

2019048347

## 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:

MacArthur BART Station, 40th Street and Martin Luther King Jr. Way, Oakland CA 94609

Project Location - City: Oakland

Project 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 traction power substation, referred herein as "KMA". KMA is located below the track level structures, on the south side of 40th Street, between Martin Luther King Jr. Way and Telegraph Avenue, in the City of Oakland, in Alameda County.

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 K Line.

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));
- ☒ 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 KMA would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be installed. 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.


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: 

Date: 4/11/19

Title: Project Manager,  
BART

☒ Signed by Lead Agency ☐ Signed by Applicant

Governor's Office of Planning & Research

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: \_\_\_\_\_

APR 16 2019

STATE CLEARINGHOUSE

2019048347

## NOTICE OF EXEMPTION

**To:** Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

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

**ENDORSED  
FILED  
ALAMEDA COUNTY**

MAR 21 2019

**Project Title:** Measure RR Program Traction Power System Improvements Project

**Project Location (Specific):** MacArthur BART Station, 40<sup>th</sup> Street and Martin Luther King Jr. Way, Oakland, CA 94609  
By MELISSA WILK County Clerk  
CWB Deputy

**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 traction power substation, referred herein as "KMA", KMA is located below the track level structures, on the south side of 40<sup>th</sup> Street, between Martin Luther King Jr. Way and Telegraph Avenue, in the City of Oakland, in Alameda County.

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 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 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 KMA would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be installed. 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, 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

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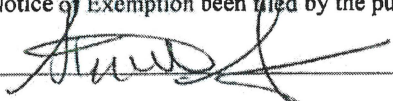
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If filed by applicant:

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:**

3/4/19

**Title:**

Project Manager

☒ Signed by Lead Agency  
☐ Signed by Applicant

Date received for filing at OPR:

2019048347

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

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

**ATTACHMENT A**

**JANUARY 2019**

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APR 16 2019  
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## **PROJECT DESCRIPTION**

### **PROJECT SUMMARY**

**1. Project Title:**

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements  
Project  
KMA-MacArthur BART Station

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

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

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

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

### **PROJECT LOCATION**

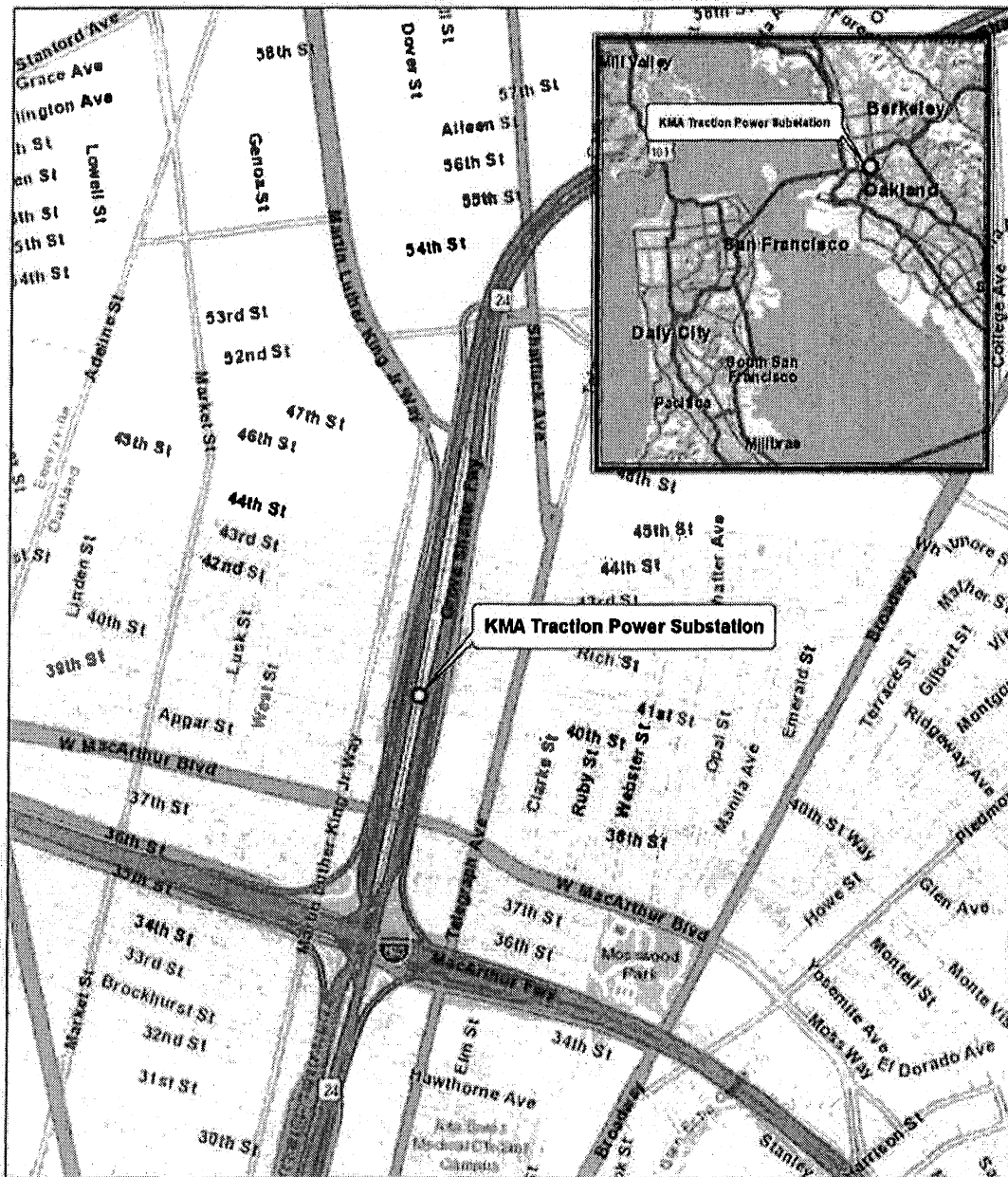
KMA is located at-grade inside the MacArthur BART Station on the south side of 40<sup>th</sup> Street, between Martin Luther J. King Jr. Way and Telegraph Avenue, below the aerial BART structures in the City of Oakland, in Alameda County. The project site and the facilities it contains are owned, operated and maintained by BART. Please see Figure 1. **Regional Location.**

