

viaduct. The low-viaduct ends where it transitions to grade at Richardson Street west of Lyon Street. Therefore, the proposed project begins at the Toll Plaza and ends at Lyon Street and includes all intersections and interchanges in between.

Independent Utility

Transportation projects must also have independent utility according to FHWA regulations. That is, the project must be a reasonable expenditure even if no additional transportation improvements in the area are made. The proposed alternatives considered in this FEIS/R represent transportation improvements that meet the project's purpose and need and minimize impacts to the cultural, natural, and community resources along Doyle Drive. Chapter Two of this document includes a description of the Preferred Alternative and how it meets the project needs even if no additional transportation improvements are made within the corridor.

Not Restrict Consideration of Alternatives

Finally, FHWA regulations require that a transportation project not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The proposed Doyle Drive Project would not limit the consideration of alternatives for transportation improvements which may be proposed for the Golden Gate Bridge, Highway 1, or surrounding surface roadways in the Presidio.

1.5 Project Partners

A number of agencies are participating in this Doyle Drive Project environmental process. The agencies and their roles are discussed below.

Federal Lead Agency

A *National Environmental Policy Act* (NEPA) document is required for most federal actions. An action can include funding a project, building a project on federal land, or issuing a federal permit. The federal agency which takes this action is typically the lead NEPA agency. A lead agency is the agency with the main responsibility for complying with federal environmental regulations. For the Doyle Drive Project, the Federal Highway Administration (FHWA) is the lead federal agency for the purposes of NEPA. The Authority and Caltrans are also co-lead agencies on this project.

State Lead Agency

Similar to NEPA regulations, the *California Environmental Quality Act* (CEQA) requires that a state, regional, or local agency take responsibility for complying with state environmental regulations if a governmental (state, regional, or local) action is being taken. The lead CEQA agency for the Doyle Drive Project is the

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....