

Notice of Exemption

2019048350

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:

2800 Mission Street, San Francisco, CA 94110

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 substation, referred herein as "MTF". MTF is located at the north end of the 24th Street Mission BART Station in the City and County of San Francisco. 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.

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 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. The proposed project would result in the replacement of outdated traction power substation equipment. Proposed improvements to MTF would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be lowered via the openings in the existing substation roof. The new equipment would replace the existing equipment located between panel points 37 and 38 and a new mechanical room would be installed between columns 34 and 35.

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

☒ 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

2019-20

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
Maintenance & Engineer
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

2019048350

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): 2800 Mission Street, San Francisco, CA 94110

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 substation, referred herein as "MTF". MTF is located at the north end of the 24th Street Mission BART Station in the City and County of San Francisco. 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

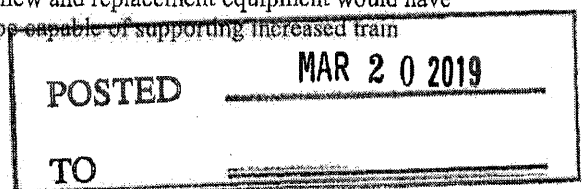
Name of Person or Agency Carrying Out Project: Steve Sims, Traction Power Project Manager, San Francisco Bay Area Rapid Transit District

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 MTF would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be lowered via the openings in the existing substation roof. The new equipment would replace the existing equipment located between panel points 37 and 38 and a new mechanical room would be installed between columns 34 and 35. 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. To mitigate potential disruptions to traffic 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).

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: _____

Title: _____

- ☒ 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
MTF – 24TH STREET MISSION BART STATION
CEQA CATEGORICAL EXEMPTION**

ATTACHMENT A

JANUARY 2019

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

PROJECT DESCRIPTION

PROJECT SUMMARY

31. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements
Project
MTF-24th Street Mission Traction Power Substation Facility

32. Lead Agency Name and Address:

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

33. Contact Person and Phone Number:

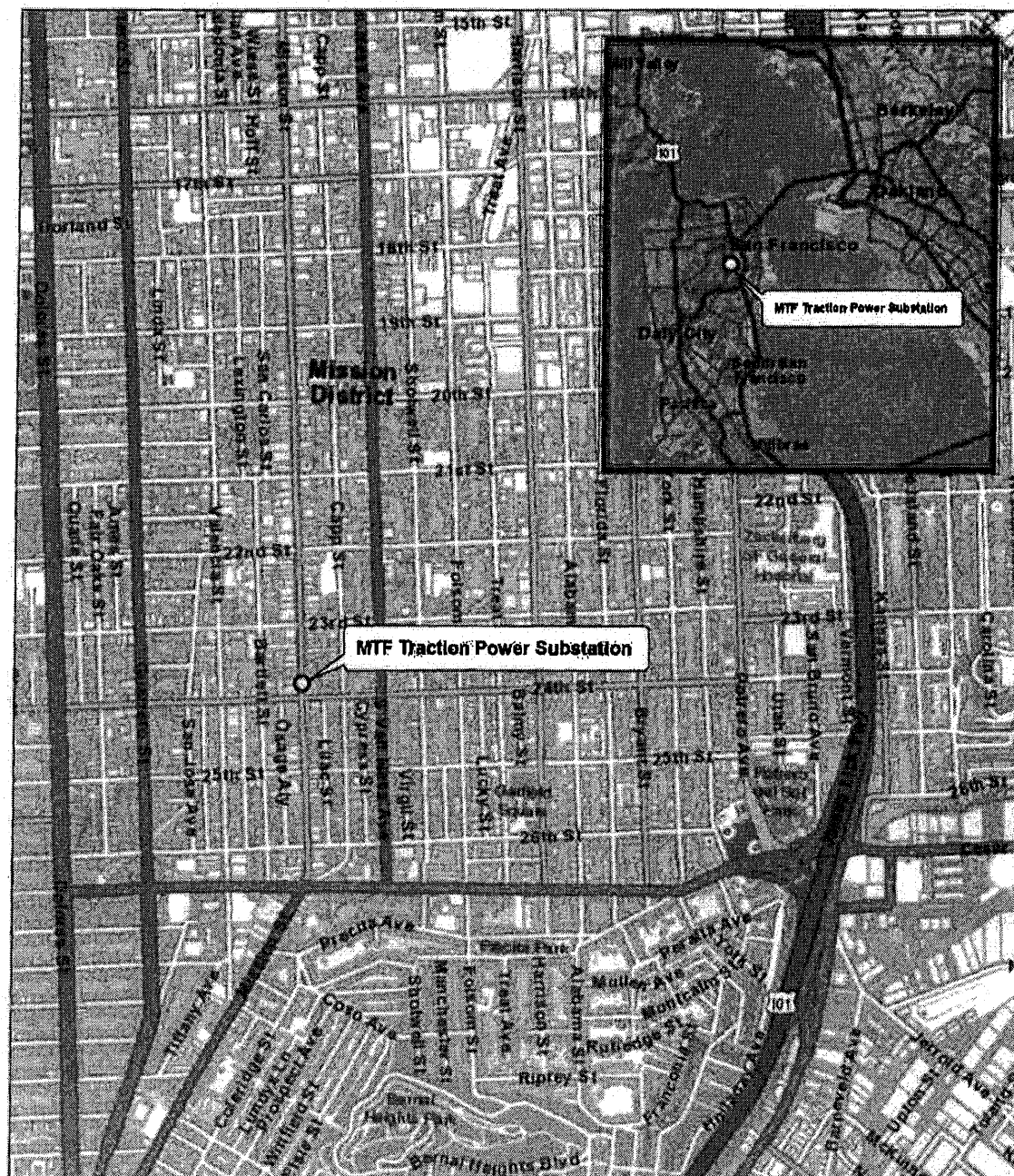
Steve Sims
Traction Power Project Manager
(510) 464-6417

PROJECT LOCATION

The project site is located at the north end of the 24th Street Mission BART Station (APN 3643023) 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 at the north end of the 24th Street Mission BART Station between panel points 33 and 40. This substation is designated as MTF. The MTF traction power substation has a concrete roof with removable precast concrete roof panels. Access to the existing equipment requires an access hatch located approximately four feet below Mission Street between 23rd Street and 24th Street (please see Figure 2).



MTF - 24th Street Mission BART Station
Regional Location



Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to MTF 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 MTF 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 in the northeastern corner of the station plaza. Installation of the HVAC condenser units would require the removal of one tree. 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 23th Street and 24th 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 and stage equipment. One lane would remain open to bus traffic in the northbound and southbound direction of travel. Vehicular traffic between 23rd and 24th Streets would be prohibited in both directions of travel and detours would be provided. Redirected vehicular traffic from Mission Street and 24th Street would turn right onto Valencia Street, turn right onto 23rd Street, then turn left onto Mission Street. Redirected vehicular traffic from Mission Street and 23rd Street would turn left onto Capp Street, turn left onto 23rd Street, and then turn right onto Mission Street.

The proposed staging area is anticipated to be 2,300 square feet and would be located near the 24th Street Mission BART Station adjacent to the equipment hatches near 24th Street. To mitigate any potential 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 on Mission Street based on the current level of design.



SPECIAL DISTRICT PARAMETERS

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 24th Street Mission BART Station. 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, implemented traffic control measures would help mitigate any transportation/traffic impacts.

Governor's Office of Planning & Research

APR 16 2019

STATE CLEARINGHOUSE