

2019048341

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: SACRAMENTO

From: (Public Agency): San Francisco Bay Area Rapid Transit
300 Lakeside Drive
Oakland, CA 94607
(Address)

Project Title: MEASURE RR PROGRAM TRACTION POWER SYSTEM IMPROVEMENT PROGRAM

Project Applicant: STEVE SIMS, TRACTION POWER PROJECT MANAGER, SAN FRANCISCO BAY AREA RAPID TRANSIT

Project Location - Specific: Southwest edge of San Francisco County limits close to Daly City limits

Project Location - City: San Francisco Project Location - County: San Francisco

Description of Nature, Purpose and Beneficiaries of Project: The San Francisco Bay Area Rapid Transit District (BART) is an electricity powered commuter transit line. Electrification is provided by "traction power" substations located along the transit line right-of-way. BART proposes improvements to one of its existing traction power substations referred herein as "MDC". MDC is located on the northeast end of the Daly City BART Station parking lot, between Interstate Highway 280 and the M-Line. The project site is situated on the southwest edge of San Francisco County limits close to Daly City limits. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation which currently supplies power for BART operations on the M-Line. Please see Attachment A for additional information.

Name of Public Agency Approving Project: SAN FRANCISCO BAY AREA RAPID TRANSIT

Name of Person or Agency Carrying Out Project: STEVE SIMS, TRACTION POWER MANAGER

- Exempt Status: (check one):
[] Ministerial (Sec. 21080(b)(1); 15268);
[] Declared Emergency (Sec. 21080(b)(3); 15269(a));
[] Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: 15302 Replacement or Reconstruction
[] Statutory Exemptions. State code number:

Reasons why project is exempt: The proposed replacement of the traction power substation equipment qualifies for an exemption pursuant to CEQA Guidelines Article 19 Section 15302 as a Class 2 Replacement or Reconstruction Project and would not have a significant impact on the environment. 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. The proposed project would result in the replacement of outdated traction power substation equipment. Proposed improvements to MDC would require rehabilitation of the existing facility within the existing footprint. During construction, the proposed portable traction powered substation would be located to the east of the existing substation. Installation of the TPSS would require clearing, grubbing, regrading, paving and grading around the project site. The new equipment would include one Alternate Current switchgear house, one Direct Current switchgear house, and smaller facilities.

Lead Agency Contact Person: BART, STEVE SIMS Area Code/Telephone/Extension: 510-464-6417

- If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? [] Yes [] No

Signature: [Signature] Date: 4/11/19 Title: Project Manager, BART
[X] Signed by Lead Agency [] Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code. Date Received for filing at OPR:
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Governor's Office of Planning & Research
APR 16 2019
STATE CLEARINGHOUSE

2019-23

San Francisco Bay Area Rapid Transit District
Measure RR: Traction Power System Improvements

ENDORSED
FILED
SAN FRANCISCO County Clerk

NOTICE OF EXEMPTION

TO: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

FROM: San Francisco Bay Area Rapid T
Maintenance & Engineering Dep
300 Lakeside Drive
Oakland, CA 94607

MAR 20, 2019

by: MARIBEL JALDON
Deputy County Clerk

City and County of San Francisco
City Hall, Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4678

2019048341

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): Southwest edge of San Francisco County limits close to Daly City limits

Project Location (City): San Francisco

Project Location (County): San Francisco

Project Description: The San Francisco Bay Area Rapid Transit District (BART) is an electricity powered commuter transit line. Electrification is provided by "traction power" substations located along the transit line right-of-way. BART proposes improvements to one of its existing traction power substations referred herein as "MDC". MDC is located on the northeast end of the Daly City BART Station parking lot, between Interstate Highway 280 and the M-Line. The project site is situated on the southwest edge of San Francisco County limits close to Daly City limits. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation which currently supplies power for BART operations on the M- Line. Please see Attachment A for additional information.

