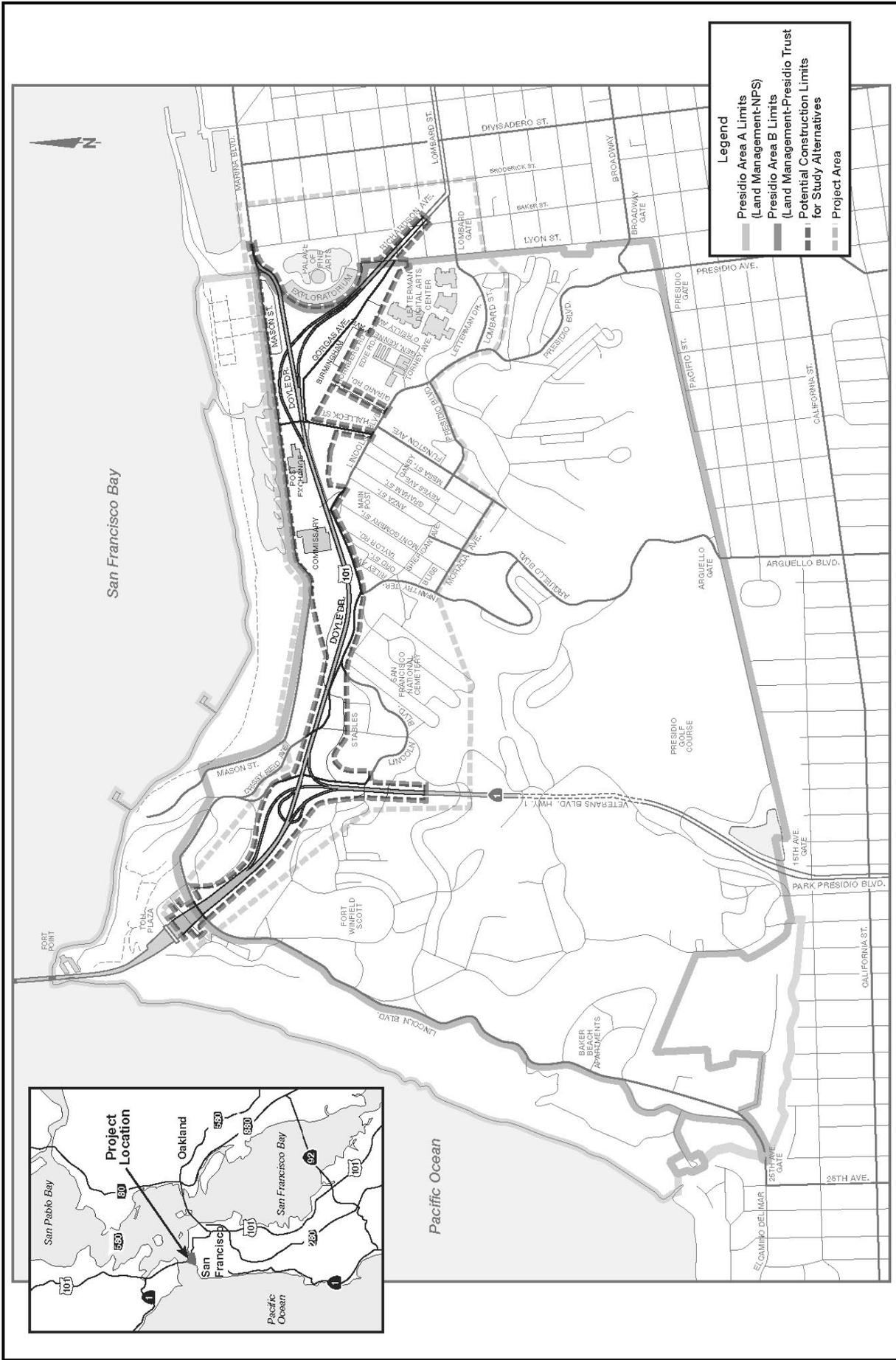


# **ATTACHMENT A**

Project Location Map



**Project Vicinity and Location**

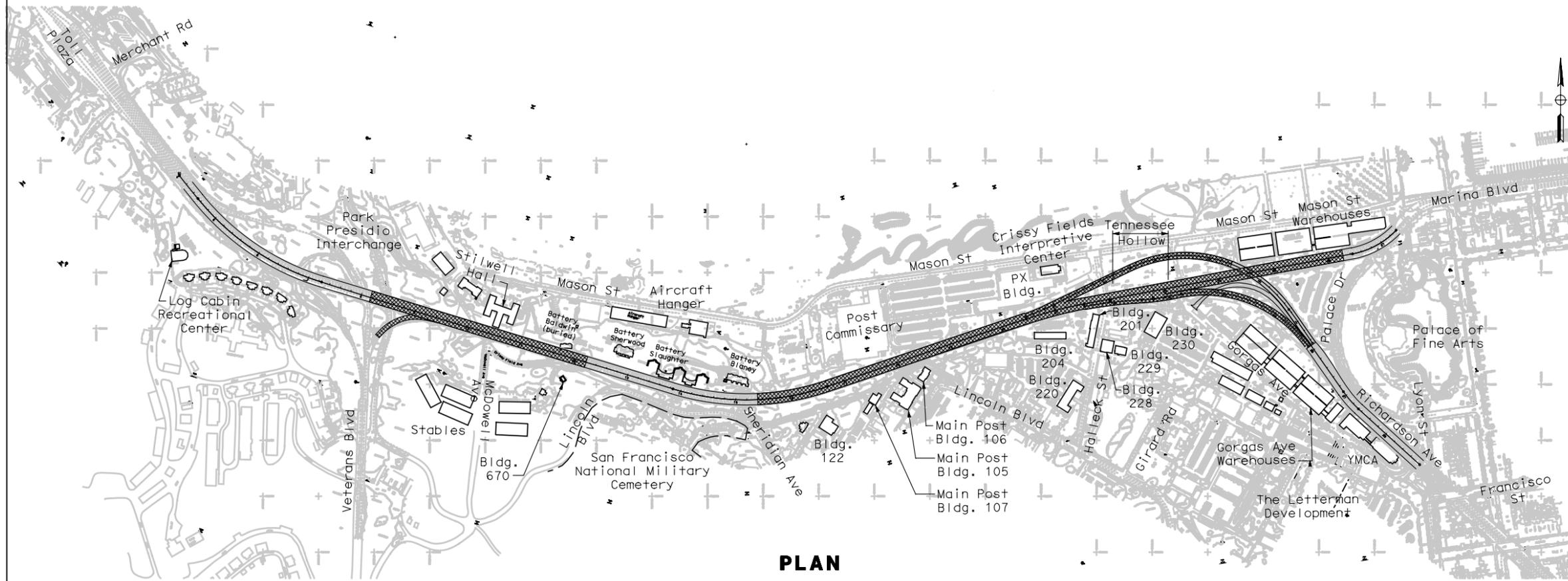
**Doyle Drive Project**



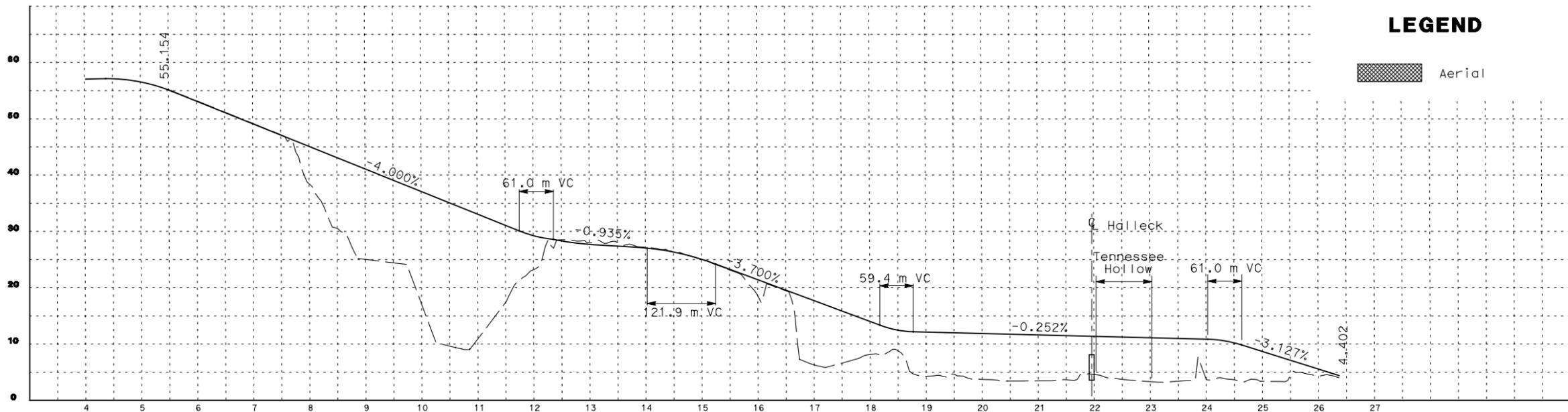
# **ATTACHMENT B**

Condensed Plan & Profiles

# 1. No Build



PLAN



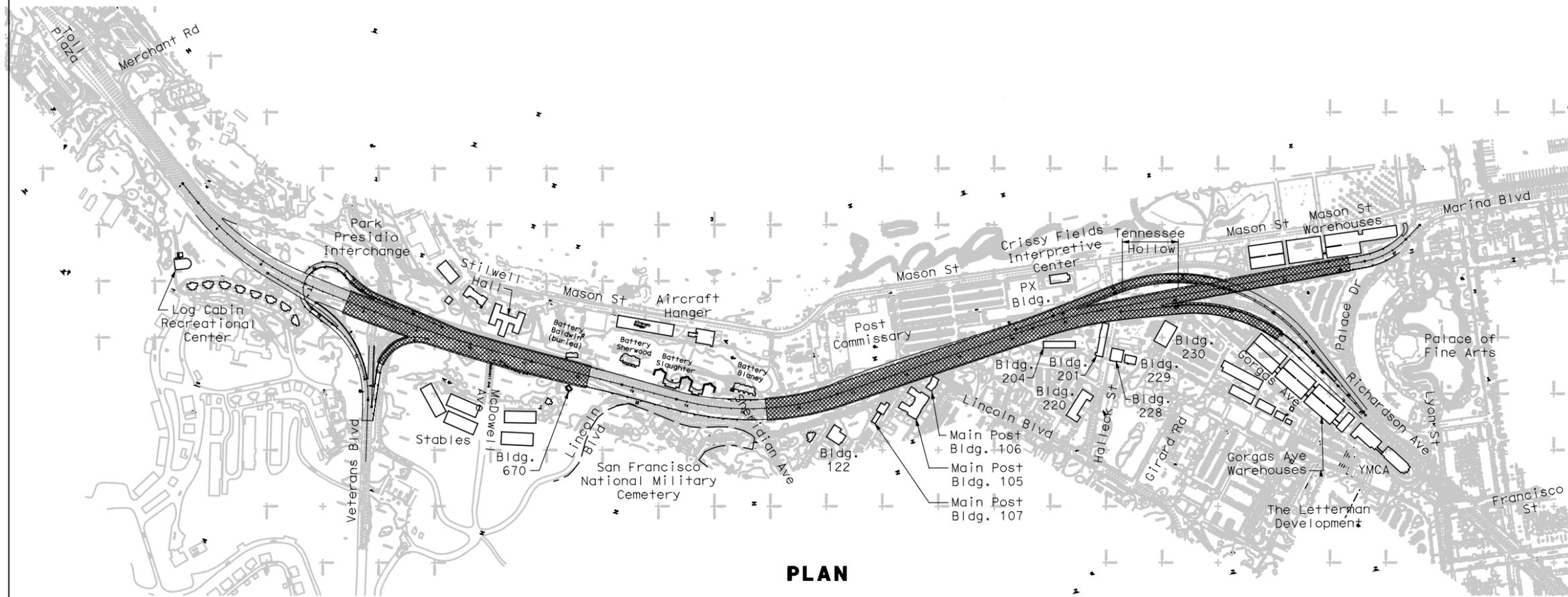
LEGEND

Aerial

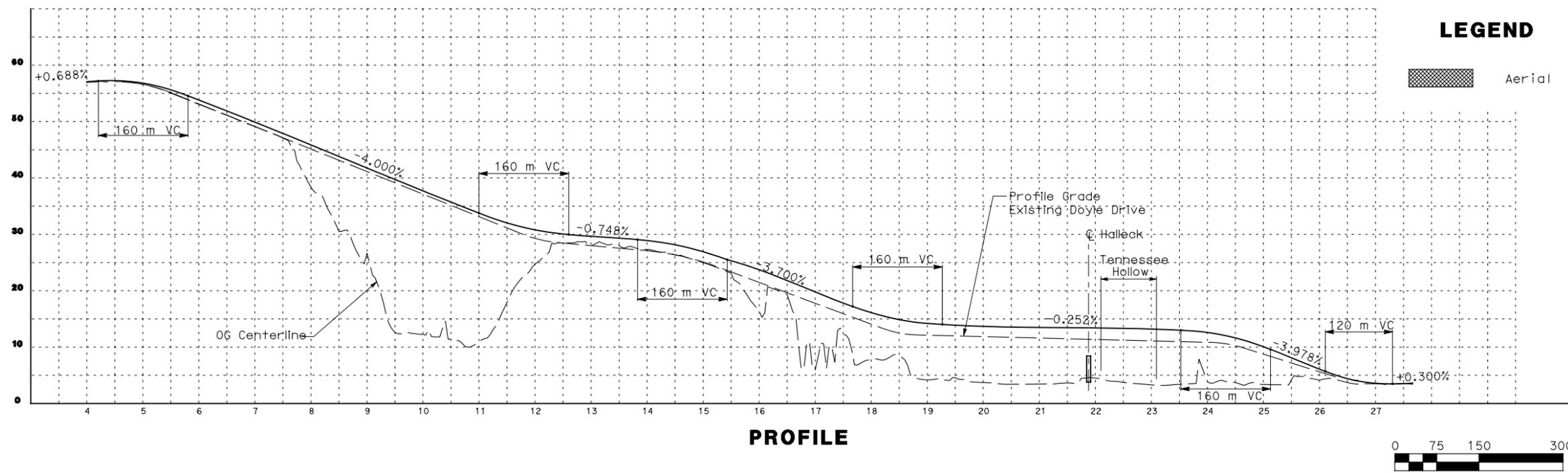
PROFILE



## 2. Replace and Widen - No Detour



**PLAN**



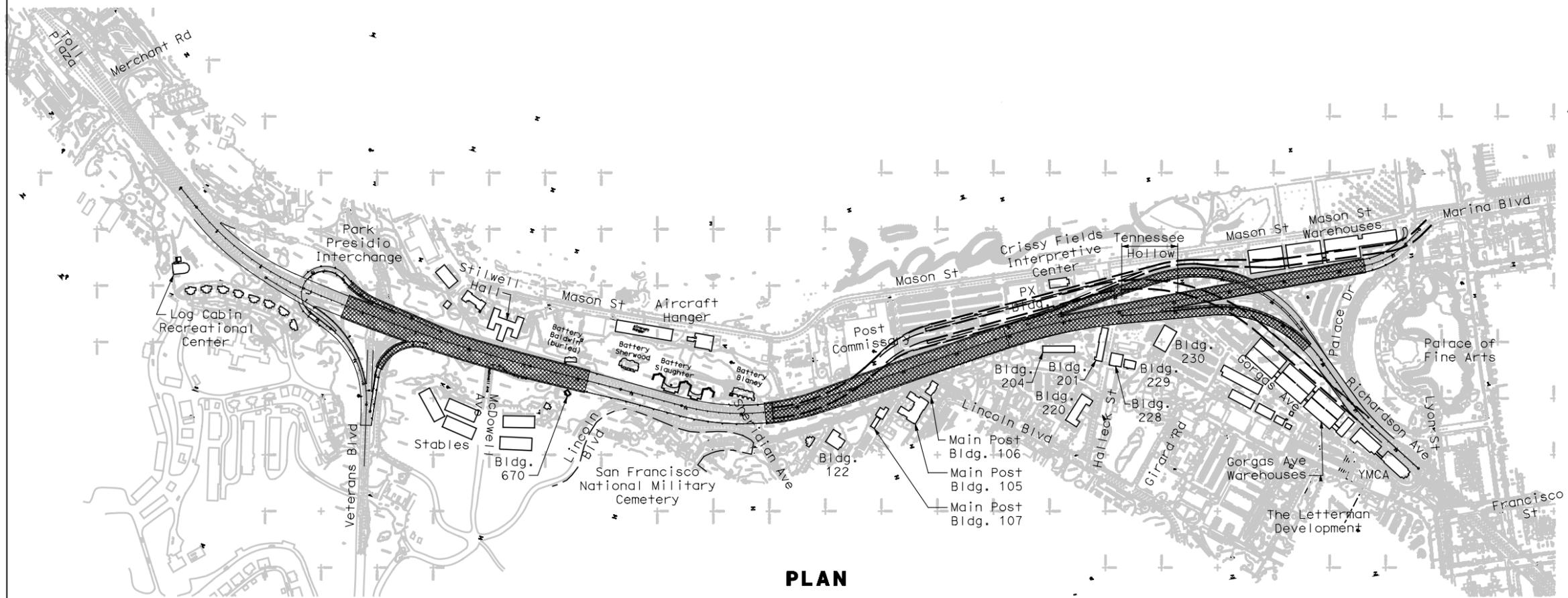
**PROFILE**

**LEGEND**

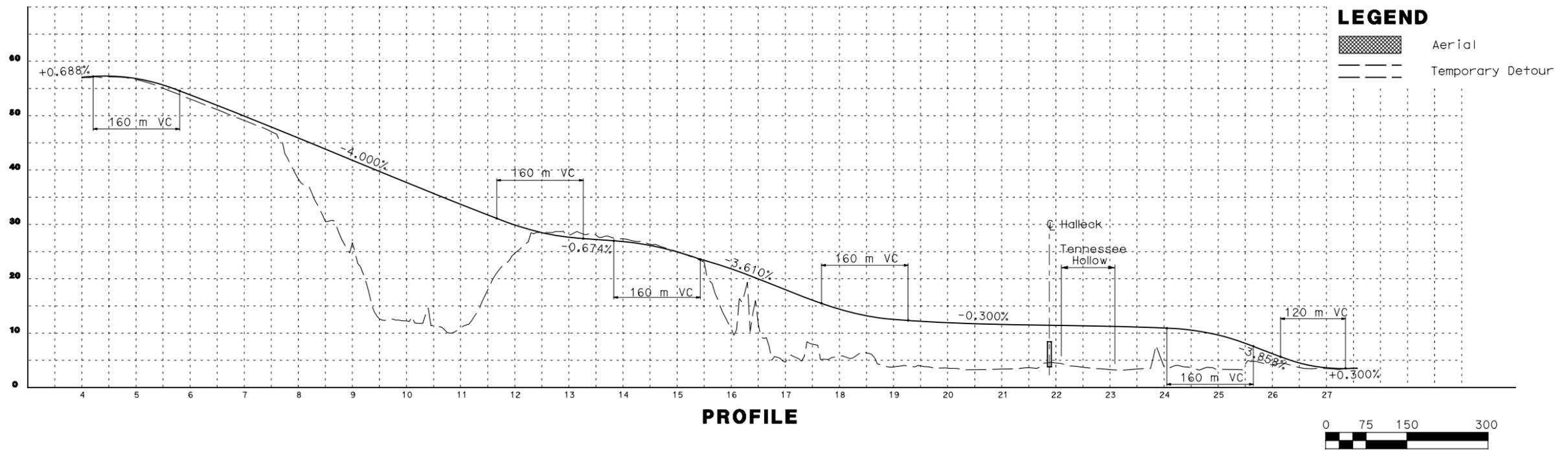
Aerial



## 2. Replace and Widen - With Detour



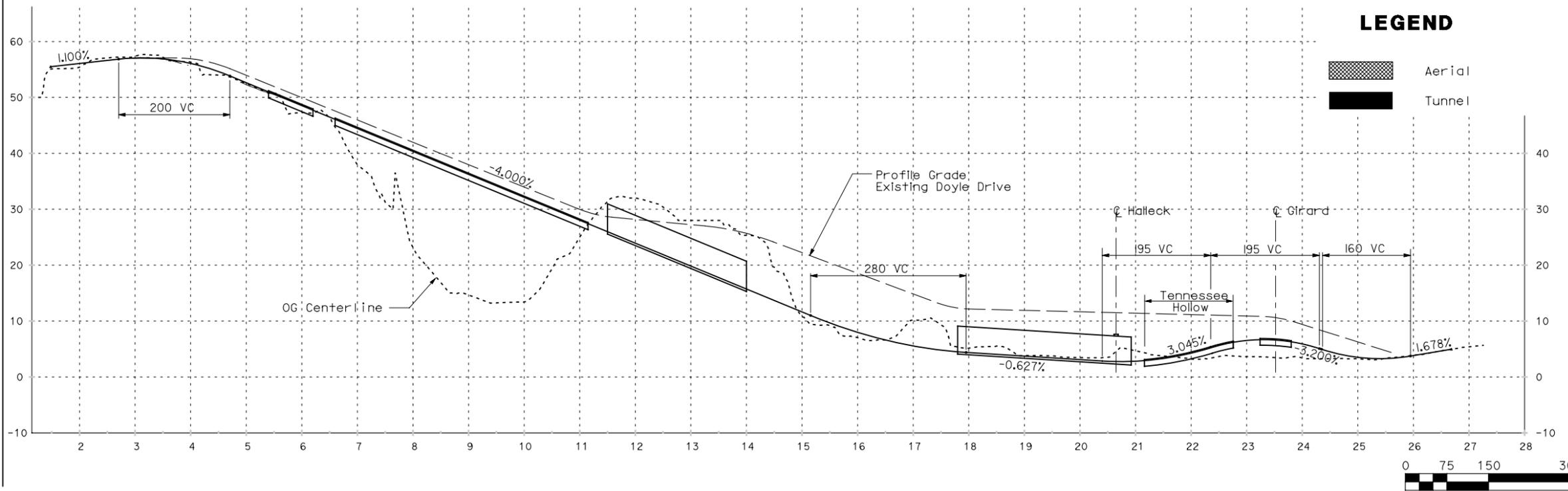
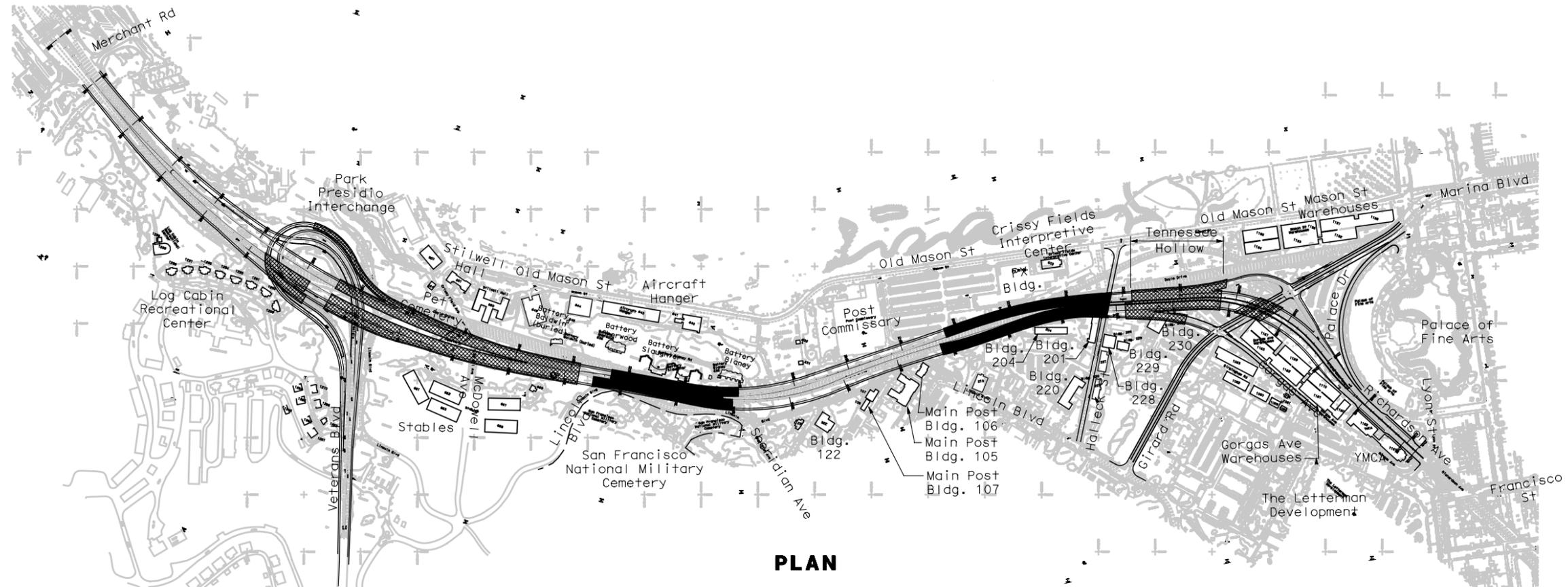
**PLAN**



**PROFILE**

**Alternative 2 - Replace and Widen - With Detour**

# 5. Presidio Parkway



## LEGEND

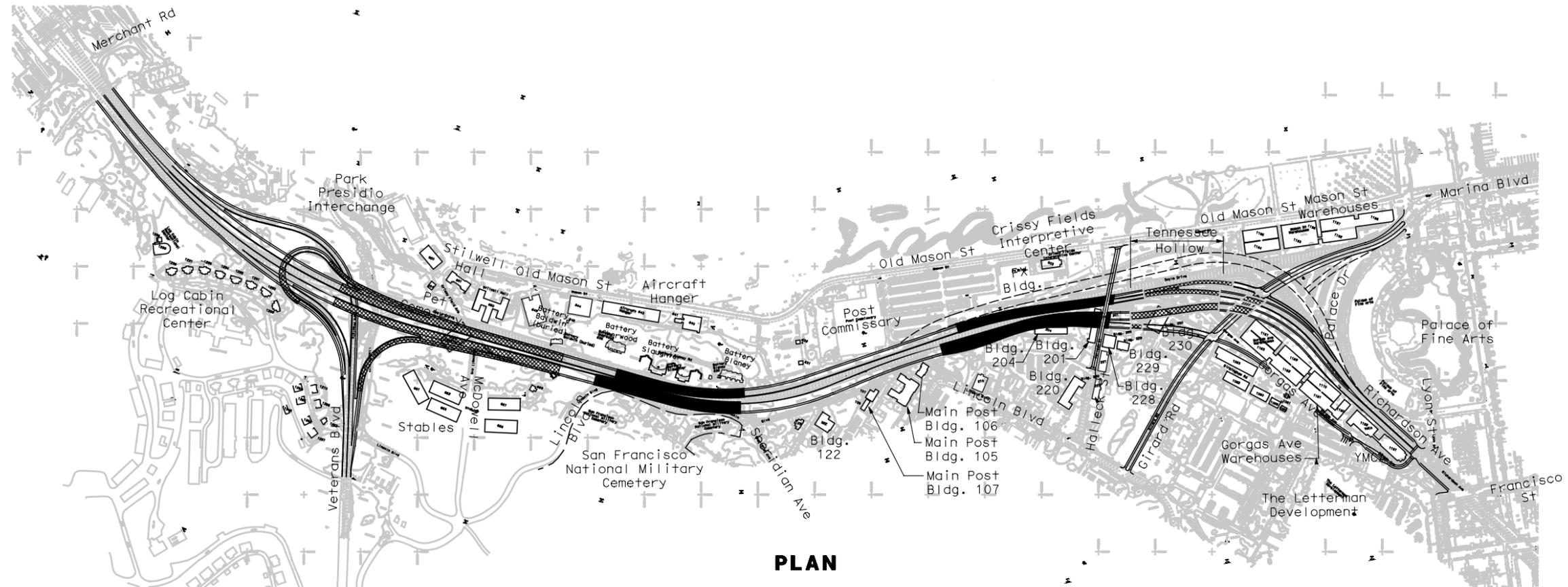
- Aerial
- Tunnel



**Alternative 5 - Presidio Parkway**

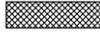
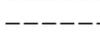


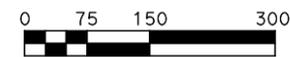
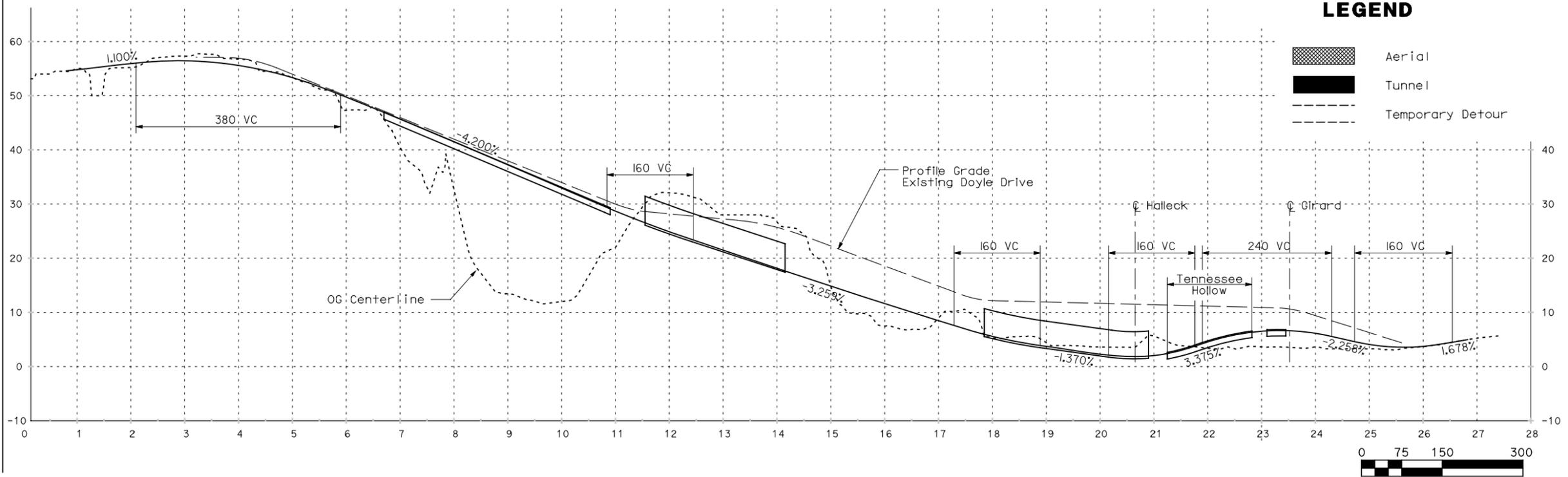
**Preferred Alternative - Refined Presidio Parkway**



**PLAN**

**LEGEND**

-  Aerial
-  Tunnel
-  Temporary Detour



**Preferred Alternative**

11/11/2008 3:23:42 PM  
T:\13145\Report\_Graphics\Pref\_Alt - 071307\_v7.dgn



# **ATTACHMENT C**

(See Volume II)

Preferred Alternative  
Project Plans

# **ATTACHMENT D**

(See Volume II)

Preferred Alternative  
Stage Construction Diagrams

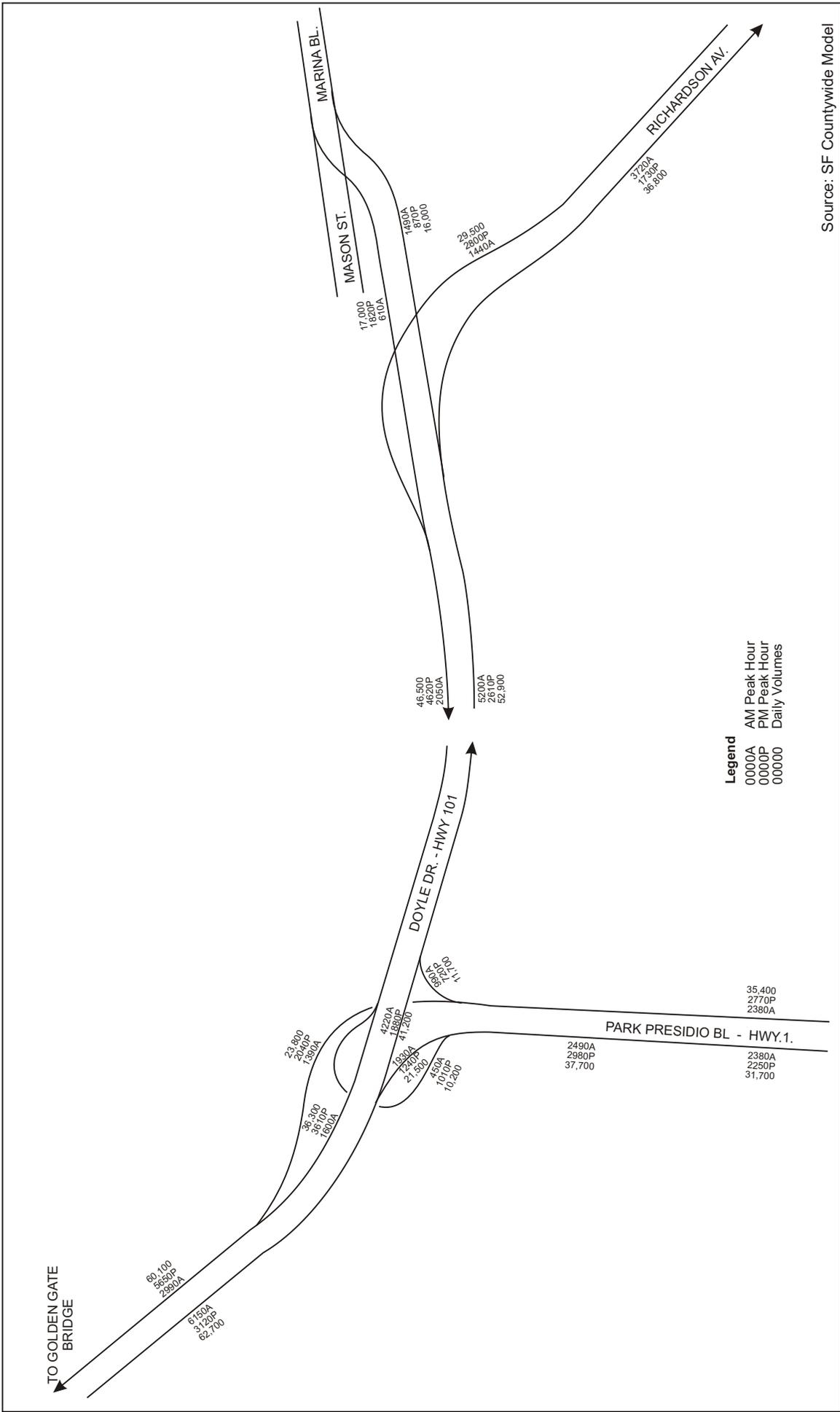
# **ATTACHMENT E**

(See Volume II)

Preferred Alternative  
Advanced Planning Study

# **ATTACHMENT F**

Traffic Flow Diagrams

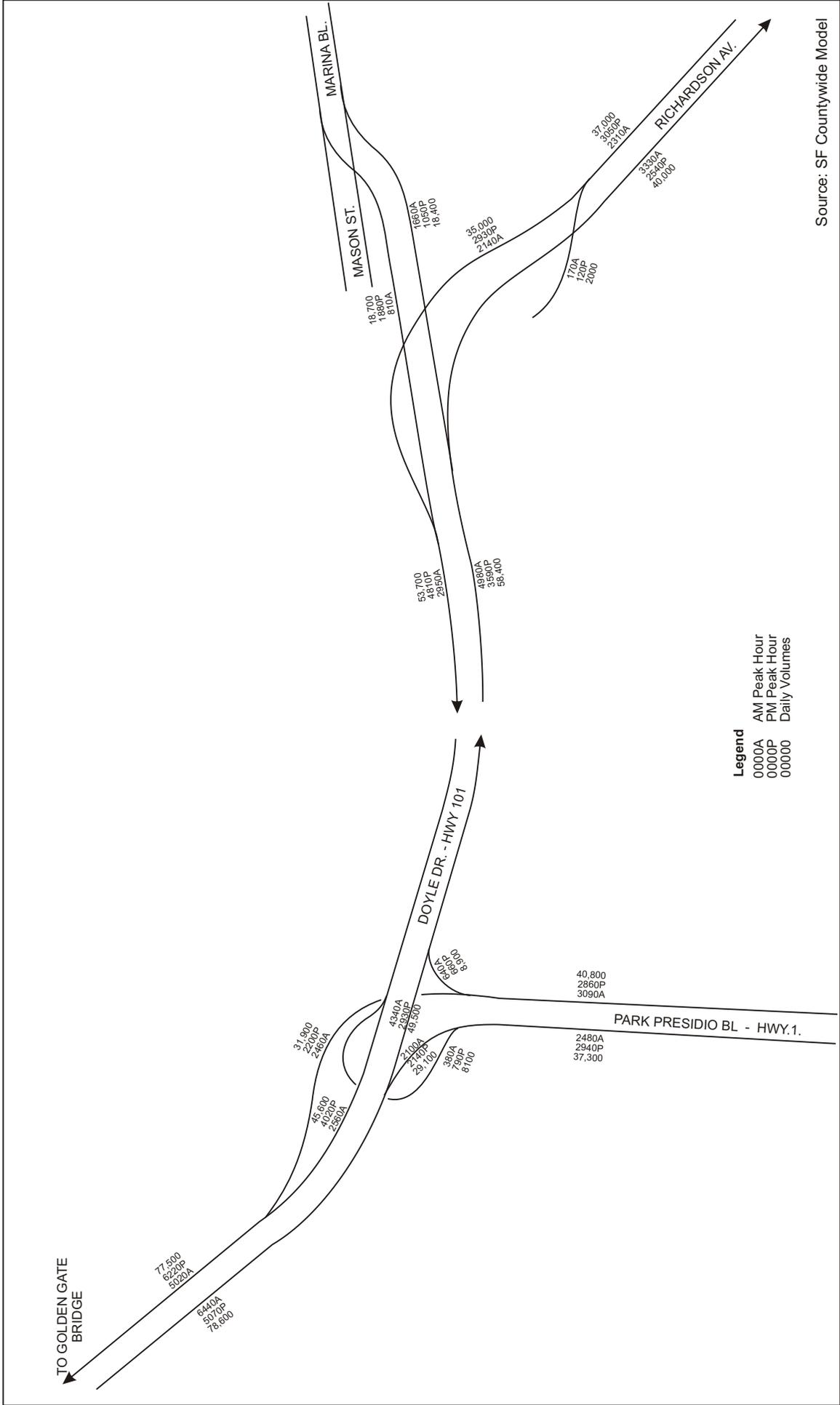


Source: SF Countywide Model

No Build  
Base Year 2000

**Legend**  
 0000A AM Peak Hour  
 0000P PM Peak Hour  
 00000 Daily Volumes





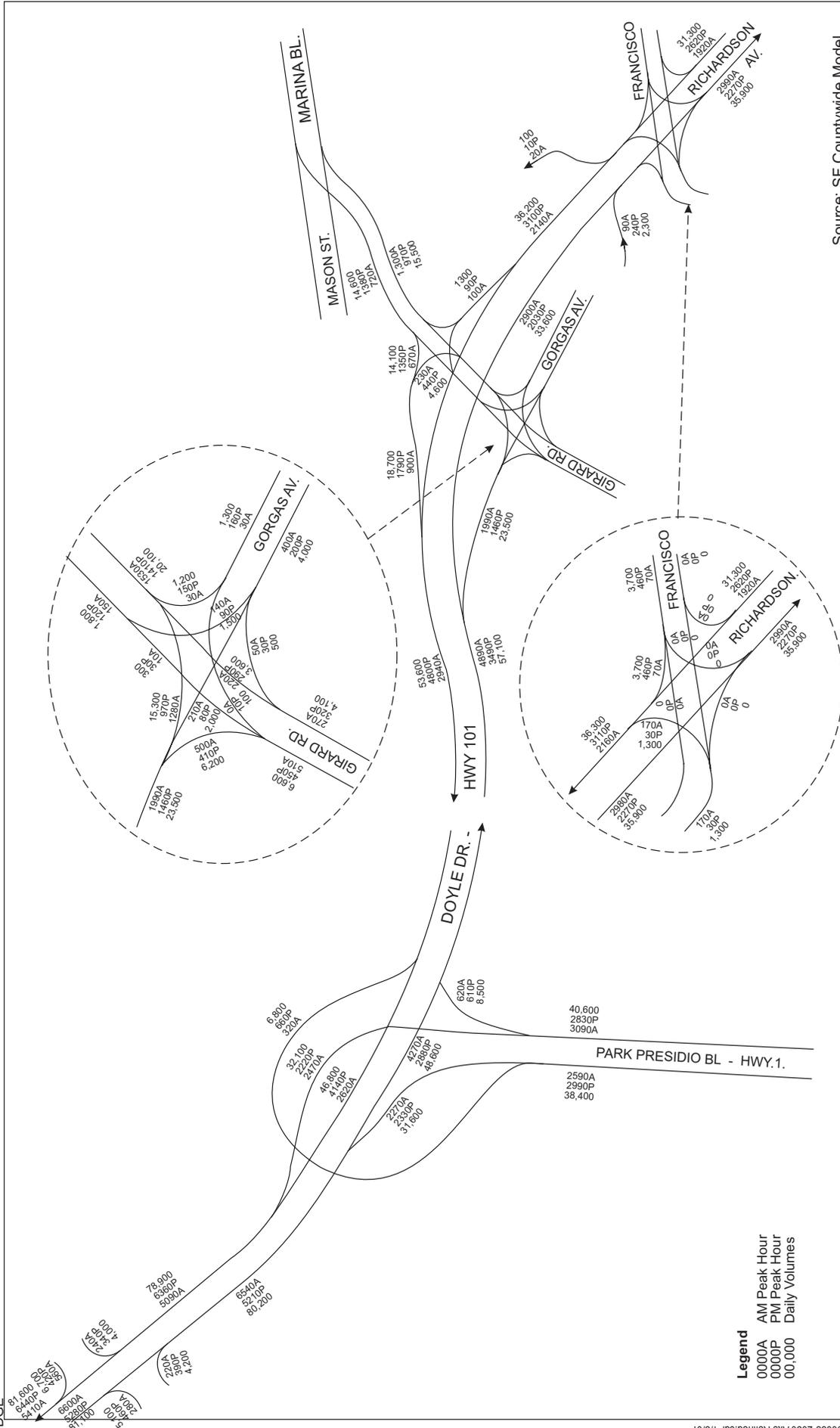
Source: SF Countywide Model

Alternative 1  
No Build  
Year 2030

Legend  
0000A AM Peak Hour  
0000P PM Peak Hour  
00000 Daily Volumes



TO GOLDEN GATE  
BRIDGE



Source: SF Countywide Model

## 2030 Alternatives Presidio Parkway Refined Option



# **ATTACHMENT G**

Accident Types & Collision Factors  
2003-2006

<b>Accident Types 2003 – 2006</b>									
	<b>Accident Type (%)</b>								
<b>Highway Location (Mainline)</b>	<b>Head-On</b>	<b>Sideswipe</b>	<b>Rear End</b>	<b>Broadside</b>	<b>Hit Object</b>	<b>Overturn</b>	<b>Auto-Ped</b>	<b>Other</b>	<b>Total</b>
NB Doyle Drive: PM 8.052-9.40 (From beginning/end of Richardson Ave. ramps to Presidio Interchange)	0.0	28.6	50.0	2.4	16.7	0.0	0.0	2.4	100
SB Doyle Drive: PM 8.052-9.40 (From beginning/ end of Richardson Ave. ramps to Presidio Interchange)	3.6	32.1	46.4	3.6	14.3	0.0	0.0	0.0	100
NB/SB Doyle Drive: PM 9.40-9.86 (Combined from Park Presidio Interchange to PM 9.75 – approximately 500 feet east of the Golden Gate Toll Plaza)	1.0	31.6	45.9	5.1	10.2	1.0	1.0	4.1	100

