

CHAPTER SIX

PUBLIC AND AGENCY INVOLVEMENT PROCESS/ NATIVE AMERICAN TRIBAL COORDINATION

This chapter describes the public outreach and agency coordination activities undertaken prior to issuance of the *South Access to the Golden Gate Bridge – Doyle Drive Draft Environmental Impact Statement/Report* (DEIS/R) in December 2005. This chapter also presents public and agency involvement activities from the release of the DEIS/R to the selection of the Preferred Alternative.

The preparation of this *Final Environmental Impact Statement/Report* (FEIS/R) has included consultation and coordination with federal, state, and local agencies, and with elected officials, community leaders, organizations and other individuals from the neighborhoods; and communities within the project area. Outreach efforts have included scoping meetings, open houses, and smaller, community meetings. **Appendix E** provides a comprehensive listing of activities and meetings. In addition, a detailed summary of public and agency comments on the DEIS/R is included in **Appendix L**.

6.1 Public Scoping

The process of determining the scope, focus and content of an EIS/R is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public, community organizations, interested agencies, and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the topics of evaluation, and potential impacts and mitigation measures to be considered in the environmental document.



Community members compare preliminary alternatives

For the Doyle Drive Project, the scoping process began with formal notification to agencies. On February 16, 2000, the Federal Highway Administration (FHWA), as the lead agency for the project under the *National Environmental Policy Act* (NEPA), published a *Notice of Intent* in the Federal Register (see **Appendix H**) to advise interested agencies and the public that an EIS/R would be prepared. On February 23, 2000, the San Francisco County Transportation

Authority (the Authority), as the project lead agency under the *California Environmental Quality Act* (CEQA), distributed a *Notice of Preparation* (see **Appendix H**) to advise interested agencies and the public that an EIR would be prepared. The Authority distributed the *Notice of Preparation* to approximately 162 agencies, elected officials, interested parties, and public libraries in the study area.

The Authority also notified potentially interested organizations and individuals about the project and the public scoping meetings. The public meeting announcement was distributed to approximately 2,100 interested organizations and individuals, including property owners in the project area. Invitation letters were sent to elected officials to encourage their participation and the Authority published a newspaper advertisement in the *San Francisco Chronicle* (February 28, 2000) and in the *Marin Independent Journal* (February 29, 2000). A press release was distributed to approximately 136 area newspapers and media outlets.

Four formal scoping meetings were conducted by the Authority to gather input and comments prior to the development of the DEIS/R. On March 3, 2000, the Authority held an agency scoping meeting that consisted of a brief presentation by the project team with a facilitated question and answer period. Two public scoping open houses were held on March 14 and 15, 2000. Approximately 135 people attended the three meetings. The agency scoping meeting consisted of a brief presentation by the project team with a facilitated question and answer period after the presentation. In addition, the Golden Gate National Recreation Area (GGNRA) Advisory Commission hosted an additional scoping meeting on March 21, 2000. GGNRA transcribed the comments provided at that meeting. A summary of the scoping meetings can be obtained from the Authority or found on the project website (www.doyledrive.org).

An additional public meeting was held on February 23, 2004 at the Golden Gate Club in the Presidio. The meeting was held to provide an update on the progress of technical and environmental studies and to present an additional design alternative: Alternative 5, Presidio Parkway. The Authority sought input on a provisional decision to eliminate the single tunnel alternatives (Alternatives 3 and 4) from further consideration and to move forward with study of Alternative 5, in addition to Alternatives 1 and 2. A notice was mailed to over 2,000 individuals, organizations, agencies, elected officials and other special interest representatives, display ads were placed in both the *San Francisco Chronicle* and the *Marin Independent Journal*, and a media release was distributed to local newspapers and media outlets. Information was also posted on the project website (www.doyledrive.org) and letters were mailed to the Agency Working Group (also known as the Executive Committee) and the Doyle Drive Subcommittee of the Authority's Citizens Advisory Subcommittee.

The meeting was attended by approximately 120 people and no comments were received that objected to the provisional decision to delete alternatives. Of the 26 comments received at, or following the meeting, half indicated support to proceed with the studies of Alternatives 1, 2, and 5. Other comments referred to historical resources, natural resources, construction, noise, safety, and parking.

All comments are documented in the *Final Public Meeting and Outreach Summary Report* dated April 21, 2004.

6.2 Public and Agency Coordination

Citizen and agency working groups were established to meet and receive updates on design and environmental issues and provide input. This section presents an overview of these committees and working groups.

Citizens Subcommittee

A Doyle Drive Subcommittee of the Authority's Citizens Advisory Committee (CAC) was established as a primary component of the public involvement process for the Doyle Drive Project. The Subcommittee meets periodically and provides input on a wide range of issues pertaining to Doyle Drive. Prior to the release of the DEIS/R, there were 17 Subcommittee meetings from March 2000 to November 2005, including a bus/walking tour of the project area with the Subcommittee and Agency Working Group. This was followed by a workshop on the design alternatives. Summaries and agendas from these meetings are posted on the Doyle Drive website. In advance of each Subcommittee meeting, informational packets with an agenda and other project materials are mailed to members of the Subcommittee, the Agency Working Group, the Authority's Citizen Advisory Committee, and a group of 83 interested parties before each meeting. The Subcommittee meeting agenda is also posted at the Authority's office. **Exhibit 6-1**, on the following page, presents a listing of the interest groups invited to participate in the CAC Subcommittee.

Prior to the release of the DEIS/R, topics considered by the Subcommittee have included the project purpose and need, screening of alternatives, refinement of alternatives, design and aesthetic considerations, traffic, environmental impacts, and neighborhood issues.

Agency Working Group (Executive Committee)

The Authority established a public Agency Working Group, also known as the Executive Committee, to provide ongoing input on project development, alternatives refinement, scope and approach to environmental studies, and engineering considerations. The Agency Working Group generally meets bi-monthly and had 39 meetings from March 2000 to September 2005, prior to the release of the DEIS/R. In addition, two separate bus tours of the project area were provided for the U.S. Department of Veterans Affairs and the Federal Highway Administration. Presentations to various agency boards have been provided to groups such as the Golden Gate Bridge, Highway and Transportation District, the Golden Gate National Recreation Area Advisory Commission and the Presidio Trust.

Exhibit 6-2 presents a listing of Agency Working Group members.