstream capital initiatives, such as the PUC Sewer Outfall Replacement, by providing a stable and adaptable foundation. Furthermore, its design allows for integration with other climate change adaptation strategies planned throughout the region, offering flexibility and future-proofing in the face of evolving environmental challenges.

TRANSPORTATION DURING BRIDGE CLOSURE

Traffic Circulation

The construction duration of the project will be approximately 30 months, with an anticipated 18 to 24 month bridge closure. Throughout the construction duration, there would be no access for vehicles, light rail, or pedestrians to the project area.

Most of the vehicle traffic would be diverted to local streets, including Evans Avenue and Illinois Street Bridge, and the remainder would use freeways, including U.S. 101 and I-280. People walking and bicycling would be detoured and directed to use the Illinois Street bridge. Local driveway access would be provided to owners within the project area on Third Street. Additional local access restriction may be provided for other roadways in the project vicinity affected by the project detour routes.

Currently, there are on-going construction projects adjacent to or within the public right-of-way that have reduced traffic through-put on other key neighborhood connections, including SF Public Utilities Commission (SFPUC) projects on Evans Avenue and Jerrold Street. There are also proposed projects that would potentially impact vehicular mobility if they occur during the same timeframe as this effort, including paving on Toland Street or other nearby roadways.

There will be dynamic traffic construction routing during the project to ensure safe and feasible detours for vehicles, bicyclists, and pedestrians.

Transit Service

Muni would run a combination bus and rail service during the Islais Creek Bridge construction period with a temporary bus bridge plan replacing the existing T-Third light rail service where service is suspended. T-Third Bus service would run between Market Street and Bayshore/Sunnydale Station. T-Third light rail service would run between Chinatown Station and the University of California, San Francisco (UCSF) Medical Center Station at Third and Mariposa streets. The bus service would traverse Islais Creek via the Illinois Street Bridge, and provide a direct connection between the area south of Islais Creek Bridge to downtown. A goal of this plan is to ensure that most T-Line passengers would not have to transfer from the bus service to the T-Third light rail; passengers who must transfer would have transfer options at the

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4th and King Caltrain Station and the UCSF Medical Center Station at Third and Mariposa streets.

Public Works is also working with the SFMTA to develop a detailed detour plan for the 15-Bayview Hunters Point Express, 91-Third Street/19th Avenue Owl, and T-Third Street Bus (select early-morning and late-night trips) bus routes during project construction.

The 19-Polk does not have any proposed changes to service but may experience delay related to vehicular re-routing onto Evans Avenue.

Community Engagement and Mobility Strategy

In response to public comments on the draft Environmental Impact Report (EIR), Public Works examined ways to further minimize mobility impacts due to the Islais Creek Bridge's construction. As a result of public comment, the project description has been revised to include the development of a Community Engagement and Mobility Strategy ("Strategy"). This Strategy will directly inform the mobility network and transportation interventions during the approximately two-year closure of the Islais Creek Bridge.

This Strategy will include rerouting plans for the T-Third light rail and the 19-Polk bus (as applicable), and will aim to minimize disruptions for all users, including drivers, transit riders, pedestrians, and cyclists. A key component of the Strategy is robust public outreach, involving engagement with community groups and residents in Bayview Hunters Point, Dogpatch and Potrero Hill. Outreach opportunities and updates will be posted on the project's website, along with interactive tools like StoryMaps to facilitate public participation.

The Strategy will also designate a point of contact who will be available throughout the construction period and listed on the public-facing website. It will incorporate context-sensitive solutions to ensure that community mobility priorities are addressed during the bridge closure.

Ultimately, the Strategy will be a published document that identifies potential mobility interventions during the construction closure, provides rough-order of magnitude costs for each intervention, and potential funding sources to advance the most viable interventions. Some interventions may be possible to advance within existing SFMTA operating or capital funding sources, while others will be dependent on one-time grants or other funding. Not all interventions will advance to implementation but this Strategy will provide a clear set of priorities for SFMTA and Public Works to pursue for funding and implementation as the Project advances from design to construction.

Additionally, Public Works and SFMTA will provide biannual reports throughout the construction period, documenting public complaints and any proposed updates to the strategy. This oversight will continue until the new bridge is fully operational for all modes of transportation.

