

2019048342

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: Mile post 4.35 in the lower gallery of the Transbay Tube, San Francisco, CA 94111

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 gap breaker stations, referred herein as "MEG". MEG is located below-ground in the lower gallery of the Transbay Tube Tunnel in San Francisco County. 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 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 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 The proposed project would result in the replacement of outdated gap breaker station equipment. Proposed improvements to MEG would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be installed on the project site which is situated underground in the lower gallery of the Transbay Tube Tunnel. Coordination with the Port of San Francisco is necessary to obtain access for staging and construction. The new and replacement equipment would have the same purpose as the existing gap breaker station.

Lead Agency: 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.
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

2019-24

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

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

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

MAR 20, 2019

by: MARIBEL JALDON
Deputy County Clerk

2019048342

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): Mile post 4.35 in the lower gallery of the Transbay Tube, San Francisco, CA 94111

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 gap breaker stations, referred herein as "MEG". MEG is located below-ground in the lower gallery of the Transbay Tube Tunnel in San Francisco County. 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 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 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 MEG would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be installed on the project site which is situated underground in the lower gallery of the Transbay Tube Tunnel. Coordination with the Port of San Francisco is necessary to obtain access for staging and construction. The new and replacement equipment would have the same purpose as the existing gap breaker station. During construction, temporary disruptions to vehicular traffic, pedestrian circulation, may occur above-ground due to the proposed staging area located on land owned by the Port of San Francisco. To mitigate potential impacts to traffic and circulation during construction, specifications for

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MAR 20 2019
TO

2019048342

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

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: 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
STATE CLEARINGHOUSE

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

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

43. Project Title:

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

44. Lead Agency Name and Address:

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

45. Contact Person and Phone Number:

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

PROJECT LOCATION

The project site is situated below ground at mile post 4.35 in the lower gallery of the Transbay Tube Tunnel within San Francisco County. 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 below ground in the Transbay Tube between San Francisco County near the Alameda County limits. This gap breaker station is designated MEG. 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 M-Line.

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to MEG would require rehabilitation of the existing facility within the existing footprint of the project site. The project site is located within BART-owned property and no permanent acquisition of public right-of-way would be required.

Construction elements include decommissioning and removing the existing underground equipment and replacing with new equipment; relocating existing utilities as necessary; installing a new access hatch cover; and field testing, integrating, and commissioning the gap breaker station equipment.

The proposed staging area would be approximately 2,000 square feet and would be located above ground on land owned by the Port of San Francisco adjacent to the San Francisco Ferry Terminal near

the front of the San Francisco Transition Structure. During construction, BART would coordinate with the Port of San Francisco to minimize disruptions to traffic and pedestrian and to ensure that the proposed staging area does not cause any obstruction to the property. The staging area would be temporary, and any potential traffic or parking impacts would be avoided with implemented traffic control measures. 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 address potential disruptions to traffic and circulation.

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 below-ground in the lower gallery of the Transbay Tube 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 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.