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

The KMA traction power substation is located indoors at the 40<sup>th</sup> Street level below the BART aerial structures. The existing equipment will be removed, and new equipment will be lowered via an existing precast panel (please see Figure 2). To remove the existing equipment, a portable substation will be installed.



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



KMA - Traction Power Substation  
Regional Location

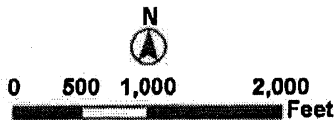


Figure 1. Regional Location

### **PROPOSED PROJECT AND CONSTRUCTION ELEMENTS**

Proposed improvements to KMA would require rehabilitation of the existing facility within the existing footprint of the project site. Conduit would be routed overhead along the 40th Street Freeway Underpass. The exterior wall of KMA Substation will include a pair of prefabricated concrete panels. The removal of the existing equipment and installation of the new equipment will require removal and replacement of these panels, along with the exterior décor and lighting installed on the surface of the panels.

Construction elements include decommissioning and removing the existing equipment and replacing with new equipment; relocating existing utilities as necessary; installing new panels; and field testing, integrating, and commissioning the substation equipment. In order for the traction power substation to be decommissioned, a portable substation will be installed at the eastern end of the existing elevated platform (See Figure 2). To accommodate the installation of the portables, a crane will be required to move the portable from a truck on Highway 24 to its location at the end of the platform. This work will be done overnight with appropriate traffic measures to preserve traffic safety, in coordination with Caltrans and the City of Oakland.

The design team will work with the City of Oakland and Caltrans to make sure that the requisite traffic control measures are implemented. The staging area would be temporary, and any potential traffic or parking impacts within the BART parking lot would be avoided with implemented traffic control measures.

The proposed portable substation installation area (as shown in Figure 1. below) would be located on property owned by BART.



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 at-grade inside the MacArthur BART Station on the south side of 40<sup>th</sup> Street, between Martin Luther Jr. King Way and Telegraph Avenue, below the aerial BART on top of a concrete trackway tunnel. 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, temporary disruptions to traffic and pedestrian circulation and parking may occur; however, coordination with the City of Oakland and Caltrans and implemented traffic control measures would help mitigate any transportation/traffic impacts.

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APR 16 2013  
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