

Doyle Drive Environmental and Design Study**Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting #24*****Meeting Summary******date of meeting: 9/25/08******location:*** San Francisco County Transportation Authority, 26th Floor***subject:*** Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting***attendees:***Doyle Drive Subcommittee Attendees

Janette Barroca, At-Large
 Max DelleSedie, Cow Hollow Neighbors in Action
 Paul A. Epstein, Planning Association for the Richmond
 Becky Evans, Sierra Club
 Joan Marie Girardot, Marina Civic Improvement & Property Owners Association
 Ronald Mulcare, At-Large
 Jackie Sachs, SFCTA CAC Member

Doyle Drive Subcommittee Absentees:

Lindy Beasley, Presidio Residents & Tenants
 Gloria Fontanello, Marina Neighborhood Association
 Amanda Hoenigman, SPUR
 Redmond Kernan, At-Large
 Tony Imhof, Cow Hollow Association
 Norman Rolfe, San Francisco Tomorrow
 William Alich, Fort Point & Presidio Historical Association
 Chloe Good, SPUR
 Leah Shahum, San Francisco Bicycle Coalition
 Gene DeMartini, At-Large
 Vera Gates, At-Large
 Michael Marston, Neighborhood Association for Presidio Planning
 James Maxwell, Marina Merchants Association
 Fred Rodriguez, GGNRA Advisory Commission
 Kate Sears, Marin Commuter

Patricia Vaughey, At-Large

Executive Committee Members

Rick Foster, GGNRA
 Lisa Ang, Mayor's Office of Neighborhood Services
 Mark Helmbrecht, Presidio Trust

Caltrans

Meg Scantlebury
 Keyhan Moghbel

Other Participants

Peter Winklestein, SPUR

MPA Design

Michael Painter

Parsons Brinckerhoff

Gary Kennerley
 Sabine van der Sluis

ARUP

John Karn
 Eugene Lam

CirclePoint

Sarah Sonn

summary:**I. Call to Order and Agenda Review**

Gary Kennerley, PB, welcomed everyone and reviewed the agenda and previous meeting summary. No changes were proposed to the summary. The group was informed that any changes could be submitted to doyledrive@circlepoint.com.

II. Project Update

- **Pre-design Activities**

John Karn, ARUP, reported that preliminary design and site investigations are in progress. The geotechnical investigations are near completion and additional drillings are underway to fill in data gaps. An aquifer test will be conducted to determine aquifer properties. Soil and groundwater testing is expected to begin in November and continue through January 2009.

Becky Evans, Sierra Club, inquired about tunnel ventilation. J. Karn explained that both natural and mechanical ventilation systems are being considered.

- **Design Refinements**

Eugene Lam, PB, described the two proposed design changes, raising the Girard Road depressed section and modification of the Main Post tunnel alignments. The Girard Road depressed section will be raised by five feet in order to minimize intrusion into the top layer aquifer. This design change will also result in cost-savings for the project. The Main Post tunnels have been realigned to create a shared wall for a portion of the structure to simplify construction and move the southbound tunnel further away from Building 106.

Max DelleSedie, Cow Hollow Neighbors in Action, inquired about the Gorgas off-ramp, and recalled the alignment being off-set. G. Kennerley explained that several design options had been reviewed, and the current layout was the result of the preferred alternative selection and will include traffic calming measures to enhance bicycle and pedestrian safety.

- **Design Team Organization**

Keyhan Moghbel, Caltrans, reviewed the design team organization. He explained that each design group is a combination of consultants and Caltrans representatives. There are four major tasks to prepare for construction: roadway design, structures, environmental compliance and right of way.

Max DelleSedie, Cow Hollow Neighbors in Action, asked how PB fits into the structure.

G. Kennerley explained that PB is under the consultant category as an ARUP/PB Joint Venture.

III. Preview of Final EIS/R

- **Process**

G. Kennerley reported that the project cost estimate, funding plan and Section 106 Programmatic Agreement need to be finalized prior to release of the final environmental document.

The project cost was reviewed by FWHA during a three day workshop, as required for any project costing over \$500 million. They reviewed the unit costs and quantities line by line and then entered the data into a model which generated a cost range of \$1.02-1.14 billion. The project team's estimate of \$1.045 billion for the total project costs (in year of expenditure dollars) fell within this range, validating the team's cost estimate.