<b>Accident Types 2003 – 2006</b>									
	<b>Accident Type (%)</b>								
<b>Highway Location (Ramps)</b>	<b>Head-On</b>	<b>Sideswipe</b>	<b>Rear End</b>	<b>Broadside</b>	<b>Hit Object</b>	<b>Overturn</b>	<b>Auto-Ped</b>	<b>Other</b>	<b>Total</b>
NB Doyle Drive / SB Highway 1 US 101 PM 9.42	0.0	12.5	0.0	0.0	87.5	0.0	0.0	0.0	100
SB Doyle Drive / SB Highway 1 US 101 PM 9.46	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100
NB Highway 1/NB Doyle Drive US 101 PM 9.611	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	100
NB Highway 1 / SB Doyle Drive US 101-9.35	16.7	0.0	16.7	0.0	50.0	0.0	16.7	0.0	100
Doyle Drive to/from Marina Blvd. US 101 PM 8.440	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	100

Collision Factors 2003 – 2006												
	Collision Factors (%)											
Highway Location (Mainline)	Influence of Alcohol	Follow too Close	Failure to Yield	Improper Turn	Speeding	Other Violations	Improper Driving	Other than Driver	Unknown	Fell Asleep	Invalid Codes	Total
NB Doyle Drive: PM 8.052-9.40 (From beginning/end of Richardson Ave. ramps to Presidio Interchange)	11.9	2.4	0.0	14.3	35.7	35.7	0.0	0.0	0.0	0.0	0.0	100
SB Doyle Drive: PM 8.052-9.40 (From beginning/ end of Richardson Ave. ramps to Presidio Interchange)	10.7	0.0	0.0	10.7	39.3	39.3	0.0	0.0	0.0	0.0	0.0	100
NB/SB Doyle Drive: PM 9.40-9.86 (Combined from Park Presidio Interchange to PM 9.75 – approximately 500 feet east of the Golden Gate Toll Plaza)	4.1	1.0	1.0	12.2	37.8	43.9	0.0	0.0	0.0	0.0	0.0	100

Collision Factors 2003 – 2006												
	Collision Factors (%)											
Highway Location (Ramps)	Influence of Alcohol	Follow too Close	Failure to Yield	Improper Turn	Speeding	Other Violations	Improper Driving	Other than Driver	Unknown	Fell Asleep	Invalid Codes	Total
NB Doyle Drive / SB Highway 1 US 101 PM 9.42	62.5	0.0	0.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	100
SB Doyle Drive / SB Highway 1 US 101 PM 9.46	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	100
NB Highway 1/NB Doyle Drive US 101 PM 9.611	25.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100
NB Highway 1 / SB Doyle Drive US 101-9.35	16.7	0.0	0.0	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	100
Doyle Drive to/from Marina Blvd. US 101 PM 8.440	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	100

# **ATTACHMENT H**

Preferred Alternative  
Right of Way Data Sheet & Easements

To: District Office Chief  
R/W Local Public Agency Services

Date: August 8, 2008

Co. SF Rte. 101 K. P. 12.8-15.7

Co. SF Rte. 001 K. P. 10.9-11.4

Expense Authorization 163700

Attention: District Branch Chief  
Local Public Agency Services

Subject: **RIGHT OF WAY DATA SHEET- LOCAL PUBLIC AGENCY SERVICES**

Project Description: **DOYLE DRIVE ENVIRONMENTAL AND DESIGN STUDY- Preferred Alternative -Refined Presidio Parkway**

Right of way necessary for the subject project will be the responsibility of Calif. Dept. of Transportation

The information in this data sheet was developed by Parsons Brinckerhoff

I. **Right of Way Engineering**

Will right of way engineering be required for this project?

- No
- Yes X (Submit a copy of the *Right of Way Engineering, Surveys and Mapping Services checklist for Special Funded Projects*. This checklist includes but is not limited to the following items.)
  - Hard copy (base map) X
  - Appraisal map X
  - Acquisition Documents X
  - Property Transfer Documents X
  - R/W Record Map X
  - Record of Survey X

II. **Engineering Surveys**

1. Is any surveying or photogrammetric mapping required?

No \_\_\_\_\_ Yes X (Complete the following)

2. **Datum Requirements**

Yes X Project will adhere to the following criteria.

- Horizontal - datum policy is NAD 83, coordinate system is US State Plane 1983 – California Zone 3 – 0403.
- Vertical - datum policy is NAVD 88.
- Units - US Survey Feet is required.

No \_\_\_\_\_ Provide an explanation on additional page.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes X

No \_\_\_\_\_ Provide explanation on additional page.

III. **Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?

No        Yes   X   (Complete the following)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	<u>  0  </u>	<u>  0  </u>	\$ <u>  0  </u>
B. Number of Single Family Residential Units	<u>  0  </u>	<u>  0  </u>	\$ <u>  0  </u>
C. Number of Multi-Family Residential Units	<u>  0  </u>	<u>  0  </u>	\$ <u>  0  </u>
D. Number of Commercial/Industrial Parcels	<u>  2  </u>	<u>  0  </u>	\$ <u>21,041,548</u>
E. Number of Farm/Agricultural Parcels	<u>  0  </u>	<u>  0  </u>	\$ <u>  0  </u>
F. Permanent and/or Temporary Easements	<u>  0  </u>	<u>  0  </u>	\$ <u>  0  </u>
G. Other Parcels (Cell Phone Tower)	<u>  0  </u>	<u>  2  </u>	\$ <u>1,000,000</u>
Totals*	<u>  2**  </u>	<u>  2  </u>	\$ <u>22,041,548</u>

**\*See item XIII Remarks**

\*\*Partial takes required are easements

Provide a general description of the right of way and excess lands required (zoning, use, improvements, critical, or sensitive parcels, etc.).

	Permanent Easement	Temporary Construction Easement
Presidio Trust	10.1 Ha	46.2 Ha
GGBHTD	0.7 Ha	0 Ha

IV. **Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the "dedication" process for the Project?

No   X   Yes        (Complete the following)

Number of dedicated parcels

Have the dedication parcel(s) been accepted by the municipality involved?

V. **Excess Lands / Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No   X   Yes        (Provide an explanation on additional page.)

VI. **Relocation Information**

Are relocation displacements anticipated?

No \_\_\_\_\_ Yes X (Complete the following)

A. Number of Single Family Residential Units	0	\$ _____
Estimated RAP Payments		
B. Number of Multi-Family Residential Units	0	\$ _____
Estimated RAP Payments		
C. Number of Business/Nonprofit	9	\$ 300,000
Estimated RAP Payments		
D. Number of Farms	0	\$ _____
Estimated RAP Payments		
E. Other (define in the "Remarks" section)	431	\$ 381,400
Estimated RAP Payments		
Totals*	440	\$ 681,400

**\*See item XIII Remarks**

VII. **Utility Relocation Information**

Anticipate any utility facilities or utility rights of way to be affected?

No \_\_\_\_\_ Yes X (Complete the following)

Facility		Estimated Relocation Expense		
		Project Obligation*	Local Obligation	Utility Owner Obligation
A. Natural Gas	PG&E	\$ 474,415	\$	\$
B. Electrical	PG&E	\$ 4,957,010	\$	\$
C. Unknown	N/A	\$ 4,000,000	\$	\$
Totals:				
Number of facilities 2		\$ 9,431,425	\$	\$

**\*See item XIII Remarks**

VIII. **Rail Information**

Are railroad facilities or railroad rights of way affected?

No  X  Yes   (Complete the following)

Describe railroad facilities or railroad rights of way affected:

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A.		
B.		

Discuss types of agreements and rights required from the railroads. Are grade crossings requiring services contracts, or grade separations requiring construction and maintenance agreements involved?

---

IX. **Clearance Information**

Are there improvements that require clearance?

No   Yes  X  (Complete the following)

A. Number of Structures to be Demolished or Relocated  9   
 Estimated Cost of Demolition and Relocation\* \$4,132,258

**\*See item XIII Remarks**

X. **Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

*hazardous materials*? None   Yes  X  (Explain in the "Remarks" section)

Are there any site(s) and/or improvement(s) in the Project Limits that are suspected to contain

*hazardous waste*? None   Yes  X  (Explain in the "Remarks" section)

XI. **Project Scheduling**

	Proposed lead time	Completion date	Notes
Preliminary Engineering, Surveys	<u> </u> (months)	<u> 12/05 </u>	Draft Project Report
Update Preliminary Engineering, Surveys	<u> </u> (months)	<u> 04/08 </u>	
R/W Engineering Submittals	<u> 12 </u> (months)	<u> 11/08 </u>	Anticipate Begin Final Design Fall 2007
R/W Appraisals/Acquisition	<u> 12 </u> (months)	<u> 11/09 </u>	
Proposed Environmental Clearance		<u> 07/08 </u>	
Proposed R/W Certification		<u> 04/10 </u>	21 months after ROD/NOD

XII. Proposed Funding

	Local	State	Federal	Other
Acquisition	\$12,343,267		\$9,698,281	
Utilities	\$5,281,598		\$4,149,827	
Relocation Assistance Program	\$314,384		\$247,016	
CCW	\$4,120,399		\$3,237,456	
Permits	\$5,600		\$4,400	
R/W Support Cost (Eng. Appraisals, etc.)		\$3,940,223		

\*See item XIII Remarks

XIII. Remarks

- Item III, VI, VII, IX, XII      Costs reflect 2010 dollars.
- Item VI      Item does not include an assessment of goodwill.
- Item D. accounts for the 431 individual storage units within the Public Storage facility (Bldg. 605 & 606).
- Item VII      Unknown facility is a contingency amount for relocating undiscovered utilities given the site's history as a military base.
- Item X      Known:  
Areas of ADL contaminated soils will be removed as part of the project.
- The Presidio Trust is liable for the hazardous materials in the Presidio, SF, as identified in the Preliminary Site Investigation, October 2004
- Suspected:  
Due to the age of the buildings that will be demolished, lead paint and asbestos materials are suspected and abatement is included in the demolition costs
- Item XII      Construct Contract Work accounts for private utilities operated by the Presidio Trust.

		Estimated Relocation Expense		
Facility	Owner	Project Obligation	Local Obligation	Utility Owner Obligation
A. Sanitary Sewer	Presidio Trust	\$ 3,457,544	\$	\$
B. Storm Water	Presidio Trust	\$ 1,616,681	\$	\$
C. Water	Presidio Trust	\$ 435,619	\$	\$
D. Telcomm	Presidio Trust	\$ 1,848,011	\$	\$
Totals*:				
Number of facilities: 4		\$ 7,357,855	\$	\$

\*Costs reflect 2010 dollars

Permits account for Section 401 filing fee.

Permit	Permit Filing Fee		
	Project Obligation	Local Obligation	Utility Owner Obligation
A. Permit 401	\$ 10,000	\$	\$
Totals*:			
Number of permits: 1	\$ 10,000	\$	\$

\*Costs reflect 2010 dollars

Project Sponsor Consultant

Prepared by:

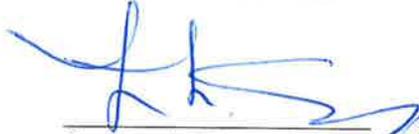


1-28-2009

Date

Project Sponsor

Reviewed and Approved by:



San Francisco County Transportation Authority

1-27-2009

Date

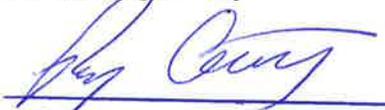
Caltrans

Reviewed by:



Caltrans District Branch Chief

Local Public Agency Services  
Division of Right of Way



Ray ARMSTRONG, SR/WA

1/30/2009

1/28/2009

Date

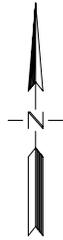
**PB / Doyle Drive 99-08-052 (C)**

Chaudhary & Associates, Inc.  
 September 7, 2004  
 Revised by PB January 4, 2007  
 ADS-EAK

Alternative Name	Source Drawing	Alternative Net Area (m <sup>2</sup> )					Existing Right-of-Way Within Project Limits (m <sup>2</sup> )				
		Total	Presidio Trust	State	GGBHTD	CCSF	Total	Presidio Trust	State	GGBHTD	CCSF
alt-2	alt-2-DCP_MG092905.dwg	100,601	38,878	61,723	0	0	91,530	0	91,530	0	0
alt-2-no detour	alternative-2nodetour-DCP_MG092905.dwg	103,739	44,295	59,444	0	0	91,530	0	91,530	0	0
alt-5-diamond-b	hcl_011b_diamondopt_v7-dcp1_MG092905.dwg	141,618	70,345	61,301	9,841	130	101,371	0	91,530	9,841	0
alt-5-circledrive-b	hcl_011b_circledriveopt_v7-dcp1_MG0929.dwg	139,648	70,355	59,279	9,884	130	101,414	0	91,530	9,884	0
alt-5-diamond-c	hcl_011c_diamondopt_v7-DCP1_MG092905.dwg	135,894	68,825	57,098	9,841	130	101,371	0	91,530	9,841	0
merchant-b	hcl_011b_merchant_v7-dcp1_MG092905.dwg	6,840	5,005	211	1,624	0	1,835	0	211	1,624	0
merchant-c	hcl_011c_merchant_v7-DCP1_MG092905.dwg	6,867	4,346	804	1,717	0	2,521	0	804	1,717	0
pref-alt*-diamond option c	preAlt layout 017c_v7-ADS.dwg	108,111	55,726	44,967	7,418	0	91,530	0	91,530	0	0

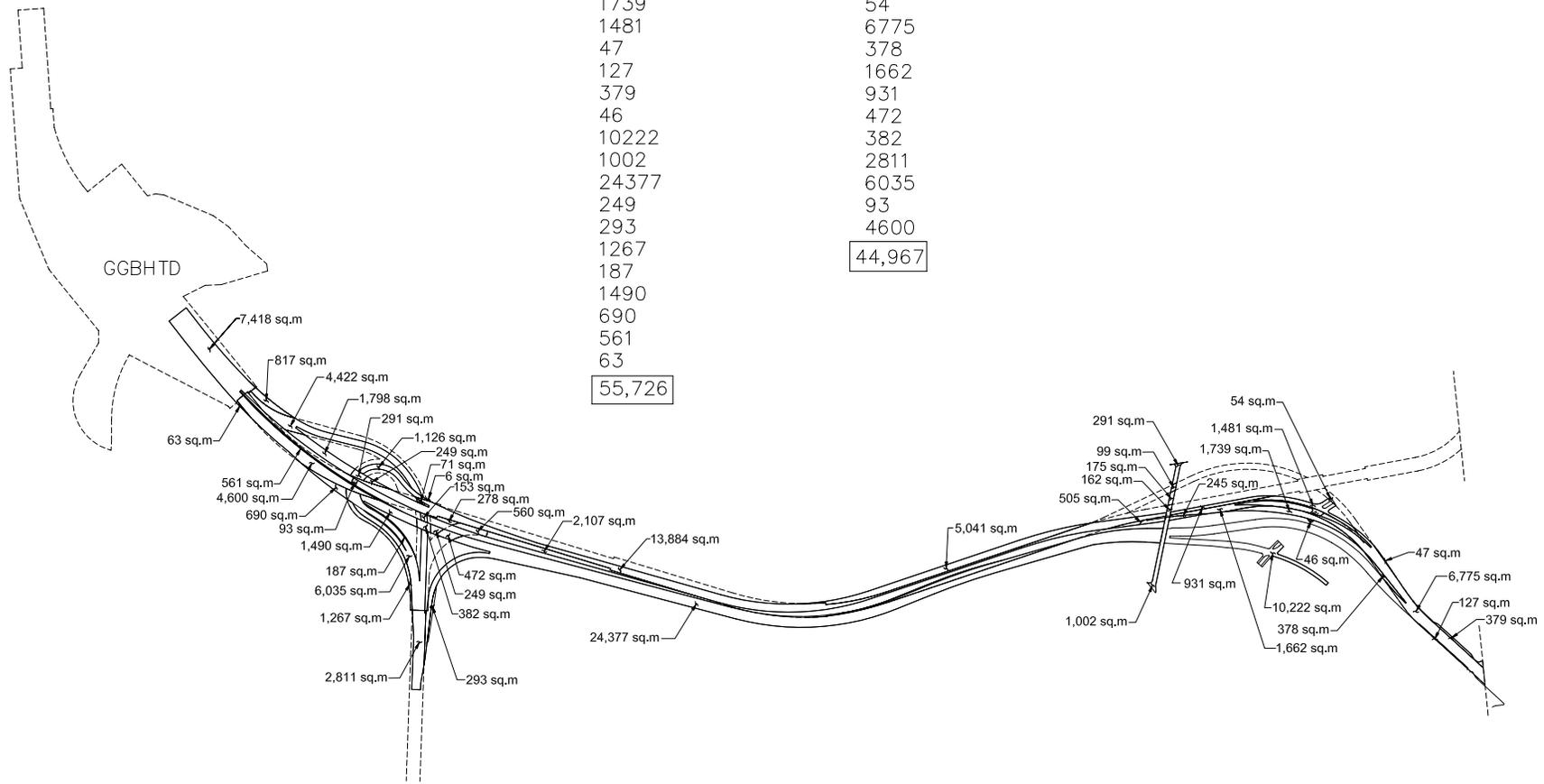
PREFERRED ALTERNATIVE \* – DIAMOND OPTION C

ALTERNATIVE NET AREA



NOT TO SCALE

PRESIDIO TRUST	STATE/SF	GGBHTD
817	4422	7,418
1798	291	
249	1126	
278	71	
2107	6	
5041	153	
505	560	
175	13884	
291	162	
245	99	
1739	54	
1481	6775	
47	378	
127	1662	
379	931	
46	472	
10222	382	
1002	2811	
24377	6035	
249	93	
293	4600	
1267		
187		
1490		
690		
561		
63		
<b>55,726</b>	<b>44,967</b>	



----- EXISTING ROW  
 \_\_\_\_\_ NEW ROW

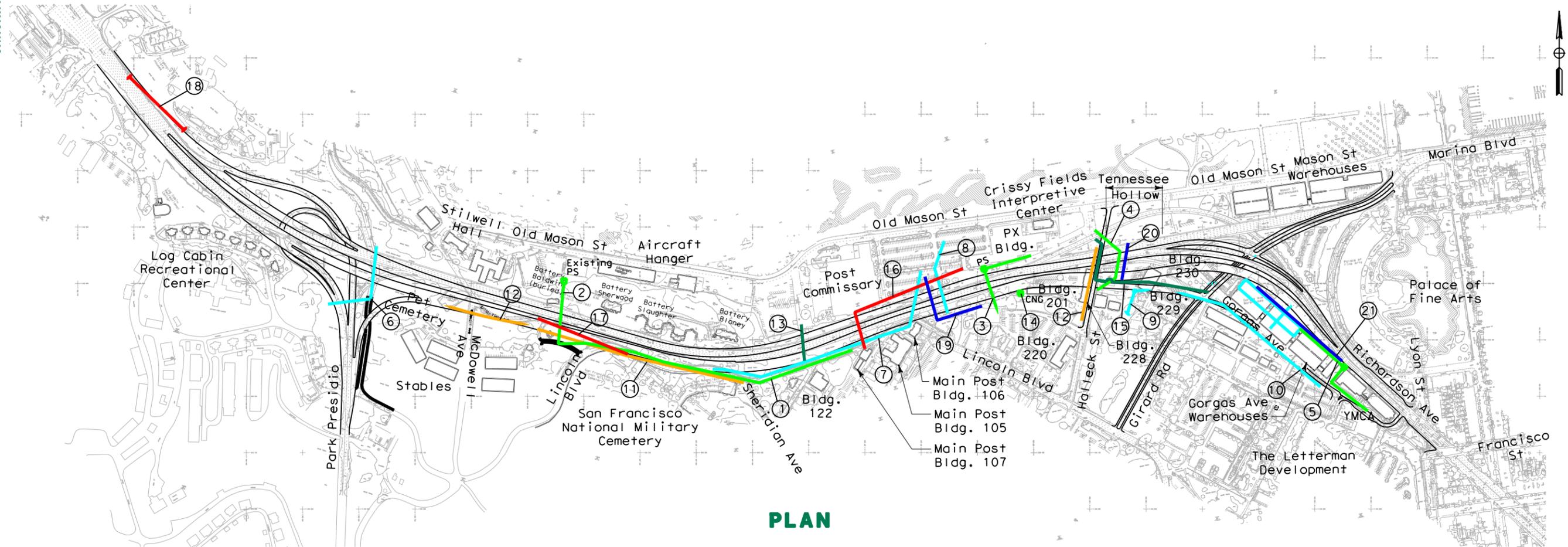
# **ATTACHMENT I**

Preferred Alternative  
Utility Relocation Plan



# Preferred Alternative - Refined Presidio Parkway

JANUARY 2007



**PLAN**

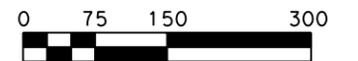
**NOTES:**

- ① Relocate sanitary sewer to south side of Doyle Drive. Microtunnel 16-inch sewer under part of Battery Tunnel and along Lincoln Boulevard.
- ② Relocate force main for existing sanitary sewer pump station.
- ③ Relocate existing sanitary sewer pump station and force main. Relocate existing 12-inch main discharging to pump station.
- ④ Relocate 10-inch sanitary sewer main.
- ⑤ Relocate sanitary sewer along Gorgas Avenue and connect to existing pump station.
- ⑥ Relocate 24-inch stormwater pipeline along Lincoln Boulevard.
- ⑦ Construct new stormwater interceptor along Lincoln boulevard.
- ⑧ Relocate 48-inch diameter stormwater pipeline before construction.
- ⑨ Construct outlet from existing 72-inch stormwater pipeline and discharge to restored Tennessee Hollow drainage. Abandon existing downstream piping.
- ⑩ Construct new 48-inch stormwater interceptor to divert flow to restored Tennessee Hollow drainage.
- ⑪ Temporarily relocate existing underground communication lines during construction (Copper cable: 900 pair, 600 pair, 400 pair, and two 50 pair; Fiber optic cable: 72 fibers).
- ⑫ Relocate communication lines along new Halleck Street.
- ⑬ Relocate 4-inch diameter gas main below Parkway.
- ⑭ Relocate compressed natural gas vehicle fueling station.
- ⑮ Relocate 6-inch gas main.
- ⑯ Relocate high voltage underground power lines.

- ⑰ Install temporary high voltage distribution service. Replace high voltage distribution service underground in Lincoln Boulevard after tunnel completion.
- ⑱ Replace 12 kV transmission line serving the Golden Gate Bridge (extends full length of Doyle Drive).
- ⑲ Relocate 6-inch water main.
- ⑳ Relocate 8-inch water main.
- ㉑ Relocate 8-inch water main.

**UTILITY RELOCATIONS**

	WATER
	POWER
	GAS
	COMMUNICATION
	SANITARY SEWER
	STORMWATER



# **ATTACHMENT J**

Preferred Alternative  
Cost Estimate Summary

# PROJECT REPORT COST ESTIMATE SUMMARY



District-County-Route 04-SF-101  
04-SF-001  
KP(PM) 12.8 (8.0)  
KP(PM) 15.7 (9.8)  
EA 163700  
Program Code HE-12

## PROJECT DESCRIPTION:

**Limits** On Route 101, Doyle Drive and Richardson Avenue from Lyon Street to The Golden Gate Bridge Toll Plaza and On Route 1 to 0.5 km south of Doyle Drive

**Proposed Improvement** Replacement of Doyle Drive to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park

**Alternative** Preferred Alternative - Refined Presidio Parkway

## SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$	<u>233,250,504</u>
TOTAL STRUCTURES ITEMS	\$	<u>474,287,225</u>
SUBTOTAL CONSTRUCTION COSTS	\$	<u>707,537,729</u>
TOTAL RIGHT OF WAY ITEMS	\$	<u>36,296,631</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	<u>743,834,360</u>

Reviewed & Recommended by  
PB Project Manager

 Date 1/21/09  
(Signature)

Reviewed by District Program Manager

 Date 1/28/09  
(Signature)

Approved by Project Manager

 Date 1/21/09  
(Signature)

Although this cost estimate was derived using 2007 unit prices, it has since been checked using 2008 unit prices to verify that the total is still valid.

**PROJECT REPORT COST ESTIMATE SUMMARY**

Preferred Alternative - Refined Presidio Parkway

District-County-Route	04-SF-101
	<u>04-SF-001</u>
KP(PM)	<u>12.8 (8.0)</u>
KP(PM)	<u>15.7 (9.8)</u>
EA	<u>163700</u>

**I. ROADWAY ITEMS**

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation (Reuse On Site)	26,311	M <sup>3</sup>	\$21	\$552,531	
Roadway Excavation (Clean Off-Haul)	99,140	M <sup>3</sup>	\$41	\$4,064,740	
Imported Borrow					
Embankment	106,415	M <sup>3</sup>	\$20	\$2,128,300	
Clearing & Grubbing	19	HA	\$10,000	\$185,000	
Develop Water Supply	4	EA	\$30,000	\$120,000	
			Subtotal Earthwork		<u>\$7,050,571</u>

<u>Section 2 Pavement Structural Section*</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
PCC Pavement (____ Depth)					
PCC Pavement (____ Depth)					
Asphalt Concrete	59,015	TONN	\$90	\$5,311,350	
Alternative Pavement Design	1	LS	\$6,000,000	\$6,000,000	
Lean Concrete Base					
Cement-Treated Base					
Aggregate Base	25,899	M <sup>3</sup>	\$57	\$1,476,243	
Treated Permeable Base					
Aggregate Subbase	49,123	M <sup>3</sup>	\$53	\$2,603,519	
Pavement Reinforcing Fabric					
Open Graded Asphalt Concrete	7,359	TONN	\$140	\$1,030,260	
Liquid Asphalt (Prime Coat)	160	TONN	\$315	\$50,400	
Miscellaneous Asphalt (RAC)	1	LS	\$600,000	\$600,000	
			Subtotal Pavement Structural Section		<u>\$17,071,772</u>

<u>Section 3 Drainage</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Large Drainage Facilities					
Storm Drains					
Pumping Plants	1	LS	\$2,407,500	\$2,407,500	
Project Drainage (X-Drains, overside, etc.)					
Edge Drains					
Drainage Inlet	210	EA	\$4,375	\$918,750	
Civil Drain Pipe	6,681	M	\$274	\$1,830,594	
Bridge Drainage	2,137	M	\$513	\$1,096,281	
Tunnel Drainage	1,602	M	\$222	\$355,644	
Inspection of Existing Drainage	1	LS	\$226,000	\$226,000	
			Subtotal Drainage		<u>\$6,834,769</u>

\* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

NOTE: Extra lines are provided for items not listed, use additional lines as appropriate

**PROJECT REPORT COST ESTIMATE SUMMARY**

Preferred Alternative - Refined Presidio Parkway

				District-County-Route	04-SF-101
					04-SF-001
				KP(PM)	12.8 (8.0)
				KP(PM)	15.7 (9.8)
				EA	163700
<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	1,757	M <sup>2</sup>	\$1,850	\$3,250,450	
Noise Barriers					
Barriers and Guardrails	9,100	M	\$312	\$2,839,200	
Temporary Barrier (Type K)	6,000	M	\$100	\$600,000	
Highway Planting	19.0	HA	\$242,100	\$4,599,900	
Replacement Planting					
Irrigation Modification					
Relocate Private Irrigation Facilities					
Construction BMP (Water Pollution Control)	1	LS	\$4,800,000	\$4,800,000	
Design BMP (Erosion Control)	1	LS	\$1,000,000	\$1,000,000	
Treatment BMP	1	LS	\$4,898,000	\$4,898,000	
Hazardous Waste Mitigation Work	1	LS	\$8,750,000	\$8,750,000	
Environmental Mitigation	1	LS	\$11,470,000	\$11,470,000	
Resident Engineer Office Space					
At-grade Parking	218	Stalls	\$7,150	\$1,558,700	
Moveable Median Barrier	1	LS	\$630,772	\$630,772	
Tunnel Architectural (tile)	31,500	m2	\$255	\$8,032,500	
Tunnel Electrical/Lighting	1	LS	\$12,896,000	\$12,896,000	
Tunnel Mechanical	1	LS	\$2,010,000	\$2,010,000	
Tunnel Systems	1	LS	\$6,600,000	\$6,600,000	
Tunnel Switchgear Room	40	m2	\$5,385	\$215,400	
Underground Parking Garage	142	Stalls	\$83,012	\$11,787,704	
Vibration Monitoring	1	LS	\$550,000	\$550,000	
Underpinning Building 106	1	LS	\$202,538	\$202,538	
Retained Bracing Adjacent Battery					
Tunnel for Stage Construction (Soldier Pile & Lagging with Tieback)	565	m2	\$1,460	\$824,900	
Retained Bracing Adjacent Restricted Headroom for SB Doyle (Soldier Pile & Lagging with Tieback)	1,000	m2	\$2,190	\$2,190,000	
Removal of Bracing at Battery for Staged Roadway	565	m2	\$730	\$412,450	
Removal of Bracing for Staged Roadway at Weekend Closure	1,000	m2	\$1,095	\$1,095,000	
			Subtotal Specialty Items		\$91,213,514
<u>Section 5 Traffic Items</u>					
Lighting	290	Ea	\$10,000	\$2,900,000	
Traffic Delineation Items	40,000	M	\$15	\$600,000	
Temporary Traffic Delineation Items	15,000	M	\$2	\$30,000	
Traffic Signals	4	Ea	\$330,000	\$1,320,000	
Overhead Sign Structures	1	LS	\$1,000,000	\$1,000,000	
Fencing (Temporary)	5,000	M	\$60	\$300,000	
Fencing (Permanent)	1,100	M	\$90	\$99,000	
Roadside Signs	187	Ea	\$800	\$149,600	
Traffic Control Systems	1	LS	\$3,041,941	\$3,041,941	
Transportation Management Plan	1	LS	\$11,450,000	\$11,450,000	
Temporary Lighting	60	EA	\$6,000	\$360,000	
Temporary Signal	1	ea	\$150,000	\$150,000	
Pull Boxes	430	EA	\$1,000	\$430,000	
ITS	1	LS	\$2,500,000	\$2,500,000	
Construction Area Sign	1	LS	\$550,000	\$550,000	
			Subtotal Traffic Items		\$24,880,541
			TOTAL SECTIONS 1 thru 5		\$147,051,167

NOTE: Extra lines are provided for items not listed, use additional lines as appropriate

**PROJECT REPORT COST ESTIMATE SUMMARY**

Preferred Alternative - Refined Presidio Parkway

District-County-Route	<u>04-SF-101</u>
	<u>04-SF-001</u>
KP(PM)	<u>12.8 (8.0)</u>
KP(PM)	<u>15.7 (9.8)</u>
EA	<u>163700</u>
Item Cost	Section Cost

<u>TRO</u>	<u>\$147,051,167</u>	x	10%	=	\$14,705,117	
	(Subtotal Section 1 thru 5)					
	TOTAL TRO					<u>\$14,705,117</u>
<u>Section 6 Minor Items</u>	<u>\$161,756,283</u>	x	5%	=	\$8,087,814	
	(Subtotal Section 1 thru 5 plus TRO)					
	TOTAL MINOR ITEMS					<u>\$8,087,814</u>
<u>Section 7 Roadway Mobilization</u>	<u>\$169,844,097</u>	x	10%	=	\$16,984,410	
	(Subtotal Section 1 thru 6 plus TRO)					
	TOTAL ROADWAY MOBILIZATION					<u>\$16,984,410</u>
<u>Section 8 Roadway Additions</u>						
State Furnished Material	<u>\$169,844,097</u>	x	5%	=	\$8,492,205	
	(Subtotal Section 1 thru 6 plus TRO)					
Supplemental Work	<u>\$169,844,097</u>	x	3%	=	\$5,095,323	
	(Subtotal Section 1 thru 6 plus TRO)					
Contingencies	<u>\$169,844,097</u>	x	15%	=	\$25,476,615	
	(Subtotal Section 1 thru 6 plus TRO)					
	TOTAL ROADWAY ADDITIONS					<u>\$39,064,142</u>
<u>Construction Contract Work (CCW)</u>	<u>\$7,357,855</u>			=	\$7,357,855	
	(From ROW Data Sheet)					
	TOTAL CONSTRUCTION CONTRACT WORK					<u>\$7,357,855</u>
	<b>TOTAL ROADWAY ITEMS</b>					<b><u>\$233,250,504</u></b>
	(Subtotal of Sections 1 thru 8 plus TRO and CCW)					

Estimate Prepared By E. Lilly Phone No. 415-243-4745 Date: 8/7/2008  
 (Print Name)

Estimate Checked By S. van der Sluis Phone No. 415-243-4640 Date: 8/13/2008  
 (Print Name)

\*\* Use appropriate percentage per Chapter 20.









**PROJECT REPORT COST ESTIMATE SUMMARY**

Preferred Alternative - Refined Presidio Parkway

District-County-Route	<u>04-SF-101</u>
	<u>04-SF-001</u>
KP(PM)	<u>12.8 (8.0)</u>
KP(PM)	<u>15.7 (9.8)</u>
EA	<u>163700</u>

**II. STRUCTURES ITEMS**

	Structure (13)	Structure (14)	Structure (15)
APS Sheet Number	<u>03</u>		
Bridge Number			
Bridge Description	<u>Temporary SB High Viaduct Widening</u>		
Structure Type	<u>CIP Conc Slab</u>		
Width (out to out) - (m)	<u>2.6</u>		
Span Lengths - (m)	<u>250</u>		
Total Area - (m <sup>2</sup> )	<u>650.0</u>		
Footing Type (pile/spread)			
Cost Per m <sup>2</sup> (includes 10% TRO, 10% mobilization and 20% contingency)	<u>\$6,915</u>		
Total Cost for Structure	<u>\$4,494,873</u>		
	SUBTOTAL STRUCTURES ITEMS (Sum of Total Cost for Structures)		<u>\$4,494,873</u>
Railroad Related Costs:			
	SUBTOTAL RAILROAD ITEMS		<u>\$0</u>
	TOTAL STRUCTURES ITEMS (Sum of Structures Items plus Railroad Items)		<u>\$4,494,873</u>

COMMENTS:

Estimate Prepared By P. McNamee Phone No. 415-243-4705 Date: 3/31/2008  
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

**TOTAL STRUCTURES ITEMS (all pages)                      \$474,287,225**

**PROJECT REPORT COST ESTIMATE SUMMARY**

Preferred Alternative - Refined Presidio Parkway

District-County-Route	<u>04-SF-101</u>
	<u>04-SF-001</u>
KP(PM)	<u>12.8 (8.0)</u>
KP(PM)	<u>15.7 (9.8)</u>
EA	<u>163700</u>

**III. RIGHT OF WAY ITEMS**

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	<u>\$22,041,548</u>
B. Utility Relocation (State share)	<u>\$9,431,425</u>
C. Relocation Assistance	<u>\$681,400</u>
D. Clearance/Demolition, Relocation & Salvage	<u>\$4,132,258</u>
E. Permits, Title and Escrow Fees	<u>\$10,000</u>
<b>TOTAL RIGHT OF WAY ITEMS</b>	<b><u>\$36,296,631</u></b>

Anticipated Date of Right of Way Certification (Date to which Values are Escalated)	<u>2010</u>
--	-------------

F. Construction Contact Work	
Brief Description of Work:	
Relocation expenses of utilities owned and operated by the Presidio.	
_____	
_____	
_____	
Right of Way Branch Cost Estimate for Work *	<u>\$7,357,855</u>

\* This Dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By E. Lilly Phone No. 415-243-4745 Date: 8/7/2008

NOTE: If appropriate, attach additional pages and backup.