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ENVIRONMENTAL FINDINGS

Both the draft EIR project and the preferred project variant involve demolition and replacement of the Islais Creek Bridge, which, as discussed above, will impact Muni transit routes, including T-Third light rail, the 91-Third Street/19th Avenue Owl, and the 15-Bayview Hunters Point Express bus service. During the Islais Creek Bridge closure, the T-Third light rail service would be replaced with bus service, and both the T-Third and 15-Bayview Hunters Point Express bus services would be rerouted through transportation detours.

To address these transit impacts, the EIR recommends Mitigation Measure M-TR-1 as follows:

Mitigation Measure M-TR-1: Reduce Transit Travel Times for T-Third Street and 19-Polk Riders.

Mitigation Measure M-TR-1 requires Public Works to work with SFMTA to develop and implement a bus bridge service plan (plan) with temporary measures during construction that meet a performance standard to reduce transit delays to acceptable levels.

The plan will identify measures, that would be targeted to meet a performance standard of limiting travel times to less than four minutes for to the T-Third bus bridge vehicle to less than four minutes between the Third Street/Evans Street Intersection on the south and the Third Street/Mariposa Street intersection to the north above conditions that existed in September 2023. The plan would also identify measures to meet a performance standard of limiting travel times to less than four minutes for the 19-Polk between Aquatic Park and Hunters Point.

M-TR-1 provides that the plan may include, but not be limited to, the following temporary measures during construction:

- Private vehicle restrictions on certain routes (e.g., Illinois Street Bridge) or reallocating roadway space to prioritize transit (e.g., Evans Avenue);
- Transit signal priority or signal timing optimization;
- Providing transit capacity consistent with customer demand to minimize waits for riders;
- Providing new safe pedestrian crossings and paths, clear directions, and wayfinding signs for any new transfers between the light rail and bus services; and installing temporary bus bulbs; and/or
- Other measures that can be feasibly and practically implemented to achieve the performance standard.

M-TR-1 also provides that the following additional measures are required to meet the performance standard for the 19-Polk.

- Transit signal priority or signal timing optimization at the intersection of Evans Avenue/Toland Street/Napoleon Street.
- Temporary midblock bus bulbs for the bus stops at Evans Avenue and Cesar Chavez Street, and Evans Avenue and Selby Street.

These measures for the 19-Polk only become necessary if the Illinois Street Bridge is closed to

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general vehicular traffic to address impacts to the T-Third during construction and that closure causes the 19-Polk to not meet stated performance standards.

The measures identified for 19-Polk are feasible and would reduce impacts to for 19-Polk to a less than significant level. Full details of the plan will be developed by San Francisco Public Works and SFMTA with community input as the project's design progresses and are dependent on identifying funding sources. For these reasons, it's not possible at this time to confirm an approach that that would reduce impacts to the T-Third light rail line to a less than significant level and impacts to the T-Third will remain significant and unavoidable and M-TR-1 is found to be infeasible for the T-Third.

To enable efficient implementation of temporary measures to reduce transit impacts during construction, staff also recommend that the SFMTA Board authorize the Director of Transportation to implement measures identified in M-TR-1 found to be feasible for the 19-Polk, and to implement measures related to the T-Third identified in M-TR-1 and the community engagement and mobility strategy, including private vehicle restrictions, transit-only lanes, and other measures, if the Director determines such measures are feasible.

STAKEHOLDER ENGAGEMENT

Public Works and SFMTA staff attended community meetings with the following groups:

- Chinatown Community Development Center
- Economic Development on Third
- Southeast Community Center Facility Commission
- Bayview Residents Improving Their Environment
- SF Port Southern Advisory Committee
- Potrero Boosters Neighborhood Association
- Dogpatch Neighborhood Association
- Bayview Alliance

The public review period for the draft EIR and the initial study was held from November 29, 2023, through January 22, 2024. The planning commission held a public hearing during the 54-day public review and comment period to solicit public comment on the information presented in the draft EIR and initial study. Additionally the project hosted a stand-alone hearing on its NEPA project document at the Southeast Community Center in March 2025 and has met with adjacent tenants and property owners on request, and has directly coordinated with the District 10 Supervisor.

Summary of Feedback

Transportation Related Feedback:

- **Transit Service and Mobility:** Community members expressed concerns about disruptions to the T-Line service during construction. They emphasized the importance of maintaining one-seat rides and requested reliable bus substitutions. There were questions

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about rerouting the 44 and 15 bus lines and suggestions to provide additional service during events at the Chase Center. Residents also raised issues about the turnaround location for trains at 18th Street instead of further south at Mui Metro East. Additionally, residents advocated for protected bike lanes and wider sidewalks to enhance pedestrian and cyclist safety both during construction and post-project.