Name of Public Agency Approving Project: San Francisco Bay Area Rapid Transit District

Name of Person or Agency Carrying Out Project: Steve Sims, Traction Power Project Manager, San Francisco Bay Area Rapid Transit District

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 158268);
- Declared Emergency (Sec. 21080(b)(3); 15269 (a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption State type and section number; 15302 Replacement or Reconstruction
- Statutory Exemptions State Code number

Reasons why project is exempt: The proposed replacement of the traction power substation equipment qualifies for an exemption pursuant to CEQA Guidelines Article 19 Section 15302 as a Class 2 Replacement or Reconstruction Project and would not have a significant impact on the environment. 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. Please see Attachment A for additional information.

The proposed project would result in the replacement of outdated traction power substation equipment. Proposed improvements to MDC would require rehabilitation of the existing facility within the existing footprint. During construction, the proposed portable traction powered substation would be located to the east of the existing substation. Installation of the TPSS would require clearing, grubbing, regrading, paving and grading around the project site. The new equipment would include one Alternate Current switchgear house, one Direct Current switchgear house, and smaller facilities. The new and replacement equipment would have the same purpose as the

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MAR 20 2019
TO

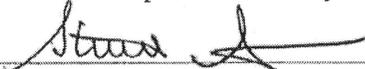
existing traction power substation and would be capable of supporting increased train lengths and more frequent peak period services. During construction, disruptions to traffic circulation and parking are not anticipated as construction activities would take place within BART owned property. However, 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) to minimize potential impacts to traffic and circulation during construction.

Lead Agency Contact Person: Steve Sims

Area Code/Telephone/Extension: (510) 464-6417

If filed by applicant:

1. Attach certified document of exemption filing.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature:  Date: 2/26/19 Title: Project Manager

- Signed by Lead Agency
 Signed by Applicant

Date received for filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Governor's Office of Planning & Research
APR 16 2019
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2019048341

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
MDC – DALY CITY BART STATION
CEQA CATEGORICAL EXEMPTION**

ATTACHMENT A

JANUARY 2019

Governor's Office of Planning & Research
APR 16 2019
STATE CLEARINGHOUSE

PROJECT DESCRIPTION

PROJECT SUMMARY

40. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements Project
 MDC-Daly City Traction Power Substation Facility

41. Lead Agency Name and Address:

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

42. Contact Person and Phone Number:

Steve Sims
 Traction Power Project Manager
 (510) 464-6417

PROJECT LOCATION

The project site is located on the northeast end of the parking lots for the Daly City BART Station, between Interstate Highway 280 and the M Line. The project site is situated on the southwest edge of San Francisco County limits close to Daly City limits. Assessor Parcel Numbers;

7177015	7177014	7177013	7177012	7177011	7177010	7177009	7177047	7177036
7177037	7077038	7177039	7177001	7077002	7177003	7176024	7170625	717626
7176006	7176005A							

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, referred herein as "MDC", is situated at-grade within a fenced BART maintenance compound. The MDC traction power substation is secured within the maintenance compound with permanent fencing. BART's Water Intrusion Protection Project currently has temporary site offices located adjacent to the project site.

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to MDC would require rehabilitation of the existing facility within the existing footprint of the BART-owned project site. The existing Alternating Current switchgear house, Direct Current switchgear house, battery house and transformers would be demolished and replaced with new equipment. The existing sectionalizing and switching station will remain as it was replaced in 2002 as part of BART's San Francisco International Airport extension project.

While the substation is being decommissioned and removed, a temporary portable substation would be located east of the project site and would supply power in the interim. The temporary portable substation would be located within the maintenance compound clear from public right-of-way.

Additional construction elements include clearing and grading on the project site; field testing, integrating, and commissioning equipment and prefabricated houses; and installing a new security fence around the project site.

The proposed staging area for the new equipment would occur entirely within BART-owned property, therefore no encroachments onto public right-of-way would be required. However, in order to minimize disruptions to traffic and circulation during construction, specifications for maintenance of traffic 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 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 situated on the southwest edge of San Francisco County limits close to Daly City limits. No property acquisitions are anticipated to advance the 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. Construction activities would take place within BART-owned property and would not impact vehicle, pedestrian or bicycle circulation. However, in order to minimize disruptions to traffic and circulation during construction, specifications for maintenance of traffic are being developed by the City and County of San Francisco in coordination with the San Francisco Municipal Transportation Agency (SFMTA).

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APR 16 2014

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