# **ATTACHMENT K**

Preferred Alternative  
Relocation Impact Statement

**RELOCATION IMPACT STATEMENT**

Dist.	County	Route	KP (PM)	EA
4	SF	101 001	12.8-15.7 (8.0-9.8) 10.9-11.4 (6.8-7.1)	163700
Project Description:				
The California Department of Transportation proposes to construct a new roadway to replace the existing six lane Doyle Drive portion of State Route 101, in the city and county of San Francisco, California. The existing facility would be replaced by a new six-lane facility and an eastbound auxiliary lane, between the Veterans Boulevard Interchange and the new Presidio access at Girard Road.				
Federal Project No.:			FHWA-CA-EIS-02-01-F	

I. Purpose of the Relocation Impact Statement

The purpose of this Final Relocation Impact Statement is to provide the Department of Transportation, local agencies and the public with information on the impact this project will have on residential and nonresidential occupants within the preferred project alternative. Relocation impacts within the project area are noncomplex and adequate relocation resources are available for displacees. All displacees will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act.

II. Summary of Residential and Nonresidential Displacements

Alternative	Single Family Units	Mobile Homes	Multi-Family Units	Residential Displacements (Units/Residents)	Nonresidential Displacements (Type/Employees)*
Preferred Alternative					3 Storage/Office (28 employees) 2 Storage (2 employees, 431 storage units) 1 Fitness (5 employees) 1 Sewer Lift Station (0 employees)
* Data based on The Presidio Trust, 2006; Judy Bretshneider, Presidio Dance Theater, 2004, Corey Olender, Woodmont Real Estate Services, 2004.					

III. Summary of Relocation Resources Available to Displacees (Residential)

Relocation Resource	For Rent	For Sale	Total Units
Multi-Family Residences			
Two Bedroom Houses			
Three Bedroom Houses			
Mobile Homes			

Sources:

IV. Summary of Relocation Resources Available to Displacees (Nonresidential)

Relocation Resource	For Rent - appropriate zoning and site requirements	For Sale - appropriate zoning and site requirements	Total Units
Office Complex			All displacees will be compensated according to Caltrans relocation services guidelines.
Industrial Complex			
Special Services / Use			
Commercial Operation			
Industrial/Commercial Properties			
Other:			

Sources:

**RELOCATION IMPACT STATEMENT**

(Form #)

V. Statement of Findings

Of the seven buildings being affected, four are used by the Presidio Trust and the National Park Service for storage and office space. Two buildings are used by Public Storage. One building serves as a sewer lift station. Displacees will be relocated or compensated according to the guidelines detailed in the following section.

VI. All displacees will be contacted by a Relocation Agent, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of Caltrans' "Relocation Program and Services." Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of Caltrans' "Relocation Program and Services." In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use.

\_\_\_\_\_  
Right of Way Agent

\_\_\_\_\_  
Date

APPROVED:

\_\_\_\_\_  
Senior Right of Way Agent

\_\_\_\_\_  
Date

cc: Project Manager  
Project Engineer  
Environmental Region/District RW DDC  
Region/District P&M

**ADA Notice**

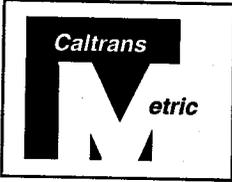
For individuals with disabilities, this document is available in alternate formats. For information call (916) 654-5413 Voice, CRS: 1-800-735-2929, or write Right of Way, 1120 N Street, MS-37, Sacramento, CA 95814.

# **ATTACHMENT L**

Preferred Alternative  
Storm Water Data Report Signature Sheet

**APPENDIX E**

**Long Form - Storm Water Data Report**



Dist-County-Route 04-SF-101, 04-SF-001  
Kilometer Post (Post Mile) Limits KP12.8-15.7 (PM 8.0-9.8)  
KP10.9-11.4 (PM 6.8-7.1)

Project Type  
EA: 163700  
RU: 04242  
Program Identification: HE 12  
Phase:  PID  PA/ED  PS&E

Regional Water Quality Control Board(s): San Francisco Bay

Is the project required to consider incorporating Treatment BMPs? Yes  No

If yes, can Treatment BMPs be incorporated into the project? Yes  No

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to Advertisement. List submittal date: \_\_\_\_\_

Total Disturbed Soil Area: Alternative 2: Replace and Widen = 13 ha (32 ac)  
Alternative 5: Parkway = 17 ha (42 ac)

Estimated: Construction Start Date: 2009 Construction Completion Date: 2013

Notification of Construction (NOC) Date to be submitted: 30 Days Prior to Construction Start Date

Notification of ADL reuse (if Yes, provide date) Yes  Date \_\_\_\_\_ No   
See SWDR Text Section 2.1 Regarding Possible Reuse

Separate Dewatering Permit (if Yes, permit number) Yes  Permit # \_\_\_\_\_ No   
Permit no. not obtained yet. Type of permit required will depend on method of groundwater disposal during construction.

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

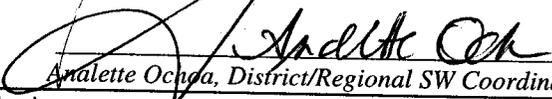
  
\_\_\_\_\_  
[Name], Registered Project Engineer/Landscape Architect Date 3/20/06

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

  
\_\_\_\_\_  
Nidal Tuqan, Project Manager Date 3/21/06

  
\_\_\_\_\_  
Bob Bragd, Designated Maintenance Representative Date 3/24/06

  
\_\_\_\_\_  
Ofel Brender, Designated Erosion Control Representative Date 4/6/06

  
\_\_\_\_\_  
Annette Ochoa, District/Regional SW Coordinator or Designee Date 4/6/07

# **ATTACHMENT M**

Preferred Alternative  
Risk Management Plan

PROJECT RISK MANAGEMENT PLAN																				
Priority	Identification						Qualitative Analysis			OPTIONAL Quantitative Analysis				Response Strategy			Monitoring and Control			
	Status	ID #	Date Identified	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Affected WBS Tasks	Responsibility (Task Manager)	Status Interval or Milestone Check	Date, Status and Review Comments
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15) = (13)x(14)	(16)	(17)	(18)	(19)	(20)	(21)
2	Dormant		8/19/2004	Environmental Analysis	National Park Service (NPS) persist on using a non-emission construction equipment for Air Quality control as directed by NPS Directive Memo	This demand will complicate the bidding on this contract and may increase it up to \$ 20 Million.	Risk is occurring if NPS can prove that their Directive Memo can be imposed on the State	Schedule	High	High		70%	20 M	14 M	Mitigation	A meeting with NPS to explain the process of the State regulation for SMOG control	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DED)	Jared Goldfine; Environmental & Ed Der, Construction	Six Months	Mitigation in EIS/R indicates need to comply with new EPA Tier 4 emissions standards 2008-2015. Current unit prices do not reflect potential new equipment costs
3	Dormant		8/19/2004	Environmental Analysis	National Park Service (NPS) persist on Tennessee Hollow expansion that will require change in design	This expansion will require the mainline slope to increase that may exceed the standards	Risk is occurring if NPS justify that expansion in the "Natural Resources" study under development	Schedule	High	High		80%	\$ 250 K	\$ 200 K	Acceptance	The Tennessee Hollow is a valid environmental issue that will be a major issue to NPS for \$ 250,000 and 14 days is low impact to project's overall	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DED)	Jared Goldfine; Environmental & A. Emadzadeh, Design	Six Months	Project Team has coordinated preferred alternative design with Tennessee Hollow plans developed by Presidio Trust
6	Retired		8/19/2004	Environmental Analysis	NPS insistence to treat a 100% of the storm water during and after construction	This will complicate the design and construction operation and will add cost to the project	Risk is occurring if NPS does not agree with content of the Water quality language	Schedule	Moderate	Moderate		60%	\$ 6 M	\$ 3.6 M	Mitigation	This demand is not attainable, meeting with NPS and educating them about SWPPP process should be fruitful	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DED)	Jared Goldfine & Dave Yam Environmental	35% Design	Project includes 100% treatment of surface water run-off. BMPs are included in cost estimate
5	Retired		8/19/2004	Environmental Analysis	Presidio Trust (PT) and the Veteran Affairs (VA) on noise reduction measure of the future facility close to Cemetery	This will have an impact on the cost and the scope of the project as it mandates measures to reduce the noise by introducing soundwall or pavement treatment	Risk is occurring if the VA send a formal request to implement noise reduction measures	Scope	Moderate	Moderate		65%	\$ 2M	\$ 1.3 M	Mitigation	This is a demand that VA will be persistence on and the VA is politically savvy and can influence the project	WBS 210 Prepare Preliminary Structures Design Data	Jared Goldfine & Glenn Kinoshita Environmental	35% Design	VA have not requested noise abatement measures. The preferred alternative includes a tunnel in the vicinity of the National Cemetery that will minimize future noise.
4	Retired		8/19/2004	Environmental Analysis	Alternative (5) design proposal in the "Half Circle" Drive to force the construction of a parking lot for the Palace of Fine Art, due to the intake of the Drive to the ground level parking	This will have an impact on cost as it will require a double story parking lot and Archeology excavation	Risk is occurring as SPUR is pursuing this design and is marketing for it	Scope	High	High		75%	\$ 3 M	\$ 2.25 M	Transference	This should be transferred to SFCTA as they have entertained SPUR into introduction of concepts.	WBS 215 Prepare Structures General Plans	Jared Goldfine; Environmental & A. Emadzadeh, Design	35% Design	Preferred alternative eliminates the need for underground parking in the vicinity of the Palace of Fine Arts
1	Retired		8/19/2004	Environmental Analysis	The Purpose and Need Statement has been diluted to add many "non-transportation" issues that has been inserted by NPS & Presidio Trust	This may have great impact on cost, schedule and scope. This is window of opportunity to PT & NPS to add many things	Risk is occurring is long as the "Purpose & Need" statement is not changed	Scope	High	Moderate		50%	\$ 30 M	\$ 15 M	Transference	This should be transferred to PT & NPS responsibility of funding. Also Caltrans is taking the role of changing the "Purpose & Need" chapter	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DED)	Jared Goldfine; Environmental & N. Tuqan, Project Management	DEIS/R	Executive level management of all lead, cooperating and responsible agencies agreed to keep the original purpose statement
7	Retired		8/19/2004	Environmental Analysis	The Veteran cemetery categorizing by Federal regulation as an "A" or "B" for scarcity purposes	This have little impact on cost and scope rather on schedule if it stays as an issue between the VA & FHWA	Risk is occurring as FHWA & VA are standing behind their position	Schedule	Moderate	Low		30%	0	0	Transference	This should be transferable and put the pressure on FHWA & VA to resolve it	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DED)	Jared Goldfine; Environmental & N. Tuqan, Project Management	DEIS/R	VA concurred with FHWA NAC rating of B for cemetery
6	Retired		8/19/2004	Design	The pursuing of SPUR of the "half circle" Drive design concept to the eastern end of the proposed Doyle Dr	The risk involved here that this design has been proven to be faulty and may cause a high rate of accidents. Also potential reaction of tenants living along Richardson Ave.	This risk is occurring and has been forced by SPUR through SFCTA and the risk need to be expressed to the public by circulation.	Quality	High	Moderate		70%	100,000	70,000	Transference	SFCTA has to understand the Department concern and free of responsibility	WBS 180 Prepare and Approve Project Report and Final Environmental Document	A. Emadzadeh, Design	FEIS/R	Preferred alternative does not include the Circle Drive option.

PROJECT RISK MANAGEMENT PLAN																				
Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis				Response Strategy			Monitoring and Control		
	Status	ID #	Date Identified	Functional Project Phase	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Affected WBS Tasks	Responsibility (Task Manager)	Status Interval or Milestone Check	Date, Status and Review Comments
4	Retired		8/19/2004	Design	The "Purpose and Need" statement inclusion of the Access concept to Doyle Drive design	The lack of Alt. 2 to the Access to the Presidio provide a bigger risk of the PT rejection to that alternative at the end of circulation.	The risk is occurring as the SFCTA rejecting to explore the access option to alt. 2.	Schedule	High	High		45%	100	45	Mitigation	This can be mitigated by a supplemental ED to add the impact for a new access.	WBS 180 Prepare and Approve Project Report and Final Environmental Document	Jared Goldfine, Environmental. A. Emadzadeh. Design	FEIS/R	Alternative 5, Presidio Parkway identified as the preferred alternative. Alt 5 includes new Presidio access at Girard Rd.
5	Dormant		8/19/2004	Design	The request from Golden Gate Bridge District (GGBD) to add a Merchant Ramp design to Doyle Dr	This Design option can have an impact on cost if selected in the public circulation	The risk is occurring as this option in the draft as a design option and can be favored by the public.	Cost	Very Low	Moderate		10%	10000000	1,000,000	Transference	This can be transferred to Golden Gate Bridge District cost participation.	WBS 180 Prepare and Approve Project Report and Final Environmental Document	A. Emadzadeh. Design	FEIS/R	GGBD concurred with the selection of the preferred alternative but formally noted their desire to have the MRSR included in the project
3	Retired		8/19/2004	Design	The intended submittal list of the "Design Exceptions" for Alternative "5" and potential taking it for granted	This is a potential risk as Alt. 5 is favored with all its' elements of Design to the other agencies and any possible rejection of an exception could trigger a delay in schedule	The risk is incoming as the SFCTA has not submitted any design exception officially yet.	Schedule	High	High		80%	90	72	Acceptance	This is a Department liability on the line. Any we need to negotiate and educate our partners regarding this issue.	WBS 180 Prepare and Approve Project Report and Final Environmental Document	A. Emadzadeh. Design	FEIS/R	Design exception fact sheets where submitted and approved by Caltrans prior to the circulation of the DEIS/R. Fact sheet for preferred alternative will be submitted for approval prior to FEIS/R
1	Retired		8/19/2004	Design	Amongst all the Design Exception the "Inside" shoulder exception and the potential justification.	This sounds to be the most problematic among all of the design exceptions and could trigger a major delay in the schedule	This risk occurred conceptually.	Schedule	High	High		90%	90	81	Acceptance	This is a Department liability on the line. Any we need to negotiate and educate our partners regarding this issue.	WBS 180 Prepare and Approve Project Report and Final Environmental Document	A. Emadzadeh. Design	FEIS/R	Design exception fact sheets where submitted and approved by Caltrans prior to the circulation of the DEIS/R. Fact sheet for preferred alternative will be submitted for approval prior to FEIS/R
2	Active		8/19/2004	Structure	The risk of the seismic status of the Marina viaduct giving that the 10 years interm of 1995	This is a risk of failure due to the Siesmic Condition of the Marina Viaduct	This is occurring as of now and it is very timely sensitive.	Schedule	High	High		10%	300000000	30000000	Transference	Document the urgency to move forward to SFCTA.	WBS 180 Prepare and Approve Project Report and Final Environmental Document	A. Emadzadeh Design	Three Months	Continue effort to expedite the environmental document by maintaining consensus amongst the agencies
7	Retired		8/19/2004	Structure	The risk of the rehabilitation condition of the Presidio Viaduct due to the Steel member erosion.	This is a risk of failure due to the Rehab. Condition of the Presidio Viaduct	This is occurring as of now and it is very timely sensitive.	Schedule	High	High		30%	6000000	1800000	Acceptance	The Department is preparing a contract to rehab that structure	WBS 180 Prepare and Approve Project Report and Final Environmental Document	A. Emadzadeh Design		Presidio Viaduct Rehabilitation project current underway with an expected completion date of November 2009
2	Dormant		8/14/2004	Structural	The demand of NPS to design the structural excavation to provide a symmetric Seepage of the natural water flow (cross tunnels)	The risk involved the cost and quality as this is a complicated design that may effect the structural design of the tunnel	The risk is occurring if NPS insist on this demand in the PS&E phase	Quality	Moderate	Moderate		50%	1,000,000	500,000	Mitigation	This require to mitigate the natural water transfer by other engineering solution.	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DED)	A. Emadzadeh Design	35% Design	Preliminary engineering and estimate include allowance for groundwater conveyance system
3	Dormant		8/19/2004	Structural/Mechanical	The proposed tunnels could be too long and require a full Mechanical ventilation.	This risk could trigger cost increase as a result of major mechanical ventilation.	This risk is avoidable and could be engineered unless there are environmental or political issues that cause elongate them.	Cost	Low	Low		10%	1500000	150,000	Avoidance	This can be avoided by providing an engineering solution that can avoid an environmental constraints or political pressure.	WBS 160 Perform Preliminary Engineering Studies and Prepare Draft Project Report	A. Emadzadeh Design	35% Design	Need to complete ventilation assessment study in early stages of final design
1	Active		8/19/2004	R/W	The PT demand not to treat them as a private property rather focus on the sufficiency issue.	The risk of doing that to increase the R/W cost drastically, to the extent that makes the project out of budget reach.	The risk is occurring if PT avoid the Federal to Federal land transfer.	Cost	Moderate	High		40%	100M	40M	Avoidance	This risk has to be avoided by pressing the FHWA to take a stand on this issue	WBS 160 Perform Preliminary Engineering Studies and Prepare Draft Project Report	Mark Shindler R/W	1 Year	Current R/W data sheets assume Presidio Trust will be compensated as a private entity

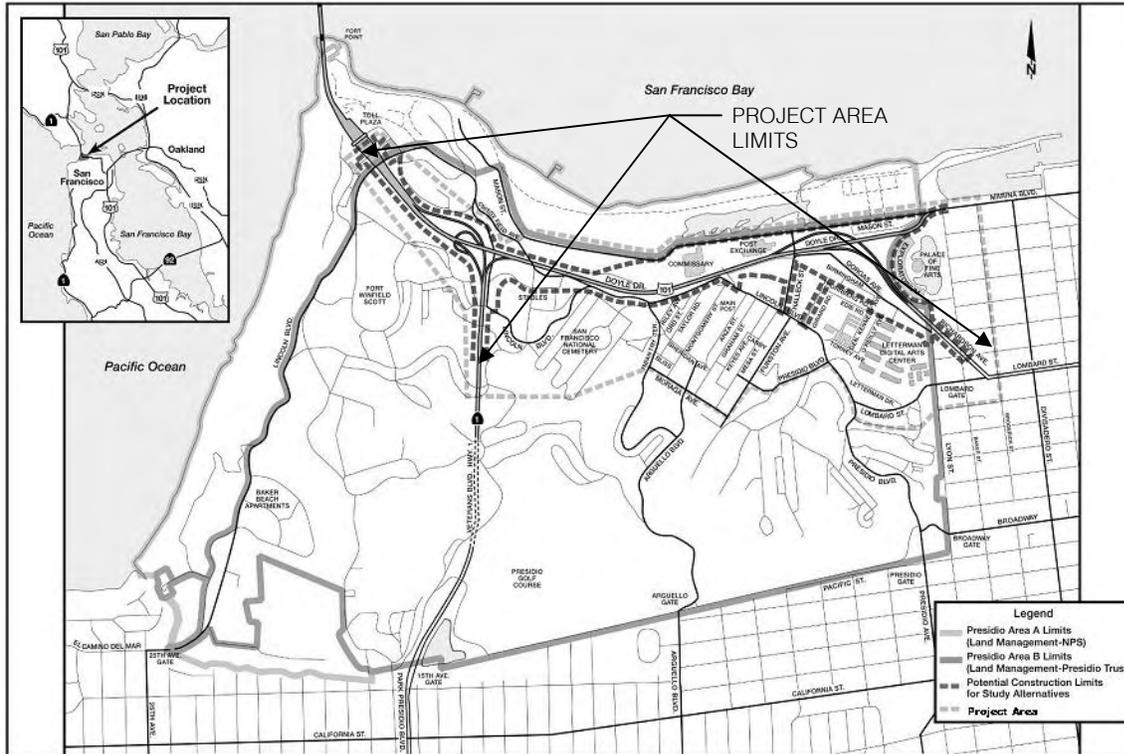
# **ATTACHMENT N**

Preferred Alternative  
Transportation Management Plan Data Sheet



04-SF-101, KP 12.8–15.7 (PM 8.0–9.8)  
 04-SF-001, KP 10.9-11.4 (PM 6.8-7.1)  
 RU 04242 - EA 163700  
 Program Code: HE-12

## TRANSPORTATION MANAGEMENT PLAN DATA SHEET



### Project Limit:

In the City and County of San Francisco on US Route 101, Doyle Drive and Richardson Avenue from Broderick Street to the Golden Gate Bridge Toll Plaza and, on State Route 1, from the Ruckman Undercrossing to the US Route 101 Junction.

### Project Description: (Preferred Alternative – Refined Presidio Parkway)

It is proposed to construct a new roadway to replace the existing six-lane Doyle Drive portion of US Route 101. The purpose of the project is to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park. The Park Presidio Interchange would be reconfigured due to the realignment of Doyle Drive to the south. The Preferred Alternative would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. The general configuration and typical section of the Preferred Alternative are shown in Appendix A.

Project Manager : Gary Kennerley Phone Number: 415-243-4633

A) Does the proposed project include long term closures ( > 24 hours) Yes  No   
 [Check Applicable Facilities. If "No", Continue to Item D (Preliminary TMP Elements and Costs.)]

- Freeway Lanes
- Freeway Shoulder
- Freeway Connectors
- Freeway Off-ramps
- Freeway On-ramps
- Local Streets

B) Are there any construction strategies that can restore existing number of lanes?  
 (Check Applicable Strategies) Yes  No

- Temporary Roadway Widening Structure Involved? Yes  No
- If yes, notify Project Manager
- Lane Restriping (Temporary Narrow Lane Widths)
- Roadway Realignment (Detour around Work Area)
- Median and/or Right Shoulder Utilization
- Use of HO V lane as a Temporary Mixed Flow Lane
- Staging Alternatives (Explain Below)

Notes:

Construction of the Preferred Alternative is scheduled to last four years or less and is divided into three construction stages. Two complete weekend closures of Doyle Drive east of the Park Presidio Interchange would be needed at the end of each of the first two stages. Necessary mainline, connector, lane, and local street closures and detours are shown in construction phasing diagrams, as shown in Appendix B.

C) Calculated Delays (To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A)

1. Estimated Maximum Individual Vehicle Delay \_\_\_\_\_ Minutes
2. Existing or Acceptable Individual Vehicle Delay \_\_\_\_\_ Minutes
3. Estimated Individual Vehicle Delay Requiring Mitigation [(1) - (2)] \_\_\_\_\_ Minutes
4. Estimated Delay Cost (Most Applicable)
  - Extended Weekend Closure \$
  - Weekly (7 days) \$
5. Estimated Duration of Project Related Delays \$
6. Cost of Construction Related Delays [(4 X 5)] \$

Notes:

As the delay cost calculations are beyond the current scope of work, they will be performed in the subsequent Plans, Specifications, and Estimates (PS&E) phase of the project.

D) Preliminary TMP Elements and Costs

1. Public Information

<input checked="" type="checkbox"/> a. Brochures and Mailers	\$ 780,000 (incl. a – e)
<input checked="" type="checkbox"/> b. Press Release	\$ (incl. in a)
<input checked="" type="checkbox"/> c. Paid Advertising	\$ (incl. in a)
<input checked="" type="checkbox"/> d. Public Information Center/Kiosk	\$ (incl. in a)
<input checked="" type="checkbox"/> e. Public Meeting/Speakers Bureau	\$ (incl. in a)
<input checked="" type="checkbox"/> f. Telephone Hotline	\$ 130,000 (incl. 511 web)
<input checked="" type="checkbox"/> g. Internet	\$ 430,000 (Caltrans only)
<input checked="" type="checkbox"/> h. Others – Additional Public Outreach	\$ 4,000,000 (full closure)
– Coordination with Transit Agencies	\$ (TBD in PS&E phase)
– Coordination with Local Jurisdictions	\$ (TBD in PS&E phase)

**TOTAL \$ 5,340,000**

2. Motorists Information strategies

<input checked="" type="checkbox"/> a. Changeable Message Signs (Fixed)	\$ 170,000
<input checked="" type="checkbox"/> b. Changeable Message Signs (Portable)	\$ 660,000
<input type="checkbox"/> c. Ground Mounted Signs	\$ (TBD in PS&E phase)
<input checked="" type="checkbox"/> d. Highway Advisory Radio (HAR)	\$ 60,000
<input type="checkbox"/> e. Caltrans Highway Information Network (CHIN)	\$ (N/A)
<input checked="" type="checkbox"/> f. Others – Extinguishable Message Signs (EMS)	\$ 140,000
– Ground Mounted Signs	\$ (TBD in PS&E phase)

**TOTAL \$ 1,030,000**

3. Incident Management

<input checked="" type="checkbox"/> a. Construction or Maintenance Zone Enhanced Enforcement Program (COZEEP or MAZEEP)	\$ 3,390,000
<input checked="" type="checkbox"/> b. Freeway Service Patrol (FSP)	\$ 1,600,000
<input type="checkbox"/> c. Traffic Management Team	\$ (N/A)
<input checked="" type="checkbox"/> d. New CCTVs and Detectors	\$ 80,000
<input checked="" type="checkbox"/> e. Others – Additional Tow Trucks	\$ 30,000 (full closure)

**TOTAL \$ 5,100,000**

4. Construction Strategies (In Addition to Elements Identified under Item B)

<input checked="" type="checkbox"/> a. Off Peak/Night/Weekend Work (Lane Closure Charts)	\$ (TBD in PS&E phase)
<input checked="" type="checkbox"/> b. Reversible Lanes	\$ (incl. in roadway costs)
<input type="checkbox"/> c. Total Facility Closure	\$ (N/A)
<input checked="" type="checkbox"/> d. Extended Weekend Closure	\$ (incl. in Public Information costs)
<input type="checkbox"/> e. Truck Traffic Restrictions	\$ (N/A)
<input type="checkbox"/> f. Reduced Speed Zone	\$ (N/A)
<input checked="" type="checkbox"/> g. Connector and Ramp Closures	\$ (incl. in Public Information costs)
<input type="checkbox"/> h. Incentive and Disincentive	\$ (N/A)

- i. Moveable Barrier \$ (incl. in roadway costs)
- j. Others – Contingency Plan \$ (TBD in PS&E phase)

**TOTAL \$ -**

5. Demand Management
- a. HOV Lanes/ramps (New or Convert) \$ (N/A)
  - b. Park and Ride Lots \$ (N/A)
  - c. Rideshare Incentives \$ (N/A)
  - d. Variable Work Hours \$ (N/A)
  - e. Telecommute \$ (N/A)
  - f. Ramp Metering (New Installation) \$ (N/A)
  - g. Ramp Metering (Maintain Existing) \$ (N/A)
  - h. Others \$ (N/A)

**TOTAL \$ -**

6. Alternate Route Strategies
- a. Add Capacity to Freeway Connector \$ (N/A)
  - b. Street Improvement (widening, traffic signal etc) \$ (N/A)
  - c. Traffic Control Officers \$ (TBD in PS&E phase)
  - d. Parking Restrictions \$ (N/A)
  - e. Others \$ (N/A)

**TOTAL \$ -**

7. Other Strategies
- a. Application of New Technology \$ (N/A)
  - b. Others \$ (N/A)

**TOTAL \$ -**

**TOTAL ESTIMATED COST OF TMP ELEMENTS \$ 11,450,000**

Note : Extensive TMP is required due to excessive delays expected.

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_

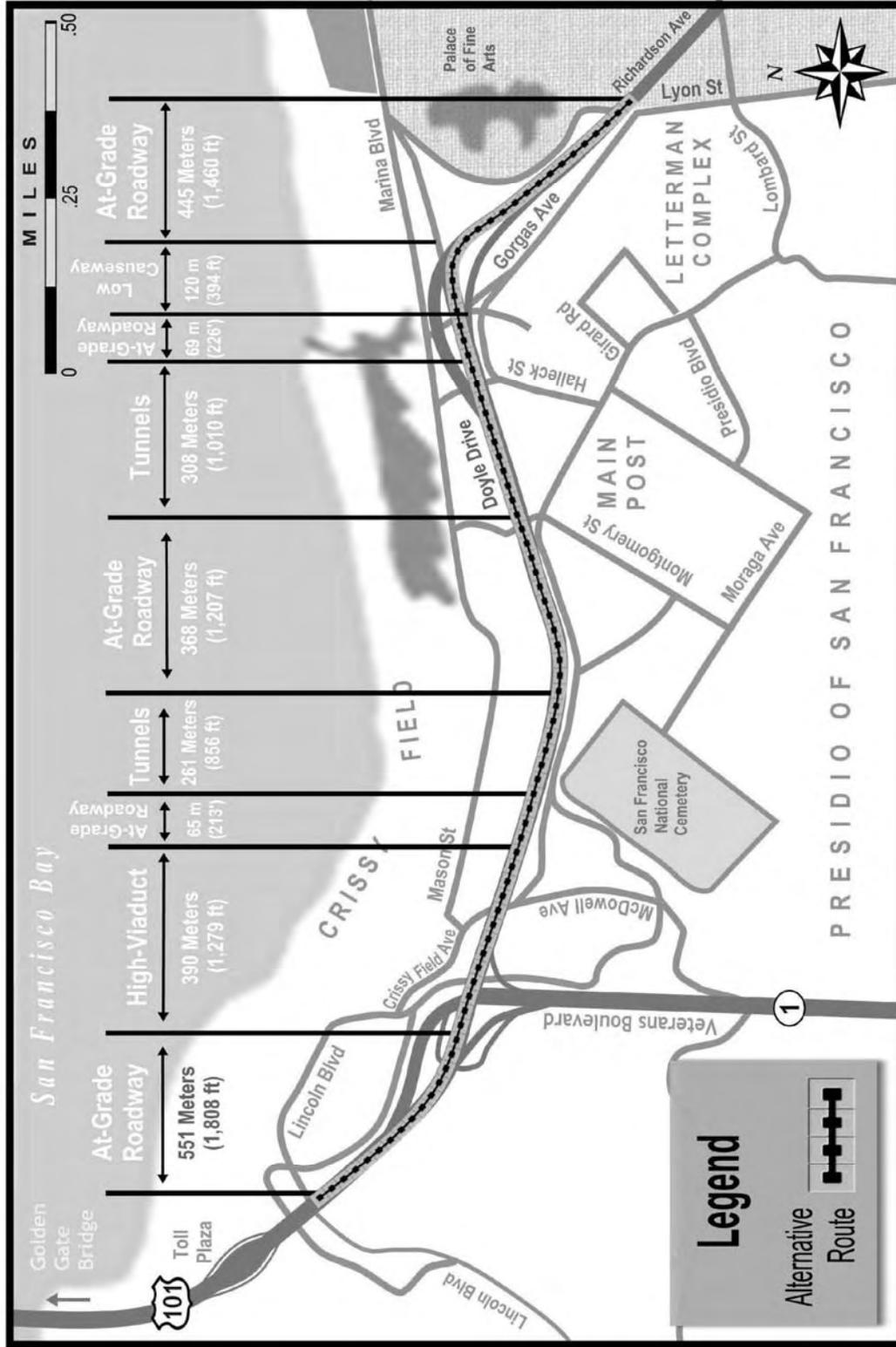
APPROVAL RECOMMENDED BY \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

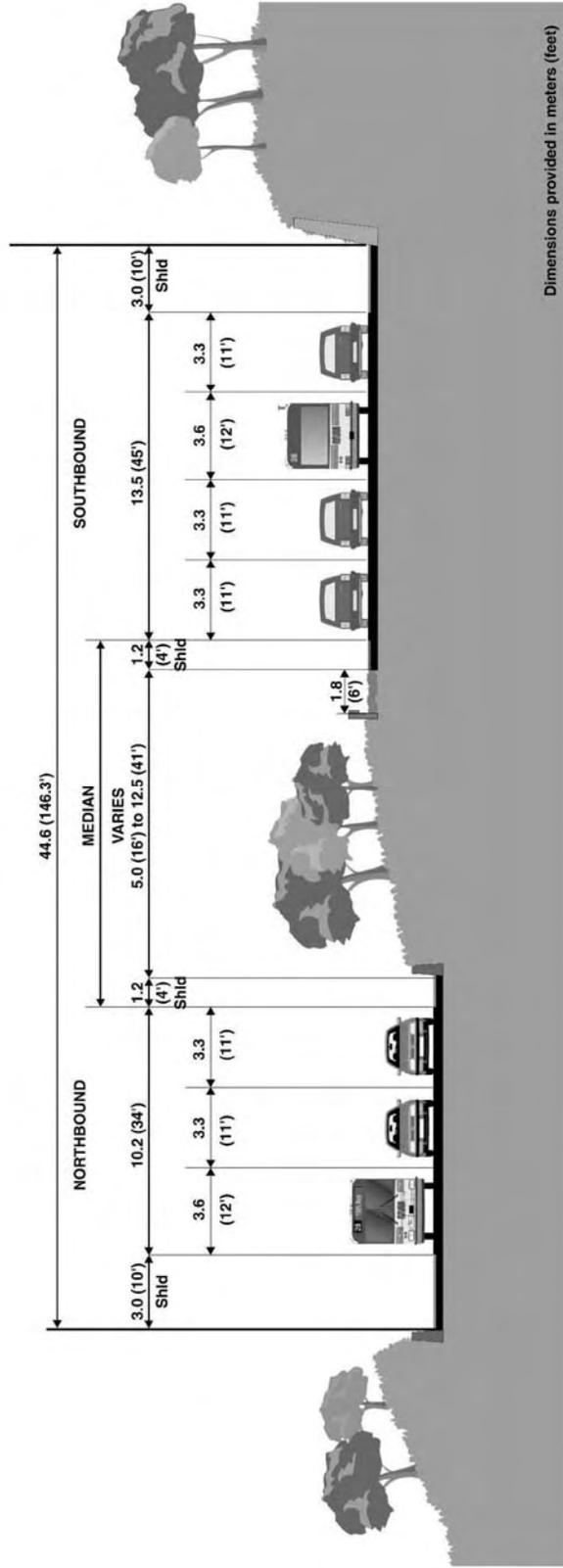
## **Appendix A**

### **Preferred Alternative – Refined Presidio Parkway**

**EXHIBIT A-1**  
**Preferred Alternative – Refined Presidio Parkway**



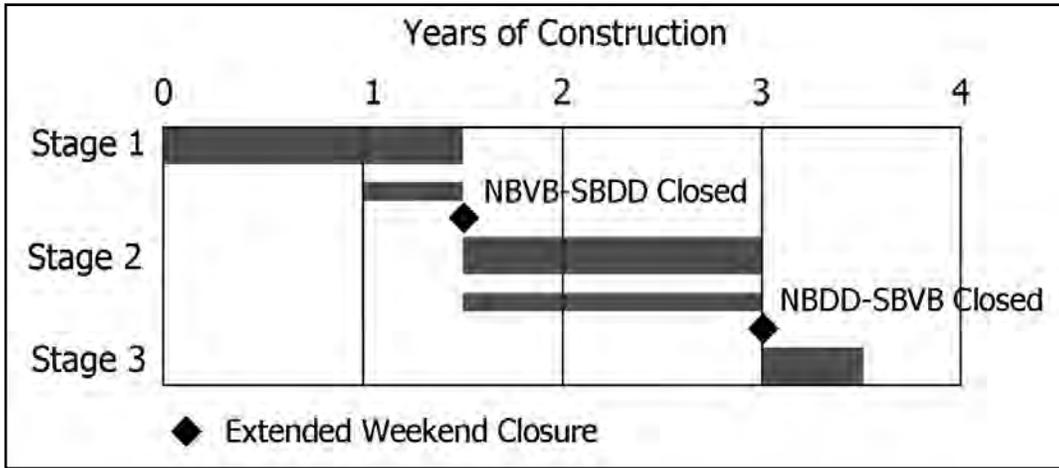
**EXHIBIT A-2  
Preferred Alternative – Refined Presidio Parkway**



Note: Landscaping shown for illustrative purposes only.

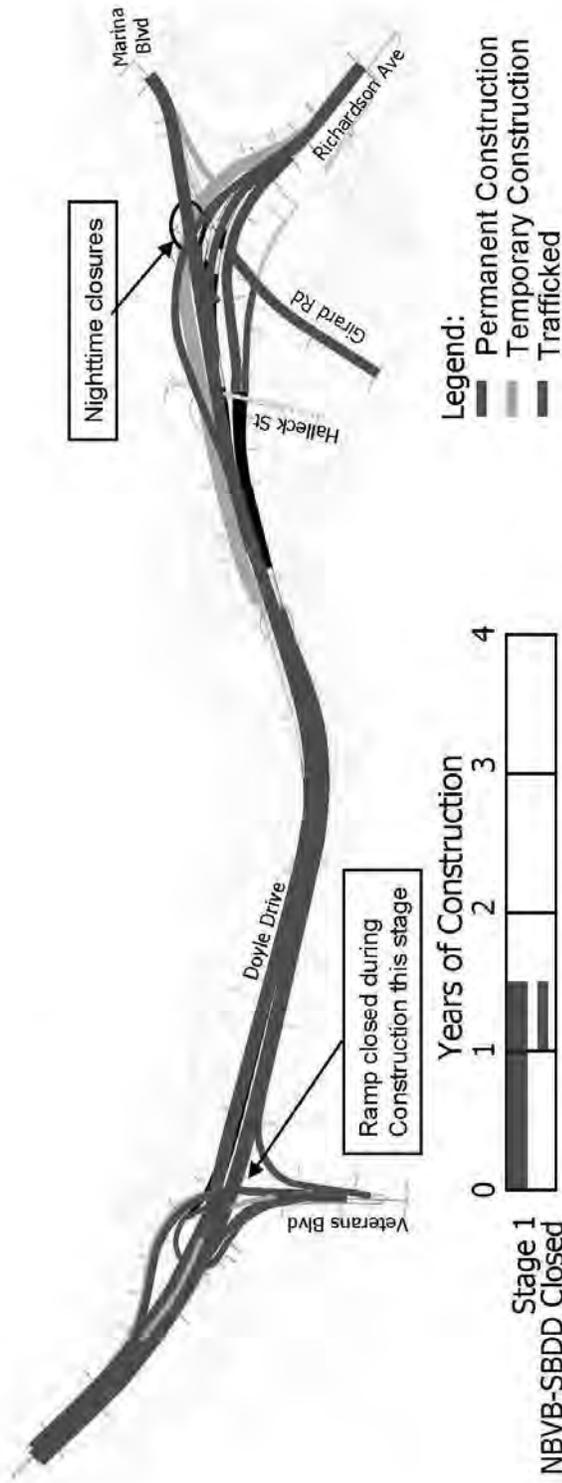
**Appendix B**  
**Construction Staging**

**EXHIBIT B-1  
Construction Staging Schedule**



Note: DD – Doyle Drive, VB – Veterans Blvd., NB – northbound, SB - southbound

**EXHIBIT B-2**  
**Construction Staging – Stage One, Phase One and Two**



**Permanent Construction:**

Construct off-line portions of permanent Doyle Drive (DD) including SB Battery tunnel, portion of SB DD east of Halleck St and portion of the Girard Rd Interchange. Construct permanent Girard Rd alignment south of DD to Lincoln Blvd. Realign portion of Lincoln Blvd at the Park Presidio Interchange. Construct retaining wall and cantilever roadway section adjacent to Building 106. Remove PX Building and Buildings 230 and 231. Shift DD traffic onto temporary widening west of Park Presidio Interchange. Construct portion of SB DD. Construct Park Presidio Interchange ramps.