- **Traffic Circulation and Detour Impacts:** Residents voiced concerns about increased traffic on Illinois Street and confusion at intersections due to detours. The potential for simultaneous closures of Jerrold and Evans Streets raised fears of restricted access to the Bayview neighborhood. Suggestions were made to adjust traffic signal timing to alleviate congestion and improve safety.

Project Feedback:

- **Project timeline:** Many stakeholders requested reduced construction schedule opportunities, especially during the loss of bridge access.
- **Design and Environmental Considerations:** Stakeholders requested involvement in the bridge design process to ensure it reflects the cultural and historical identity of the community. There was interest in preserving historic elements such as gear housings and control towers. Environmental concerns included the safe removal of toxic materials, dust control, and lead paint abatement.
- **Coordination and communication:** Stakeholder feedback emphasized the need for improved coordination among city agencies including Public Works, Public Utilities Commission, Office of Economic and Workforce Development and Caltrans. Community members suggested expanding outreach to include more groups and frequent project updates. Stakeholders requested greater transparency regarding project milestones, timelines, and commitments to ensure public trust and informed participation. There were specific requests for targeted outreach to seniors, disabled individuals, and youth to ensure inclusive engagement and support.
- **Equity and Accessibility:** Community members advocated for prioritizing local hiring, particularly for District 10 residents. Business owners expressed worries about financial losses and limited access during construction.

ALTERNATIVES CONSIDERED

Alternatives to the Project ranged, primarily focused on retaining existing transit service or reducing the construction timeline.

Retain T-Third light rail service through a new, adjacent temporary bridge.

Public Works evaluated a possible temporary bridge for just the T-Third light rail, but determined it infeasible due to geographic and utility constraints at the channel, inadequate space and right of way acquisitions needed to add a temporary alignment, excessively disruptive

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project to tie in to the existing alignment on each side of the bridge that would also need to be dismantled at the end of the project and major additional impacts resulting from the temporary construction.

Other Bridge Replacement Approaches

Public Works reevaluated the proposed bridge design to determine whether efficiencies with construction and a reduced bridge closure timeline could be accommodated. The preferred project variant simplifies the bridge design by using a single type of precast concrete beam, making it accessible to more fabricators and contractors to construct the proposed bridge.

This bridge variant also simplifies construction by reducing the number of construction sequences and connections between bridge components, effectively reducing risks that may otherwise lengthen the construction schedule past the 24-month bridge closure.

Rehabilitate the Existing Bridge

Public Works considered a more simple deck replacement and system rehabilitation of the existing bridge structure. This approach did not achieve project goals, including goals for sustainable infrastructure and a long-term asset that must be resilient to future climate impacts.

Do Not Complete the Project. This would result in a deterioration of the bridge that would be a long term issue for the City and for the direct users that currently use the bridge.

FUNDING IMPACT

The future project elements and associated mitigation measures are funded by Caltrans and Public Works. Additional interventions that will be identified in the Mobility Strategy are not yet known, would be highly speculative and will need to be addressed for funding by SFMTA and project partners as the project advances in future phases.

ENVIRONMENTAL REVIEW

On November 6, 2025, in Motion No. M-21864, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Islais Creek Bridge Replacement Project (Case No. 2022-0001122ENV).

A copy of the FEIR and Planning Commission Motion No. M-21864 are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On November 12, 2025, the San Francisco Public Works Director reviewed and approved the

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Project and adopted CEQA findings, including the Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends the SFMTA Board of Directors take the following actions related to San Francisco Public Works' Islais Creek Bridge Replacement Project: (1) adopt findings under the California Environmental Quality Act, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; (2) adopt transportation-related Mitigation Measure M-TR-1 and find M-TR-1 feasible as to the 19-Polk but infeasible as to the T-Third light rail line for the reasons set forth in the Statement of Overriding Considerations; (3) commit to develop a community engagement and mobility strategy; and (4) authorize the Director of Transportation: (i) to implement measures identified in M-TR-1 found to be feasible for the 19-Polk, and (ii) to implement measures related to the T-Third identified in M-TR-1 and the community engagement and mobility strategy, including private vehicle restrictions, transit-only lanes, and other measures, if the Director determines such measures are feasible.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The current Islais Creek Bridge is structurally deteriorated and seismically deficient; and,

