

2019048343

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:
Wilder Street between Diamond Street and Arlington 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 "MGP", located at the northeast end of the Glen Park 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));
[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 same purpose as the existing gap breaker station. The proposed project would result in the replacement of outdated traction power substation equipment. Proposed improvements to MOP 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 existing concrete roof with removable precast concrete roof panels. The new equipment would replace the existing equipment located between panel points 8N and 10N. The new and replacement equipment would have the same purpose as the existing traction power 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: [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. Date Received for filing at OPR: Governor's Office of Planning & Research
Reference: Sections 21106, 21152, and 21152.1, Public Resources Code.

APR 16 2019
STATE CLEARINGHOUSE

2019-18

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 Rapid Transit District
Maintenance & Engineering
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

2019048343

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): Wilder Street between Diamond Street and Arlington 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 "MGP", located at the northeast end of the Glen Park 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 MGP 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 existing concrete roof with removable precast concrete roof panels. The new equipment would replace the existing equipment located between panel points 8N and 10N. 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 impacts to traffic

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

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).

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: [Handwritten 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.

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

ATTACHMENT A

JANUARY 2019

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PROJECT DESCRIPTION

PROJECT SUMMARY

25. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements
Project
MGP- Glen Park Traction Power Substation Facility

26. Lead Agency Name and Address:

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

27. Contact Person and Phone Number:

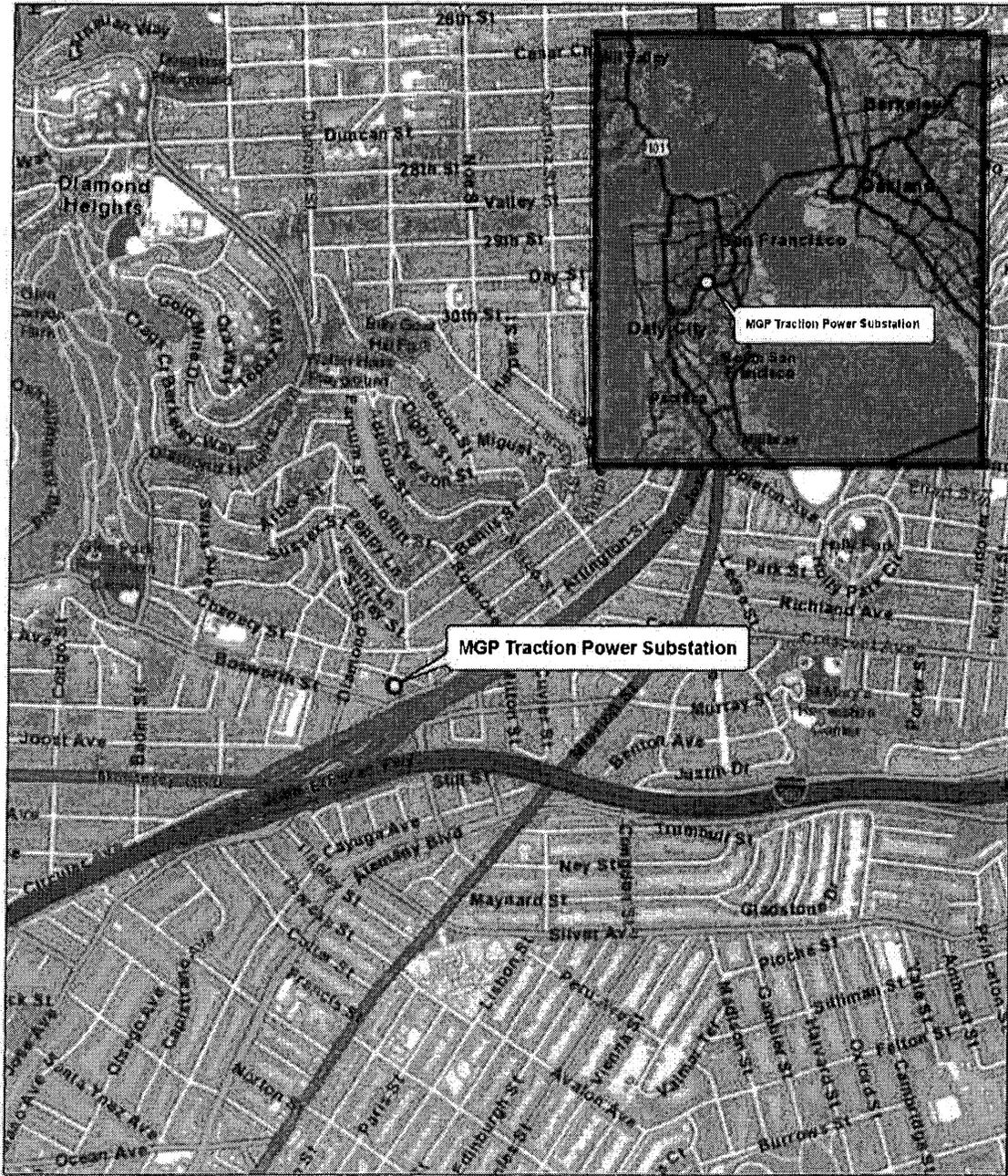
Steve Sims
Traction Power Project Manager
(510) 464-6417

PROJECT LOCATION

The project site is located at the northeast end of the Glen Park BART Station (APN 6745066) 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 facility is partially exposed above ground on the south side of Wilder Street, between Diamond Street and Arlington Street, near multi-story residential buildings. This substation is designated as MGP. The MGP traction power substation has a concrete roof with removable precast concrete roof panels (please see Figure 2).



MGP - Balboa Park BART Station
Regional Location

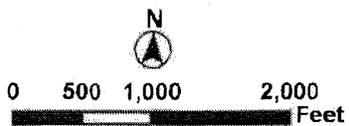


Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to MGP 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 precast concrete substation roof panels. The proposed equipment would replace the existing equipment located between panel points 8N and 10N. Construction elements include decommissioning and removing the existing equipment and replacing with new equipment; pouring a new concrete pad and oil containment curbs; field testing, integrating, and commissioning the substation equipment.

A preliminary evaluation of the existing center slab section on the MGP 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 proposed staging area (as shown in Figure 1. below) would be located on the existing Glen Park BART Station parking lot and would require temporary removal of parking. To mitigate potential impacts to traffic and circulation during construction, 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).

Figure 1. displays the approximate extent of construction on Mission Street 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.

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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 at the northeast end of the Glen Park BART Station (APN 6745066). 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 parking may occur; however, implemented traffic control measures would help mitigate any transportation/traffic impacts.

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