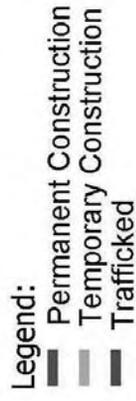
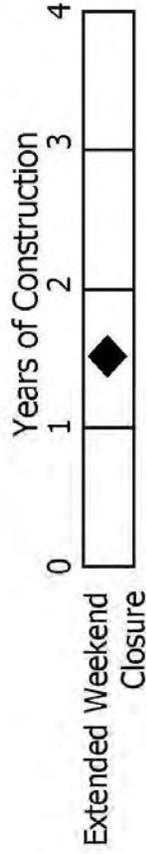
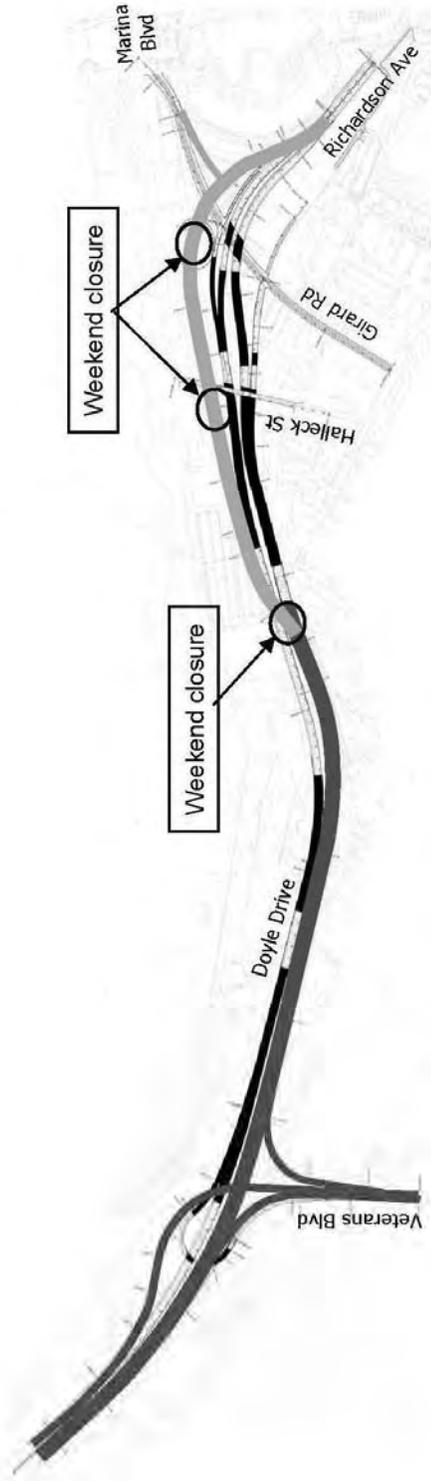
**Temporary Construction:**

Construct off-line portions of NB and SB DD at-grade alignment. Widen NB and SB DD at the Park Presidio Interchange. Construct ramp from existing NB Veterans Blvd (VB) to future NB DD. Construct ramp from existing SB Doyle Drive to SB VB. Construct at-grade connection to Marina Blvd with traffic signal. Widen SB DD east of National Cemetery to accommodate detour traffic.

**Detours:**

Close Lincoln Blvd from the National Cemetery to building 106 and divert traffic via Washington Ave. Close NB VB to SB DD ramp for a 6 month duration and divert traffic via Geary Blvd and Van Ness Ave.

**EXHIBIT B-3**  
**Construction Staging – Stage One Transition, Full Weekend Closure**

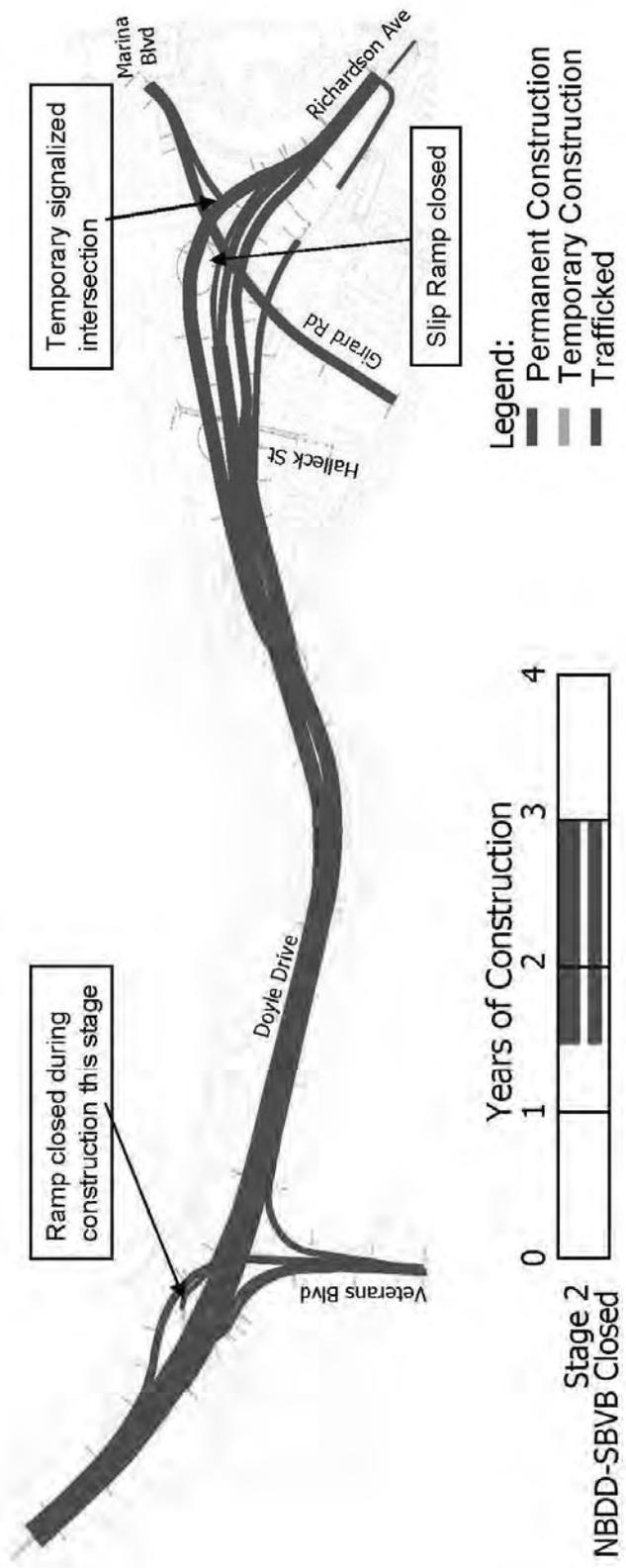


Permanent Construction:  
 Remove portion of existing DD and Richardson Ramps conflicting with at-grade temporary roadway. Construct portion of SB DD.

Temporary Construction:  
 Complete NB and SB DD at-grade temporary roadway and cross-over section.

Detours:  
 Close DD east of Park Presidio Interchange and detour traffic via SB and NB VB, Geary Blvd and Van Ness Ave.

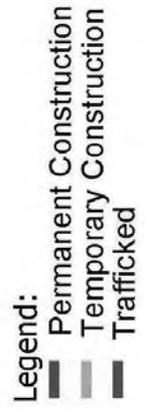
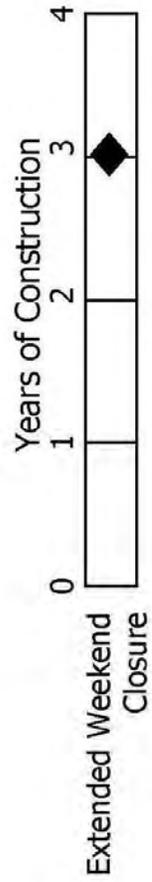
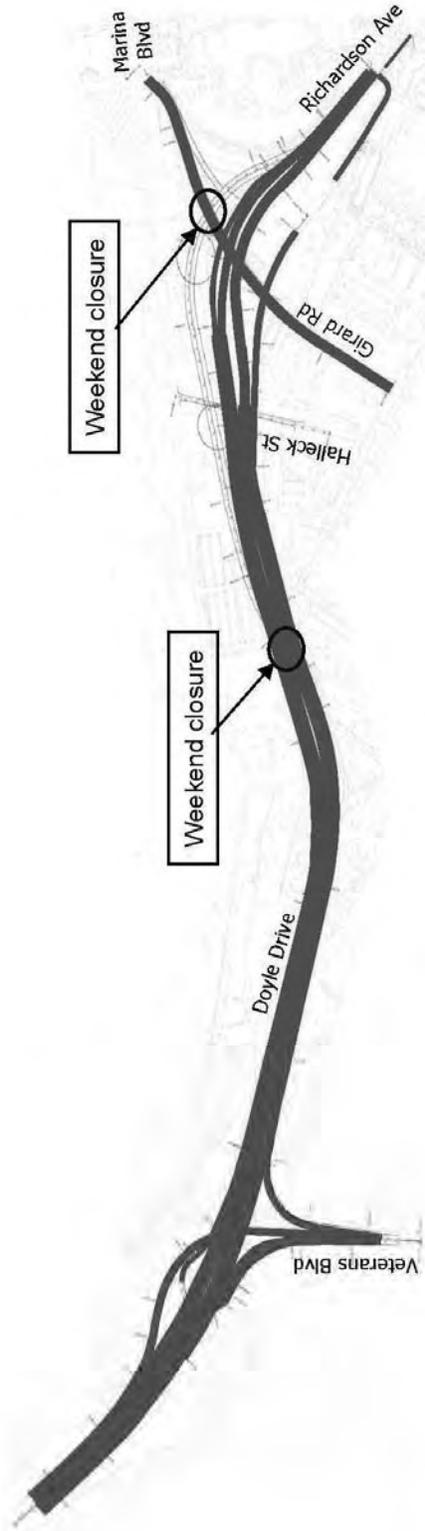
**EXHIBIT B-4**  
**Construction Staging – Stage Two**



**Permanent Construction:**  
 Remove remaining DD east of Park Presidio Interchange. Construct portion of NB DD west and east of the Park Presidio Interchange and NB Battery tunnel. Construct NB and SB DD Main Post Tunnels. Construct Girard Rd to Marina Blvd connection. Complete construction of Girard Rd interchange. Complete construction of the NB DD to SB VB ramp. Remove temporary SB DD ramp to SB VB. Remove temporary ramp from existing NB VB to future NB DD. Remove temporary widening on DD west of Park Presidio Interchange. Shift traffic to permanent ramp from NB VB to NB DD and to permanent ramp from SB DD to SB VB.

**Defours:**  
 Divert NB and SB DD traffic onto permanent SB DD and temporary at-grade roadway. Divert NB and SB Marina traffic onto temporary Marina connection. Divert Halleck St traffic via Lincoln Blvd, McDowell Ave and Mason St. Close existing NB DD to SB VB and detour traffic via Van Ness Ave and Geary Blvd.

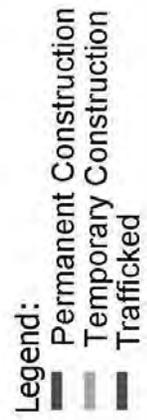
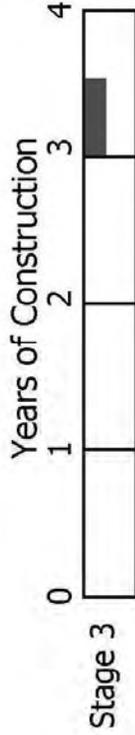
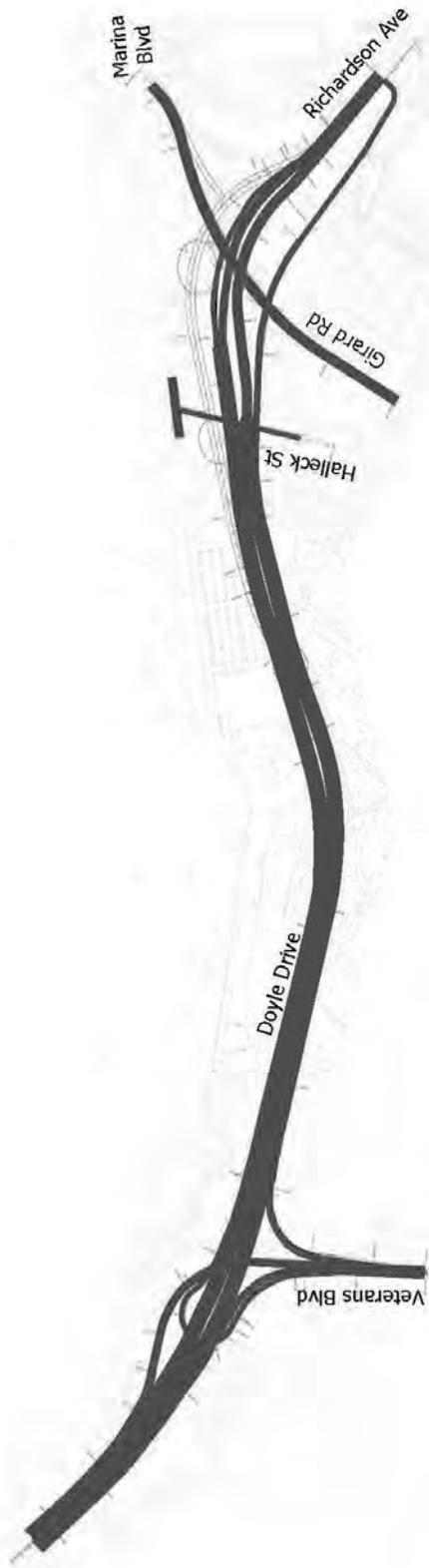
**EXHIBIT B-5**  
**Construction Staging – Stage Two Transition, Full Weekend Closure**



Permanent Construction:  
 Complete construction of permanent DD and Girard Rd connection to Marina Blvd.

Detours:  
 Close DD east of Park Presidio Interchange and detour traffic via SB and NB VB, Geary Blvd and Van Ness Ave.

**EXHIBIT B-6**  
**Construction Staging – Stage Three**



Permanent Construction:  
 Remove SB DD temporary widening at Park Presidio Interchange and the temporary at-grade roadway. Remove temporary Marina connection. Construct Halleck St and complete grading over Main Post tunnels. Open permanent DD, NB DD to SB VB ramp and Girard Rd interchange to traffic. Construct parking area and access roads west of Palace of Fine Arts.

# **ATTACHMENT O**

Preferred Alternative  
Draft Cooperative Agreement

COOPERATIVE AGREEMENT

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON \_\_\_\_\_, 2008, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY, a public corporation, referred to herein as "AUTHORITY."

RECITALS

1. STATE and AUTHORITY, pursuant to Streets and Highways Code sections 114 and 130, and Government Code Section 14030, are authorized to enter into a Cooperative Agreement for improvements to the State Highway System (SHS) within the City and County of San Francisco.
2. STATE and AUTHORITY mutually desire State Highway improvements consisting of the replacement of Doyle Drive on Route 101 between Richardson Avenue and the Route 1/101 Interchange in San Francisco, referred to herein as "PROJECT."
3. The parties hereto entered into a Cooperative Agreement (Document No. 015596, District Agreement No. 4-1877-C) on May 21, 2003, said Agreement defining the terms and conditions under which STATE and AUTHORITY agreed to have AUTHORITY as the lead agency prepare preliminary project development design, Environmental Document (EIS/EIR), and Project Report (PR) for PROJECT, referred to herein as "STUDY," in order to bring about the earliest possible construction of the desired State Highway improvements. Said Cooperative Agreement (Document No. 015596, District Agreement No. 4-1877) terminated on January 1, 2004, prior to AUTHORITY's completion of STUDY.
4. The parties hereto then entered into a Cooperative Agreement (District Agreement No. 4-2106) on July 31, 2006, said Agreement defining the terms and conditions under which STATE and AUTHORITY again agreed to have AUTHORITY, as the lead agency, prepare STUDY. Subsequent Amendment No. 1 to District Agreement No. 4-2106 (District Agreement No. 4-2106-A1), entered into by the parties hereto on December 31, 2007, extended the termination date of District Agreement No. 4-2106 from January 1, 2008 to January 1, 2013 and also reflected the increased funding for STUDY.
5. STATE and AUTHORITY agree to be the co-lead agencies to prepare preliminary engineering Plans, Specifications and Estimate (PS&E), referred to herein as "DESIGN," in order to bring about the earliest possible construction of the desired State Highway improvements.

6. PROJECT is included in Government Code section 14556.40 (a) (22) as a project to be funded up to a total amount of \$15 million using Traffic Congestion Relief (TCR) funds. PROJECT is to be funded jointly by STATE using TCR funds and other funds from Federal, STATE, and AUTHORITY.
7. The California Transportation Commission (CTC) approved the TCR application for PROJECT submitted by AUTHORITY at its July 25, 2007 meeting and directed STATE to allocate to AUTHORITY and STATE the amount of \$6 million of TCR funds to be expended for PROJECT. STATE and AUTHORITY desire to allocate the \$6 Million of the TCR funds for DESIGN, with \$3 million to be used by AUTHORITY and \$3 million to be used by STATE, as shown on Exhibit A, attached to and made a part of this Agreement.
8. STATE will contribute an additional amount of \$13,625,000 to PROJECT under the SHOPP program. AUTHORITY's additional contribution to PROJECT under the STIP-RIP, PLH (Federal), DEMO (Federal) and Proposition K Sales Tax Measure programs will be \$11,138,000, as shown on Exhibit A.
9. The terms of this Agreement shall supersede any inconsistent terms of any prior Memorandum of Understanding (MOU) or agreement relating to PROJECT.
10. PROJECT right of way, landscape maintenance, and construction will be the subject of separate future agreements.
11. The parties now define hereinbelow the terms and conditions under which PROJECT is to be designed and financed.

#### SECTION I

##### AUTHORITY AGREES:

1. To prepare portions of DESIGN using AUTHORITY forces or private consultants for activities that are assigned to AUTHORITY, as specified in Exhibit B, attached to and made a part of this Agreement.
2. DESIGN is to be prepared in accordance with all State and Federal laws, regulations, policies, procedures, and standards that STATE would normally follow. All such PROJECT work shall be submitted to STATE for STATE's review, comment, concurrence, and/or approval at appropriate stages of development.
3. To have the final design documents and drawings of civil, structural, mechanical, electrical, architectural, landscaping or other engineering features of DESIGN prepared by or under the direction of engineers or architects registered and licensed in the applicable professional field in the State of California. Any engineering reports, each sheet of plans, and the specifications for PROJECT shall bear the professional seal, certificate number, registration classification, expiration date of certificate, and signature of the professional engineer, architect or landscape architect responsible for their preparation.

4. DESIGN shall be signed by a Civil Engineer registered in the State of California. If private consultants are used to prepare DESIGN, each private consultant shall be required to maintain professional liability insurance through completion of construction of PROJECT and the resolution of all construction contract claims with a limit of liability of at least \$1,000,000 per occurrence, which names STATE as an additional insured under the policy.
5. To permit STATE to monitor, participate, and oversee the selection of personnel who will prepare the PS&E for PROJECT. AUTHORITY agrees to consider any request by STATE to avoid a contract award or to discontinue the services of any personnel considered by STATE to be unqualified on the basis of credentials, professional expertise, failure to perform, and/or other pertinent criteria.
6. Personnel who prepare the PS&E shall be made available to STATE, at no cost to STATE, through completion of PROJECT construction to discuss problems which may arise during PS&E, Right of Way, and Construction phases of PROJECT, and/or to make design revisions for contract change orders. Said personnel shall also be prohibited from working for the future PROJECT construction contractor.
7. Prior to commencing work on DESIGN, to furnish STATE with a proposed time schedule acceptable to STATE to complete DESIGN for PROJECT.
8. To furnish STATE with written monthly progress reports during the period while DESIGN is being prepared.
9. To make written application to STATE for necessary encroachment permits authorizing entry of AUTHORITY onto the SHS right of way to perform required DESIGN work as more specifically defined elsewhere in this Agreement. AUTHORITY shall also require AUTHORITY's consultants and contractors to make written application to STATE for the same necessary encroachment permits.
10. To identify and locate all utility facilities within the area of PROJECT as part of the design responsibility for PROJECT. All utility facilities not relocated or removed in advance of construction shall be identified on the PS&E for PROJECT.
11. If any existing utility facilities conflict with the construction of PROJECT or violate STATE's encroachment policy, AUTHORITY shall make all necessary arrangements with the owners of such facilities for their timely accommodation, protection, relocation, or removal.

The costs for the PROJECT's positive identification and location, protection, relocation, or removal of utility facilities whether inside or outside SHS right of way shall be determined in accordance with Federal and California laws and regulations, and STATE's policies and procedures, standards, practices, and applicable agreements including, but not limited to, Freeway Master Contracts.

12. To furnish evidence to STATE, in a form acceptable to STATE, that arrangements have been made for the protection, relocation, or removal of all conflicting facilities within SHS right of way and that such work will be completed prior to award of the contract to

construct PROJECT or as covered in the PS&E for said contract. This evidence shall include a reference to all required SHS encroachment permits.

13. If AUTHORITY desires to have STATE advertise, award, and administer the construction contract for PROJECT, AUTHORITY shall provide STATE with plans in a format acceptable to STATE. Reimbursement to STATE for costs incurred by STATE to advertise, award, and administer the construction contract for PROJECT will be covered in the separate Cooperative Agreement referred to in Section III of this Agreement.
14. All aerial photography and photogrammetric mapping shall conform to STATE's current standards.
15. A copy of all original survey documents resulting from surveys performed for PROJECT, including original field notes, adjustment calculations, final results, and appropriate intermediate documents, shall be delivered to STATE and shall become property of STATE. For aerial mapping, all information and materials listed in the document "Materials Needed to Review Consultant Photogrammetric Mapping" shall be delivered to STATE and shall become property of STATE.
16. To submit to STATE a list of STATE horizontal and vertical control monuments that will be used to control surveying activities for PROJECT.
17. AUTHORITY shall include a "conflict of interest" requirement in the PROJECT design consultant contract(s) that prohibits that design consultant from being employed or under contract to the future PROJECT construction contractor, except that the PROJECT designer may be retained to check shop drawings, do soils foundation tests, test construction materials, and perform construction surveys.
18. To submit to STATE signed itemized invoices monthly, in triplicate, with specific details of all costs incurred during the period of the invoice. Invoices will meet format and content requirements specified by STATE. Each invoice shall be submitted to STATE's Project Manager for approval and forwarding to the appropriate Accounting Office for payment.
19. To submit a final report of expenditures in the same format as the aforementioned invoice detail within ninety (90) days after completion of DESIGN for PROJECT.
20. To retain all books, documents, papers, accounting records and other evidence pertaining to costs incurred, including support data for cost proposals, and make such materials available at the respective offices of AUTHORITY at all reasonable times during the contract period and for three years from the date of final payment under this Agreement. STATE, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of AUTHORITY that are pertinent to this Agreement for audits, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

SECTION II

STATE AGREES:

1. To prepare portions of DESIGN using STATE forces or private consultants for activities that are assigned to STATE, as specified in Exhibit B, attached to and made a part of this Agreement.
2. At no cost to AUTHORITY, to provide Independent Quality Assurance (IQA) of all AUTHORITY work necessary for completion of DESIGN done by AUTHORITY or its consultants, including, but not limited to, investigation of potential hazardous material sites and identification of utility facilities undertaken by AUTHORITY or its designee, and provide prompt reviews and concurrence, as appropriate, of submittals by AUTHORITY, while cooperating in timely processing of documents necessary for completion of DESIGN.
3. To provide AUTHORITY with necessary regulations, policies, procedures, manuals, standard plans and specifications, and other standards required to define the scope of work for the preparation of DESIGN for PROJECT.
4. Upon proper application by AUTHORITY and by AUTHORITY's contractor, to issue, at no cost to AUTHORITY and AUTHORITY's contractor, the necessary encroachment permits for required work within the SHS right of way as more specifically defined elsewhere in this Agreement.
5. To reimburse AUTHORITY, within thirty (30) days of receipt of each monthly billing from AUTHORITY, for all actual allowable costs incurred by AUTHORITY and AUTHORITY's consultant forces on performing DESIGN for PROJECT. Allowable costs include non-salary expenses, actual and direct labor costs plus fringe benefits and overhead, and actual acceptable consultant payments. In any case, all expenses reimbursed shall be based on actual allowable costs incurred by AUTHORITY.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority and the allocation of funds by the California Transportation Commission (CTC).
2. The parties to this Agreement understand and agree that STATE's IQA for PROJECT is defined as providing STATE policy and procedural guidance through completion of the DESIGN phase administered by AUTHORITY. This guidance includes prompt reviews by STATE to assure that all work and products delivered or incorporated into the PROJECT by AUTHORITY conform with then existing STATE standards. IQA does not include any PROJECT related work deemed necessary to actually develop and deliver the PROJECT, nor does it involve any validation to verify and recheck any work

performed by AUTHORITY and/or its consultants or contractors and no liability will be assignable to STATE, its officers and employees by AUTHORITY under the terms of this Agreement or by third parties by reason of STATE's IQA activities. All work performed by STATE that is not direct IQA shall be chargeable against PROJECT funds as a service for which STATE will invoice its actual costs and AUTHORITY will pay or authorize STATE to reimburse itself from then available PROJECT funds pursuant to this Agreement.

3. AUTHORITY will retain overall leadership of PROJECT and will continue to be the public face of PROJECT. AUTHORITY will lead public involvement and interagency coordination and DESIGN for landscape, highway planting and aesthetics as well as architectural design of all structures and tunnels. STATE will lead the work related to areas of DESIGN related to highway design.
4. Work shall be split roughly half and half between AUTHORITY and STATE, with neither controlling more than sixty percent (60%) of the work.
5. Given the complexity and urgency of PROJECT and to ensure that DESIGN progresses in the most efficient manner and is well coordinated regardless of which party performs a particular work, AUTHORITY and STATE will adopt an integrated team concept for implementing DESIGN.
6. AUTHORITY and STATE will establish and staff a Project Management Team to implement the integrated team concept. The Project Management Team will serve as a management working group to make decisions, to ensure coordination of DESIGN, and to agree on the allocation of resources to specific tasks of the Scope of Work for PROJECT.
7. Given the complexity and urgency of PROJECT, AUTHORITY and STATE agree that the Project Management Team will hold the project schedule as the primary barometer for allocating resources to specific tasks of the Scope of Work for PROJECT.
8. STATE shall designate a Project Manager to represent STATE, and AUTHORITY shall designate a representative through whom all communications between the two agencies shall be channeled. STATE's Project Manager shall review the work of AUTHORITY during performance of DESIGN.
9. AUTHORITY shall furnish STATE with all necessary copies of work performed under DESIGN to complete the review and approval process. Upon completion of all work under this Agreement, ownership and title to all engineering reports, documents, plans, and estimates produced for delivery to STATE as part of DESIGN will automatically be vested in STATE and no further agreement will be necessary to transfer ownership to STATE. AUTHORITY may retain copies of work performed under DESIGN provided that AUTHORITY obtains STATE concurrence for any further use of DESIGN.
10. The Draft Project Report for PROJECT, approved on January 13, 2006, is, by this reference, made an express part of this Agreement.

11. The basic DESIGN features shall comply with those addressed in the Draft Project Report approved on January 13, 2006, unless modified as required for completion of the PROJECT's environmental documentation and/or if requested by the Federal Highway Administration (FHWA).
12. DESIGN for PROJECT shall be performed in accordance with all applicable Federal and STATE standards and practices current as of the date of performance. Any exceptions to applicable design standards shall first be considered by STATE for approval via the processes outlined in STATE's Highway Design Manual and appropriate memoranda and design bulletins published by STATE. In the event that STATE proposes and/or requires a change in design standards, implementation of new or revised design standards shall be done as part of the work on PROJECT in accordance with STATE's current Highway Design Manual Section 82.5, "Effective Date for Implementing Revisions to Design Standards." STATE shall consult with AUTHORITY in a timely manner regarding the effect of proposed and/or required changes on PROJECT.
13. AUTHORITY agrees to obtain, as a PROJECT cost, all necessary PROJECT permits, agreements and/or approvals from appropriate regulatory agencies, unless the parties agree otherwise in writing. If STATE agrees in writing to obtain said PROJECT permits, agreements, and/or approvals, those said costs shall be a PROJECT cost.
14. AUTHORITY shall be fully responsible for complying with and implementing any and all environmental commitments set forth in the environmental documentation, permit(s), agreement(s), and/or environmental approvals for PROJECT. The costs of said compliance and implementation shall be a PROJECT cost.
15. If there is a legal challenge to the environmental documentation, including supporting investigative studies and/or technical environmental report(s), permit(s), agreement(s), environmental commitments and/or environmental approval(s) for PROJECT, all legal costs associated with those said legal challenges shall be a PROJECT cost.
16. All administrative reports, studies, materials, and documentation, including, but not limited to, all administrative drafts and administrative finals, relied upon, produced, created or utilized for PROJECT will be held in confidence pursuant to Government Code section 6254.5(e). The parties agree that said material will not be distributed, released or shared with any other organization, person or group other than the parties' employees, agents and consultants whose work requires that access without the prior written approval of the party with the authority to authorize said release and except as required or authorized by statute or pursuant to the terms of this Agreement.
17. The party that discovers HM will immediately notify the other party to this Agreement.  

HM-1 is defined as hazardous material (including, but not limited to, hazardous waste) that requires removal and disposal pursuant to federal or state law, whether it is disturbed by PROJECT or not.

HM-2 is defined as hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, only if disturbed by PROJECT.

18. STATE, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. STATE will undertake HM-1 management activities with minimum impact to PROJECT schedule and will pay all costs for HM-1 management activities.

AUTHORITY, independent of PROJECT, is responsible for any HM-1 found outside the existing SHS right of way. AUTHORITY will undertake HM-1 management activities with minimum impact to PROJECT schedule and will pay all costs for HM-1 management activities.

19. If HM-2 is found within the limits of PROJECT, the public agency responsible for advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM-2 management activities.

Any management activity cost related to HM-2 is a PROJECT construction cost.

20. Management activities related to either HM-1 or HM-2 include, without limitation, any necessary manifest requirements and designation of disposal facility.
21. STATE's acquisition or acceptance of title to any property on which any hazardous material is found will proceed in accordance with STATE's policy on such acquisition.
22. A separate Cooperative Agreement or agreements will be required to address landscape maintenance, and to cover responsibilities and funding for the construction phase of PROJECT.
23. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or to affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the development, design, construction, operation, or maintenance of the SHS and public facilities different from the standard of care imposed by law.
24. Neither STATE nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority, or jurisdiction conferred upon AUTHORITY or arising under this agreement. It is understood and agreed that, AUTHORITY will fully defend, indemnify, and save harmless STATE and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by AUTHORITY under this Agreement.
25. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority, or jurisdiction conferred upon STATE or arising under this agreement. It is understood and agreed that, STATE will fully defend, indemnify, and save harmless AUTHORITY and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.

26. Prior to the commencement of any work pursuant to this Agreement, either STATE or AUTHORITY may terminate this Agreement by written notice to the other party.
27. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal amendment executed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
28. This Agreement shall terminate upon satisfactory completion of all post-PROJECT construction obligations of AUTHORITY and the delivery of required PROJECT construction documents, with concurrence of STATE, or on January 1, 2018, whichever is earlier in time, except that the ownership, operation, maintenance, indemnification, environmental commitments, legal challenges, and claims articles shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any construction related or other claims arising out of PROJECT be asserted against one of the parties, the parties agree to extend the fixed termination date of this Agreement, until such time as the construction related or other claims are settled, dismissed or paid.

STATE OF CALIFORNIA  
Department of Transportation

SAN FRANCISCO COUNTY  
TRANSPORTATION AUTHORITY

WILL KEMPTON  
Director

By: \_\_\_\_\_  
Deputy District Director

By: \_\_\_\_\_  
José Luis Moscovich, Executive Director

Approved as to form and procedure:

Approved as to form:

\_\_\_\_\_  
Attorney  
Department of Transportation

\_\_\_\_\_  
Deputy City Attorney

Certified as to budgeting of funds:

\_\_\_\_\_  
District Budget Manager

Certified as to financial terms and  
conditions:

\_\_\_\_\_  
Accounting Administrator

**EXHIBIT A****Funding Information for the PS&E Phase of PROJECT**

<b>FUNDING SOURCE</b>	<b>TOTAL AVAILABLE AMOUNT</b>	<b>FOR STATE's USE</b>	<b>FOR AUTHORITY's USE</b>
TCRP, State	\$6,000,000	\$3,000,000	\$3,000,000
SHOPP, State	\$13,625,000	\$13,625,000	-
STIP-RIP, Local	\$5,000,000	-	\$5,000,000
PROPOSITION K, Sales Tax Measure, Local	\$3,938,000	-	\$3,938,000
PLH, Federal	\$1,250,000	-	\$1,250,000
DEMO, Federal	\$950,000	-	\$950,000
<b>Total</b>	<b>\$30,763,000</b>	<b>\$16,625,000</b>	<b>\$14,138,000</b>

EXHIBIT B

SCOPE OF WORK

This Scope of Work outlines the specific areas of responsibility for various project development activities for the proposed Replacement of Doyle Drive Project in San Francisco on Route 101 from Richardson Avenue to Route 1/101 Interchange. The replacement shall improve standards for seismic and operational safety of the facility, as well as to improve access to the Presidio in San Francisco. Currently, the proposal calls for three through lanes for both the northbound and southbound directions with a southbound auxiliary lane consisting of inside and outside shoulders. The proposal also includes staged construction and detours to facilitate traffic handling.

1. AUTHORITY and STATE will be the co-lead agencies in the DESIGN phase. AUTHORITY will retain overall leadership of PROJECT and will continue to be the public face of PROJECT. AUTHORITY will lead public involvement and inter-agency coordination and design for landscape, Highway planting and aesthetics as well as architectural design of all structures.
2. AUTHORITY and STATE concur that the proposal is a Category #3 as defined in STATE's Project Development Procedures Manual.
3. STATE will review, monitor, and approve all project development reports, studies, and plans of preliminary engineering features of DESIGN prepared by AUTHORITY forces or private consultants and provide all necessary implementation activities up to the completion of DESIGN.
4. STATE will prepare the revised freeway agreement and obtain approval of the new public road connection(s) from the California Transportation Commission.
5. All phases of PROJECT, from inception through construction, whether done by AUTHORITY or STATE, will be developed in accordance with all policies, procedures, practices, and standards that STATE would normally follow.
6. Detailed steps in the project development process and the distribution of tasks between AUTHORITY and STATE are listed in the Scope Summary attached to this Scope of Work. This Scope Summary is intended as a guide to STATE's and AUTHORITY's staff.

**SCOPE SUMMARY**  
**Who is doing what**

4	5	6	7	8	Description	CALTRANS	AUTHORITY
3					PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E) - 185, 230, 235, 240, 250, 255, 260, 265, 999	X	X
	185				PREPARE BASE MAPS AND PLAN SHEETS	X	X
		05			UPDATED PROJECT INFORMATION	X	X
		10			ENGINEERING AND PHOTOGRAMMETRIC SURVEYS	X	X
		15			PRELIMINARY DESIGN	X	X
		20			ENGINEERING REPORTS	X	X
		25			RIGHT OF WAY REQUIREMENTS DETERMINATION	X	X
		30			STRUCTURE SITE PLANS	X	X
		99			OTHER BASE MAP AND PLAN SHEET PRODUCTS	X	X
	230				PREPARE DRAFT PS&E	X	X
		05			DRAFT ROADWAY PLANS	X	X
		10			DRAFT HIGHWAY PLANTING PLANS	X	X
		15			DRAFT TRAFFIC PLANS	X	X
		20			TRANSPORTATION MANAGEMENT PLAN	X	X
		25			DRAFT UTILITY PLANS	X	X
		30			DRAFT DRAINAGE PLANS	X	X
		35			DRAFT SPECIFICATIONS	X	X
		40			DRAFT PS&E QUANTITIES AND ESTIMATES	X	X
		55			STRUCTURES DRAFT PS&E INCORPORATION	X	X
		60			UPDATED PROJECT INFORMATION FOR PS&E PACKAGE	X	X
		99			OTHER DRAFT PS&E PRODUCTS	X	X
	235				MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE	X	X
		05			ENVIRONMENTAL MITIGATION	X	X
		10			DETAILED SITE INVESTIGATION FOR HAZARDOUS WASTE	X	X
		15			HAZARDOUS WASTE MANAGEMENT PLAN	X	X
		20			HAZARDOUS WASTE PS&E	X	X
		25			HAZARDOUS WASTE CLEAN-UP	X	X
		30			CERTIFICATE OF SUFFICIENCY	X	X
		40			UPDATED ENVIRONMENTAL COMMITMENTS RECORD	X	X
	240				DRAFT STRUCTURES PS&E	X	X

		50		OVERALL DRAFT STRUCTURES PS&E	X	X
		55		FOUNDATION PLAN	X	X
		60		HYDRAULIC REPORT	X	X
		65		PRELIMINARY FOUNDATION REPORTS	X	X
		70		SITE READY FOR SUBSURFACE EXPLORATION	X	X
		75		DRAFT GENERAL PLANS	X	X
		80		FOUNDATION REPORTS	X	X
		85		DRAFT STRUCTURE PLANS	X	X
		90		DRAFT STRUCTURES SPECIAL PROVISIONS AND COST ESTIMATE	X	X
		99		OTHER DRAFT STRUCTURES PS&E PRODUCTS	X	X
	250			FINAL STRUCTURES PS&E PACKAGE	X	X
		50		PROJECT REVIEW	X	X
		55		FINAL STRUCTURE PLANS	X	X
		60		FINAL SPECIFICATIONS AND ESTIMATE	X	X
	255			CIRCULATE, REVIEW AND PREPARE FINAL DISTRICT PS&E PACKAGE	X	X
		05		CIRCULATED AND REVIEWED DRAFT DISTRICT PS&E PACKAGE	X	X
		10		UPDATED PS&E PACKAGE	X	X
		15		ENVIRONMENTAL RE-EVALUATION	X	X
		20		FINAL DISTRICT PS&E PACKAGE	X	X
		25		GEOTECHNICAL INFORMATION HANDOUT	X	X
		30		MATERIALS INFORMATION HANDOUT	X	X
		35		CONSTRUCTION STAKING PACKAGE AND CONTROL	X	X
		40		RESIDENT ENGINEER'S PENDING FILE	X	X
		50		SECURED LEASE FOR RESIDENT ENGINEER OFFICE SPACE OR TRAILER	X	X
	260			CONTRACT BID DOCUMENTS READY TO LIST	X	X
		50		PROJECT SUBMITTAL READY TO PROCESS (PS&E)	X	X
		60		DRAFT CONTRACT COMMENTS (DCC)	X	X
		70		DRAFT CONTRACT COMMENT RESPONSE (DR)	X	X
		80		DRAFT CONTRACT READY	X	X
		90		READY TO LIST	X	X
	999			PERMITS, AGREEMENTS, AND ROUTE ADOPTIONS	X	X
		10		PERMITS	X	X

# **ATTACHMENT P**

Preferred Alternative  
Programmatic Agreement

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**PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL HIGHWAY ADMINISTRATION,  
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION,  
THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY,  
THE PRESIDIO TRUST,  
THE NATIONAL PARK SERVICE,  
THE DEPARTMENT OF VETERANS AFFAIRS,  
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND  
THE SAN FRANCISCO RECREATION AND PARKS DEPARTMENT  
FOR THE  
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE,  
DOYLE DRIVE REPLACEMENT PROJECT,  
SAN FRANCISCO, CALIFORNIA**

**WHEREAS**, the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the San Francisco County Transportation Authority (SFCTA) propose to replace Doyle Drive, US 101 Postmile 8.0-9.8, (the Undertaking), located in the Presidio of San Francisco, within the Golden Gate National Recreation Area and the City and County of San Francisco; and

**WHEREAS**, the Undertaking consists of replacing the existing facility with a new six-lane facility and an eastbound auxiliary lane, between the toll plaza for Golden Gate Bridge on the west and the east end of Doyle Drive where it splits and feeds into Richardson Avenue and Marina Boulevard. The Undertaking combines a high-viaduct with two short cut-and-cover tunnels and an open depressed roadway with a wide, heavily landscaped median; and

**WHEREAS**, portions of this Undertaking will occur on federal lands under the jurisdiction of the Presidio Trust (Trust) and the National Park Service (NPS) which are subject to 16 USC 470h-2(f). They are responsible for lands depicted on the map of Areas B and A, respectively, attached hereto as **Appendix A**; and

**WHEREAS** the FHWA, the NPS and the Trust have consulted and agreed that, with the exception of any responsibilities related to the Native American Graves Protection and Repatriation Act (NAGPRA), 25 U.S.C 3001-13, FHWA will be the lead Federal agency for this Undertaking pursuant to 36 CFR § 800.2(a)(2); and

**WHEREAS**, FHWA has thoroughly considered alternatives to the Undertaking, and has determined that the Undertaking, as currently proposed within the Archaeological and Architectural areas of potential effect depicted on the map in **Appendix B**, will adversely affect historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP), including the Presidio National Historic Landmark District (PNHLD), Doyle Drive, a contributor to the PNHLD and the NRHP-eligible Golden Gate Bridge, and its individually eligible viaducts (Presidio Viaduct, Bridge 34 0019, and Marina Viaduct, Bridge 34 0014), for which the table of effects is attached hereto as **Appendix C**, and may affect archaeological properties and resources that have not yet been identified and that may be of

48 significance to the Muwekma Ohlone Indian Tribe, the Amah Mutsun San Juan Bautista Tribe, and the  
49 other Ohlone individuals who are signatories to this Agreement; and  
50

51 **WHEREAS**, the analysis of effects of the Undertaking on historic properties is contained in the Finding  
52 of Effect for the South Access to the Golden Gate Bridge Doyle Drive Project, San Francisco, California  
53 (SFCTA December 2005) and the Addendum Finding of Effect for the South Access to the Golden Gate  
54 Bridge Doyle Drive Project, San Francisco, California (SFCTA February 2007); and  
55

56 **WHEREAS**, the FHWA has consulted with the California State Historic Preservation Officer (SHPO)  
57 and the Advisory Council on Historic Preservation (ACHP) pursuant to 36 CFR § 800, the regulations  
58 implementing Section 106 of the National Historic Preservation Act of 1966 (16 USC Section 470f), as  
59 amended (NHPA), regarding the Undertaking's effects on historic properties; and  
60

61 **WHEREAS**, the FHWA has consulted with the Secretary of the Interior pursuant to 36 CFR § 800.10,  
62 with regards to special requirements for protecting National Historic Landmarks, and the Secretary has  
63 delegated authority for the purposes of commenting on the Doyle Drive Project to the NPS Golden Gate  
64 National Recreation Area (Golden Gate NRA) and the NPS Pacific West Region (NPS PWR) jointly; and  
65

66 **WHEREAS**, the NPS, as land manager for the Golden Gate NRA, a park unit which includes those areas  
67 of the Presidio of San Francisco subject to indirect effects, and as delegate for the Secretary of the  
68 Interior has participated in the consultation, has been invited to be a signatory party, and will have  
69 specific roles and responsibilities throughout the consultation process as defined in Stipulation I.C; and  
70

71 **WHEREAS**, the Trust, as the land manager for those areas of the PNHLD subject to direct impacts, has  
72 participated in the consultation, has been invited to be a signatory party, and will have specific roles and  
73 responsibilities throughout the consultation process as defined in Stipulation I.B; and  
74

75 **WHEREAS**, the San Francisco Recreation and Parks Department (SFRP), as the land manager for the  
76 Palace of Fine Arts, has participated in the consultation, has been invited to be a signatory party; and  
77

78 **WHEREAS**, the Department of Veterans Affairs (VA), as the land manager for the San Francisco  
79 National Cemetery, has participated in the consultation, has been invited to be a signatory party; and  
80

81 **WHEREAS**, Caltrans and the SFCTA, have participated in the consultation and have been invited to be  
82 signatory parties, and  
83

84 **WHEREAS**, the Muwekma Ohlone Indian Tribe and the Amah Mutsun San Juan Bautista Tribe, which  
85 are currently not federally-recognized tribes, and several Ohlone individuals have participated in the  
86 consultation and have been invited to be concurring parties to this Agreement pursuant to 36 CFR 800.2  
87 (c)(5); and  
88

89 **WHEREAS**, the Presidio Historical Association, San Francisco Architectural Heritage, the California  
90 Heritage Council, and the National Trust for Historic Preservation have participated in the consultation  
91 and have been invited to be concurring parties to this Agreement pursuant to 36 CFR 800.2 (c)(5); and  
92

93 **WHEREAS**, the FHWA and Caltrans have consulted with local governments and other interested parties  
94 about the Undertaking and its effects on historic properties, and have taken all comments received from  
95 these parties into account; and  
96

97 **WHEREAS**, a glossary of abbreviations, acronyms, and terms the definitions of which shall apply to the  
98 terms of this Agreement is included as **Appendix D**;  
99

100 **NOW, THEREFORE**, the FHWA, Caltrans, SFCTA, the Trust, NPS Golden Gate NRA, NPS PWR, the  
101 SHPO, ACHP, the VA and San Francisco Recreation and Parks Department agree that the Undertaking  
102 will be implemented in accordance with the following stipulations in order to take into account the effect  
103 of the Undertaking on historic properties.  
104

## 105 **STIPULATIONS**

106 The FHWA shall ensure that the following stipulations of this Agreement are carried out as follows:

107

### 108 **I. ROLES & RESPONSIBILITIES OF SIGNATORIES**

109

#### **A. FHWA/CALTRANS/SFCTA**

110 The FHWA, as lead Federal agency, has the primary responsibility pursuant to 36 CFR §  
111 800.2(a)(2) to ensure that the provisions of this Agreement are carried out. FHWA has delegated  
112 to Caltrans the appropriate and timely implementation of mitigation commitments outlined  
113 herein. Caltrans is working with the SFCTA to jointly design and implement construction and  
114 mitigation measures for the Undertaking.

115

#### **B. Trust**

116 Within the Presidio, the Undertaking will be constructed entirely within Area B of the Presidio,  
117 which is under the jurisdiction of the Trust. Because of the Trust's role in the stewardship of that  
118 portion of the PNHL D situated in Area B, and because the Trust manages the majority of land  
119 and resources that will be affected by the Undertaking, the Presidio Trust, through its agent,  
120 Federal Preservation Officer (Trust FPO), will be responsible for the following activities:

121

122

123

- Review and approve the qualifications of individuals and firms considered to carry out terms of this Agreement and participate in all source selection boards for selecting contractors;

124

125

- Participate in the development of all contract scopes, contract modifications, and technical reviews of Undertaking deliverables resulting from this Agreement; and

126           ▪ Will be consulted regarding all NRHP-eligibility determinations, discoveries, and  
127           curation of collections for resources within Area B.

128       **C. NPS**

129           None of the Undertaking will be constructed within Area A of the Presidio, though some  
130           construction areas will be accessed by crossing Area A, under the jurisdiction of the NPS.  
131           However, as manager of the Presidio's Area A the NPS is co-manager of the PNHL, and  
132           furthermore represents the Secretary of the Interior regarding the whole PNHL pursuant to 36  
133           CFR § 800.10 and § 65.7. The NPS will be consulted regarding all NRHP-eligibility  
134           determinations, discoveries, and curation of collections for historic resources within Area A, and  
135           will be consulted regarding NHL contributor-determinations, treatment procedures and reports  
136           involving contributors to the PNHL.

137       **D. VA**

138           The VA has obligations under 36 CFR § 800 for the 28.34-acre San Francisco National  
139           Cemetery it manages within Area B. The VA will participate in consultation regarding the  
140           development of the Undertaking by receiving all reports pertaining to work adjacent to the  
141           cemetery. The VA will comment in a timely manner on any concerns regarding work herein  
142           prescribed. If the Undertaking is modified to pose a potential effect to the cemetery, the VA will  
143           participate in the addendum 36 CFR § 800 procedures.

144       **E. SFRP**

145           The SFRP is the property manager for the National Register-listed Palace of Fine Arts, located  
146           adjacent to the eastern boundary of the PNHL, and is subject to state law and local ordinances  
147           the regarding the protection of the property. The SFRP will participate in consultation regarding  
148           the development of the Undertaking by receiving all reports pertaining to work adjacent to the  
149           Palace of Fine Arts. The SFRP will comment in a timely manner on any concerns regarding  
150           work herein prescribed. If the Undertaking is modified to pose a potential effect to the Palace of  
151           Fine Arts, the SFRP will participate in the addendum 36 CFR § 800 procedures.

152       **F. Consulting parties**

153           Consulting parties have been identified for this Undertaking. Historic preservation groups  
154           include the Presidio Historical Association, the California Heritage Council and San Francisco  
155           Architectural Heritage. These groups are participating in the Undertaking through participation  
156           in the development of this Agreement and the built environment treatment plan (BETP).

157           Representatives and members of the Ohlone Indian community who have participated in this  
158           Agreement and in the development of the archaeological treatment plan (ATP) include Rosemary  
159           Cambra, (Chairwoman of the Muwekma Ohlone Indian Tribe), Jakki Kehl (Mutsun Ohlone),  
160           Andrew Galvan (the Ohlone Indian Tribe), and Irenne Zwierlein (Amah Mutsun San Juan  
161           Bautista Mission Indians).

162           Other members of the public were provided an opportunity, through public meetings and  
163           correspondence, to provide their views during the development of this Agreement.

164 **II. REVIEW OF PROJECT DESIGN**

165 If additional effects to historic properties are identified during the completion of the design process  
166 for this Undertaking, FHWA shall consult with the signatories and concurring parties to this  
167 Agreement (parties) to ensure that such effects are addressed in the treatment and mitigation  
168 programs outlined in this Agreement. If appropriate, FHWA shall amend the BETP and ATP in  
169 consultation with the parties to this Agreement to incorporate such mitigation.

170 If modifications to the Undertaking, subsequent to the execution of this Agreement, necessitate the  
171 revision of the APE, FHWA will consult with the Trust, the NPS, and the SHPO to facilitate  
172 agreement on the subject revisions. If FHWA, the Trust, the NPS, and the SHPO cannot reach such  
173 agreement, then those parties shall resolve the dispute in accordance with stipulation VI below. If  
174 FHWA, the Trust, and the SHPO reach mutual agreement on the proposed revisions, then FHWA  
175 will submit to the parties to this Agreement revised map and findings, no later than 30 (thirty) days  
176 following such agreement.

177 **III. TREATMENT MEASURES**

178 This Agreement outlines the treatment for historic properties that will be affected by the  
179 Undertaking. These treatments are presented also in spreadsheet format, organized by resource, in  
180 **Appendix E**. Caltrans and SFCTA shall implement and complete the treatment measures within two  
181 years of completion of construction of the Undertaking, or earlier if so specified.

182 **A. Preparation of Treatment Plans**

183 Two historic property treatment plans have been prepared for the Undertaking. One plan  
184 encompasses treatments for effects on archaeological resources and one identifies the treatment  
185 for effects on the built environment and cultural landscape. The work described will be  
186 conducted prior to construction, during construction, and after construction. Caltrans will ensure  
187 that sufficient time and funding shall be provided to complete all necessary preconstruction  
188 treatment before disturbances related to the Undertaking may occur.

189 **1. BUILT ENVIRONMENT TREATMENT PLAN (BETP)**

190 Caltrans and SFCTA, in consultation with the Trust and the NPS, shall prepare a built  
191 environment treatment plan (BETP) to provide detailed descriptions of mitigation measures  
192 for elements of the PNHL, specifically the contributing buildings, structures, and elements  
193 of its cultural landscape, and the Golden Gate Bridge that will be adversely affected by the  
194 Undertaking. Buildings 201, 204, 230 and 670 and approximately 115 acres of cultural  
195 landscape are being directly affected by the Undertaking. The BETP will also include  
196 descriptions of measures that will be taken to protect historic properties and to avoid further  
197 adverse effects to historic properties. Specific areas, or sub-areas, of the larger cultural  
198 landscape that will be subject to treatment as part of the mitigation measures for this  
199 Undertaking will be defined in the BETP. The BETP will include the following elements:

200 **a. Architectural Criteria**

201 Caltrans and SFCTA, in consultation with the Trust and NPS Golden Gate, shall prepare  
202 architectural criteria that will be utilized, where feasible, in the design process for the  
203 Undertaking's new roadway. The criteria will identify design elements for the new  
204 facility that are reminiscent of historic character-defining features while integrating the  
205 roadway into the PNHLD landscape. The results of the process will be incorporated into  
206 the BETP and will influence the project design as appropriate.

207 **b. HABS/HAER/HALS Documentation**

208 Prior to the commencement of deconstruction of Buildings 201, 204, and 230 and the  
209 demolition of Building 670 and Doyle Drive, excavation within the Presidio historic  
210 landscape, as well as any construction within the vicinity of Buildings 106 and 228,  
211 Caltrans and the SFCTA shall complete recordation documentation of these resources in  
212 accordance with the Historic American Building Survey/ Historic American Engineering  
213 Record/Historic American Landscape Survey (HABS/HAER/HALS). Caltrans, the  
214 SFCTA and Trust FPO shall consult with the NPS HABS/HAER/HALS program in the  
215 Pacific West Regional Office to determine the level and kind of recordation appropriate  
216 for each contributing resource. In addition to the requisite copies for final submission to  
217 the NPS, Caltrans and SFCTA shall make archival, digital and bound library-quality  
218 copies of this documentation available, as appropriate, to the SHPO, Caltrans, Trust, and  
219 NPS/Golden Gate Park Archives and Records Center. Caltrans will identify and  
220 distribute the documentation to other interested parties and repositories, as appropriate.

221 **c. Historic Structures Reports/Condition Assessments**

222 Caltrans and the SFCTA shall prepare Historic Structure Reports (HSRs) for each  
223 historic property or contributing building within the PNHLD for which detailed  
224 information is required to develop protection measures. HSRs will be prepared for  
225 Buildings 106, 201, and 228. The HSRs will be written in accordance with the standards  
226 established in *Preservation Brief 43: The Preparation and Use of Historic Structure*  
227 *Reports* (National Park Service, 2005). The HSRs shall include a history of the  
228 property/building, construction history, archaeology, architectural evaluation, conditions  
229 assessment, maintenance requirements, recommendations for proposed work, copies of  
230 original drawings and specifications, if available, current drawings if different from the  
231 original, and historic and current photographs. Upon completion, the HSRs shall be  
232 submitted to the SHPO for a (thirty) 30 day review and response.

233 Thirty-eight buildings and structures that are in close proximity to construction, for  
234 which no construction impacts are anticipated, will undergo a Pre-Construction  
235 Condition Assessment as a precautionary measure and to provide a baseline for a post-  
236 construction assessment outlined in Stipulation III.A.1.j. (see Appendix E). The  
237 assessment procedures will focus on conditions of exterior elements, character-defining  
238 features in particular, and overall structural conditions. Written assessments will be  
239 accompanied by digital photo documentation and field drawings.

240 The HSRs and assessments will also provide information to determine best protection  
241 practices during construction for each of the buildings, and result in the preparation of a  
242 field document for the architectural monitor to review the efficacy of the protective  
243 measures during construction activities in proximity of the buildings.

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**d. Conduct Vibration Studies**

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Prior to the commencement of any construction activity, Caltrans and SFCTA shall engage a structural engineer who has experience working with historic buildings to assess and evaluate the stability of Building 106 and the Palace of Fine Arts because there is a potential for construction vibration to affect these properties. In order to determine the potential for vibration impacts, Caltrans and SFCTA, working with the Trust, will use existing vibration analysis to establish the level of additional analysis needed, including number and placement of receptors and their monitoring requirements. Caltrans and SFCTA shall conduct additional studies that might be indicated. The results of these studies shall inform mitigation requirements, such as construction methodology, shoring, and building stabilization.

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**e. Preconstruction Protection**

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Caltrans and the SFCTA will take appropriate steps, including consultation with the Trust, to ensure that Buildings 201, 204, 230, and 670 will be protected prior to moving, deconstruction, or demolition to accommodate construction of the Undertaking. Building 201 will be protected in place until its upper story is temporarily relocated and its lower story is deconstructed. Building 230 measures will include securing the building after it is vacated and providing security throughout the period of vacancy prior to deconstruction. Buildings 204 and 670 are currently vacant and will likely remain so until 204 is deconstructed and 670 is demolished. These provisions will be outlined in the BETP in consultation with the Trust FPO and the NPS, and will follow recommended standards established in *Preservation Brief 31: Mothballing Historic Buildings Measures for the Removal and Temporary Preservation of Historic Properties* (National Park Service, 1993) as appropriate.

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After recordation in accordance with HABS/HAER/HALS documentation Stipulation III.A.1.b is accepted by the NPS, Buildings 201, 204, 230, and 670 will be removed to accommodate construction of the Undertaking. Building 670 will be demolished; no salvage is anticipated. Buildings 204 and 230 will be deconstructed, as will the ground floor of Building 201, in a manner that maximizes the salvage potential of all historic building components and stored in coordination with the Trust, see Stipulation III.A.1.f. Caltrans and SFCTA, in consultation with the Trust FPO, NPS, and the SHPO, shall remove the upper floor of Building 201, temporarily preserve it and return it to its current location. Caltrans and SFCTA shall then rehabilitate it in a manner that preserves as much of the building's historic fabric as possible in accordance with requirements outlined in the BETP and the conditions detailed in the Historic Structures Report.

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Caltrans and SFCTA, to the extent feasible, shall conduct moving, storing, preservation, and reconstruction of Building 201, in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties: Standards for Preservation, Rehabilitation, Restoration, and Reconstruction* (National Park Service, 1995 and updates). The process for moving the top floor of Building 201 shall follow the approach outlined in John Obed Curtis' *Moving Historic Buildings* (American Association for State and Local History, 1975, reprint International Association of Structural Movers, 1991) and will adhere to the recommendations outlined in the 2007 feasibility report prepared for Buildings 201, 204 and 228. In addition, Building 201

289 shall be relocated by a professional mover with demonstrated experience in the  
290 successful movement of historic buildings. These efforts will be conducted in  
291 consultation with Trust.

292 **f. Salvage**

293 Caltrans and the SFCTA shall deconstruct Buildings 204 and 230, and the lower story of  
294 Building 201 and salvage the materials in consultation with the Trust FPO and in  
295 accordance with Presidio Trust policies for waste minimization in construction and  
296 demolition (see *Green Building Guidelines*, Presidio Trust, 2002 and updates). At a  
297 minimum, Caltrans and the SFCTA shall salvage all historic elements identified by the  
298 Trust FPO as being desired for preservation and/or reuse. Salvaged materials will include  
299 such elements as structural members, siding, windows, hardware, lighting and plumbing  
300 fixtures, and all such items that might be used in preserving and repairing other buildings  
301 of a similar vintage and construction. Salvaged materials will be transported and  
302 transferred to the responsibility of the Trust at a location to be designated by the Trust  
303 FPO and the Trust salvage coordinator. Materials that are salvaged will be documented  
304 and cataloged as part of the salvage process. Where feasible, historic vegetation will  
305 also be salvaged. Excavation for the Doyle Drive Undertaking may also uncover historic  
306 hardscape, such as paths and stairways. Material such as brick and cobblestones shall  
307 also be subject to recordation and salvage. This mitigation will be coordinated with  
308 monitoring measures defined in the ATP.

309 After Doyle Drive has been recorded in accordance with the appropriate level of HAER  
310 documentation as determined by the NPS, Caltrans and the SFCTA shall salvage all  
311 elements suitable for preservation and/or reuse. Because Doyle Drive will continue to be  
312 used by the traveling public, and the light standards, a contributing element of Doyle  
313 Drive, continue to deteriorate, they will be replaced on an as needed basis as public  
314 health and safety require, prior to the demolition of the facility. The Golden Gate Bridge  
315 and Transportation District has declined the offer of the salvaged light standard  
316 components for use on the Golden Gate Bridge. If another appropriate recipient is not  
317 located, the components will be disposed of properly.

318 **g. Protection Measures During Construction**

319 Protection measures, such as environmentally sensitive area (ESA) fencing, will be used  
320 to protect known resources during construction. These measures will be implemented  
321 for contributing elements of the PNHL, including buildings and historic landscaping  
322 that are in close proximity to the construction zone but are not anticipated to be directly  
323 affected by demolition or construction activities related to the Undertaking. Protection  
324 measures outlined in the BETP will include, but are not limited to, shoring and other  
325 stabilization methods, fencing, scaffolding and debris netting and fire protection  
326 protocols such as no-smoking zones and other stabilization measures for structures as  
327 determined necessary to protect historic resources.

328 **h. Monitoring**

329 Caltrans and SCFTA will conduct monitoring of contributing elements of the PNHL in  
330 proximity to the Undertaking to support the protection measures for the built  
331 environment and the cultural landscape. Monitoring protocols, which will be outlined in

332 the BETP, will include the location, frequency, and duration of monitoring for each  
333 resource type. Monitoring procedures will commence with pre-construction condition  
334 assessments of buildings and structures adjacent to the construction footprint in order  
335 finalize monitoring requirements for built resources. If unexpected effects to historic  
336 buildings or cultural landscape features are identified during construction, the provisions  
337 for protection, stabilization, or mitigation outlined in the BETP will be followed in  
338 consultation with the Trust FPO, NPS Golden Gate staff, the SHPO, and ACHP.

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**i. Rehabilitation of Buildings and Rehabilitation/Restoration of Cultural Landscape Features**

342 Caltrans and the SFCTA shall conduct rehabilitation of the upper story of Building 201,  
343 and rehabilitation and/or restoration of cultural landscape features in consultation with  
344 the Trust and the NPS and shall follow the *Secretary of the Interior's Standards for the*  
345 *Treatment of Historic Properties: Standards for Preservation, Rehabilitation,*  
346 *Restoration, and Reconstruction* (National Park Service, 1995 and updates), the  
347 *Secretary of the Interior's Standards for Treatment of Historic Properties with*  
348 *Guidelines for the treatment of Cultural Landscapes* (National Park Service, 1996 and  
349 updates), and *Preservation Brief 36, Protecting Cultural Landscapes: Planning,*  
350 *Treatment, and Management of Historic Landscapes* (National Park Service, 1994).

351 Only portions of the Presidio's 1,491-acre cultural landscape will be affected by this  
352 Undertaking. Therefore, only specific areas, or sub-areas, of the larger cultural  
353 landscape will be subject to treatment as part of the mitigation measures for this  
354 Undertaking. The total area of the Doyle Drive construction corridor is approximately  
355 115 acres. Approximately 86 acres are covered with buildings, roads, paved areas and  
356 ornamental landscape, lawn, isolated trees and shrubs. The remainder is covered with  
357 vegetation corridors. Most if this total area has been designated as historic and  
358 contributors to the PNHL (see **Appendix F**). These areas will be defined in detail in  
359 the BETP. Replanting will require coordination with natural resource restoration plans,  
360 Caltrans landscape protocols, erosion control engineering, and the Trust's Vegetation  
361 Management Plan.

362 Caltrans and the SFCTA shall minimize to the extent feasible the effects of  
363 reconstructing portions of streets contributing to the PNHL. In particular, Caltrans  
364 and the SFCTA shall reconstruct Halleck Street, which is being raised to accommodate  
365 the new Doyle Drive, to minimize visual effects where adjacent to Building 228. The  
366 paved walkway, approximately five feet in width and directly adjacent to the west  
367 elevation of the building, shall be reconstructed at the same elevation as the building in  
368 order to minimize the appearance of the building having sunk into the streetscape.  
369 Caltrans and the SFCTA shall also restore buildings, structures, objects, and sites that are  
370 contributors to the PNHL that were not to be demolished, but are inadvertently  
371 damaged, in accordance with the *Secretary of the Interior's Standards for the Treatment*  
372 *of Historic Properties: Standards for Preservation, Rehabilitation, Restoration, and*  
373 *Reconstruction* (National Park Service, 1995 and updates).

374 **j. Post-Construction Condition Assessment and Re-evaluation of Resources**

375 Following completion of construction of the new Doyle Drive, Caltrans and the SFCTA  
376 shall conduct a post-construction conditions assessment and re-evaluation, pursuant to  
377 NRHP criteria, of specific buildings that were previously identified as contributors to the  
378 PNHL and portions of the cultural landscape of the PNHL to assess whether they still  
379 retain sufficient historic integrity to convey their significance (see Appendix E).

380 **k. Preparation of NHL Nomination for the Golden Gate Bridge**

381 Within six months following the completion of construction of the new Doyle Drive,  
382 Caltrans and the SFCTA shall provide the NPS NHL Program in the Pacific West  
383 Regional Office with an updated NHL nomination. The original National Historic  
384 Landmark nomination form was prepared by the National Park Service in 1997 but the  
385 nomination process was never completed. The replacement of the contributing Doyle  
386 Drive, as well as current seismic reinforcement carried out by the Golden Gate Bridge  
387 Highway and Transportation District, will have altered this property, necessitating that  
388 the contributing elements be redefined for it to be nominated as a NHL.

389 **l. Preparation of NHL Update for the Presidio of San Francisco**

390 Within six months following the completion of construction of the new Doyle Drive,  
391 Caltrans and the SFCTA, in consultation with the Trust FPO and NPS shall provide the  
392 NPS NHL Program in the Pacific West Regional Office with the completed NHL  
393 nomination for the PNHL (updating the existing 1993 National Historic Landmark  
394 nomination and any subsequent amendments).

395 **m. Interpretation**

396 Caltrans and the SFCTA will develop public interpretive material commensurate with the  
397 historic significance for the resources affected by the Undertaking. The ATP and BETP  
398 will present synchronized plans including the types of public and scholarly interpretation  
399 that shall be implemented. Interpretive products will include brochures, signage and  
400 panels, and other appropriate media for interpretation. The interpretation plans will also  
401 outline the locations where such interpretation would be installed or take place and  
402 identify any interpretation that might be needed prior to and during construction to  
403 educate Park visitors about the cultural resources protection measures being undertaken.  
404 These shall in part be informed by the findings of fieldwork such as  
405 HABS/HAER/HALS recordation and archaeological monitoring. Caltrans and the  
406 SFCTA shall coordinate interpretive objectives for mitigating effects to historic  
407 resources with the Presidio Trust and NPS interpretive program and methodologies.

408 **2. ATP**

409 The archaeology treatment plan (ATP) will describe in detail protection measures for  
410 archaeological resources and resources of importance to Indian tribes, because of cultural  
411 affinity, such as the establishment of environmentally sensitive areas (ESAs), use of  
412 preconstruction archaeological excavation, development of a plan for monitoring during  
413 construction, procedures to be followed when unanticipated discoveries are encountered,  
414 processes for evaluation and data recovery of discoveries, responsibilities and coordination  
415 with Indian tribes, NAGPRA compliance, and curation of recovered materials. The ATP

416 also outlines the mitigation requirements sufficiently for the purpose of developing a budget  
417 for all work, including studies, documentation, fieldwork, monitoring, and curation.

418 **a. Pre-construction Exploration for Archaeological Resources**

419 Though survey for the Doyle Drive Project did not identify specific historic  
420 archaeological features that would contribute to the NHL, some potential remains. One  
421 prehistoric archaeological site [CA-SFr-6/26] was located within the APE and has been  
422 determined eligible under Criterion D.

423 Caltrans and SFCTA will conduct additional archaeological investigations in order to  
424 inform monitoring requirements and avoid costly construction shutdowns. The pre-  
425 construction excavation methodology will be outlined in the ATP and depend on as-yet  
426 undetermined construction methodology. Updated baseline information and Trust  
427 operational monitoring that has occurred since the Undertaking's identification phase  
428 will be used to inform the location and extent of preconstruction testing.

429 **b. Protection**

430 Caltrans and SFCTA shall implement protection measures to protect the archaeological  
431 resource known as CA-SFr-6/26 during construction. Protection measures outlined in  
432 the ATP will include, but are not limited to, the establishment of an environmentally  
433 sensitive area (ESA), a plan describing the proposed location, frequency, and duration of  
434 monitoring for archaeological resources, and other protection measures as determined  
435 necessary to protect sensitive areas. These protection measures will be used also in the  
436 event that other archaeological resources are discovered during pre-construction or  
437 construction in proximity to the project area but are not anticipated to be directly  
438 affected by demolition or construction activities related to the Undertaking.

439 **c. Monitoring**

440 Caltrans and the SFCTA shall monitor the Undertaking's area of direct effect (ground  
441 disturbance) in order to ensure that the protection measures instituted for CA-SFr-6/26  
442 are effective and in order to identify, assess, and determine the appropriate treatment of  
443 archeological resources which may be discovered.

444 **d. Unanticipated Discoveries**

445 As a result of the need to undertake planning to the maximum extent possible, a special  
446 requirement for protecting National Historic Landmarks pursuant to 36 CFR § 800.10,  
447 evaluation and data-recovery requirements for possible post-review discoveries are  
448 required, as detailed in the ATP. If potentially significant resources are encountered  
449 during pre-construction investigations or during construction, the archaeological monitor  
450 will temporarily halt or redirect construction activities in the area of the discovered  
451 resources so that further investigation can determine significance, and/or until FHWA  
452 can determine an appropriate course of action. The excavation methods employed would  
453 depend on several factors, including site structure and the type of materials present. If  
454 vulnerable to vandalism and/or inadvertent intrusions by machinery, the newly  
455 discovered resource shall be protected by an appropriate form of barrier. Construction  
456 activities will avoid any archaeological discovery until the archaeological monitor

457 indicates that the site-avoidance fencing can be removed and construction can resume in  
458 the area.

459 The FHWA shall obtain the views of the Trust, NPS and SHPO on FHWA's  
460 recommendation with respect to the NRHP eligibility of any property discovered during  
461 the course of the Undertaking. If the SHPO, NPS, or the Trust apprise FHWA and  
462 SFCTA, within thirty (30) calendar days of notification that they do not concur with the  
463 FHWA's recommendation with respect to the NRHP eligibility of any property  
464 discovered during the course of the Undertaking, FHWA shall request a determination  
465 from the Keeper of the National Register under the Secretary of the Interior in  
466 accordance with 36 CFR § 800.4(c).

467  
468 The FHWA shall also notify federally recognized Indian tribes that may ascribe  
469 traditional cultural and religious values to the property and afford them forty-eight (48)  
470 hours to comment, if the property is of potential interest, as defined in the ATP. As no  
471 federally recognized tribes currently are affiliated with the area of the Undertaking,  
472 Caltrans will be responsible for notifying non-federally recognized tribes with cultural  
473 affinity, including the Muwekma Ohlone Tribe, and members of the Ohlone Indian  
474 Tribe, the Amah Mutsun of the Mission San Juan Bautista Indians, and the Mutsun  
475 Ohlone, which have participated in consultation to date, and afford them forty-eight (48)  
476 hours to comment, if the property is of potential interest, as defined in the ATP. Ohlone  
477 signatories to this Agreement document agree to participate in consultation herein  
478 outlined according to FHWA and Caltrans protocol. If Native American human remains,  
479 funerary objects, sacred objects, or objects of cultural patrimony are uncovered,  
480 compliance with the Native American Graves Protection and Repatriation Act will be  
481 conducted by the Trust according to 43 CFR §10.

482  
483 Caltrans and the SFCTA shall take all reasonable measures to preserve archaeological  
484 resources and unanticipated buried landscape elements. If historic properties are  
485 identified during monitoring that are in danger of being disturbed by construction,  
486 FHWA shall notify SHPO at the earliest possible time and consult to develop actions that  
487 will take the effects of the Undertaking into account. FHWA shall notify SHPO of any  
488 time constraints, and FHWA and SHPO shall mutually agree upon time frames for  
489 consultation. Caltrans/FHWA may participate in this consultation. FHWA shall  
490 provide SHPO with written recommendations reflecting its consultation with SHPO.  
491 FHWA will take into account any timely comments provided by the SHPO prior to  
492 making a final decision on how to treat the discovery. If SHPO does not object to  
493 FHWA's recommendations within the agreed upon time frame, FHWA shall require  
494 Caltrans and the SFCTA to modify the scope of work as necessary to implement the  
495 recommendations.

496  
497 Caltrans and SFCTA shall treat historic properties under the above conditions according  
498 to the procedures detailed in the ATP. Such procedures shall include the recovery of a  
499 representative sample of the significant archaeological deposits that the implementation  
500 of the Undertaking would destroy. The ATP shall establish the size and extent of such  
501 representative sample and shall design the recovery of such data to address research  
502 themes of interest to the archaeological research community, Indian tribes with cultural  
503 affinity, and the public.

504 **e. Curation**

505 All archaeological and historical materials/collections/artifacts recovered from the  
506 Presidio in Area B are the property of the United States government and under the span  
507 of control of the Trust FPO. No collections may leave the Presidio without written  
508 consent and only for special analyses or on loan for exhibition. Treatment of collections,  
509 including cataloging and discarding, will be accomplished in accordance with the ATP.  
510 Caltrans and the SFCTA shall evaluate all historical materials/collections/artifacts for  
511 research potential and significance and shall provide written reports on these findings.  
512 Caltrans and SFCTA shall provide the appropriate level of curation and treatment of  
513 these materials to ensure maximum preservation in a museum collection. Caltrans and  
514 the SFCTA shall ensure that all Undertaking collections be evaluated, accessioned,  
515 catalogued, curated, and documented by professionals in their field meeting national  
516 museum management standards and the NPS collections management standards.

517 **f. Public Interpretation**

518 Should any archaeological resources be affected by the Undertaking, Caltrans and the  
519 SCFTA will coordinate the findings and interpretive opportunities with the  
520 interpretations developed for the built environment (see Stipulation III.1.n). Interpretive  
521 products will include the brochures, signage and panels, and other appropriate media for  
522 interpretation. The interpretation plans will also outline the locations where such  
523 interpretation would be installed or take place and identify any interpretation that might  
524 be needed prior to and during construction to educate Park visitors about the cultural  
525 resources protection measures being undertaken. Caltrans and the SFCTA shall  
526 coordinate interpretive objectives for mitigating effects to historic properties with the  
527 Presidio Trust and NPS interpretive program and methodologies.

528 **B. Implementation**

529 Over the course of the execution of the ATP and the BETP, Caltrans and SFCTA will convene  
530 regular meetings of a treatment oversight panel (TOP), which will review and coordinate  
531 mitigation activities among responsible parties and communicate progress. The TOP will be  
532 comprised of professionally qualified representatives from Caltrans and the SFCTA, and the  
533 Trust FPO, and NPS, and include FHWA and others as deemed appropriate by FHWA. Caltrans  
534 and the SFCTA shall be responsible for scheduling and convening the TOP. The TOP will meet  
535 to review the development and finalization of the treatment details and resulting reports. The  
536 TOP will also confer as needed regarding concerns about the implementation of the stipulations  
537 outlined in the ATP and the BETP. The TOP will also consult with interested parties, as  
538 appropriate, during the implementation of the ATP and the BETP, and will involve the interested  
539 parties in the review of any substantive revisions to the ATP and the BETP. FHWA shall  
540 receive minutes of TOP meetings and shall have final authority over the plans reviewed by the  
541 TOP. Caltrans is ultimately responsible to the FHWA for the completion of the mitigation  
542 measures.

543 The Mitigation Implementation Plan (MIP) is a communication tool for coordinating  
544 construction phasing with the treatment measures. It will combine requirements of the ATP and  
545 the BETP with design/construction information to provide detailed guidance for the temporal and  
546 geographical phasing of treatment measures in the field. The plan will elaborate upon the  
547 schedule for pre-construction phase of treatment, treatment that will be implemented during  
548 construction of the Undertaking, and post-construction treatment. The plan will also include a  
549 process for communication amongst the Agreement signatories. Caltrans and the SFCTA shall

550 complete the MIP, in consultation with the Presidio Trust and NPS during the pre-construction  
551 phase of the project in order to provide direction for mitigations measures that must be phased  
552 first, such as pre-condition assessments. When the Undertaking's Draft Plans Specification and  
553 Estimates are circulated among the project proponents, Caltrans and SFCTA shall update the  
554 MIP and distribute it to the signatories.

555

#### 556 **IV. ADMINISTRATIVE STIPULATIONS**

##### 557 **A. Electronic Information Management**

558 The Doyle Drive Project will use a secure internet-based collaboration tool that allows project  
559 teams to communicate easily regardless of their location. Technical documents prepared in  
560 accordance with this Agreement will be uploaded by SFCTA to this internet site for access by  
561 signatories, consulting parties, and interested parties as needed.

##### 562 **B. Reporting**

563 On or before January 30<sup>th</sup> and June 30<sup>th</sup> of each reporting year so long as this Agreement is in  
564 effect, Caltrans shall prepare and provide to all parties to this Agreement a semi-annual report  
565 (Report) describing how the FHWA is carrying out its responsibilities under this Agreement.  
566 FHWA shall ensure that the Report is made available to the public and that potentially interested  
567 persons and members of the public are invited to provide comments to the FHWA, as well as to  
568 the ACHP and SHPO. At the request of the ACHP or SHPO, FHWA shall supplement this  
569 process through meeting(s) to address comments and/or questions. The Report shall include, at a  
570 minimum:

- 571 1. List of all studies, reports, actions, evaluations, or monitoring reviewed or generated  
572 under the Stipulations of this Agreement.
- 573 2. Efforts to identify and/or evaluate potential historic properties, monitoring efforts,  
574 archaeological management assessments or research designs, and treatment of historic  
575 properties.
- 576 3. Any recommendations to amend this Agreement or improve communications among the  
577 parties.

578 In addition, Caltrans, in consultation with FHWA, will prepare reports at the completion of each  
579 phase of work (pre-construction, during construction and post-construction) for distribution to all  
580 of the signatories to this Agreement.

##### 581 **C. Professional Standards and Report Dissemination**

582 All activities regarding history, collections management, historical archaeology and prehistoric  
583 archaeology, architecture, landscape architecture, and architectural history that are accomplished  
584 pursuant to this Agreement will be carried out by or under the direct supervision of persons  
585 meeting the "Secretary of the Interior's Professional Qualification Standards."

586 Caltrans and the FHWA shall ensure that all reports resulting from implementation of the ATP  
587 and the BETP meet contemporary professional standards and the *Secretary of the Interiors*  
588 *Standards for the Treatment of Historic Properties* (National Park Service, 1995 and updates);  
589 the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation*  
590 (National Park Service, 1983 and updates); and the "Secretary of the Interior's Standards and  
591 Guidelines for Architectural and Engineering Documentation" (*Federal Register*, 2003). Copies  
592 of all final reports will be provided to the Trust, SHPO, the Northwest Information Center at  
593 Sonoma State University, the NPS Golden Gate Park Archives and Records Center, the NPS  
594 Pacific West Regional Office, and other interested parties as appropriate, such as Indian tribes,  
595 the Native American Heritage Commission, the San Francisco Public Library, historical  
596 societies, and professional archaeological societies.

#### 597 **D. Confidentiality**

598 The signatories to this Agreement acknowledge that the handling of documentation regarding  
599 historic properties covered by this Agreement are subject to the provisions of § 304 of the  
600 National Historic Preservation Act of 1966, where federal land is involved and § 6254.10 of the  
601 California Government Code (Public Records Act), relating to the disclosure of archeological  
602 site information, where non-federal land is involved. Having so acknowledged, the signatories  
603 will ensure that all actions and documentation prescribed by this Agreement are consistent with  
604 said sections, as applicable.

605

#### 606 **V. AMENDMENT**

607

608 If any signatory to this Agreement, including any invited signatory, proposes an amendment to its  
609 terms, that party shall consult with the other parties to develop an amendment. The amendment will  
610 be effective on the last date a copy of it is signed by all of the signatories in counterpart. If the  
611 signatories cannot agree to appropriate terms to amend the Agreement, any signatory may terminate  
612 the Agreement in accordance with Stipulation VII, below.

613

614 To address minor changes in the Undertaking or the treatment of historic properties affected by the  
615 Undertaking, FHWA may propose revisions to one or both Historic Properties Treatment Plans or to  
616 the MIP to the other parties to this Agreement. Upon the written concurrence of SHPO, Caltrans,  
617 NPS, SFCTA, and the Trust, FHWA may revise the plan(s) or MIP to incorporate the agreed upon  
618 changes without executing a formal amendment to this Agreement.

619

620

#### 621 **VI. DISPUTE RESOLUTION**

622

623 Should any signatory to this Agreement object at any time to any actions proposed or the manner in  
624 which the terms of this Agreement are implemented, FHWA shall consult with such party to resolve  
625 the objection. If FHWA determines that such objection cannot be resolved within 15 calendar days,  
626 FHWA shall:

627

628 Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the  
629 ACHP. FHWA will also provide a copy to all signatories and concurring parties. The ACHP shall  
630 provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving  
631 adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a  
632 written response that takes into account any timely advice or comments regarding the dispute from

633 the ACHP, signatories and concurring parties, and provide them with a copy of this written response.  
634 FHWA will then proceed according to its final decision.  
635

636 If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period,  
637 FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a  
638 final decision, FHWA shall prepare a written response that takes into account any timely comments  
639 regarding the dispute from the signatories and concurring parties to the Agreement, and provide them  
640 and the ACHP with a copy of such written response.  
641

642 FHWA's responsibility to carry out all other actions subject to the terms of this Agreement that are  
643 not the subject of the dispute remain unchanged.  
644

645  
646 **VII. TERMINATION**  
647

648 If any signatory believes that the terms of this Agreement are not being carried out or cannot be  
649 carried out, they may request that construction stop where historic properties are threatened while the  
650 terms of the Agreement are amended per Stipulation V above. If within thirty (30) days, or another  
651 time period agreed to by all signatories, an amendment cannot be reached, any signatory may  
652 terminate the Agreement upon written notification to the other signatories.  
653

654 If this Agreement is terminated for any reason, and FHWA determines that the Undertaking will  
655 proceed, FHWA will either execute a new Agreement with the signatories under 36 CFR §  
656 800.6(c)(1), or request, take into account, and respond to, the comments of the ACHP pursuant to 36  
657 CFR § 800.7 FHWA shall notify the signatories as to the course of action it will pursue.

658

659 **VIII. RESOLUTION OF PUBLIC OBJECTIONS**

660 If any member of the public objects to any actions proposed in compliance with this Agreement or  
661 the manner in which the provisions of this Agreement are implemented, FHWA shall immediately  
662 notify the other signatories in writing of the objection and take the objection into account. FHWA  
663 shall consult with the objecting party and, if the objecting party so requests, with any or all of the  
664 other signatories, for no more than thirty (30) calendar days. Within fourteen (14) calendar days  
665 following closure of the consultation period, FHWA shall render a decision regarding the objection  
666 and notify all parties of this decision in writing. In reaching its decision, FHWA shall take comments  
667 from all parties into account. FHWA's decision regarding resolution of the objection will be final.  
668 No provision of this stipulation will preclude FHWA and Caltrans from continuing to implement any  
669 provision of the Agreement that is subject to public objection.

670

671 **IX. DURATION**

672 If FHWA determines that construction of the Undertaking has not been initiated within ten years  
673 following execution of this Agreement, the signatories shall consult to reconsider its terms.  
674 Reconsideration may include continuation of the Agreement as originally executed, amendment, or  
675 termination.

676 This Agreement will be in effect through FHWA's implementation of the Undertaking, and will  
677 terminate and have no further force or effect when FHWA, in consultation with the other signatories,  
678 determines that the terms of this Agreement have been fulfilled in a satisfactory manner. FHWA  
679 shall provide the other signatories with written notice of its determination and of termination of this  
680 Agreement.

681

682 **X. EXECUTION**

683 FHWA shall ensure that each party is provided with a copy of the fully executed Agreement. This  
684 Agreement will become effective on the date that the last signatory has signed the Agreement.  
685

686 Execution and implementation of this Agreement evidence that FHWA, NPS, and the Trust have  
687 afforded the ACHP a reasonable opportunity to comment on the Undertaking and the effect of the  
688 Undertaking on historic properties, and have themselves taken into account the effect of the  
689 Undertaking on historic properties.

690

691

692 **SIGNATORIES**

693

694

695 **FEDERAL HIGHWAY ADMINISTRATION**

696 By: *Vincent Mammamo* Date: 8/27/08

697 Name: <sup>for</sup> Gene Fong

698 Title: Division Administrator, California

699

700

701 **PRESIDIO TRUST**

702 By: *Craig Middleton* Date: 9/2/08

703 Name: Craig Middleton

704 Title: Executive Director

705

706

707 **NATIONAL PARK SERVICE**

708 By: *Jonathan B. Jarvis* Date: 9/12/08

709 Name: Jonathan B. Jarvis

710 Title: Regional Director, Pacific West Region

711 By: Brian O'Neill Date: 9-18-08

712 Name: Brian O'Neill  
713 Title: General Superintendent, Golden Gate National Recreation Area

714  
715  
716 CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

717 By: Milford Wayne Donaldson Date: 29 SEP 2008

718 Name: Milford Wayne Donaldson  
719 Title: State Historic Preservation Officer

720  
721  
722  
723 ADVISORY COUNCIL ON HISTORIC PRESERVATION

724 By: John Fowler Date: 10/7/08

725 Name: John Fowler  
726 Title: Executive Director

727 for

728  
729  
730  
731 INVITED SIGNATORIES

732  
733 CALIFORNIA DEPARTMENT OF TRANSPORTATION

734 By: Bijan Sarpigi Date: 9-18-08

735 Name: Bijan Sarpigi  
736 Title: District 4 Director

737  
738  
739 DEPARTMENT OF VETERANS AFFAIRS

740 By: Donald F. Rinker Date: 9-22-08

741 Name: Donald F. Rinker  
742 Title: Memorial Service Network V, National Cemetery Administration

743  
744  
745  
746 SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

747 By: Jose Luis Moscovich Date: 9/18/08

748 Name: Jose Luis Moscovich

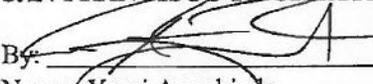
750 Title: Executive Director

751

752

753 **SAN FRANCISCO RECREATION AND PARKS DEPARTMENT**

754

755 By:  Date: 9/24/08

756 Name: Yomi Agunbiade

757 Title: General Manager

758

759

760

761 **Concurring Parties**

762

763

764 **National Trust for Historic Preservation**

765

766 By: \_\_\_\_\_ Date: \_\_\_\_\_

767 Name: Anthea Hartig, PhD

768 Title: Director, Western Regional Office

769

770

771 **Presidio Historical Association**

772

773 By: \_\_\_\_\_ Date: \_\_\_\_\_

774 Name: Gary Widman

775 Title: President

776

777

778 **San Francisco Architectural Heritage**

779

780 By: \_\_\_\_\_ Date: \_\_\_\_\_

781 Name: Jack Gold

782 Title: Executive Director

783

784

785 **Muwekma Ohlone Tribe**

786

787 By: \_\_\_\_\_ Date: \_\_\_\_\_

788 Name: Rosemary Cambra

789 Title: Chairperson

790

791

792 **Amah Mutsun of Mission San Juan Bautista Indians**

793

794 By: \_\_\_\_\_ Date: \_\_\_\_\_

795 Name: Irenne Zwierlein

796

797

798 **Mutsun Ohlone**

799

800 By: \_\_\_\_\_ Date: \_\_\_\_\_

801 Name: Jakki Kehl

802

803

804 **Ohlone Indian Tribe**

805

806 By: \_\_\_\_\_ Date: \_\_\_\_\_

807 Name: Andrew Galvan

808

809

810 **California Heritage Council**

811

812 By: \_\_\_\_\_ Date: \_\_\_\_\_

813 Name: William Applegate

814 Title: President

# **ATTACHMENT Q**

Preferred Alternative  
FHWA Major Project Oversight Agreement

FEDERAL HIGHWAY ADMINISTRATION  
Major Project Oversight Agreement for  
Doyle Drive  
EA: 163700

On September 4, 2007, the Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) signed a new Joint Stewardship and Oversight Agreement (S&O Agreement). Under the new S&O Agreement, the FHWA and Caltrans will utilize a risk-based approach to project-level management that no longer uses the \$1,000,000 threshold to determine FHWA stewardship and oversight. This risk-based approach to project oversight will be conducted in two steps: 1.) selecting the projects that traditionally pose a risk to the health of the Federal-aid Highway Program (referred to as High Profile projects) and 2.) within the High Profile projects, further delegating approval authorities in activities that pose a low risk to the individual projects.

A Major Project is defined as having a total project cost of greater than \$500 million. Under the S&O Agreement, all Major Projects are considered High Profile Projects. Each High Profile project will have a Project Responsibilities List developed to define which approval actions are to be handled by FHWA or Caltrans/Local Agency. Other areas of federal involvement and/or approval actions for this project are summarized in this agreement, such as attending meetings, design reviews, and conducting project inspections.

FHWA Project Personnel and Resources for Oversight

An FHWA Project Oversight Manager (POM) has been assigned for the oversight of this project. The POM will be responsible for all project actions and approvals, with the guidance of the FHWA Division Office management and the assistance of other FHWA personnel. Division Office specialists will be available for project reviews and technical assistance in order to provide expeditious reviews and approvals of project actions. Oversight will be conducted through project inspections, review of project data and various other means. The United States Department of Transportation (USDOT) Office of Inspector General may also perform audits of project costs and other financial data as required.

Reporting Requirements

The FHWA POM will be responsible for providing periodic updates of the costs and schedules of the project to FHWA Headquarters and the USDOT Office of the Secretary. Briefings will also be provided to assist various agencies with tracking information. The Project Management team will provide quarterly updates at a minimum (using all available information) with respect to project cost and scheduling to assist with this task. Along with the quarterly updates, the FHWA POM will attend regular meetings to discuss the project's progress including any unforeseen circumstances.

## PROJECT DESCRIPTION

This project would replace the existing Doyle Drive facility with a new six-lane facility and an eastbound auxiliary land between the Veterans Boulevard Interchange and the new Presidio access at Girard Road. As of the date of this agreement, the total project cost is estimated to be \$810 million.

### Project-Specific Requirements

Oversight activities specific to this project are detailed in Attachment A. Items not addressed by the Project Responsibilities List that pertain to this project are discussed below.

Since this project has not yet completed the NEPA phase, the approval actions to be taken by FHWA, as indicated in Attachment A, may be delegated to Caltrans when the project has advanced enough to more accurately determine low-risk activities in later phases. Should a decision be made after NEPA, but prior to construction, that significantly change the project's risks, such as a change to design-sequencing or design-build, another evaluation of approval action responsibilities may be necessary.

### Planning

FHWA will verify that the project is included in the current Regional Transportation Plan and Transportation Improvement Program.

### Environment

FHWA remains responsible for this project, which has been excluded from the assumption of NEPA responsibilities by Caltrans in the Section 6005 Memorandum of Understanding between FHWA and Caltrans. An Environmental Impact Statement is in the final stages of development.

### Design

FHWA approvals for design activities will be done in accordance with the attached project responsibilities list.

### Right of Way

FHWA approvals for right of way activities will be done in accordance with the attached project responsibilities list.

Construction

The FHWA POM is responsible for FHWA construction oversight. This oversight may include routine inspections throughout the life of the project. If FHWA approval for Major Contract change orders is retained, it will be implemented per the Caltrans Construction Manual Procedure 5-308B (1) Federal Highway Administration Involvement Requirements – Major Contract Change Orders.

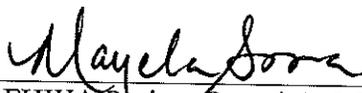
Plan of Finance:

Financial Plan

The initial Financial Plan will be submitted to FHWA as early as possible but no later than ninety days prior to authorization of funds for construction. Updates to the initial plan will be provided to the FHWA Division Office and the FHWA Major Projects Team by the annual submission date established in the Initial Financial Plan for each subsequent year until all construction is completed.

Project Management Plan

A draft Project Management Plan (PMP) will be submitted to FHWA prior to execution of the Record of Decision (ROD). The final PMP will be due 90 days after the ROD is issued. The final PMP will be approved by the FHWA California Division, in concurrence with the FHWA Headquarters Major Projects Team. Updates to the PMP will be completed and submitted on a regular basis if significant changes occur to the project cost and/or schedule.



\_\_\_\_\_  
FHWA Project Oversight Manager

Date 9 Nov 07



\_\_\_\_\_  
Caltrans Project Manager

Date 11/9/07

ATTACHMENT A

**Overview**

The Project Responsibilities List identifies the responsible agency for project level actions. Project activities are listed and the appropriate Approval Authority (FHWA or Caltrans) is identified. The FHWA will maintain approval authority for activities that cannot be delegated and activities that may pose a risk to individual projects. The activities with highlighted (  ) cells under the High Profile projects column, which show FHWA, may be delegated to Caltrans if the particular activity is of low risk to the project or the federal-aid highway program.

APPROVAL ACTION	APPROVAL AUTHORITY
	High Profile Projects
<b>ADMINISTRATION</b>	
<b>Financial Management</b>	
All Vouchers (progress payments and final)	FHWA
Federal-aid Project Agreement and Modification—Preliminary Engineering through Construction [23 CFR 630.110]	FHWA
Funding Eligibility Determinations	FHWA
Obligate funds	FHWA
Section 1.9 Waiver [23 CFR Section 1.9]	FHWA
<b>PROJECT DEVELOPMENT</b>	
<b>ROW</b>	
Accept ROW certificate 3 as a condition of PS&E approval [23 CFR 635.309(c)(3)]	FHWA
Accept ROW certificates 1 and 2 as a condition of PS&E approval [23 CFR 635.309(c)(1)&(2)]	FHWA
Air space agreements / Non-highway use and occupancy not on the Interstate [23 CFR 710.405]	FHWA
Air space agreements / Non-highway use and occupancy on the Interstate [23 CFR 710.405]	FHWA
Control of Access [23 CFR 620.203(h)]	FHWA
Functional Replacement [23 CFR 710.509]	FHWA
Junkyard Control [23 CFR 751.25]	FHWA
Outdoor Advertising Sign Removal Projects [23 CFR 750.307]	FHWA
Protective Buying and Hardship Acquisition [23 CFR 710.307, 503]	FHWA
Public Interest Finding (PIF) - Disposal of federally funded ROW [23 CFR 710.403, 409]	FHWA
Railroad Agreement [23 CFR 646.216 (3)(d)]	FHWA
Relinquishment of a Highway Facility for continued highway purposes [23 CFR 620.201, 202, 203]	FHWA
Request for Credits for Early Acquisition of ROW [23 CFR 710.501]	FHWA
Request for Direct Federal Acquisition [23 CFR 710.603]	FHWA

APPROVAL ACTION	APPROVAL AUTHORITY
	High Profile Projects
Request for Federal Land Transfer [23 CFR 710.601]	FHWA
Request for Waivers [49 CFR 24.204(b)]	FHWA
Utility Agreement [23 CFR 645.113, 119]	Caltrans
Utility Relocation [23 CFR 645 subparts A and B]	FHWA
Withholding of Payments [23 CFR 710.203(c), 23 CFR 1.36]	FHWA
<b>Environment</b>	
Categorical Exclusion (CE) [23 CFR 771.117 (c) and (d); SAFETEA-LU 6004; 23 CFR 771.117 all other CEs: SAFETEA-LU 6005]	N/A
Certification of Public Hearing [23 CFR 771.111(h)(2)(vi)]	Caltrans
Draft Environmental Impact Statement (DEIS) [23 CFR 771.123; 23 CFR 771.123 (e); SAFETEA-LU 6005]	FHWA (1)
Environmental Assessment (EA) Availability to the Public [23 CFR 771.1199(c); SAFETEA-LU 6005]	N/A
Final Environmental Impact Statement (FEIS) [23 CFR 771.125; 23 CFR 771.125(c); SAFETEA-LU 6005]	FHWA (1)
FEIS Legal Sufficiency [23 CFR 771.125(b); SAFETEA-LU 6005]	FHWA (1)
Finding of No Significant Impact [23 CFR 771.121; SAFETEA-LU 6005]	N/A
Noise Abatement [23 CFR 772]	Caltrans
Project-Level Transportation Conformity for CE processed under SAFETEA-LU 6004 MOU [40 CFR 93]	N/A
Project-Level Transportation Conformity for CE, EA and Environmental Impact Statement (EIS) processed under SAFETEA-LU 6005 MOU [40 CFR 93]	FHWA
Record of Decision [23 CFR 771.127; SAFETEA-LU 6005]	FHWA (1)
Re-evaluation on Approved Environmental Documents [23 CFR 771.129; SAFETEA-LU 6004 & 6005]	FHWA (1)
Section 4(f) <i>De Minimis</i> Determination [SAFETEA-LU 6004, 6005 & 6009, 49 USC 303]	N/A
Section 4(f) Individual [23 CFR 771.135; SAFETEA-LU 6004 & 6005]	FHWA (1)
Section 4(f) Programmatic [23 CFR 771.135; SAFETEA-LU 6004 & 6005]	N/A
Supplemental EIS [23 CFR 771.130; SAFETEA-LU 6005]	FHWA (1)
<b>Preliminary Design</b>	
Consultant Selection [23 CFR 172.5]	FHWA
Financial Plans for projects from \$100M to \$499M [SAFETEA-LU 1904]	Caltrans
Major ITS Project Development [23 CFR 940.11]	FHWA
Major Projects and TIFIA Loan Projects - Project Management Plan and Financial Plan Approval [SAFETEA-LU 1904]	FHWA
Minor ITS Project Development [23 CFR 940.11]	Caltrans
New/Modified Interstate Access Determination of Engineering and Operations Acceptability [Feb 1998 Federal Register, Vol#28 - (minor access changes delegated to Caltrans, see letter dated September 15, 1994)]	FHWA (Caltrans)

APPROVAL ACTION	APPROVAL AUTHORITY
	High Profile Projects
PIF – Airspace Clearance FAA [CFR 620.104]	FHWA
PIF - Use of Negotiated Consultant Contracts [23 CFR 172.5(3)]	FHWA
<b>Detailed Design</b>	
Approve preliminary plans for major and unusual structures	FHWA
Design Exceptions, non-Interstate (all other projects) [23 CFR 625.3]	Caltrans
Design Exceptions on the Interstate (13 controlling Criteria) [23 CFR 625.3]	FHWA
Experimental Features (Pilot and Demo) aka CEWP, design/sequencing	FHWA
New/Modified Interstate Access Control Change - Final Approval [Feb 1998 Federal Register, Vol#28]	FHWA
PIF – Statewide and project specific use of proprietary products and processes [23 CFR 635.411]. If statewide, FHWA approval.	FHWA
PIF and Cost Justification Letter - Statewide and Project Specific - Concur in use of publicly furnished materials and expenses [23 CFR 635.407]. If statewide, FHWA approval.	FHWA
ROW encroachments - Use and occupancy of acquired ROW [23 CFR 710.401, HDM 504.8]	FHWA
Value Engineering [23 CFR 627, SAFETEA-LU 1904]	Caltrans
<b>PS&amp;E and Advertising</b>	
Authorize advertising for bids [23 CFR 635.112]	FHWA
Authorize utility or railroad force account work [23 CFR 645.113 & 646.216]	FHWA
Bid Analysis (Engineer Estimates)	FHWA
Consultant Agreements [23 CFR 172.7 - 172.9]	FHWA
Exempt bridge from Coast Guard permit requirements [23 CFR 650.805]	FHWA
Hiring of consultant to serve in a "management" role [23 CFR 172.9(d)]	FHWA
Noise - Reasonable and Feasible Determination for PS&E approval [23 CFR 772.11(g)]	Caltrans (1)
PIF - Advertising period less than three weeks [23 CFR 635.112]	FHWA
PIF - Use of contracting method other than competitive bidding [23 CFR 635.104 & 204]	FHWA
PIF - Use of Force Account [23 CFR 635.204, 205]	FHWA
PIF - Use of Mandatory Borrow/Disposal Sites [23 CFR 635.407]	FHWA
PIF - Use of Publicly Owned Equipment [23 CFR 635.106]	FHWA
PS&E [23 CFR 630.205, 23 USC 106]	FHWA
Supplemental Work Item Justification	FHWA
Utility and railroad agreements [23 CFR 645.113 & 646.216]	FHWA
Warranties [23 CFR 635.413]	FHWA
<b>Construction</b>	
Accept Materials Certification [23 CFR 637.207]	FHWA
Addenda during advertising period [23 CFR 635.112(c)]	FHWA

APPROVAL ACTION	APPROVAL AUTHORITY
	High Profile Projects
Buy America Waiver [23 CFR 635.410, ISTE A Sec. 1041(a) & 1048(a), 41 CFR 10 (a-d)] Submit to HQ if >\$50K.	FHWA
Concur in award of contract [23 CFR 635.114]	FHWA
Concur in rejection of all bids [23 CFR 635.114]	FHWA
Concur in settlement of contract claims [23 CFR 635.124; C&M Manual, Chapter 2]	FHWA
Concur in termination of contracts [23 CFR 635.125]	FHWA
Construction engineering by local agency [23 CFR 635.105]	FHWA
Contract time extensions [23 CFR 635.120 & 121]	FHWA
Final inspection/acceptance of completed work [23 USC 114(a)]	FHWA
Incentive/Disincentive Amount Justification [23 CFR 635.127]	FHWA
Innovative Contracting Requirements [SEP 14 & 15]	FHWA
Liquidated Damages (rates subject to FHWA approval) [23 CFR 635.127]	FHWA
Major changes and extra work [23 CFR 635.120]	FHWA
Minor changes and extra work [23 CFR 635.120]	FHWA
Subcontracting Requirements [23 CFR 635.116(b)]	FHWA
<b>Research</b>	
Experimental Features [FAPG Ch. 6, Sect G 6042.4]	FHWA
<b>Emergency Relief</b>	
ER Damage Assessments and Reports on the SHS [23 CFR 668, 23 USC 120 and 125]	FHWA
ER Damage Assessments and Reports off the SHS [23 CFR 668; 23 USC 120 and 125; ER Q&A, Question #5 Revised DAF and #8 Coordination with Other Agencies]	FHWA/ Caltrans
(1) FHWA remains responsible for this project, which has been excluded from the assumption of NEPA responsibilities by Caltrans.	

# **ATTACHMENT R**

Final Environmental Impact Statement / Report  
Signature Page and Summary  
(Report Under Separate Cover)

South Access to the Golden Gate Bridge - Doyle Drive Project

**Final Environmental Impact Statement/Report (FEIS/R) and Final Section 4(f) Evaluation**

*Submitted Pursuant to:*

California Environmental Act, Division 13, Public Resources Code and the National Environmental Policy Act 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

*by the*

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION/  
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

*and the*

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Cooperating Agencies:

U.S. Department of Interior, National Park Service

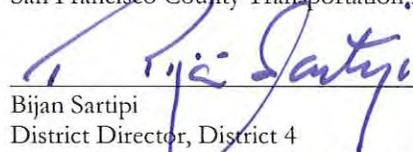
The Presidio Trust

U.S. Department of Veterans Affairs

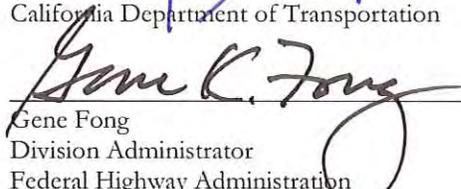
9/12/08  
Date of Approval

  
\_\_\_\_\_  
José Luis Moscovich  
Executive Director  
San Francisco County Transportation Authority

9/17/08  
Date of Approval

  
\_\_\_\_\_  
Bijan Sartipi  
District Director, District 4  
California Department of Transportation

10/14/2008  
Date of Approval

  
\_\_\_\_\_  
Gene Fong  
Division Administrator  
Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

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(415) 522-4812

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650 Capitol Mall, Suite 4-100  
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Jared D. Goldfine, AICP  
District Branch Chief  
California Department of Transportation  
111 Grand Avenue  
Oakland, CA 94612  
(510) 286-6203

**Abstract:** The San Francisco County Transportation Authority (Authority) proposes to reconstruct the existing Doyle Drive. The purpose of the project is to improve the seismic, structural, and traffic safety of the roadway which is approaching the end of its useful life. Proposed alternatives include the No-Build and two build alternatives that would replace the existing facility to improve the seismic, structural and traffic safety of the roadway. Potential project impacts include the removal of historic structures, existing vegetation and wetlands, disruption of groundwater flow, and temporary noise, visual, and traffic impacts associated with construction activities. However, with implementation of proper mitigation measures and through ongoing coordination with consulting agencies, most of these impacts will be reduced or eliminated.

## SUMMARY

Doyle Drive, also known as Route 101, provides southern access to the Golden Gate Bridge, serving residents in Marin and San Francisco Counties and the region as a whole (see **Exhibit S-1**). It also provides limited access to the Presidio of San Francisco (the Presidio). Due to its importance within the regional transportation system, the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the San Francisco County Transportation Authority<sup>1</sup> (the Authority) propose to improve seismic, structural, and traffic safety along Doyle Drive.

Doyle Drive is located within the Presidio, and it provides access to such cultural and natural features as the Golden Gate National Recreation Area (GGNRA), the Presidio,<sup>2</sup> the Golden Gate Bridge, and the Palace of Fine Arts.

Exhibit S-1  
Regional Context of Doyle Drive



<sup>1</sup> In addition, the National Park Service (NPS), the Presidio Trust (Trust) and the Department of Veterans Affairs (VA), are playing major roles in the development and implementation of this project.

<sup>2</sup> The Presidio of San Francisco is part of the Golden Gate National Recreation Area.

## S.1 Related Plans and Projects

In addition to the proposed South Access to the Golden Gate Bridge - Doyle Drive Project, other plans and projects in the Presidio are also underway. Some of these include: the National Park Service's (NPS's) *General Management Plan Amendment* (GMPA); the Presidio's *Vegetation Management Plan* (VMP); the *Presidio Trails and Bikeways Master Plan*; and the *Presidio Trust Management Plan* (PTMP).



Doyle Drive viaduct structure

## S.2 Project Purpose and Need

The purpose of the proposed project is to improve the seismic, structural, and traffic safety of Doyle Drive within the setting and context of the Presidio of San Francisco, and its purpose as a National Park.

- Specific objectives of the Doyle Drive Project, as they relate to the project's purpose, are to improve the seismic, structural and traffic safety on Doyle Drive;
- maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network;
- improve the functionality of Doyle Drive as an approach to the Golden Gate Bridge;
- preserve the natural, cultural, scenic and recreational values of affected portions of the Presidio, a national historic landmark district;
- be consistent with the *San Francisco General Plan* and the *General Management Plan Amendment Final Environmental Impact Statement, Presidio of San Francisco, Golden Gate National Recreation Area* (NPS 1994a and 1994b) for Area A of the Presidio and the *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco* (Presidio Trust 2002);
- minimize the effects of noise and other pollution from the Doyle Drive corridor on natural areas and recreational qualities at Crissy Field and other areas adjacent to the project area;
- minimize the traffic impacts of Doyle Drive on the Presidio and local roadways;
- improve intermodal and vehicular access to the Presidio; and
- redesign the Doyle Drive corridor using the parkway concept described within the *Doyle Drive Intermodal Study* (1996).

Doyle Drive, is approaching the end of its useful life after over 70 years of operation. In the short-term, regular maintenance, seismic retrofit, and rehabilitation activities are keeping the structure safe. However, in the long-term, permanent improvements are needed to bring Doyle Drive up to current design and safety standards. **Exhibit S-2** summarizes the need for the project.

**Exhibit S-2  
Need for this Project**

ELEMENT	DEFICIENCY	RESULT
STRUCTURE	<ul style="list-style-type: none"> <li>▪ Age of the facility</li> <li>▪ The effects of heavy traffic</li> <li>▪ Exposure to salt air</li> </ul>	Seismically and structurally unsafe
LOCATION	Eastern portion is located in an identified liquefaction <sup>1</sup> zone	Potential structural failure during an earthquake
DESIGN	Original design does not meet today's safety standards	Today's vehicle fleet combined with traffic volumes contributes to driving patterns not anticipated when Doyle Drive was designed
ACCESS	No direct vehicular access into the Presidio	Limited access to facilities within the Presidio

<sup>1</sup>Liquefaction is the process by which a solid behaves as a liquid. This is often the case with some soils, resulting in landslides. Liquefaction can also happen during an earthquake in certain filled areas.

### S.3 Project Partners

A number of agencies are participating in this Doyle Drive environmental process. These 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, 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 an agency take responsibility for complying with state

environmental regulations. The lead CEQA agency for the Doyle Drive Project is the Authority.

## CEQA Responsible Agencies

Under CEQA, a Responsible Agency reviews the environmental document and is responsible for considering the environmental effects that would be caused by the activity which the agency is called upon to approve. 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 which has jurisdiction within the project area, or which has 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.

## S.4 Alternatives Considered

The project team met with elected officials, planning and engineering staff, and community residents to discuss potential project alternatives and access options. Scoping meetings, open houses, and small community meetings<sup>3</sup> were conducted in early 2000. As a result of these meetings, screening criteria were developed to help evaluate alternatives and access options.

The alternatives development process (including access options) followed an approach that was sensitive and responsive to community members, resource agencies, and local agency staff.

### Preliminary Alternatives

The preliminary set of alternatives and access options ranged from little or no improvements to the roadway, to emphasizing transit improvements (such as

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<sup>3</sup> Chapter 6 of this document presents the public, agency, and Native American Tribal involvement process for this environmental analysis.

high-occupancy vehicle (HOV) lanes),<sup>4</sup> to rehabilitating or replacing the existing structures, to new facilities in a different location. Because Doyle Drive currently has limited vehicular access into the Presidio, additional access options were also identified and evaluated.

Preliminary alternatives were developed based on four general design and/or location concepts. These concepts were:

- do nothing (which means the project would not be implemented, only bi-annual inspections, regular maintenance and interim repairs would occur
- rehabilitate the existing structure;
- build a new facility in a new location; and
- rebuild a facility in the same corridor (In Corridor Concept).

The In Corridor Concept was divided into four vertical alignments alternatives: elevated, tunnel, at-grade, and depressed. The project team recognized that rebuilding the facility would have a major impact on traffic circulation during construction. As such, two construction options for each of the four rebuild alternatives were evaluated. These construction options were to either detour Doyle Drive traffic on a temporary detour structure during construction, or phase construction to ensure that existing traffic be maintained within the corridor.

### **Additional Preliminary Alternatives**

Two other preliminary build alternatives were introduced by the project team:

- The Couplet Alternative was developed during the alternative refinement process to maximize views of the Palace of Fine Arts and the Golden Gate Bridge from the roadway, and to enhance pedestrian accessibility by separating southbound and northbound traffic.
- The Presidio Parkway concept was introduced in January 2003 to provide an alternative closer to the Parkway concept developed as part of the Doyle Drive Task Force (1993). The alternative introduces wide landscaped medians to emphasize the park-like setting and uses two shallow tunnels to improve access across the Doyle Drive corridor. Halleck Street is raised over the tunnel portal to allow a low level causeway to pass over the Presidio's area of possible marsh expansion.

For each of these concepts, access to the Presidio was to be provided via signalized intersections at an extension of Girard Road to Marina Boulevard. The Parkway Alternative also has several options, including two east-end

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<sup>4</sup> High-occupancy vehicle (HOV) lanes on a replacement facility were considered prior to assembling the list of initial alternatives. They were eliminated from further consideration because there is no existing plan to provide a system of HOV lanes on the connecting roadway network, and there would be physical constraints on the eastern and western approaches of Doyle Drive. Without a larger network to tie into, a Doyle Drive HOV lane would have limited effectiveness in terms of travel time savings.

Presidio access options, two Park Presidio Interchange options, and a slip ramp to Merchant Road.

## Alternatives for Further Study

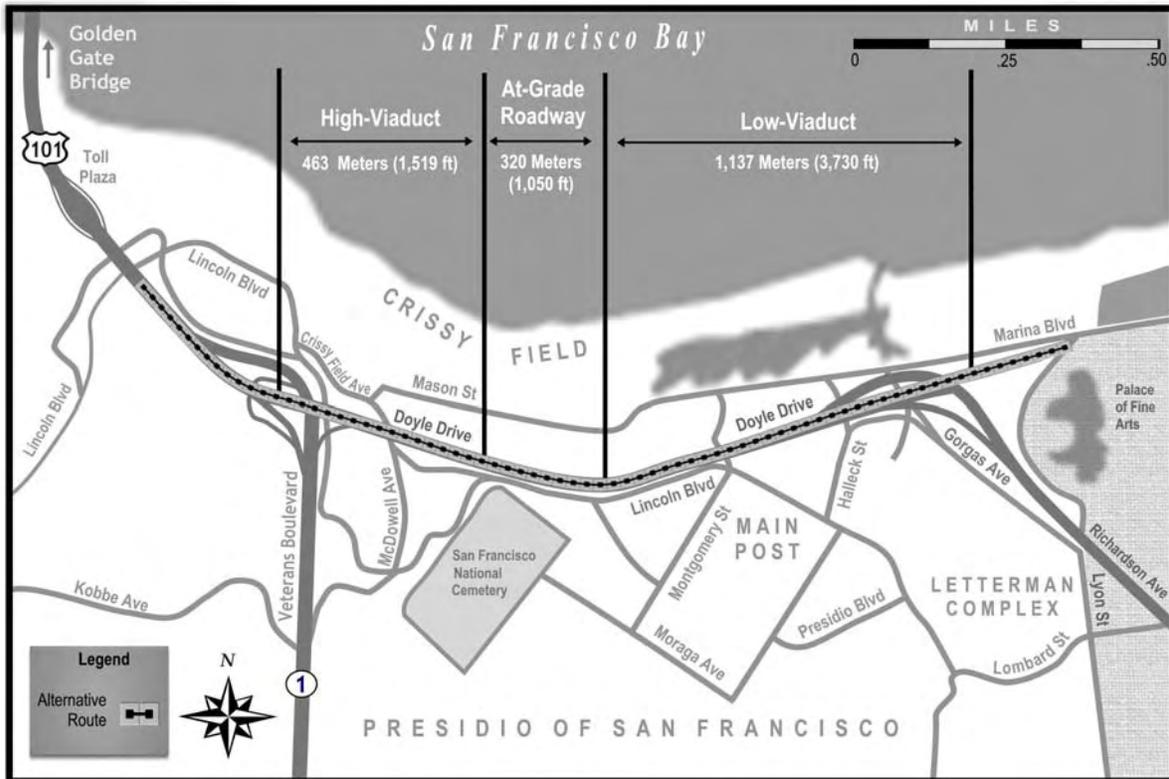
Typically in an environmental analysis, two types of alternatives are analyzed – build alternatives (can range from one alternative to many alternatives) and a No-Build Alternative which means the project would not be built and the facility would remain as is. Bi-annual inspections, regular maintenance and interim repairs would occur. A No-Build Alternative represents the baseline. All other alternatives are compared to the No-Build. In the *Draft Environmental Impact Statement/ Report* (DEIS/R), the alternatives which moved forward for further study included the No-Build Alternative and two build alternatives. Alternatives were selected based on the purpose and need for this project – mainly to increase safety along Doyle Drive.

### *No-Build Alternative*

The No-Build Alternative represents the future year conditions if no other actions are taken in the study area beyond what is already programmed by the year 2020. It is the baseline condition against which all other alternatives are compared. Doyle Drive would remain in its current configuration (i.e., “No-Build”): 2.4 kilometers (1.5 miles) long with six traffic lanes ranging in width from 2.9 to 3 meters (9.5 to 10 feet) wide. There are no fixed median barriers or shoulders currently existing on Doyle Drive. The roadway passes through the Presidio on one high steel truss and one low elevated concrete viaduct with lengths of 463 meters (1,519 feet) and 1,137 meters (3,730 feet), respectively. The height of the high-viaduct ranges from 20 to 35 meters (66 to 115 feet) above the ground surface. The low-viaduct has an average height of approximately 8 to 10 meters (26 to 33 feet). This alternative considers those operational and safety improvements that have been planned and programmed to be implemented by the year 2020. This alternative is required of all federal and state planning guidelines. The No-Build Alternative does not improve the seismic, structural, and traffic safety of the roadway.

The seismic retrofit of the high-viaduct that was completed in 1997 was performed presuming Doyle Drive would be replaced within ten years and did not address the issue of the deteriorated bridge decks that have reached the end of their useful life. Under the No-Build Alternative, interim repairs would be required to maintain operations on the high-viaduct. The high-viaduct is currently undergoing a rehabilitation that includes removal of existing paint, removal and replacement of in-kind various steel elements and connection rivets, replacement of deck joint seals, and repainting. These interim repairs are expected to maintain the current level of safety and do not constitute a retrofit or a full rehabilitation. This interim rehabilitation which was programmed for Fiscal Year (FY) 2005/6 started in September 2006 and is anticipated to be completed in November 2009.

**Exhibit S-3  
Alternative 1: No-Build**



It is expected that on-going maintenance would then be required to maintain the service load carrying capacity and safety of the facility to prevent it from being designated with a weight restriction. If the high-viaduct is designated with a weight restriction, buses and trucks will have to take alternate routes. **Exhibit S-3** presents the general location and configuration of this alternative. However, it should be noted that the rehabilitation can only be considered a short-term solution merely delaying the eventual need for replacement of the entire high-viaduct structure.

The low-viaduct is unique in that the latest seismic retrofit completed in 1997 was installed with the condition that the bridge would be replaced within five to ten years because the seismic capacity of the bridge is limited. Limitations on capacity were imposed by the make-up of the structure, namely its type, materials, and its current state of deterioration. According to the State's risk analysis performed in 1998 (*Risk Assessment of Marina Viaduct*, Caltrans 1998), the latest seismic retrofit provides seismic capacity for an earthquake that has a five percent chance of being exceeded between the years of 1998 and 2008 and a 2.5 percent chance of being exceeded between the years of 1998 and 2003. It is expected that like the high-viaduct, interim repairs are likely to be made when recommended, at a minimum, by the biennial maintenance inspections.

Vehicular access to the Presidio is available from Doyle Drive via the on- and off-ramps to Merchant Road at the Golden Gate Bridge Toll Plaza. This area is at the far western end of the Presidio, away from the developed area of the park. At the eastern end of Doyle Drive, Presidio access is provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. Presidio access for northbound traffic is provided by the slip ramp from northbound Richardson Avenue to Gorgas Avenue.

Alternative 1 also includes programmed projects which are identified in the Metropolitan Transportation Commission's Regional Transportation Plan, 2005.

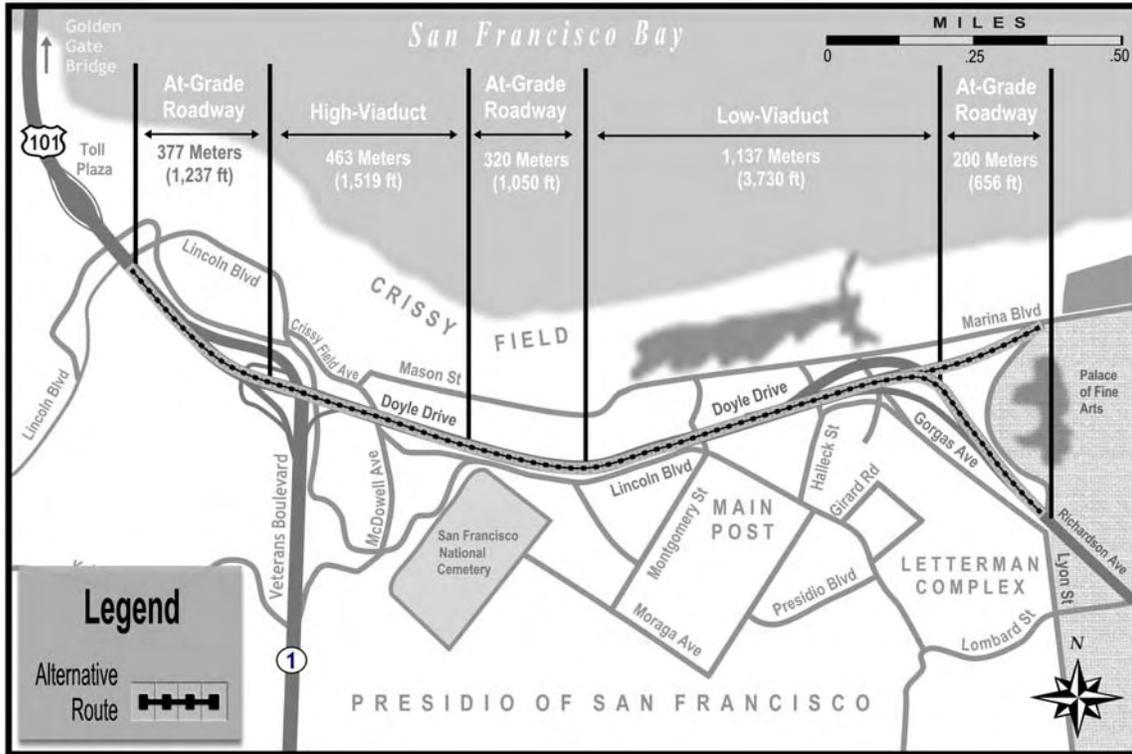
### ***Alternative 2: Replace and Widen Alternative***

The Replace and Widen Alternative would replace the 463-meter (1,519-foot) long high-viaduct and the 1,137-meter (3,730-foot) long low-viaduct with wider structures that meet the most current seismic and structural design standards. **Exhibit S-4** (on the following page) presents the general location and configuration of this Replace and Widen Alternative. The height of the high-viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. The low-viaduct would have an average height of approximately 8 to 10 meters (26 to 33 feet). The new facility would be placed on the existing alignment and widened to incorporate improvements for increased traffic safety.

This alternative would include three 3.6-meter (12-foot) lanes in each direction with three-meter (ten-foot) outside and inside shoulders. In addition, the facility would include a 3.6-meter (12-foot) auxiliary lane in the southbound direction from the Park Presidio Interchange to the Richardson Avenue ramp. The new facility would have an overall width of 37.8 meters (124 feet). The new facility would require a localized northbound lane width reduction to 3.3 meters (11 feet), and inside shoulder reduction to 0.6 meters (two feet) to avoid impacts to the historic batteries which are the remnants of the original Presidio coastal gun emplacements and Lincoln Boulevard, reducing the facility width to 32.4 meters (106 feet). This alternative would not preclude Golden Gate Bridge, Highway and Transportation District's (GGBHTD's) parking of the moveable median barrier machine in the median of Doyle Drive south of the Toll Plaza.

Vehicular access to the Presidio would be available from Doyle Drive via the on- and off-ramps to Merchant Road at the Golden Gate Bridge Toll Plaza. Access to Lincoln Boulevard and the Presidio from Merchant Road is via roads that service GGBHTD facilities such as its maintenance and administration buildings and visitor areas. Presidio access at the east end of the project would be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. The current Presidio access for northbound traffic at the east end of Doyle Drive cannot be accommodated due to geometric constraints and concerns for traffic safety. Retaining walls would be required at the Park Presidio Interchange to accommodate the ramp realignments. A retaining wall would also be constructed on the south side of the facility along the constrained section between the National Cemetery and the historic batteries.

**Exhibit S-4**  
**Alternative 2: Replace and Widen**



The Replace and Widen Alternative includes two options for the construction staging:

- **No-Detour Option** – The widened portion of the new facility would be constructed on both sides and above the existing low-viaduct and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished and the new portions of the facility would be connected. To allow for the construction staging using the existing facility, the new low-viaduct would be constructed two meters (seven feet) higher than the existing low-viaduct structure.
- **With Detour Option** - A 20.4-meter (67 foot) wide temporary detour facility would be constructed to the north of existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure south of Mason Street. On- and off-ramps for the mainline detour facility would connect to existing Marina Boulevard/Lyon Street intersection.

### ***Alternative 5: Presidio Parkway Alternative***

The Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and a southbound auxiliary lane, between the Park Presidio Interchange and the new Presidio access at Girard Road. **Exhibit S-5** (on the following page) presents the general location and configuration of this alternative. The new facility would consist of two 3.3-meter (11-foot) lanes and one 3.6-meter (12-foot) outside lane in each direction with 3.0-meter (10 feet) outside shoulders and 1.2-meter (4 feet) inside shoulders. In addition, a 3.3-meter (11-foot) auxiliary lane runs along southbound Doyle Drive from the Park Presidio Interchange to the Girard Road exit ramp. The total roadway width would be 32.1 meters (105.3 feet) and the overall facility width including the median would vary from 37.1 to 44.6 meters (121.7 to 146.3 feet). The width of the proposed landscaped median varies from five meters (16 feet) to 12.5 meters (41 feet). This alternative would not preclude GGBHTD's parking of the moveable median barrier machine in the median of Doyle Drive south of the Toll Plaza.

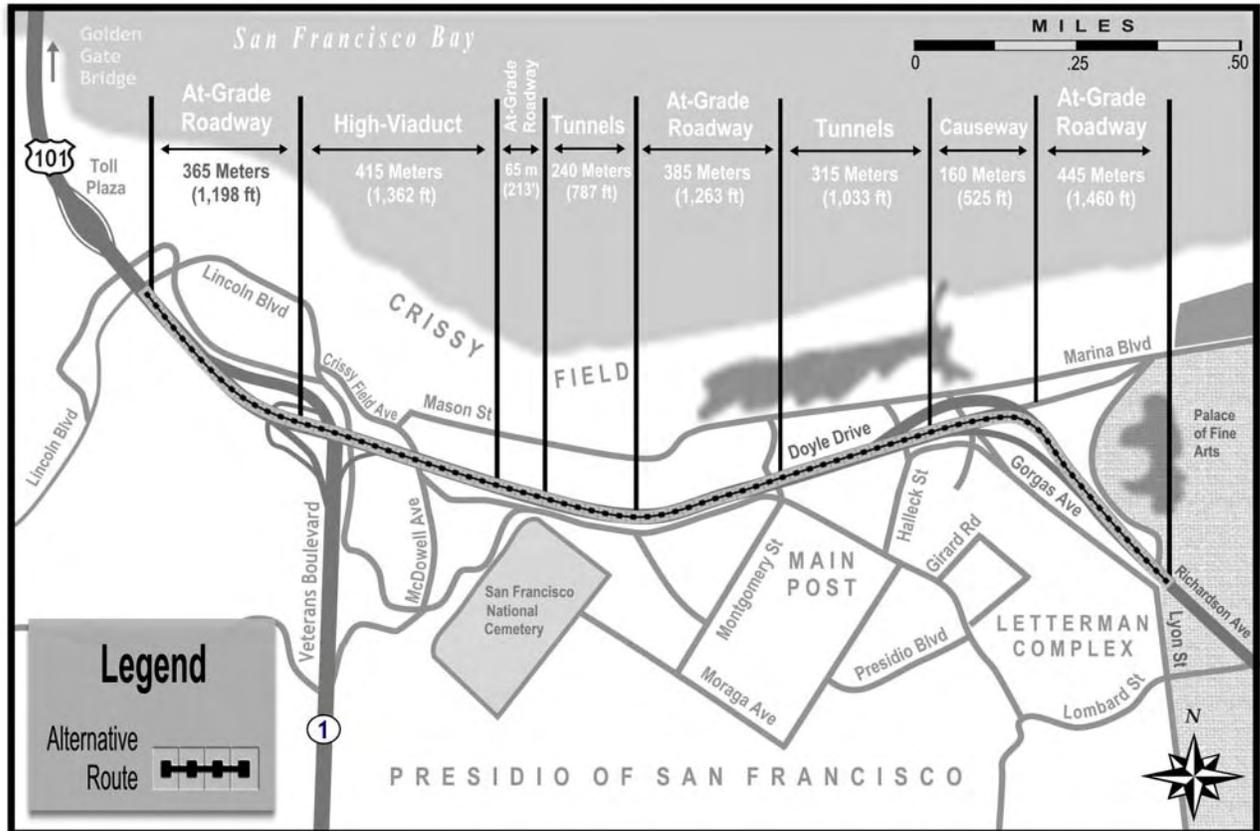
Based on the realignment of Doyle Drive, the Park Presidio Interchange would be reconfigured. The exit ramp from southbound Doyle Drive to southbound Veterans Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the northbound Doyle Drive exit ramp to southbound Veterans Boulevard would be improved to provide standard exit ramp geometry. The northbound Veterans Boulevard connection to northbound Doyle Drive would be realigned to provide standard entrance ramp geometry. There are two options for the northbound Veterans Boulevard ramp to a southbound Doyle Drive connection:

- **Loop Ramp Option** - Replace the existing ramp with a loop ramp to the left to reduce construction close to the Cavalry Stables and provide standard entrance and exit ramp geometry.
- **Hook Ramp Option** - Rebuild the ramp with a similar configuration as the existing directional ramp with a curve to the right and improved exit and entrance geometry.

To minimize impacts to the park, the footprint of the new facility would include a large portion of the existing facility's footprint east of the Park Presidio Interchange. The Presidio Parkway Alternative includes two options for direct access to the Presidio and Marina Boulevard at the eastern end of the project:

- **Diamond Option** – Direct access to the Presidio and indirect access to Marina Boulevard in both directions is provided by the access ramps from Doyle Drive connecting to a grade-separated interchange at Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street and connects to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street. Palace Drive would operate as a one-way road and would be separated from Lyon Street.

**Exhibit S-5  
Alternative 5: Presidio Parkway**



- Circle Drive Option** –Direct access to the Presidio and indirect access to Marina Boulevard for southbound traffic by access ramps connecting to a grade-separated interchange of Girard Road. Northbound traffic from Richardson Avenue would access the Presidio through a jug handle intersection with Gorgas Avenue. Palace Drive would operate as a one-way road and would be separated from Lyon Street.

Included in both the Diamond and Circle Drive options are extended bus bays on both sides of Richardson Avenue which would accommodate up to four buses each and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays would keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses, and would facilitate transfers between Golden Gate Transit, Muni and PresidiGo vehicles.

At the intersection of Doyle Drive and Merchant Road, just east of the Toll Plaza, a design option has been developed for a Merchant Road Slip Ramp. This option would provide an additional new connection from northbound Doyle Drive to Merchant Road. This ramp would provide direct access to the Golden

Gate Visitors' Center as well as the Presidio and alleviate the congested weaving section where northbound Veterans Boulevard merges into Doyle Drive.

Retaining walls would be required at the Park Presidio Interchange to accommodate the reconstruction of the ramps. A retaining wall up to eight meters (26 feet) would be constructed along the south side of the facility between the Battery and Main Post tunnels. Retaining walls would also be required in the eastern end of the alignment primarily along the extended Girard Road. Fences would be required along the edge of the at-grade portions of the roadway to restrict pedestrian access.

## Identification of the Preferred Alternative

Following release of the DEIS/R in December 2005, individuals and agency staff provided almost eight hundred comments regarding the environmental analysis and project alternatives. Based on these comments and agency/public workshops, it was determined that Alternative 5: Presidio Parkway, would best meet the purpose and need of this Doyle Drive project, if certain modifications to the proposed design were made.

In response to these comments, and to address traffic circulation, tidal inundation issues, the elimination of the underground parking below Doyle Drive, and the provision of additional surface parking to more closely match existing conditions, refinements were made to the Presidio Parkway Alternative.

The Doyle Drive Subcommittee to the Citizens' Advisory Committee (CAC), the Doyle Drive Executive Committee comprised of lead, cooperating and responsible agencies and the Authority CAC all held meetings in July 2006 to consider recommendations for a preferred alternative and design options. All three groups made identical recommendations for selection of the Presidio Parkway and design options.

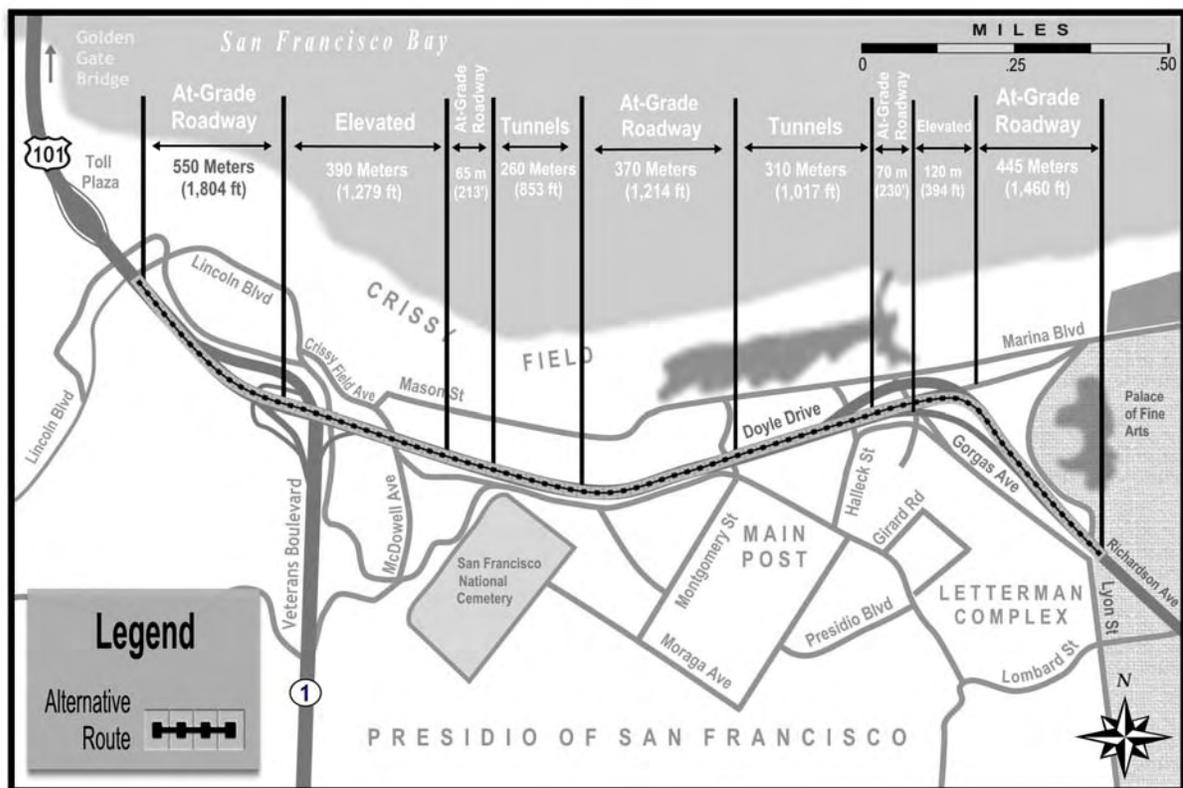
The recommendations were: Alternative 5, Presidio Parkway, with specific design elements including the modified Hook Ramp Option for the Presidio Parkway Interchange and the Diamond Option for Presidio Access. The groups did not support including the Merchant Road Slip Ramp Option.

### *Preferred Alternative: Refined Presidio Parkway*

The Refined Presidio Parkway Alternative, shown in **Exhibit S-6** (on the following page) will replace the existing facility with a new six-lane facility and a southbound auxiliary lane, between the Park Presidio Interchange and the new Presidio access at Girard Road.

The new facility will consist of two 3.3-meter (11 foot) lanes and one 3.6-meter (12 foot) outside lane in each direction with three meter (10 feet) outside shoulders and 1.2-meter (four-foot) inside shoulders. The southbound direction will include a 3.3-meter (11 foot) auxiliary lane from the Park Presidio Interchange to the Girard Road exit ramp. The total roadway width will be 32.1 meters (105.3 feet) and the overall facility width including the median will vary

**Exhibit S-6  
Preferred Alternative: Refined Presidio Parkway**



from 37.1 to 44.6 meters (121.7 to 146.3 feet). The width of the proposed landscaped median will vary from five meters (16 feet) to 12.5 meters (41 feet). To minimize impacts to the park, the footprint of the new facility will overlap with a large portion of the existing facility's footprint east of the Park Presidio Interchange. This alternative will not preclude GGBHTD's parking of the moveable median barrier machine in the median of Doyle Drive south of the Toll Plaza.

A 390-meter (1,279-foot) long high-viaduct will be constructed between the Park Presidio Interchange and the San Francisco National Cemetery. The height of the high-viaduct will vary from 20 to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels will extend 260 meters (853 feet) past the cemetery to east of Battery Blaney. The facility will then continue towards the Main Post in an open at-grade roadway with a wide heavily landscaped median. A retaining wall between 4 to 8 meters (13 to 26 feet) high will be constructed along the south side of the facility between the Battery and Main Post tunnels. A landscaped berm will be constructed along the north side of the facility to shield park visitors from the proposed facility.

From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters long (1,017 feet) will extend to east of Halleck Street. The amount of fill over the

tunnels is being coordinated with the Trust based on requirements of the *Vegetation Management Plan*. The expected minimum depth to support native vegetation is two meters (six feet). The facility will then rise slightly on a low causeway 120 meters (394 feet) long over the site of the proposed Tennessee Hollow restoration and then pass over a depressed Girard Road. The low causeway will rise to approximately three meters (ten feet) above the surrounding ground surface at its highest point. East of Girard Road the facility will return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility will provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switch gear room to operate the tunnel life-safety equipment will be integrated with the Main Post tunnels.

The Park Presidio Interchange will be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from southbound Doyle Drive to southbound Veterans Boulevard will be replaced with standard exit ramp geometry and widened to two lanes. The loop of the northbound Doyle Drive exit ramp to southbound Veterans Boulevard will be improved to provide standard exit ramp geometry. The northbound Veterans Boulevard connection to northbound Doyle Drive will be realigned to provide standard entrance ramp geometry. The northbound Veterans Boulevard connection to southbound Doyle Drive will be reconstructed in a similar configuration as the existing directional ramp with improved sight lines, exit, and entrance geometry.

The Preferred Alternative will provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street with a signalized intersection at Richardson Avenue. North of Richardson Avenue, Lyon Street will remain in its existing configuration that provides access to Palace Drive. The surface parking spaces will be reconfigured to maintain the existing parking supply in the area and improve pedestrian access between the Presidio and the Palace of Fine Arts.

Retaining walls will be required at the Park Presidio Interchange to accommodate the reconstruction of the ramps. Retaining walls will also be required in the eastern end of the alignment primarily along the extended Girard Road. Fences will be required along the edge of the at-grade portions of the roadway to restrict pedestrian access onto the roadway.

## S.5 Project Costs

The estimated construction costs for each of the alternatives have been developed and are shown in **Exhibit S-7**. These costs are based on 2008 unit prices and are escalated at the following rates to represent year of expenditure costs: 2007-2008 at five percent per year, 2008-2010 at four percent per year, and 2010-2014 at 3.3 percent per year. These cost estimates are conceptual and are based on information that was available during the preparation of this environmental document. Estimates were developed from information obtained in 2007 based on the preliminary alignments, existing utilities, historic construction costs, and quotations from various local suppliers and contractors. These estimates range from zero for Alternative 1 – No-Build to approximately \$1.1 billion for Alternative 5 (estimates in year of expenditure dollars). The total construction cost for the Preferred Alternative is approximately \$853 million.

**Exhibit S-7**  
**Estimated Construction Cost of Project Alternatives**  
**(in year of expenditure dollars)**

ALTERNATIVE	OPTION	ROADWAY	STRUCTURES	CONSTRUCTION TOTAL		
1	NO-BUILD	—	\$0	\$0		
2	REPLACE AND WIDEN	No-Detour	\$130,300,000	\$657,800,000	\$788,100,000	
		With Detour	\$140,00,000	\$702,100,000	\$842,100,000	
5	PRESIDIO PARKWAY	Diamond	Loop Ramp	\$298,800,000	\$805,500,000	\$1,104,300,000
			Hook Ramp	\$297,300,000	\$782,000,000	\$1,079,300,000
	Circle	Loop Ramp	\$299,100,000	\$805,500,000	\$1,104,600,000	
		Hook Ramp	\$297,500,000	\$782,000,000	\$1,079,500,000	
	Merchant Ramp	\$16,100,000	\$1,300,000	\$17,400,000		
PREFERRED		\$281,100,000	\$571,500,000	\$852,600,000		

Source: Parsons Brinckerhoff, 2008

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144) requires the financial plan for all Federal-aid projects with an estimated total cost of \$500 million or more to be approved by the Secretary (i.e. FHWA) based on reasonable assumptions. The \$500 million threshold includes capital outlay support costs and design services. FHWA has interpreted reasonable assumptions to be a risk based analysis. These cost estimate reviews are required to provide the risk based assessment of the estimate and are used in the approval of the financial plan.

In March 2008, the FHWA conducted a cost estimate review of the Preferred Alternative to verify the accuracy and reasonableness of the current total cost estimate to complete the project and to develop a probability range for the cost estimate that represents the project's stage of design. The FHWA worked with the Project team to review the material quantities and unit costs and develop the expected variance for each. The FHWA input the expected variance into a Monte Carlo<sup>5</sup> simulation to develop forecast curves that represent a cost estimate range for the project.

The Project team met with the FHWA in April 2008 and May 2008 to determine the confidence level of the cost estimate range based on the project's current stage of development. Based on those discussions, the FHWA performed a Monte Carlo simulation which resulted in total project cost estimate range of \$1.02 to \$ 1.14 billion. This agreed that a 70 percent confidence level was the appropriate funding level for the Project and validated the Project team's total project cost of \$1.045 billion.

## S.6 Summary of Permanent Impacts

Potential permanent impacts resulting from each alternative are summarized in **Exhibits S-9** through **S-11** (located at the end of this Summary). Temporary impacts as well as proposed avoidance, minimization, and mitigation are discussed in **Chapter 3** of this document.

## S.7 Potential Permits

Based on the analyses and findings of this environmental document, necessary permits and approvals have been identified. Coordination, consultation, and preparation of permit documents will be initiated by the project proponent. **Exhibit S-8** identifies the necessary permits, reviews, and approvals.

In addition, an agreement to obtain right of way from the Presidio Trust to build the proposed facility will be necessary. Currently, no agreement has been drafted. An agreement between the City and County of San Francisco (CCSF) and Caltrans will also be necessary since the proposed project will overlap into CCSF streets, which will require modifications to existing traffic signals. A *Programmatic Agreement* (PA) between the Federal Highway Administration, the National Park Service, the Presidio Trust, the Veterans Administration, the San Francisco County Transportation Authority, Caltrans, Advisory Council on Historic Preservation, California State Historic Preservation Officer, and San Francisco Recreation and Parks Department has been developed. The document records the terms and conditions agreed upon to resolve the adverse effects of the project upon the National Historic Landmark.

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<sup>5</sup> A Monte Carlo simulation calculates multiple scenarios of the outcome by continually sampling random values from the expected variance. The simulations ran by FHWA consisted of 10,000 iterations.

**Exhibit S-8**  
**Project Permits, Reviews and Approvals**

AGENCY	PERMIT/APPROVAL	STATUS
United States Army Corps of Engineers	Section 404 Clean Water Act/ Nationwide Permit	New wetland delineation completed in May 2007. Wetland mitigation planning begun (see <i>Wetland Restoration and Enhancement Mitigation Plan</i> in Appendix K).
United States Fish and Wildlife Service	Endangered Species Act Section 7 Consultation	Caltrans made a "no effect" determination and that formal consultation with USFWS is not necessary
State Historic Preservation Office	Section 106 National Historic Preservation Act Compliance	Programmatic Agreement has been approved by FHWA and is being circulated for signatory party signatures.
California/Regional Water Quality Control Board (RWQCB)	The RWQCB must certify that a Corps Section 404 Nationwide permit action meets state water quality objectives by issuing a Water Quality Certification.  The RWQCB regulates waters of the state that are not within federal jurisdiction. For these areas Waste Discharge Requirements must be identified and a WDR permit obtained.	Ongoing coordination regarding water treatment.  Ongoing coordination regarding water treatment.
California State Water Resources Control Board (SWRCB)	Notice of Intent and Storm Water Pollution Prevention Program (SWPPP)	DEIS/R was sent to SWRCB. Further consultation will occur during final design.
San Francisco Bay Conservation and Development Commission (BCDC)	BCDC Negative Determination	BCDC determination will be issued following the release of the FEIS/R.
San Francisco Public Utilities Commission (SFPUC)	The SFPUC must be consulted and approve any project-related discharges to the regional sanitary sewer system.  Batch discharge permit	Ongoing coordination regarding water treatment options.  Ongoing coordination regarding water treatment options.
Presidio Trust Utilities Department	The Presidio Trust must be consulted and approve any project-related discharges to the local sanitary sewer system.  The Presidio Trust Utilities Department must approve all relocations of Trust owned utilities	Ongoing coordination regarding water treatment options.  Prior to construction the appropriate approvals will be obtained
Presidio Trust Permitting Department	Contractor must obtain a Dig Permit for any work causing ground disturbance  The Contractor must obtain a hot work permit for any cutting, welding, or heat gun work (no open flame torch will be allowed)	Prior to construction the appropriate approvals will be obtained  Prior to construction the appropriate approvals will be obtained
Bay Area Air Quality Management District	Naturally-Occurring Asbestos Dust Mitigation Plan (Airborne Toxic Control Measure For Construction And Grading Operations § 93105, Title 17, California Code of Regulations)	Not completed. Should be prepared and submitted to BAAQMD during development of 100 percent construction plans. BAAQMD must also be notified at least 14 days prior to construction activities.
Bay Area Air Quality Management District	Demolition and Renovation Notification (BAAQMD Regulation 11, Rule 2)	Not completed. Must be submitted at least ten working days prior to any non-emergency building demolition or renovation required by the project. Notification is required for any demolition and for each renovation where the amount of Regulated Asbestos-Containing Material (RACM) is greater than or equal to 100 square/linear feet, or for any dry RACM removal. Asbestos surveys should be completed prior to notification submission.

*Note: Management and disposal of excavated soil and groundwater during construction could potentially require additional permits, reviews, and/or approvals by regulatory agencies. These requirements will be determined based on the findings of soil and groundwater investigations which will begin in November 2008 and are expected to be complete in Summer 2009.*

## S.8 Mitigation

Avoidance, minimization and mitigation measures have been identified for this project. The construction of a new Doyle Drive will require the acquisition of various buildings, including several historic buildings, in order to implement the project. These acquisitions will require several businesses to relocate their operations. **Appendix J** provides a general overview of the relocation services provided by Caltrans. In addition to relocation, a summary of mitigation measures and commitments related to the construction and implementation of this project is presented in **Appendix K**.

## S.9 Project Commitments

The Doyle Drive project team has strived to create a project that:

- minimizes impacts;
- respects the environment of the National Park, National Historic Landmark District and surrounding neighborhoods;
- meets community needs; and
- provides a safer roadway.

As summarized in **Chapter 6**, the project team has undertaken an extensive public and agency outreach process that included multiple scoping, design and informational workshops and meetings. Input received from the public and agencies has been integral in the development of the Doyle Drive Project.

During the development of the preliminary alternatives, the project team followed a context sensitive approach that integrated Doyle Drive into its setting in a sensitive manner while working to meet the needs of the users, neighboring communities and the environment. The project team will continue to work on context sensitive design elements to improve how the Preferred Alternative fits into the surrounding environment and meets the goals of the project within the context of the National Park setting and the natural environment.

In addition to a context sensitive approach, the project incorporates a sustainable design strategy. Sustainable design is a systems approach to design and construction of a facility that ensures consideration of ecological and human needs in light of well-grounded acceptable engineering and economic constraints. As part of the development of a sustainable design policy for the Preferred Alternative, there is a commitment to developing detailed implementation mechanisms which will measure the project's success or failure at meeting design goals. **Chapter 2** provides a detailed description of both the practice of context sensitive design and sustainable design as they relate to the Doyle Drive Project.

The limited number of impacts associated with the Preferred Alternative is a direct result of the project team continually working to provide the best possible design using the techniques of context sensitive design and sustainability in

addition to being responsive to the concerns and ideas put forth from by the public, agencies and project stakeholders. The collaborative effort has led to the implementation of many project features which help minimize the impact of the Preferred Alternative while meeting the goals of the project. Specific refinements made to the Preferred Alternative are described in **Chapter 2**.

As the Doyle Drive Project moves forward, the project team is committed to continual refinement of the Preferred Alternative. The project team commits to working with the Presidio land managers to ensure:

- the most feasible solution for accommodating the ongoing efforts of the Presidio Trust to daylight and restore the Tennessee Hollow watershed and its connection to Crissy Marsh has been identified;
- any other project concerns are addressed; and
- that all project impacts are successfully mitigated based on the binding mitigation measures presented in this document.

Further detail of the project commitments and mitigation measures to be implemented is provided in **Appendix K**.

## S.10 Summary of Public and Agency Comments

During the formal comment period of the DEIS/R, a total of 808 comments were received from the public. A total of 335 of these comments addressed the project alternatives, while 100 comments focused on traffic issues. The remaining comments addressed a wide variety of topics. Of these topics, the major categories on which the public and agencies commented included:

- biological resources;
- noise;
- air quality;
- traffic;
- stormwater;
- cultural resources; and
- selection of the Preferred Alternative.

Issues that the public and agencies stated were ongoing and that needed resolution included:

- treatment of roadway surface water runoff and proposed connection to SFPUC system;
- continuing concerns regarding shading and coordination with marsh restoration;
- agreement on right of way interests with the Presidio Trust; and
- identification of cultural mitigation through the MOA and the assessment of any additional impacts of the mitigation measures.

Since the end of the formal comment period on March 31, 2006, additional input was received at project workshops and through other media. Some of the issues commented on during this time included:

- clarification of the connection to Marina Boulevard;
- continued concerns regarding potential new traffic patterns;
- configuration of the southbound exit ramp to Girard Road; and
- recommendations for the preservation of historic resources.

The project team will continue to gather input from interested parties and address concerns as appropriate within the framework of the environmental process.

## S.11 Next Steps

Once this *Final Environmental Impact Statement/Report* (FEIS/R) has been completed, the sponsor 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/R 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 as to 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.

In addition, both CEQA and NEPA regulations require an enforceable mitigation monitoring program be developed for the project. Per CEQA Guidelines 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)).

The Doyle Drive Project is included in the current *regional transportation plan* (RTP), the current version of which is known as *Transportation 2030*, in the Financially Constrained Element with a combination of programmed and planned local, state, and federal funds available over the long term of the *Transportation 2030 Plan*. The Doyle Drive Project is also included in the 2008 *Regional Transportation Improvement Program* (RTIP) and *State Transportation Improvement Program* (STIP).

In February 2008 MTC began the process of updating the RTP with the issuance of the Notice of Preparation (NOP) for the preparation of the Draft EIR for the *Transportation 2035 Plan*. Two scoping meetings were held in March 2008 to solicit input on the scope and content of the Draft EIR. The program-level EIR for the *Transportation 2035 Plan* analyzed the broad, regional environmental impacts of implementing the investments identified in the plan.

In July 2008, as part of 2009 RTP update, the MTC adopted the Draft Financially Constrained Investment Plan, which includes the Doyle Drive Replacement Project at a total cost of \$1.01 billion in escalated dollars. Subsequently, the Authority and Caltrans have been working with MTC to make technical adjustments to the project listing to reflect a full funding plan for the project corresponding to the project team's final \$1.045 billion estimated project cost for the Preferred Alternative. It is expected that final Investment Plan for the *Draft Transportation 2035 Plan* will include the necessary funding for the construction of the Doyle Drive Project, and the MTC is preparing a letter to FHWA to this effect.

In December 2008, MTC expects to circulate the Draft EIR and *Draft Transportation 2035 Plan* for a 45-day public review period including a public hearing. It is anticipated that both documents will be approved and finalized in March 2009.

**Exhibit S-9  
Summary of Permanent Impacts: Human Environment**

RESOURCE	ALTERNATIVE 1: NO-BUILD	ALTERNATIVE 2: REPLACE AND WIDEN (NO-DETOUR & DETOUR OPTIONS)	ALTERNATIVE 5: PRESIDIO PARKWAY (DIAMOND & CIRCLE DRIVE OPTIONS)	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
Land Use/ Plans and Policies	-Inconsistent with the <i>Presidio Trust Management Plan (PTMP) Guidelines</i> , <i>Presidio Vegetation Management Plan (VMP)</i> , <i>San Francisco General Plan (SFGP)</i> , <i>Doyle Drive Task Force Report (DDTF)</i> , and the <i>General Management Plan Amendment (GMPA)</i>	-Removal of 387 m <sup>2</sup> (4,166 ft <sup>2</sup> ) total building area ( <b>No-Detour</b> ) and 5,436 m <sup>2</sup> (58,513 ft <sup>2</sup> ) ( <b>Detour</b> ) -Inconsistent with the PTMP, GMPA, VMP, and the SFGP ( <b>Both options</b> )	-Removal of 8,593 m <sup>2</sup> (92,494 ft <sup>2</sup> ) total building area ( <b>Diamond</b> ) and 9,699 m <sup>2</sup> (104,393 ft <sup>2</sup> ) ( <b>Circle</b> ) - <i>Merchant Road Slip Ramp</i> would require an additional 805 m <sup>2</sup> (8,665 ft <sup>2</sup> ) total building area -Reduces area for possible Crissy Marsh expansion ( <b>Both options</b> ) -Inconsistent with the PTMP, VMP, and SFGP ( <b>Both options</b> )	-Removal of 8,061 m <sup>2</sup> (88,329 ft <sup>2</sup> ) total building area -Reduces area for possible Crissy Marsh expansion -Inconsistent with the PTMP, VMP, and SFGP
Parks and Recreation	-No change to current conditions	-Loss of 0.9 hectares (2.2 acres) ( <b>No-Detour</b> ) and 0.6 hectares (1.5 acres) ( <b>Detour</b> )	-Loss of 4.6 hectares (11.4 acres)( <b>Diamond</b> ) and Loss of 4.5 hectares (11.1 acres)( <b>Circle</b> ) -Removal of swimming pool ( <b>Circle</b> ) - <i>Merchant Road Slip Ramp</i> : require an additional 0.5 hectares (1.2 acres) ( <b>Both options</b> )	-Loss of 2.6 hectares (6.4 acres) -2.4 hectares (5.9 acres) available as parkland
Growth	-Potential traffic restrictions on Doyle Drive could potentially limit planned growth in the Presidio	-Since this alternative does not provide direct access to the Presidio, it may limit planned growth in the Presidio ( <b>Both options</b> )	-Access to the Presidio, via this alternative, is compatible with planned growth in the Presidio ( <b>Both options</b> )	-Access to the Presidio, via this alternative, is compatible with planned growth in the Presidio
Community Impacts	-No change to current conditions	-Need for 4 additional parking spaces ( <b>No-Detour</b> ) and 20 additional parking spaces ( <b>Detour</b> ) prior to mitigation -Improve emergency access ( <b>Both options</b> ) -Relocation of utilities ( <b>Both options</b> ) -Displacement of 5 employees ( <b>No-Detour</b> ) and 38 employees ( <b>Detour</b> )	-Need for 10 additional parking spaces ( <b>Both options</b> ) prior to mitigation -Improve emergency access ( <b>Both options</b> ) -Relocation of utilities ( <b>Both options</b> ) -Displacement of 35 employees ( <b>Diamond</b> ) and 55 employees ( <b>Circle</b> )	-Need for 142 additional parking spaces prior to mitigation -Improve emergency access -Relocation of utilities -Displacement of 35 employees
Relocation	-No change to current conditions	-Removal of 1 commercial building ( <b>No-Detour</b> ) and 4 buildings (2 vacant and 2 commercial/retail) ( <b>Detour</b> )	-Removal of 9 buildings (4 office, 3 vacant, 1 commercial and 1 utility infrastructure) ( <b>Diamond</b> ) and 10 buildings (4 office, 3 vacant, 1 commercial, 1 recreational, and 1 utility infrastructure) ( <b>Circle</b> ) - <i>Merchant Road Slip Ramp</i> would remove an additional 4 residential buildings ( <b>Both options</b> )	-Removal of 9 buildings (4 office, 3 vacant, 1 commercial and 1 utility infrastructure). Top portion of Bldg 201 would be returned
Environmental Justice	-No change to current conditions	-No change to current conditions ( <b>Both options</b> )	-No change to current conditions ( <b>Both options</b> )	-No change to current conditions

**Exhibit S-9 (Continued)**  
**Summary of Permanent Impacts: Human Environment**

RESOURCE	ALTERNATIVE 1: NO-BUILD	ALTERNATIVE 2: REPLACE AND WIDEN (NO-DETOUR & DETOUR OPTIONS)	ALTERNATIVE 5: PRESIDIO PARKWAY (DIAMOND & CIRCLE DRIVE OPTIONS)	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
Traffic and Transportation	<ul style="list-style-type: none"> <li>-Intersection Level of Service: ranges from A to F</li> <li>-Segment Level of Service: ranges from B to F</li> <li>-Weaving Level of Service: ranges from B to E</li> <li>-Pedestrian and Bicycle Operations: non-ADA compliant sidewalk in use</li> </ul>	<ul style="list-style-type: none"> <li>-Intersection Level of Service: ranges from A to F</li> <li>-Segment Level of Service: ranges from B to F</li> <li>-Weaving Level of Service: ranges from B to E</li> <li>-Pedestrian and Bicycle Operations: Removal of sidewalk, other trails within the Presidio available for use</li> </ul> <p align="center"><b>(Both options)</b></p>	<ul style="list-style-type: none"> <li>-Intersection Level of Service: ranges from A to F</li> <li>-Segment Level of Service: ranges from B to F</li> <li>-Weaving Level of Service: ranges from B to E</li> <li>-Pedestrian and Bicycle Operations: Removal of sidewalk, other trails within the Presidio available for use</li> </ul> <p align="center"><b>(Both options)</b></p>	<ul style="list-style-type: none"> <li>-Intersection Level of Service: ranges from A to F</li> <li>-Segment Level of Service: ranges from B to F</li> <li>-Weaving Level of Service: ranges from B to E</li> <li>-Pedestrian and Bicycle Operations: Removal of sidewalk, other trails within the Presidio available for use</li> </ul>
Transit	<ul style="list-style-type: none"> <li>-No impact to capacity of transit routes</li> <li>-No major change in transit travel time</li> <li>-No additional bus service demand</li> </ul>	<ul style="list-style-type: none"> <li>-No impact to capacity of transit routes</li> <li>-No major change in transit travel time</li> <li>-No additional bus service demand</li> </ul> <p align="center"><b>(Both options)</b></p>	<ul style="list-style-type: none"> <li>-No impact to capacity of transit routes</li> <li>-No major change in transit travel time</li> <li>-No additional bus service demand</li> </ul> <p align="center"><b>(Both options)</b></p>	<ul style="list-style-type: none"> <li>-No impact to capacity of transit routes</li> <li>-No major change in transit travel time</li> <li>-No additional bus service demand</li> </ul>
Visual and Aesthetics	<ul style="list-style-type: none"> <li>-No change to existing views</li> </ul>	<ul style="list-style-type: none"> <li>-Ranges from no change to adverse depending upon the location</li> <li>-Adverse impacts to viewpoints at the Main Post</li> </ul> <p align="center"><b>(Both options)</b></p>	<ul style="list-style-type: none"> <li>-Ranges from beneficial to adverse depending upon the location</li> <li>-Adverse impacts to viewpoints at the Girard Road and Marion at Lyon</li> </ul> <p align="center"><b>(Both options)</b></p>	<ul style="list-style-type: none"> <li>-Ranges from beneficial to adverse depending upon the location</li> <li>-Adverse impacts to viewpoints at the Girard Road and Marion at Lyon</li> </ul>
Cultural Resources	<ul style="list-style-type: none"> <li>-No change to existing conditions</li> </ul>	<ul style="list-style-type: none"> <li>-Adverse effect to Presidio NHLD by removal of Doyle Drive, alterations to contributing elements (5 streets as well as historic landscape features), and the addition of new, non-historic elements within the historic district. Adverse effect to Golden Gate Bridge by removal of Doyle Drive (a contributing element); adverse effects by removal of Marina and Presidio viaducts of Doyle Drive. No adverse effect to Palace of Fine Arts; no adverse effect with conditions to archaeological site CA-SFR 6/26.</li> </ul> <p align="center"><b>(Both options)</b></p> <ul style="list-style-type: none"> <li>- Adverse effect by removal of Buildings 1182, 1183, 1184, 1185 (four Mason Street warehouses which are contributing elements of NHLD; temporary removal and replacement at their original locations after project completion is expected.) <b>(Detour)</b></li> </ul>	<ul style="list-style-type: none"> <li>-Adverse effect to Presidio NHLD by removal of Buildings 201, 204, 230, 670 and Doyle Drive; alterations to NHLD contributing elements (10 streets as well as historic landscape features, including portions of the bluff), and the addition of new, non-historic elements within the historic district. Hook Ramp option would result in alteration of one additional street of NHLD. Adverse effect to Golden Gate Bridge by removal of Doyle Drive (a contributing element); adverse effects by removal of Marina and Presidio viaducts of Doyle Drive. No adverse effect to Palace of Fine Arts; no adverse effect with conditions to archaeological site CA-SFR 6/26. <b>(Both options)</b></li> <li>-Adverse effect to Presidio NHLD by removal of Building 1151 <b>(Circle)</b></li> </ul>	<ul style="list-style-type: none"> <li>-Adverse effect to Presidio NHLD by removal of Buildings 201 (bottom portion only), 204, 230, 670 and Doyle Drive; alterations to NHLD contributing elements (10 streets as well as historic landscape features, including portions of the bluff), and the addition of new, non-historic elements within the historic district. Adverse effect to Golden Gate Bridge by removal of Doyle Drive (a contributing element); adverse effects by removal of Marina and Presidio viaducts of Doyle Drive. No adverse effect to Palace of Fine Arts; no adverse effect with conditions to archaeological site CA-SFR 6/26.</li> </ul>

**Exhibit S-10**  
**Summary of Permanent Impacts: Physical Environment**

RESOURCE	ALTERNATIVE 1: NO-BUILD	ALTERNATIVE 2: REPLACE AND WIDEN (NO-DETOUR & DETOUR OPTIONS)	ALTERNATIVE 5: PRESIDIO PARKWAY (DIAMOND & CIRCLE DRIVE OPTIONS)	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
Hydrology, Water Quality, and Stormwater	-No change to existing conditions	-Increased runoff, but no increase to pollutant loading is expected -Increase in impervious surfaces (additional 24,200 square meters [260,000 square feet]) <b>(Both options)</b>	-Decreased runoff, reduction of pollutant loading -Potential for increased flooding in low lying portions of the alignment -Groundwater in the vicinity of the bluffs could be altered -Drainage and vegetation management near the tunnel box could be altered -Impervious surface will increase slightly (3,400 square meters [36,300 square feet]), however 25 percent is in tunnel; therefore, actual impervious surface will decrease from existing conditions <b>(Both options)</b>	-Decreased runoff, reduction of pollutant loading -Potential for increased flooding in low lying portions of the alignment -Groundwater in the vicinity of the bluffs could be altered -Drainage and vegetation management near the tunnel box could be altered -Impervious surface will increase slightly (3,400 square meters [36,300 square feet]), however 25 percent is in tunnel; therefore actual impervious surface will decrease from existing conditions
Geology, Soils, Seismic and Topography	-Earthquake could lead to failure of the low-viaduct	-Removal of soils and bedrock (30,100 cubic meters [39,300 cubic yards]) <b>(Both options)</b>	-Removal of soils and bedrock (153,200 cubic meters [200,300 cubic yards]) <b>(Both options)</b>	-Removal of soils and bedrock (109,600 cubic meters [143,300 cubic yards])
Hazardous Materials and Waste	-No change to existing conditions	-No impacts, limited to temporary, construction-related activities <b>(Both options)</b>	-No impacts, limited to temporary, construction-related activities <b>(Both options)</b>	-No impacts, limited to temporary, construction-related activities
Air Quality	-No change to existing conditions	- No change to existing conditions <b>(Both options)</b>	- No change to existing conditions <b>(Both options)</b>	- No change to existing conditions
Noise and Vibration	-31 locations will approach, equal, or exceed national Noise Abatement Criteria	-34 locations will approach, equal, or exceed national Noise Abatement Criteria <b>(Both options)</b>	-25 locations will approach, equal, or exceed national Noise Abatement Criteria <b>(Both options)</b>	-25 locations will approach, equal, or exceed national Noise Abatement Criteria
Energy	-812 billion BTU's expended annually	-820 billion BTU's expended annually <b>(Both options)</b>	-828 billion BTU's expended annually <b>(Diamond)</b> and 827 billion BTU's expended annually <b>(Circle)</b>	-828 billion BTU's expended annually

**Exhibit S-11**  
**Summary of Permanent Impacts: Biological Environment**

RESOURCE	ALTERNATIVE 1: NO-BUILD	ALTERNATIVE 2: REPLACE AND WIDEN (NO-DETOUR & DETOUR OPTIONS)	ALTERNATIVE 5: PRESIDIO PARKWAY (DIAMOND & CIRCLE DRIVE OPTIONS)	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
Natural Communities	-No change to existing conditions	-Removal of 2.94 hectares (7.28 acres) of plant communities other than wetlands ( <b>No- Detour</b> ) and 2.73 hectares (6.75 acres) ( <b>Detour</b> )	For both the Diamond and Circle Options: -Removal of 5.03 hectares (12.44 acres) to 5.6 hectares (13.83 acres) of plant communities other than wetlands ( <b>Loop</b> ) -Removal of 5.02 hectares (12.41 acres) to 5.59 hectares (13.80 acres) of plant communities other than wetlands ( <b>Hook</b> )	-Removal of 5.04 hectares (12.48 acres) to 21.23 hectares (52.45 acres) of plant communities other than wetlands
Wetlands and Other Waters of the United States	-No change to existing conditions	- <i>USACE Jurisdiction</i> : removal of 0.13 hectares (0.33 acres) - <i>Cowardin Excluding USACE</i> : removal of 0.07 hectares (0.17 acres) <b>(Both options)</b>	- <i>USACE Jurisdiction</i> : removal of 0.13 hectares (0.33 acres) - <i>Cowardin Excluding USACE</i> : removal of 0.08 hectares (0.19 acres) <b>(Both options)</b>	- <i>USACE Jurisdiction</i> : removal of 0.13 hectares (0.33 acres) - <i>Cowardin Excluding USACE</i> : removal of 0.08 hectares (0.19 acres)
Plant Species	-No change to existing conditions	-Potential removal of skunkweed and gumplant <b>(Both options)</b>	-Potential removal of skunkweed and gumplant <b>(Both options)</b>	-Potential removal of skunkweed and gumplant
Animal Species	-No change to existing conditions	-Removal of vegetation and wetlands/water (see above) could affect wildlife habitat. -Removal of existing Doyle Drive structures may affect bat habitat. <b>(Both options)</b>	-Removal of vegetation and wetlands/water (see above) could affect wildlife habitat. -Removal of existing Doyle Drive structures may affect bat habitat. <b>(Both options)</b>	-Removal of vegetation and wetlands/water (see above) could affect wildlife habitat. -Removal of existing Doyle Drive structures may affect bat habitat.
Invasive Species	-No change to existing conditions	-Potential for weedy, invasive plants to establish along the portions of Doyle Drive <b>(Both options)</b>	-Potential for weedy invasive plants to establish along the portions of Doyle Drive <b>(Both options)</b>	-Potential for weedy invasive plants to establish along the portions of Doyle Drive

# **ATTACHMENT S**

FHWA Record of Decision

# CALIFORNIA DIVISION MEMORANDUM



U.S. Department  
of Transportation  
Federal Highway  
Administration

**From:** Cesar E. Perez, Senior Transportation Engineer

**File:** Doyle Drive

**To:** Gene Fong, Division Administrator, through Cindy Vigue,  
Director State Programs

**Date:** December 17, 2008

**Subject:** Recommendation for Signature of Doyle Drive Record of  
Decision

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the San Francisco County Transportation Authority (SFCTA) propose to replace Doyle Drive, US 101, located in the Presidio of San Francisco, with a new six-lane facility and an eastbound auxiliary lane, between the toll plaza for Golden Gate Bridge on the west and the east end of Doyle Drive where it splits and feeds into Richardson Avenue and Marina Boulevard. The Undertaking combines a high-viaduct with two short cut-and-cover tunnels and an open depressed roadway with a wide, heavily landscaped median.

Enclosed please find a copy of the Record of Decision on the project. My basis for recommendation on approval of the document is as follows:

- Cost verification was performed on March 18 through 20<sup>th</sup>, 2008 by Headquarters and a report was issued on September 29, 2008.
- Brett Gainer reviewed the Final EIS and gave legal sufficiency on October 10, 2008. He has reviewed the Final Draft of the ROD and approved it for legal sufficiency on December 17, 2008.
- All signatories to the Programmatic Agreement and treatment plans for the project have signed the agreements. A copy of the treatment Plan is part of the Appendix of the ROD.
- All comments by the Division and headquarters on the FEIS have been resolved.
- The project is on a Transportation Improvement Plan, which is currently being amended. The 70% certainty range is between \$1.05B to \$1.18B. We concur with Caltrans number of \$1.045. The Metropolitan Transportation Commission has issued a letter stating their commitment to complete the project.

Based on final review in the Division office, all FHWA and CEQ required elements are covered in the FEIS. Therefore, I recommend that the Division Administrator or his representative sign the Record of Decision.

**MOVING THE  
AMERICAN  
ECONOMY**



U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**RECORD OF DECISION**

**South Access to the Golden Gate Bridge – Doyle Drive Project**

San Francisco, California

Decision

The Federal Highway Administration (FHWA) has selected the Refined Presidio Parkway Alternative from among the two build alternatives and a no-build alternative that were evaluated in the Draft Environmental Impact Statement/Draft Environmental Impact Report (December 2005) and the Final Environmental Impact Statement/Final Environmental Impact Report (September 2008).

The Selected Alternative (Refined Presidio Parkway Alternative) is the replacement of Doyle Drive, a 2.4 kilometers (1.5 miles) long facility that is the southern approach of Route 101 to the Golden Gate Bridge. Built in 1936, Doyle Drive is a critical link for traveling to and from the San Francisco Peninsula and the North Bay. The Doyle Drive project area extends from the Golden Gate Bridge Toll Plaza on the west to Broderick Street on the east, and includes Richardson Avenue, Gorgas Avenue and Marina Boulevard. The Presidio Trust (the Trust) is responsible for oversight of the interior portion of the Presidio (80 percent) delineated as Area B; and the National Park Service (NPS) is responsible for management of the coastal portions of the park (the remaining 20 percent) that are delineated as Area A. On the eastern end of the project area, access to Doyle Drive is provided via two approaches: one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. Access is also provided where Veterans Boulevard (Route 1) connects to Doyle Drive - approximately 1.6 kilometers (one mile) west of the Marina Boulevard approach. The existing facility has many nonstandard design elements including lack of shoulders, tight curves, and insufficient acceleration/deceleration distances of exit and entrance ramps.

The Selected Alternative will replace the existing facility with a new six-lane facility, and a southbound auxiliary lane between the Park Presidio Interchange and the new Presidio access at Girard Road. The new facility would consist of two 3.4 meter (11 foot) lanes and one 3.6 meter (12 foot) outside lane in each direction with 3.0-meter (10 foot) outside shoulders and 1.2-meter (4 foot) inside shoulders. The landscaped median between the northbound and southbound traffic lanes will vary from five meters (16 feet) to 12.5 meters (41 feet). To minimize impacts to the park, the footprint of the new facility would overlap with a large portion of the existing facility's footprint east of the Park Presidio interchange. The alternative would not preclude the Golden Gate Bridge Highway and Transportation District's parking of the moveable median barrier machine in the median of Doyle Drive south of the Toll Plaza.

A 390 meter (1,279 foot) long high-viaduct will be constructed between the Park Presidio Interchange and San Francisco National Cemetery. Shallow cut-and-cover tunnels would extend

260 meters (853 feet) past the cemetery to east of Battery Blaney. The facility will then continue towards the Main Post in an open at-grade roadway with a wide heavily landscaped median. From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters (1,017 feet) long would extend to east of Halleck Street. East of Halleck Street the facility will rise slightly on a low level causeway over the site of the proposed Tennessee Hollow restoration and then pass over a depressed Girard Road before returning to grade north of the Gorgas warehouses and connect to Richardson Avenue. The facility will provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets.

The new facility will provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. North of Richardson Avenue, Lyon Street will remain in its existing configuration that provides access to the two-way to Palace Drive. The surface parking spaces will be reconfigured to maintain the existing parking supply in the area and improve pedestrian access between the Presidio and the Palace of Fine Arts.

The roadway will include extended bus bays on both sides of Richardson Avenue that will accommodate up to four buses each and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays will keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses and will facilitate transfers between Golden Gate Transit, Muni and PresidiGo vehicles.

### Background

The alternatives development process was initiated in October 2000 to identify a range of alignment alternatives to address south access needs to the Golden Gate Bridge, a critical link for traveling to and from the San Francisco Peninsula and the North Bay. The preliminary set of alternatives and access options ranged from little or no improvements to the roadway, emphasizing transit improvements (such as high-occupancy vehicle (HOV) lanes), rehabilitating or replacing the existing structures, to creating new facilities in a different location. Using detailed evaluation criteria and traffic screening, several of the initial alternatives and access options were eliminated. The remaining alternatives and access options were further refined and combined for additional review. The analysis resulted in the development of four single tunnel alternatives. Following completion of the preliminary environmental analysis in 2002, and development of a new Presidio Parkway Alternative, a public meeting was held in February 2004 to inform the public of the intent to withdraw the four single tunnel alternatives from further consideration while adding the Presidio Parkway Alternative. This decision was made based on the fact that impacts resulting from the single tunnel alternatives would be more substantial than either the Replace and Widen or Presidio Parkway Alternatives. The single tunnel alternatives would remove more historic buildings, place the roadway closer to the Cavalry Stable area, lower the roadway elevation above Stilwell Hall, and would require a substantial detour structure resulting in increased construction costs and a longer construction period by several years.

On December 30, 2005, the FHWA, Caltrans, and the Authority issued the *Draft Environmental Impact Statement/Report* (DEIS/R) for a public review period of 90 days ending on March 31, 2006. Public hearings on the DEIS/R were held on January 18, 2006 and February 15, 2006. During the formal comment period of the DEIS/R, a total of 808 comments were received from the public and agencies. Modifications to the Presidio Parkway Alternative were made in

response to the comments received on the DEIS/R, and to address the communities' and agencies' concerns. The project team refined the Parkway Alternative to minimize or eliminate potential impacts to the natural environment, cultural resources, the Presidio, and community resources. The FHWA, Caltrans, and Authority identified the Refined Presidio Parkway Alternative as the Preferred Alternative in the FEIS/R, September 2008 (FHWA-CA-EIS-02-01-F).

### Alternatives Considered

**No-Build Alternative:** The No-Build Alternative presented in the FEIS/R presented the future year conditions if no other actions were taken in the study area beyond what is already programmed by the year 2020. It was the baseline condition against which all other alternatives were compared. Doyle Drive would remain in its current configuration: 2.4 kilometers (1.5 miles) long with six traffic lanes ranging in width from 2.9 to three meters (9.5 to 10 feet) wide. No fixed median barriers or shoulders currently exist on Doyle Drive, and the roadway passes through the Presidio on one high steel truss and one low elevated concrete viaduct with lengths of 463 meters (1,519 feet) and 1,137 meters (3,730 feet), respectively. This alternative considered those operational and safety improvements that have been planned and programmed to be implemented by the year 2020. The No-Build Alternative would not improve the seismic, structural, and traffic safety of the roadway. Under the No-Build Alternative interim repairs would be required to maintain operations on the high-viaduct. The alternative also includes programmed projects that are identified in the *Metropolitan Transportation Commission's Regional Transportation Plan, 2005*.

**Build Alternatives:** Two build alternatives, were analyzed in the FEIS/R; the Replace and Widen Alternative, which included two options for construction staging and the Presidio Parkway Alternative that includes options for the connection between Veterans Boulevard and Doyle Drive and options for Presidio access. The Replace and Widen Alternative would have replaced the existing facility with new structures that meet the most current seismic and structural design standards. The new facility would have been placed on the existing alignment and widened to incorporate improvements for increased traffic safety. This alternative would have included three 3.6-meter (12-foot) lanes in each direction with three-meter (ten-foot) outside and inside shoulders. In addition, the facility would have included a 3.6-meter (12-foot) auxiliary lane in the eastbound direction from the Park Presidio Interchange to the Richardson Avenue ramp, and would not have precluded the Golden Gate Bridge Highway Transportation District's (GGBHTD) parking of the moveable median barrier machine in the median of Doyle Drive south of the Toll Plaza. The Replace and Widen Alternative would have operated similar to the existing facility except that there would be a median barrier and inside and outside shoulders to accommodate disabled vehicles. The Replace and Widen Alternative included two options for the construction staging: No-Detour Option: The widened portion of the new facility would have been constructed on both sides and above the existing low-viaduct and would maintain traffic on the existing structure. Traffic would have been incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic was shifted onto the new structure, the existing structure would have been demolished and the new portions of the facility would have been connected. To allow for the construction staging using the existing facility, the new low-viaduct would have been constructed two meters (seven feet) higher than the existing low-viaduct structure. With Detour Option: A 20.4-meter (67 foot)

wide temporary detour facility would have been constructed to the north of existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would have been maintained on an elevated temporary structure south of Mason Street. On- and off-ramps for the mainline detour facility would have connected to the existing Marina Boulevard/Lyon Street intersection.

The Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an southbound auxiliary lane, between the Park Presidio Interchange and the new Presidio access at Girard Road. It would also have included the same viaduct structures and tunnels as described for the Selected Alternative. This alternative included a design option for the intersection of Doyle Drive and Merchant Road, just east of the Toll Plaza. This Merchant Road Slip Ramp option would have provided an additional new connection from westbound Doyle Drive to Merchant Road. It would have also included an underground single-parking facility up to four meters (13 feet) deep at the eastern end of the alignment between the Mason Street warehouses and the Gorgas Street warehouses. The parking garage would have supplied approximately 500 spaces to maintain the existing parking supply in the area and provided pedestrian and vehicular access between the Presidio and the Palace of Fine Arts. In addition, the Presidio Parkway Alternative included two options for the northbound Veterans Boulevard ramp to a southbound Doyle Drive connection: Loop Ramp Option: Replace the existing ramp with a loop ramp to the left to reduce construction close to the Cavalry Stables and provide standard entrance and exit ramp geometry, and Hook Ramp Option: Rebuild the ramp with a similar configuration as the existing directional ramp with a curve to the right and improved exit and entrance geometry. The Presidio Parkway Alternative also included two options for direct access to the Presidio and Marina Boulevard at the eastern end of the project. Diamond Option: Under this option direct access to the Presidio and indirect access to Marina Boulevard would have been provided in both directions by the access ramps from Doyle Drive connecting to a grade-separated interchange at Girard Road. East of the Letterman garage, Gorgas Avenue would have been a one-way street connecting to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street. Palace Drive would have operated as a one-way road and would have been separated from Lyon Street. Circle Drive Option: Under this option, direct access to the Presidio and indirect access to Marina Boulevard for southbound traffic would have been provided by access ramps connecting to a grade-separated interchange of Girard Road. Northbound traffic from Richardson Avenue would have provided access to the Presidio through a jug handle intersection with Gorgas Avenue. Palace Drive would have operated as a one-way road and would have been separated from Lyon Street.

#### Alternatives Considered and Withdrawn

Many alternatives were evaluated in the DEIS/R and were withdrawn due to reasons described in detail in the DEIS/R and in Section 2.3, "Alternatives Considered and Withdrawn," in the FEIS/R.

#### Basis for the Decision

FHWA's decision is based on information contained in the FEIS/R, which was circulated in October 2008, and provides the detailed statement on environmental impacts required by NEPA. It is supported by the alternatives analysis that was conducted from October 2000 to June 2006.

The Selected Alternative meets the purpose and need of the South Access to the Golden Gate Bridge – Doyle Drive Project. The Selected Alternative would provide the southern connection to the Golden Gate Bridge, a critical link for traveling to and from the San Francisco Peninsula and the North Bay, with more environmental benefits to the Presidio than the other build alternatives. In particular, the Selected Alternative would better achieve the goals of preserving scenic and recreational values, minimizing the effect of noise on natural and recreational areas, minimizing the effects to water quality, minimizing the traffic impacts on local roads, improving intermodal and vehicular access to the Presidio, and accomplishing a redesign of the roadway using the parkway concept that is less intrusive within the National Park setting. Providing access directly from Doyle Drive to the Presidio is a key element of both the *Final General Management Plan Amendment (GMPA)* and *Presidio Trust Management Plan (PTMP)* which are the documents that provide the guidelines and principles for development with the Presidio. Direct access to the Presidio is a key component of the development plans of the Presidio while enhancing the ability of people to gain access to the cultural, educational and recreational features of the park. Design features of the Preferred Alternative would provide many benefits to the Presidio - including direct access to the Presidio and maintain access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road; improving transit connections between Golden Gate Transit, Muni and PresidiGo by providing extended bus bays along Richardson Avenue; and improving and enhancing pedestrian safety, circulation, and access to the bus stops in the area.

The adverse social, economic, and environmental impacts of the project are commensurate with its transportation benefits. Where these impacts cannot be avoided, they will be minimized as discussed in the FEIS/R and summarized in Appendix A.

#### Public Opportunity to Comment

A *Notice of Intent (NOI)* to prepare an *Environmental Impact Statement/Report* for the Doyle Drive Project was published in the *Federal Register* on February 16, 2000. Formal community stakeholder meetings and public meetings were held with stakeholders representing neighborhood groups, businesses, special interest groups, and local jurisdictions. In addition, project team members attended and made presentations to a variety of community and neighborhood organizations in the study area. These meetings were used to reach out to the general public, particularly area residents, business owners and other stakeholders in the project area.

The Doyle Drive project has had an extensive public and agency outreach program. General public scoping meetings were held on March 3, 14, 15 and 21, 2000. An additional public meeting was held on February 23, 2004 to provide updates of the environmental studies, present a new design alternative, and seek input on the decision to eliminate the single tunnel alternatives. More than 60 meetings, briefings, and workshops with the public and interested stakeholders and the project area organizations were conducted through out the alternatives analysis and preparation of the EIS/R.

Newspaper advertisements announcing the locations and times of the scoping meetings were placed in *The San Francisco Chronicle* and *The Marin Independent Journal*. A press release was distributed to approximately 136 area newspapers and media outlets. Public meeting announcements were mailed to approximately 2,100 interested organizations and individuals

including property owners in the project area. Invitation letters were also sent to elected officials to encourage their participation. The announcement for the meeting held in February 2004 was also posted on the project website ([www.doyledrive.org](http://www.doyledrive.org))

The Notice of Availability of DEIS/R was published by the Environmental Protection Agency (EPA) in the December 30, 2005 *Federal Register*. The Notice of Availability was also posted in the San Francisco County Clerk Office and notices for the public hearings and availability of the document were published in *The San Francisco Chronicle* and *The Marin Independent Journal*. A 90-day DEIS/R public comment period was provided from December 30, 2005 to March 31, 2006. The participating elected officials, agency representatives, libraries, stakeholder groups, and members of the public were sent copies of the DEIS/R and companion materials, including a CD of the technical studies prepared for the project and a *Citizen's Guide to the Environmental Document*. A postcard notification announcing the release and availability of the DEIS/R and notification of the public hearings was sent through direct mail to the complete Doyle Drive mailing list of 2,400 addresses. Copies of the DEIS/R and companion materials were made available to the general public through multiple sources. Hardcopies and CD copies of the DEIS/R were available for viewing at the following local libraries: Caltrans Transportation Library in Oakland, CA; the San Francisco Public Library in San Francisco, CA; and the Marin County Public Library in San Rafael, CA. In addition, the materials were made available to through the project website, and upon request through the website, the project email address, or by calling the Authority. Public hearings on the DEIS/R were held on January 18, 2006 and February 15, 2006. Legal notices advertising the public hearings were printed in two local newspapers; *The San Francisco Chronicle* and *The Marin Independent Journal*. During the formal comment period of the DEIS/R, a total of 808 comments were received from the public and agencies. Written and verbal comments received during the public hearings and the 90-day comment period were entered into the official record and substantive comments were responded to in the FEIS/R.

EPA announced availability of the FEIS/R in the October 31, 2008, *Federal Register*. Availability was also announced in local newspapers, *The San Francisco Chronicle* and *The Marin Independent Journal*. The comments received on the FEIS/R are included in Appendix B. Five comments on the FEIS/R were received from the general public. These comments were similar in nature and primarily concerned with issues regarding the future implementation of the project including traffic movement during construction and bicycle and pedestrian access on the new Doyle Drive. A transportation management plan (TMP) will be developed to address traffic movement during construction. There would be no bicycle and pedestrian access on the new Doyle Drive facility although bike and pedestrian pathways will be created within the Presidio in accordance with the Presidio Trails and Bikeways Master Plan.

At the November 17 Doyle Drive Subcommittee meeting, the motion to support the project was approved on a vote of eleven in favor and three opposed. Three Subcommittee members conditioned their supporting yes votes on retention of a single lane on Girard Road connecting Marina Boulevard to northbound Doyle Drive. The Doyle Drive Executive Committee, comprised of co-operating, responsible and participating agencies, voted unanimously in support of the project at their meeting on November 25. The GGBHTD requested that they remain engaged in the development of the traffic management plan, particularly in those areas that involve their facilities. A letter from the EPA dated December 1, expressed appreciation that the

FEIS includes a detailed discussion of mitigation measures and design guidelines to minimize potential impacts on cultural and historic resources, as well providing detail of the Section 106 consultation process and an executed Programmatic Agreement. The letter did highlight EPA's concern regarding traffic impacts due to construction and localized air quality impacts due to the scale and duration of construction activities. The letter provided a recommendation for a Construction Emissions Mitigation Plan. These specific recommendations have been included in the mitigation measures for the project.

Comments were also received from both the Presidio Trust and National Park Service. Both agencies expressed a desire for the project monitoring plan to clearly outline their continued involvement in coordination and review of future project mitigation efforts. The commitment to continue coordination is clearly identified in this document and *Mitigation Monitoring Commitment Plan* (MMCP) provided in Appendix A. The Presidio Trust comments included items such as more clarity in regards to the project's commitment to provide temporary parking, seeking a commitment to review the TMP, clarification regarding pile driving, and greater detail for some natural resource mitigation measures. The NPS comments included concerns over parking within areas in their jurisdiction, noise monitoring of the Crissy Marsh area, and pile driving. In an effort to address these comments, greater clarity and detail has been provided in the MMCP along with a clear statement that through reference, all mitigation measures identified in the FEIS/R are incorporated into the MMCP and will be part of the project. A clarification of pile placement method is included in the MMCP, this includes performing preliminary vibration testing to determine if and where pile driving would be appropriate.

Throughout the development of the Doyle Drive Project the public had been afforded adequate opportunity to comment on the social, economic, and environmental impacts of all reasonable alternatives.

### **Environmental Impacts and Measures to Minimize Harm**

The Doyle Drive Project will result in environmental impacts, which are described in detail in Chapter 3 of the FEIS/R. The most substantial impacts associated with the project include the following:

#### ***Cultural Resources***

Adverse impact to the Presidio National Historic Landmark District (NHLD) and cultural landscape will occur due to the removal of contributing buildings and structures. There would be a direct adverse effect on the Doyle Drive viaducts through their removal and replacement with new structures. In addition, four buildings that contribute to the Presidio NHLD (Buildings 201, 204, 230, and 670) will be removed as will the ground floor of Building 201. The Presidio NHLD will also be adversely affected by altering the alignment or removal of the following contributing roads: Veterans Boulevard (Highway 1), Richardson Avenue, Bank Street, Battery Blaney Road, Crissy Field Avenue, Cowles Street, Girard Road, Gorgas Avenue, Halleck Street, Marshall Street, Lincoln Boulevard, and Vallejo Street. In addition, the Preferred Alternative will have an adverse effect on the historic bluff that separates the upper and lower posts of the Presidio. Both the loss of portions of the bluff and the introduction of a non-historic topographic feature will adversely affect the NHLD.

Measures to address these adverse impacts have been incorporated into a *Programmatic Agreement* (PA), included in Appendix I of the FEIS/R.

### ***Biological Environment-Wetlands***

Construction of the new roadway will permanently affect 0.13 hectare (0.33 acre) of United States Army Corps of Engineers (USACE) jurisdictional waters of the U.S. In addition, 0.08 hectare (0.19 acre) of Cowardin wetlands will also be permanently affected.

In compliance with Section 404 of the Clean Water Act, this project will mitigate the impacts to these wetlands through wetland creation or enhancement. Appendix K of the FEIS/R includes additional information on the wetland mitigation program.

### ***Biological Environment-Vegetation***

Construction of the Selected Alternative will result in the removal of vegetation in the construction corridor including the permanent loss of 4.62 hectares (11.42 acres) of non-native introduced forest and ornamental wildlife habitat and grasslands. In addition, the alternative will disturb 0.21 hectare (0.53 acre) of Northern coastal scrub on sandy soil and 0.21 hectare (0.53 acre) of Northern coastal scrub on sandy soil with serpentine inclusions.

Impacts to vegetation will be addressed through a resource mitigation and monitoring program as described in the FEIS/R.

### ***Relocation***

The Selected Alternative will require the permanent removal of eight buildings (Buildings 204, 205, 230, 231, 605, 606, 670, and 1158). In addition, the bottom portion of Building 201 will be removed while the top portion will be temporarily moved and stored before returning to the site of the original building following construction of the roadway. Four of the eight buildings listed in this section are contributors to the National Historic Landmark District and are discussed in the Cultural Resources above. In addition to those buildings mentioned above, the tenants of Building 106 would be temporarily relocated during the construction period. Several public and private utilities such as the Presidio Trust's compressed natural gas station, Pacific Gas and Electric power lines and various cellular towers would also be temporarily or permanently relocated.

Direct property acquisition will be consistent with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (the Act) and other applicable law. Appendix J of the FEIS/R provides a summary of the Act.

### ***Traffic and Transportation***

During the construction period several temporary ramp and road closures will occur. Doyle Drive and the associated detour will require two complete weekend closures. The ramp connecting northbound Veterans Boulevard to southbound Doyle Drive will be closed approximately 6 - 12 months while the ramp from northbound Doyle Drive to southbound Veterans Boulevard will be closed approximately 18 months in the "worst case scenario". Lincoln Boulevard near the National Cemetery will be closed for three months while Halleck Street will be closed for about 24 months.

A *Traffic Management Plan* (TMP) will be developed to address construction period impacts. The TMP will be prepared with coordination and review by Presidio Trust, NPS and GGBHTD. Prior to construction, there will be precondition surveys of haul roads and detours and following construction the roads will be restored to their existing condition.

### ***Parking***

During the construction period there would be a shortage of approximately 840 parking spaces primarily in the Mason Street warehouse area, Gorgas Avenue warehouse area, Thornburg Area, which is just west of the Gorgas Avenue warehouses, and Palace of Fine Arts parking areas. Identification of areas to be used as temporary parking and additional shuttle service for these areas will be coordinated with the Presidio Trust. Following completion of the new roadway, there will be a shortage of 142 parking spaces in the Thornburg Area.

The parking study prepared for the FEIS/R will be updated in coordination with the Presidio Trust and NPS, and used as the planning basis for identifying temporary and permanent parking locations and additional shuttle service. If unmet parking demand occurs, the project will provide a new parking facility.

The Authority and the identified other agencies will implement, as necessary, all mitigation measures to which the FEIS/R commits and will coordinate with other public agencies as necessary. Mitigation commitments contained in the FEIS/R will be implemented and monitored by the Authority and the identified other agencies as delineated in the *Mitigation Monitoring Commitment Plan* contained in Appendix A.

### **Determinations and Findings**

The environmental analysis of the Doyle Drive Project is included in the DEIS/R of December 2005 and FEIS/R of September 2008. These documents represent a detailed statement required by 49 U.S.C. 5324(b) and include:

- The environmental impacts of the proposed project
- The adverse environmental impacts which cannot be avoided should the proposed project be implemented
- Alternatives to the proposed project
- Irreversible and irretrievable impacts on the human environment

On the basis of the evaluation of social, economic, and environmental impacts contained in the FEIS/R, and the written and verbal comments offered by the public and other agencies, the FHWA has determined, in accordance with 49 U.S.C. 5324(b) that:

- Adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the project and that fair consideration has been given to the preservation and enhancement of the environment and to the interests of the community in which the proposed project is to be located; and

- All reasonable steps have been taken to minimize the adverse environmental effects of the proposed project and where adverse environmental effects remain, no feasible and prudent alternatives to avoid or further minimize such effects exists.

### **Conformity with Air Quality Plans**

The Federal Clean Air Act, as amended, requires that transportation projects conform to the State implementation Plan's purpose of eliminating or reducing the severity and number of violations the National Ambient Air Quality Standards and of achieving expeditious attainment of such standards. The EPA regulation implementing this provision of the Clean Air Act (40 CFR Parts 51 and 93) establishes criteria for demonstrating that a transportation project is in conformity with applicable air quality plans. The performance of the Preferred Alternative (Refined Presidio Parkway) in meeting the conformity criteria given in the EPA regulation was evaluated in Section 3.3.4 of the FEIS/R. The project meets the criteria in 40 CFR Parts 51 and 93, conforms with air quality plans for the San Francisco region, and conforms with the Clean Air Act Amendments of 1990.

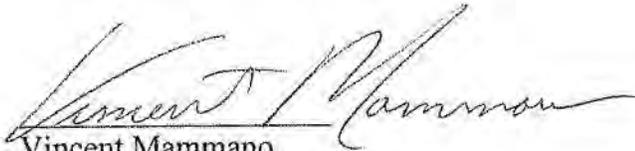
### **Section 4(f)**

The Doyle Drive Project, as determined by FHWA, Caltrans, and the Authority will require the use of the following Section 4(f) properties: Presidio National Historic Landmark District, Doyle Drive, the Golden Gate Bridge, Marina Viaduct, and Presidio Viaduct. This includes removal of the Doyle Drive viaducts and replacement with new structures. The removal of four buildings that contribute to the Presidio NHL (Buildings 201, 204, 230, and 670) however, Buildings 204, 230, and 670 will be deconstructed as will the ground floor of Building 201 while the top floor of Building 201 will be moved, temporarily stored, and returned to its current location following completion of the project. Salvageable materials from Buildings 201, 204 and 230 will be turned over to the Trust. In addition, there will be alterations to the following contributing roads: Veterans Boulevard (Highway 1), Richardson Avenue, Bank Street, Battery Blaney Road, Crissy Field Avenue, Cowles Street, Girard Road, Gorgas Avenue, Halleck Street, Marshall Street, Lincoln Boulevard, and Vallejo Street.

Measures to mitigate harm to Section 4(f) resources are included in the FEIS/R. These include design exceptions, construction sequencing, compensation for lost resources and provisions of the Section 106 *Programmatic Agreement* (PA). The PA was developed in coordination with FHWA, the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), federal cooperating agencies, and other interested parties. Based on this consultation and the *Section 4(f) Evaluation*, prepared as Chapter 7 of the FEIS/R, the FHWA has determined that there is no feasible and prudent alternative to the use of these properties and that the proposed action includes possible planning to minimize impacts resulting from such use. Measures to minimize harm have been incorporated into the PA, included in Appendix I of the FEIS/R.

**Finding**

On the basis of the environmental record presented above, FHWA finds the South Access to the Golden Gate Bridge – Doyle Drive Project has satisfied the requirements of the NEPA, the Clean Air Act of 1970, and U.S. Department of Transportation Act of 1966, all as amended.



Vincent Mammano  
Chief Operating Officer  
Federal Highway Administration  
California Division  
December 18, 2008

Appendix A: Mitigation Monitoring Commitment Plan

Appendix B: Comments Received on the FEIS/R

# **ATTACHMENT T**

Letter from MTC Regarding Consistency with the  
2009 RTP



Received  
 NOV 19 2008  
 FHWA

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November 14, 2008

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*Scott Haggerty, Vice Chair*  
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*Tom Ammanno*  
 City and County of San Francisco

*Tom Acunivada*  
 U.S. Department of Housing  
 and Urban Development

*Tom Bates*  
 County of Alameda Cities

*Dean J. Ebn*  
 County of Santa Clara County

*Dave Cortese*  
 Association of Bay Area Governments

*Dorene M. Giocopini*  
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*Theresa W. McMillan*  
 Deputy Executive Director, Policy

Mr. Gene Fong  
 Federal Highway Administration  
 650 Capitol Mall, Suite 4-100  
 Sacramento, CA 95814

Attention: Cesar Perez

Subject: Reconstruction of the South Access (Doyle Drive) to the Golden Gate Bridge Project: Consistency with the Regional Transportation Plan

Dear *M. Fong*

I am writing you regarding consistency of the subject project with the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP). As you know, the San Francisco County Transportation Authority (Authority), working in close partnership with Caltrans, is the lead agency for the environmental studies phase of the Doyle Drive Project. The Authority's project team and Caltrans District 4 have established a final project cost estimate of \$1.045 billion. We further understand that FHWA requires assurances from MTC that the final cost estimate for the project is consistent with the RTP in order to issue the Record of Decision for the project's environmental documents.

MTC is in the final stages of preparing the 2009 RTP update, also known as Transportation 2035. On July 23, 2008, our Commission adopted the draft financially constrained investment plan for Transportation 2035, which includes the Doyle Drive replacement project. We are planning to adopt the final RTP in March 2009, following environmental, air quality and other technical analyses. The Doyle Drive replacement was already included in the financially constrained portion of the prior RTP (Transportation 2030) and subject to air quality conformity analysis at that time.

The draft 2009 RTP contains two separate entries for the Doyle Drive project:

- 98102-covers the environmental studies phases and
- 94089-includes final design, right-of-way and construction.

For the purposes of this letter we have combined the funding plan for all phases of the project below, incorporating minor technical amendments submitted by the Authority, showing a \$1.045 billion escalated project cost, as shown on page 2:

**Doyle Drive Replacement Project – All Phases**  
**Millions of Year of Expenditure (Escalated) Dollars**

Federal	High Priority	\$14.8
Federal	Public Lands Highways (PLH)	\$9.4
Federal	UPA (PLH)	\$47.3
State	State Highway Operations & Protection Program (SHOPP)	\$405.0
State	State Transportation Improvement Program (STIP-RIP)	\$71.1
State	Transportation Congestion Relief Program (TCRP)	\$15.0
Local	Local Measure (San Francisco Prop K Sales Tax)	\$67.9
Other	(See note 1 below)	\$414.5
<b>Total:</b>		<b>\$1,045.0</b>

<sup>1</sup> Other funds include new and/or redirected federal funds, state Regional Improvement Program funds, and local Golden Gate Bridge, Transportation & Highway District and MTC funds.

As you are probably aware, MTC and several partner agencies are developing an MOU that will memorialize certain elements of the RTP funding plan and further identify local funding commitments to ensure continued full funding and timely delivery for the Doyle Drive project. The MOU should be fully executed by the end of this calendar year.

We respectfully request the FHWA to consider this letter as sufficient evidence of the project's compliance with RTP funding consistency requirements so as to allow timely approval of the Record of Decision for the project. The urgency of completing this regionally significant seismic safety project is paramount as is the desire to avoid cost increases related to unnecessary delays to the project schedule. If you need any further information or assistance, please contact me as soon as possible.

Sincerely,



Steve Heminger  
Executive Director

cc: MTC Commissioners. Ammiano, Dodd and Rubin  
Bijan Sartipi, Nidal Tuquan, Caltrans, District 4  
Lanh Phan, Nancy Bobb, FHWA  
SFCTA Commissioners Dufty, Elsbernd, McGoldrick  
José Luis Moscovich, SFCTA