

2019048345

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: SACRAMENTOFrom: (Public Agency): San Francisco Bay Area Rapid Transit300 Lakeside DriveOakland, CA 94607

(Address)

Project Title: MEASURE RR PROGRAM TRACTION POWER SYSTEM IMPROVEMENT PROGRAMProject Applicant: STEVE SIMS, TRACTION POWER PROJECT MANAGER, SAN FRANCISCO BAY AREA RAPID TRANSIT

Project Location - Specific:

4th Street between Martin Luther King Jr. Way and Jefferson Street, Oakland, California, 94607Project Location - City: OaklandProject Location - County: Alameda

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 gap breaker stations, referred herein as "KXA". KXA is located approximately 150-feet northwest of the intersection of 4th Street and Jefferson Street, approximately 30--feet south of the K-Line in the City of Oakland. The proposed project would require replacement of the existing gap breaker station equipment. The gap breaker station isolates appropriate electrified third rail sections for maintenance and repair purposes and de-energizes third rail sections during emergencies for the K-Line.

Name of Public Agency Approving Project: SAN FRANCISCO BAY AREA RAPID TRANSITName 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));
- ☒ 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 Public Resources Code 21080(b), Article 18 Section 15276 Specified Mass Transit Projects. (a) The institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities. The proposed project would result in the replacement of outdated gap breaker station equipment. Proposed improvements to KXA would require rehabilitation of the existing facility that would extend beyond the existing footprint but would remain within the same general area within a BART right-of-way. The existing equipment would be removed, and new equipment would be installed on the project site which is situated at-grade. The new and replacement equipment would have the same purpose as the existing gap breaker station.

Lead Agency

Contact Person: BART, STEVE SIMSArea 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: Date: 4/11/19Title: Project Manager,
BART☒ Signed by Lead Agency ☐ Signed by Applicant

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

Date Received for filing at OPR:

Governor's Office of Planning & Research

APR 16 2019

STATE CLEARINGHOUSE

Revised 2011

2019048345

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

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 Transit District
Maintenance & Engineering Department
300 Lakeside Drive
Oakland, CA 94607

ENDORSED
FILED
ALAMEDA COUNTY

☒ Alameda County Clerk-Recorder's Office
1106 Madison Street
Oakland, CA 94607

MAR 21 2019

MELISSA WILK, County Clerk
By CM Deputy

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): 4th Street between Martin Luther King Jr. Way and Jefferson Street, Oakland, CA 94607

Project Location (City): Oakland

Project Location (County): Alameda

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 gap breaker stations, referred herein as "KXA". KXA is located approximately 150-feet northwest of the intersection of 4th Street and Jefferson Street, approximately 30-feet south of the K-Line in the City of Oakland. The proposed project would require replacement of the existing gap breaker station equipment. The gap breaker station isolates appropriate electrified third rail sections for maintenance and repair purposes and de-energizes third rail sections during emergencies for the K-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 gap breaker station 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 gap breaker station equipment. Proposed improvements to KXA would require rehabilitation of the existing facility that would extend beyond the existing footprint but would remain within the same general area within a BART right-of-way. The existing equipment would be removed, and new equipment would be installed on the project site which is situated at-grade. The new and replacement equipment would have the same purpose as the existing gap breaker station. During construction,

temporary disruptions to traffic and parking may occur. Therefore, the design team will work with the City of Oakland to make sure that the requisite traffic control measures are implemented.

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: 2/20/19

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

STATE CLEARINGHOUSE

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
KXA— GAP BREAKER STATION
CEQA CATEGORICAL EXEMPTION**

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

10. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements
Project
KXA- Gap Breaker Station