G. Kennerley also noted that Tilly Chang, SFCTA, had given a presentation at the last meeting regarding tolling and congestion pricing. He reported that tolling at Doyle Drive is no longer being considered as a funding source for the Doyle Drive project.

G. Kennerley gave an overview of the project's funding plan and the federal, state and local funding commitments. The \$414 million in other federal and local funds that are not yet committed will be included in the Regional Transportation Plan that will be circulated by the Metropolitan Transportation Commission (MTC) in December. MTC have committed to draft a letter to FHWA to fully commit the necessary funds and part of the constrained portion of the regional plan.

Becky Evans asked whether the Governor's budget cuts would have any impact on the project. G. Kennerley answered that there are not anticipated impacts.

- **Schedule**

The FEIS/R is expected to be circulated in October 2008, followed by the 10-day CEQA and the 30-day NEPA review periods. Based on those anticipated milestones, the Notice of Determination and the Record of Decision are scheduled for December 2008.

- **Mitigation Measures**

G. Kennerley provided an overview of the avoidance, minimization and mitigation measures from the FEIS/R. He explained that the mitigation measures are the basis for the mitigation, monitoring and reporting plan (MMRP) which outlines what mitigation will be done, who is responsible and the timeline. He then reviewed specific mitigation measures for parking, relocation, visual and aesthetics and cultural resources.

Some parking will be relocated during construction, and the project team will work with the Presidio Trust to find parking alternatives. Transit in the area will also be enhanced during construction (such as PresidiGo service). Access to businesses will be maintained.

The FEIS/R describes the relocation of eight buildings (four have cultural significance). Crissy Center operations will also be relocated to avoid impacts from construction on the educational programs. Businesses being removed will receive relocation assistance.

Paul A. Epstein, Planning Association for the Richmond, inquired about when construction would commence. G. Kennerley responded that the contract is expected to be awarded in October 2010 and construction activities are expected to begin in January 2011.

Jackie Sachs, SFCTA, CAC Member, expressed concern about buses being rerouted in the Presidio. G. Kennerley explained that the project team has not yet determined bus routes, and will coordinate with MTA.

There was discussion about stormwater treatment. G. Kennerley reported that roadway runoff is not currently treated. The project is committed to on-site, passive stormwater treatment for treating as much of the runoff as possible through treatments such as bioswales or sedimentation traps.

Noise impacts were also discussed and it was noted that a soundwall will not be built on Armistead Road in accordance with desires of the Presidio Trust. General noise restrictions for construction activities will be included in the contract specifications.

The goal for the wetlands mitigation is to have the mitigation sites completed in advance of construction.

An extensive construction monitoring and restoration program will be in place during construction phase.

IV. Update on Public Outreach

Sarah Sonn, CirclePoint, provided an overview of public outreach activities. She reported that soil and ground testing is expected to begin in November 2008 and continue through January 2009. The same tools that were developed and used for the geotechnical investigations such as on-site information signs, a fact sheet and a project information line, will be in place for the upcoming soil testing.

The project's Architectural Criteria is being circulated for final review by the agencies. Upon finalization of the architectural criteria, the resulting design concepts will be reviewed for consistency with the overall project goals by a steering panel representing key stakeholder organizations.

She also announced that the project team is available for individual meetings to review the FEIS/R with the subcommittee members' organizations upon request.

A citizens guide to the FEIS/R mitigation is also being developed and will be circulated with the FEIS/R.

V. Next Meeting Discussion

G. Kennerley announced that a Subcommittee meeting will be scheduled the week of November 17, 2008 to adopt a motion of support for the certification of the FEIS/R and selection of the Refined Presidio Parkway as the preferred alternative. The project team will then go to the Authority's CAC on December 3, and the Authority Board and Board of Supervisors on December 16.

VI. Adjournment

The meeting was adjourned.

Action Item	Responsible Party	Due Date
Schedule Subcommittee meeting for week of November 17	CirclePoint	Completed week of October 13
Circulate advanced copies of the FEIS/R to Subcommittee and others	CirclePoint	Completed week of October 27

Distribution:

All Subcommittee Members
Leroy L. Saage
Jose Luis Moscovich
Gary Kennerley