

2019048349

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:
401 Jefferson Street, Oakland, CA 94607

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 and switching stations, referred herein as "KWS". The traction power substation and the switching station sit on top of a trackway tunnel, the traction power substation portion of KWS would be relocated to BART owned property southwest of the project site along 4th Street, between currently vacant land to the west and a privately-owned parking lot to the east. The switching station would remain in its current location. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation and switching station 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 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 traction power substation and switching station equipment. Proposed improvements to KWS would require rehabilitation of the existing facility. The existing equipment would be removed and replaced with new equipment. The new and replacement equipment would have the same purpose as the existing traction power substation and switching station be capable of supporting increased train lengths and more frequent peak period services. During construction, temporary disruptions to traffic and parking may occur. To minimize any potential disruptions, 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: 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

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

2019048349

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): 401 Jefferson Street, Oakland, CA 94607

MELISSA WILK, County Clerk
By CS 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 and switching stations, referred herein as "KWS". The traction power substation and the switching station sit on top of a trackway tunnel, the traction power substation portion of KWS would be relocated to BART-owned property southwest of the project site along 4th Street, between currently vacant land to the west and a privately-owned parking lot to the east. The switching station would remain in its current location. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation and switching station 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 Areas 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 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. Please see Attachment A for additional information.

The proposed project would result in the replacement of outdated traction power substation and switching station equipment. Proposed improvements to KWS would require rehabilitation of the existing facility. The existing equipment would be removed and replaced with new equipment. The new and replacement equipment would have the same purpose as the existing traction power substation and switching station be capable of supporting increased train lengths and more frequent peak period services. During construction, temporary disruptions to traffic and parking may occur. To minimize any potential disruptions, 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: [Signature]

Date: 3/4/19

Title: Project Manager

☒ Signed by Lead Agency

Date received for filing at OPR:

APR 16 2019

STATE CLEARINGHOUSE

☐ Signed by Applicant

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

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
KWS – WASHINGTON STREET SUBSTATION
CEQA STATUTORY EXEMPTION**

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

1. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements
Project
KWS-Washington Street Traction Power Substation

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

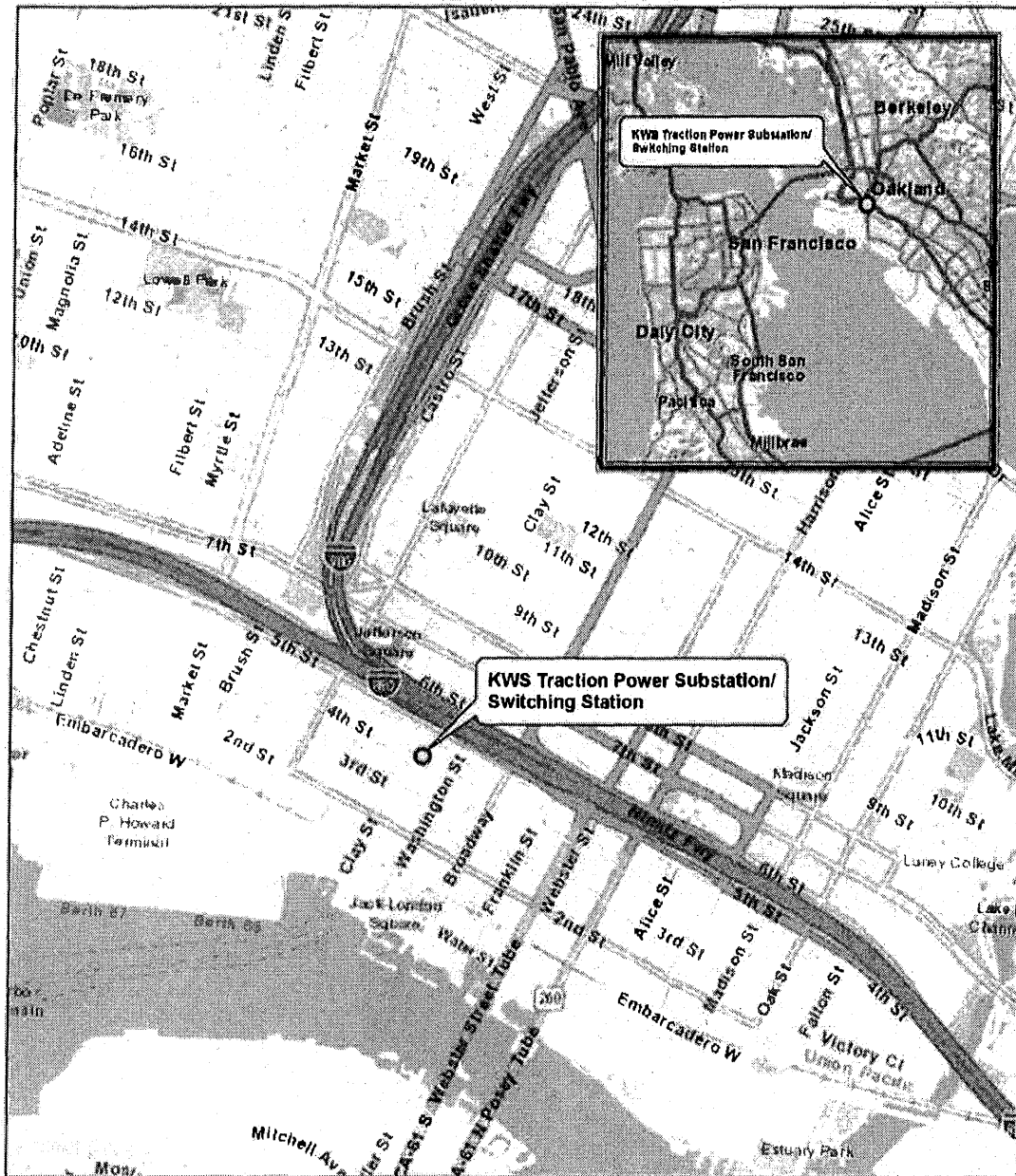
PROJECT LOCATION

The project site is located at-grade on the southwest quadrant of the Washington Street and 5th Street intersection in the City of Oakland in Alameda County (APN 112371). 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 existing at-grade traction power substation equipment and switching station are located on top of a concrete trackway tunnel in the City of Oakland. This substation is designated as KWS.

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



KWS - Traction Power Substation / Switching Station
Regional Location

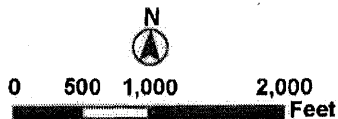


Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to KWS would require relocating the existing traction power substation equipment currently located on the project site to a new location southwest of the existing site along 4th Street, between vacant land to the west and a privately-owned parking lot to the east. The switching station would remain within the existing site.

Construction elements include decommissioning and removing the existing equipment and replacing with new equipment; grading; installing fencing; removing and installing a new foundation with an oil containment basin; installing a grounding grid; installing new drainage and utilities as necessary; field testing, integrating, and commissioning the traction substation and gap breaker station equipment. In addition, a cable bridge will be built across the existing BART tracks to accommodate a connection between the existing Direct Current (DC) rail connections and the location of the future DC house.

The design team will work with the City of Oakland to make sure that the requisite traffic control measures will be implemented. The proposed staging area would be approximately 4,600 square feet and would be located on property owned by BART located along 4th Street, adjacent to the existing BART tracks and the proposed traction power substation. Traffic control measures would be implemented to help mitigate any transportation/traffic impacts.

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



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.

STATUTORY EXEMPTION APPLICABILITY

Article 18 of CEQA (CEQA Guidelines Sections 15260 to 15285), 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 and switching station equipment qualifies for an exemption pursuant to CEQA Guidelines Article 18 Section 15276 and would not have a significant impact on the environment.

CEQA Guidelines Article 18 Section 15275 states the following projects are exempt:

CEQA does not apply to the following 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;
- (b) Facility extensions not to exceed four miles in length which are required for transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.

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 existing at-grade traction power substation equipment and switching station are located on top of a concrete trackway tunnel in the City of Oakland. The traction power substation would be relocated to BART-owned property southwest of the project site. The new and replacement equipment would have the same purpose as the existing traction power substation and switching station. During construction, temporary disruptions to traffic and pedestrian circulation may occur to accommodate removal and

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

installation of the new equipment; however, implemented traffic control measures would help mitigate any transportation/traffic impacts.