11. Lead Agency Name and Address:

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

12. Contact Person and Phone Number:

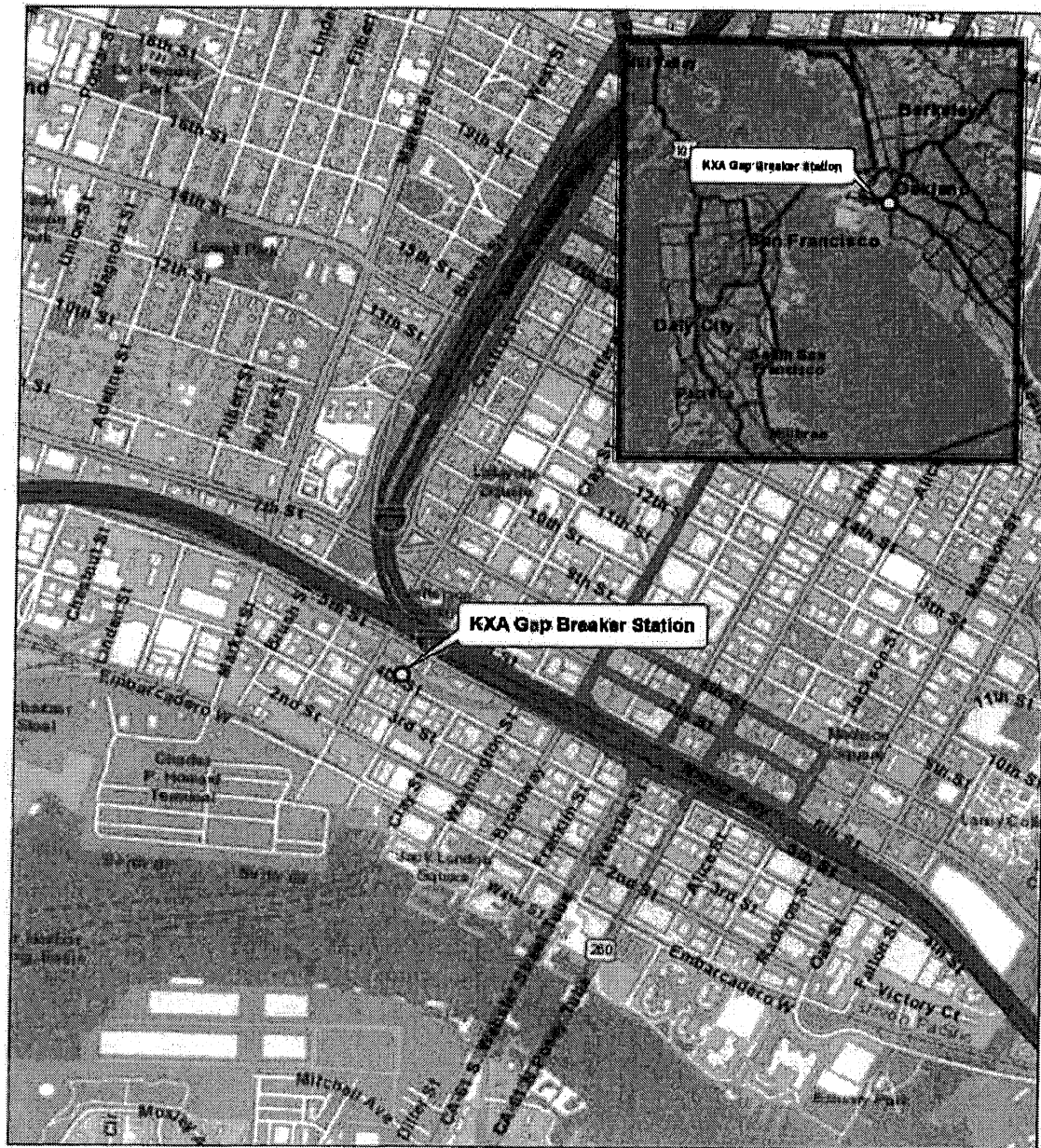
Steve Sims
Traction Power Project Manager
(510) 464-6417

PROJECT LOCATION

The project site is located approximately 150-feet northwest of the intersection of 4th Street and Jefferson Street and approximately 1,500 feet west of the West Oakland BART Station in the City of Oakland. 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 gap breaker station is situated at-grade approximately 30 feet south of the K-Line. This gap breaker station is designated KXA. The gap breaker station isolates appropriate electrified third rail sections for maintenance and repair purposes and de-energizes third rail sections during emergencies for the K-Line.



KXA - Gap Breaker Station
Regional Location

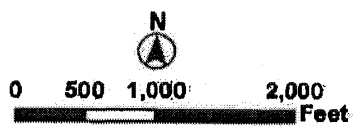


Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to KXA would require rehabilitation of the existing facility and would extend beyond the existing footprint. The existing gap breaker station is approximately 20 feet in length by 20 feet wide and would be replaced by a gap breaker station approximately 32 feet in length by 18 feet wide within BART-owned property. No permanent acquisition of public right-of-way would be required.

The proposed project would require decommissioning and replacing the existing gap breaker station, disconnecting the existing new Direct Current feeders. After BART resources disconnect the feeds to the contact rails, temporary jumper cables would be installed to maintain contact rail electrical continuity while the gap breaker is being replaced. The temporary jumper cables would be located within the proposed construction area and would not require additional public right-of-way. Additional construction elements include: site grading; minor demolition of the existing foundation slab; installing maximum security fence footings and modular pads and modular units; installing new and field testing the new gap breaker station equipment.

The proposed staging area (as shown in Figure 1. below), would be approximately 2,000 square feet and would consist of temporary fencing along the perimeter and located on BART owned property. The staging area would be temporary, and the design team will work with the City of Oakland to make sure that the requisite traffic control measures will be implemented.

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 located approximately 150 feet northwest of the intersection of 4th Street and Jefferson Street and approximately 1,500 feet of the West Oakland BART Station in the City of Oakland. No property acquisitions are anticipated to advance the project and the replacement of the gap breaker station equipment; all work would occur within the same general area within BART right-of-way. The new and replacement equipment would have the same purpose as the existing gap breaker station. During construction, temporary disruptions to traffic and parking may occur; however, implemented traffic control measures would help mitigate any transportation/traffic impacts.