WHEREAS, San Francisco Public Works (Public Works) is proposing to demolish the existing Islais Creek Bridge and construct a new bridge (the Project); and,

WHEREAS, The Project would result in new T-Third light rail line tracks and a more reliable and efficient T-Third train line in addition to other public benefits of a full bridge rehabilitation, but would result in traffic circulation and transit service changes during the construction phase; and,

WHEREAS, The Project requires SFMTA to develop a community engagement and mobility strategy to address the rerouting plans around the Islais Creek Bridge and T-Third bridge plans with the impacted residents and businesses in the subsequent Detailed Design phase that will extend public engagement for mobility solutions that are context sensitive and have continued public oversight; and,

WHEREAS, Mitigation Measure TR-1 proposed as part of the Project's Environmental Impact Report (EIR) prepared pursuant to the California Environmental Quality Act (CEQA) requires the SFMTA to work with Public Works to provide a bus bridge service plan to limit transit impacts to the T-Third light rail line and to the 19-Polk bus route in order to meet identified travel time performance standards during construction; and,

WHEREAS, Implementation of transit signal priority (TSP) or signal timing optimization at the intersection of Evans Avenue/Toland Street/Napoleon Street and temporary midblock bus bulbs for the bus stops at Evans Avenue and Cesar Chavez Street, and Evans Avenue and Selby Street, have been identified as reducing impacts to the 19-Polk to a less than significant level and such measures are feasible; and,

WHEREAS, The bus bridge service plan for the T Third line may include, but is not limited to, temporary measures such as private vehicle restrictions on certain routes, transit priority along certain routes (temporary transit priority lanes, TSP, or signal timing optimization), providing additional transit capacity to meet demand, implementation of new pedestrian crossings and paths, and installation of new wayfinding signs, and temporary bus bulbs; and,

WHEREAS, Full details of the bus bridge service plan will be developed by Public Works and SFMTA with community input as the project's design progresses and is dependent on identifying funding sources, as such it is not possible at this time to confirm an approach that reduces the impacts to T-Third riders that reduces impacts to less than significant level, and for that reason the impacts to T-Third remain significant and unavoidable and M-TR-1 is found to be

infeasible as to the T Third; and,

WHEREAS, Authorizing the Director of Transportation to implement measures identified in M-TR-1 found to be feasible for the 19-Polk, and to implement measures related to the T-Third identified in M-TR-1 and the community engagement and mobility strategy, including private vehicle restrictions, transit-only lanes, and other measures, if the Director determines such measures are feasible. , will enable efficient implementation of temporary measures to reduce transit impacts during construction; and,

WHEREAS, On November 29, 2023, the City published the Project's Draft Environmental Impact Report (DEIR) and in response to public comments, the City developed the preferred project variant, which is discussed in the Final Environmental Impact Report (FEIR); and,

WHEREAS, On November 6, 2025, the San Francisco Planning Commission, in Motion No. M-21864, certified the Islais Creek Bridge Project (Case No. 2022-000112ENV) FEIR; and,

WHEREAS, A copy of the FEIR, Planning Commission motions, and the CEQA findings are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 49 South Van Ness Avenue in San Francisco, and are incorporated herein by reference; and,

WHEREAS, On November 12, 2025, the San Francisco Public Works Director reviewed and approved the Project and adopted CEQA findings, including the Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and, now therefore be it

RESOLVED, That the SFMTA Board of Directors has reviewed the Final Environmental Impact Report (FEIR) for the Project and finds that the FEIR is adequate for its uses as the decision-making body for the actions taken herein, and does hereby adopt the Islais Creek Bridge Project CEQA Findings, including the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program as they relate to matters under SFMTA's jurisdiction as its own; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts transportation-related Mitigation Measure M-TR-1 and finds M-TR-1 feasible as to the 19-Polk but infeasible as to the T-Third light rail line for the reasons set forth in the Statement of Overriding Considerations; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to work with Public Works to develop a community engagement and mobility strategy for the Project; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation (i) to implement measures identified in M-TR-1 found to be feasible for the 19-Polk, and (ii) to implement measures related to the T-Third identified in M-TR-1 and the community engagement and mobility strategy, including private vehicle restrictions, transit-only lanes, and other measures, if the Director determines such measures are feasible.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency