

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS  
MSS – 16<sup>TH</sup> STREET MISSION BART STATION  
CEQA CATEGORICAL EXEMPTION**

**ATTACHMENT A**

**JANUARY 2019**

## **PROJECT DESCRIPTION**

### **PROJECT SUMMARY**

**37. Project Title:**

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements  
Project  
MSS-16<sup>th</sup> Street Traction Power Substation Facility

**38. Lead Agency Name and Address:**

San Francisco Bay Area Rapid Transit District  
Maintenance & Engineering Department  
300 Lakeside Drive  
Oakland, CA 94607

**39. Contact Person and Phone Number:**

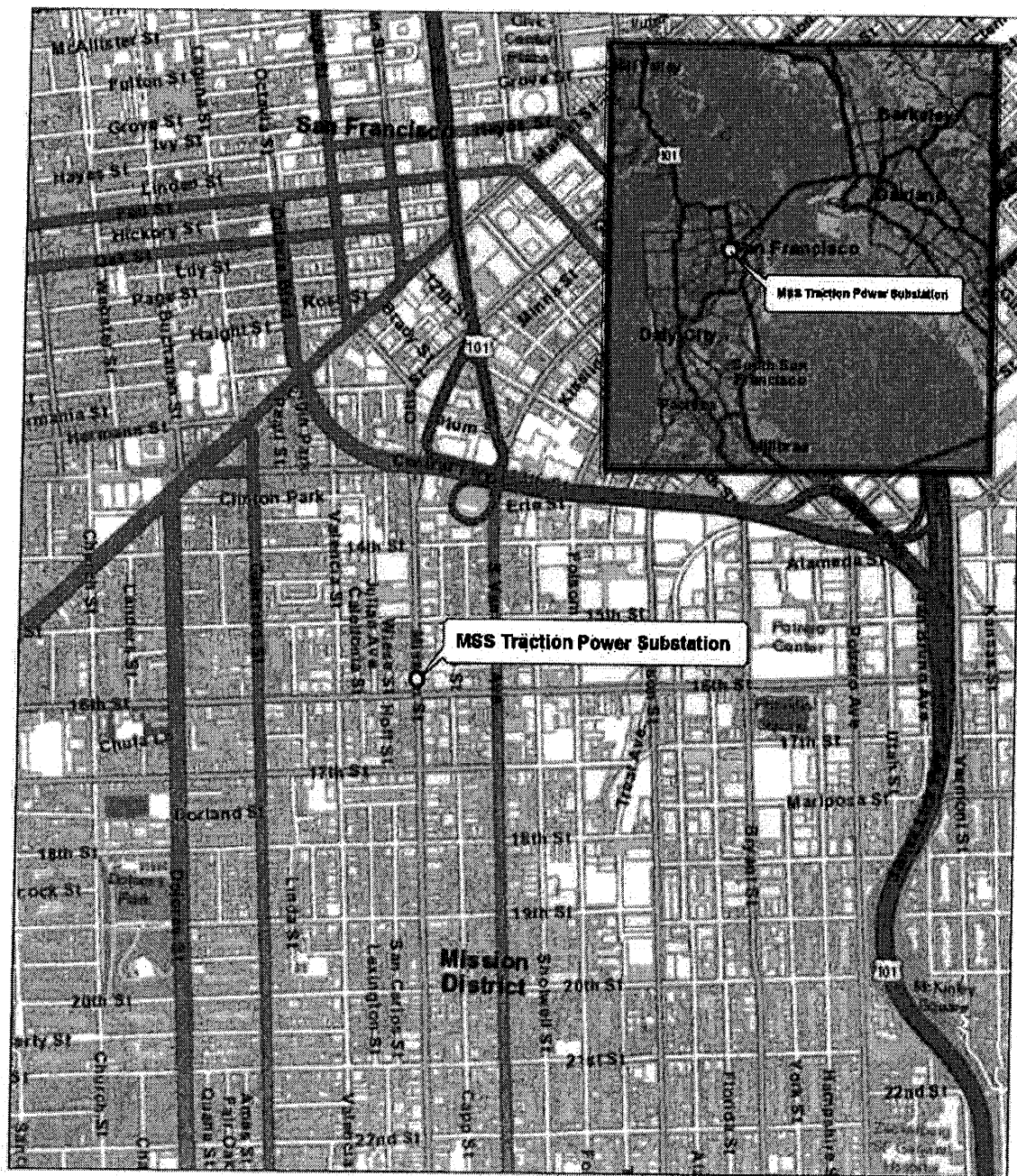
Steve Sims  
Traction Power Project Manager  
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### **PROJECT LOCATION**

The project site is located at the north end of the 16<sup>th</sup> Street Mission BART Station (APN 3553053) in the City and County of San Francisco. The project site and the facilities it contains are owned, operated and maintained by BART. Please see Figure 1. **Regional Location** for the project location in a regional context.

### **EXISTING CONDITIONS ON THE PROJECT SITE**

The existing traction power substation equipment is situated underground on the mezzanine level of the 16<sup>th</sup> Street Mission BART Station between panel points 33 and 40. This substation is designated as MSS. The MSS traction power substation has a concrete roof with removable precast concrete roof panels. Access to the existing equipment requires opening an access hatch located approximately 4 feet below Mission Street between 15<sup>th</sup> Street and 16<sup>th</sup> Street (please see Figure 2).



MSS - 16th Street Mission BART Station  
Regional Location



Figure 1. Regional Location

## **PROPOSED PROJECT AND CONSTRUCTION ELEMENTS**

Proposed improvements to MSS would require rehabilitation of the existing facility within the existing footprint of the BART-owned project site. The existing equipment would be removed, and new equipment would be lowered via the openings in the existing substation roof. The proposed equipment would replace the existing equipment located between panel points 37 and 38 and a new mechanical room/closet would be installed between columns 34 and 35. The mechanical room/closet size would maintain code requirements for circulation and existing lighting would be replaced with new light-emitting diode. The existing substation entry door between the plenum area and the substation area on the mezzanine level would be replaced with new rated doors.

A preliminary evaluation of the existing center slab section on the MSS traction power substation floor has been performed to analyze its ability to support the proposed new equipment. The largest of the proposed equipment consists of two approximately 44,000-pound transformers. Based on the preliminary evaluation, the center section of concrete slab appears to have sufficient capacity to support the proposed equipment.

The existing traction power substation room is ventilated but not air-conditioned. The proposed equipment is more sensitive to heat and dust and therefore would require condenser units to air-condition the traction power substation room and reduce dust intrusion. Based on the current level of design, the preferred heating, ventilation, and air conditioning (HVAC) option is to install condenser units within the existing ventilation shaft enclosure in the southwestern corner of the plaza. The condenser enclosure would be slightly extended by approximately 5 feet to support the installation of this HVAC new equipment. Temporary disruptions to pedestrian circulation at the plaza level may occur during project construction, however access to the station is anticipated to remain open.

During construction, Mission Street between 15th Street and 16th Street would be utilized to support construction activities. Temporary on-street parking removal would occur along the northbound and southbound lanes of Mission Street in order to open the equipment access hatch. One lane would remain open to vehicular and bus traffic in the northbound and southbound direction of travel; therefore, traffic detours would not be required. To mitigate potential disruptions to traffic and circulation, specifications for maintenance of traffic during construction are being developed by the City and County of San Francisco in coordination with the San Francisco Municipal Transportation Agency (SFMTA).

Figure 1. displays the approximate extent of construction on Mission Street based on the current level of design.



Figure 1. Extent of Construction

### SPECIAL DISTRICT PARAMETERS

BART was formed as a county-based special district in 1957 by the California State Legislature. The special district formation was made in response to identifying the transit needs in the San Francisco Bay Area Region. Special districts are defined as local government agencies that provide public infrastructure and other essential services, including transportation, water, and recreation and parks. Special districts operate within a defined boundary that can include areas as small as neighborhoods to areas as large as multi-county regions, depending on the demand of services being provided.

California Government Code Section 53090 states that local agencies that provide governmental or proprietary function within limited boundaries, such as rapid transit districts like BART, are exempt from complying with local land use plans, policies, zoning ordinances and building ordinances (including building permits).

Although BART's transportation facilities may be exempt from some local regulations, the District would comply with the overall intent of the local regulations to the extent feasible and would work closely with the local jurisdictions to ensure that they are included in the overall project development process.

### **CATEGORICAL EXEMPTION APPLICABILITY**

Article 19 of CEQA (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant impact on the environment and are therefore exempt from environmental review under CEQA. Due to the nature of the proposed project, the proposed replacement of the traction power substation equipment qualifies for an exemption pursuant to CEQA Guidelines Article 19 Section 15302 and would not have a significant impact on the environment.

CEQA Guidelines Article 19 Section 15302 states the following projects are exempt:

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

- a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
- b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
- d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

**Authority cited:** Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code. (Amended by Stats. 2013, Ch. 76, Sec. 175. (AB 383) effective January 1, 2014.) (Amended by Stats. 2004, Ch. 689, Sec. 1. Effective January 1, 2005.)

The project site is located below-ground on the mezzanine level of the 16<sup>th</sup> Street Mission BART Station (APN 3553053). No property acquisitions are anticipated to advance the proposed project and the replacement of the traction power substation equipment would occur within the existing project site footprint. The new and replacement equipment would have the same purpose as the existing traction power substation and would be capable of supporting increased train lengths and more frequent peak period services. During construction, it is anticipated that one lane would remain open to vehicular and bus traffic in both directions of travel on Mission Street and traffic detours would not be required. Therefore, with implemented traffic control measures, construction of the proposed project is not anticipated to result in transportation/traffic impacts.

