

Authority and it has the responsibility for complying with state environmental regulations.

CEQA Responsible Agencies

Under CEQA, a Responsible Agency reviews the environmental document and is responsible for considering the environmental effects of the project. For this project, Caltrans, the Golden Gate Bridge, Highway and Transportation District and the City and County of San Francisco are the CEQA Responsible Agencies. Caltrans is also the owner and operator of Doyle Drive.

NEPA Cooperating Agencies

Upon request of the lead agency, any other federal agency having jurisdiction within the project area, or having special expertise with respect to any environmental issue, may be a cooperating agency. The three cooperating agencies for the Doyle Drive Project are the:

- Presidio Trust;
- United States Department of the Interior, National Park Service (NPS) - Golden Gate National Recreation Area; and
- United States Department of Veteran Affairs (VA).

To satisfy both NEPA and CEQA requirements, the lead agencies with input from the cooperating and responsible agencies, have developed this combined NEPA/CEQA document for the South Access to the Golden Gate Bridge - Doyle Drive Project.

1.6 Environmental Process

This *Final Environmental Impact Statement/Report* (FEIS/R) evaluates the environmental impacts of the proposed Doyle Drive Project during the construction and operational phases. When warranted, mitigation measures are proposed to address project impacts.

Once this *Final Environmental Impact Statement/Report* (FEIS/R) has been completed the lead agencies will follow the typical NEPA/CEQA procedures. Under NEPA a *Notice of Availability* will be published in the *Federal Register* and the document will be distributed to all federal, state, and local agencies and private organizations, and members of the public who provided substantive comments on the *Draft EIS* or who requested a copy (40 CFR 1502.19).

Typically, pursuant to 23 CFR 771.127, following release of the FEIS/R, FHWA can:

“...complete and sign a *Record of Decision* (ROD) no sooner than thirty days after publication of the FEIS notice in the *Federal Register*.... Until the ROD has been signed, no further approvals may be given except for administrative activities taken to secure further project funding....

If [FHWA] subsequently wished to approve an alternative which was not identified as the preferred alternative but was fully evaluated in the FEIS, or proposes to make substantial changes to the mitigation measures or findings discussed in the ROD, a revised ROD shall be subject to review by those [FHWA] offices which reviewed the FEIS.”

The ROD is the document which explains the reasons for the project decision, summarizes the mitigation measures to be incorporated, and documents any required *Section 4(f)* approvals.

Under CEQA procedures, the State lead agency (the Authority) will approve the project and include a statement of overriding consideration in the record of project approval. The statement of overriding consideration is necessary for projects which will result in unavoidable significant effects as identified in the FEIS/R and it will state the specific reasons why the agency supports its decision. Within five days after approval of the project, the lead agency will file a *Notice of Determination* (NOD) with the county clerk. The NOD will be available for public inspection for at least 30 days. Following the project approval process the sponsor agencies will move forward with final design and permitting. Based on available funding, permitting and construction could begin as early as 2009.

In addition, both CEQA and NEPA regulations require an enforceable mitigation monitoring program be developed for the project. Per *CEQA Guideline 15907(a)*, “In order to ensure that the mitigation measures and project revisions identified in the EIR are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” Under NEPA regulations, “A monitoring and enforcement program shall be adopted and summarized where applicable for any mitigation” (Section 1505.2(c)).”

1.6.1 Preferred Alternative

Chapter Two of this FEIS/R identifies the Preferred Alternative for this Doyle Drive Project. FHWA, Caltrans and the Authority selected this alternative based on:

- collaboration with, and input from the Doyle Drive Citizens’ Advisory Subcommittee and the cooperating agencies;
- findings from the DEIS/R; and
- state and federal agency, local government, tribal, and public comments.