

2019048348

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:
1451 7th Avenue, Oakland, CA 94606

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 substations, referred herein as "KOW". KOW is located below the aerial BART track structure between Henry Street and Chester Street, northwest of the West Oakland BART Station in the City of Oakland. 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));
[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 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 The proposed project would result in the replacement of outdated traction power substation equipment.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: [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

Revised 2011

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 Department
300 Lakeside Drive
Oakland, CA 94607

Alameda County Clerk-Recorder's Office
1106 Madison Street
Oakland, CA 94607

**ENDORSED
FILED
ALAMEDA COUNTY**

MAR 21 2019

Project Title: Measure RR Program Traction Power System Improvements Project

MELISSA WILK, County Clerk
By CB Deputy

Project Location (Specific): 1451 7th Avenue, Oakland, CA 94606

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 "KOW". KOW is located below the aerial BART track structure between Henry Street and Chester Street, northwest of the West Oakland BART Station in the City of Oakland. 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 KOW would require rehabilitation of the existing facility within the existing footprint. The new equipment (one AC switchgear house and two isolation disconnect switch houses) would replace the existing equipment located between Piers P68 and P69 at the West Oakland BART station. 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

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
KOW – WEST OAKLAND BART STATION
CEQA CATEGORICAL EXEMPTION**

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

4. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements
Project
KOW-West Oakland Traction Power Substation Facility

5. Lead Agency Name and Address:

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

6. Contact Person and Phone Number:

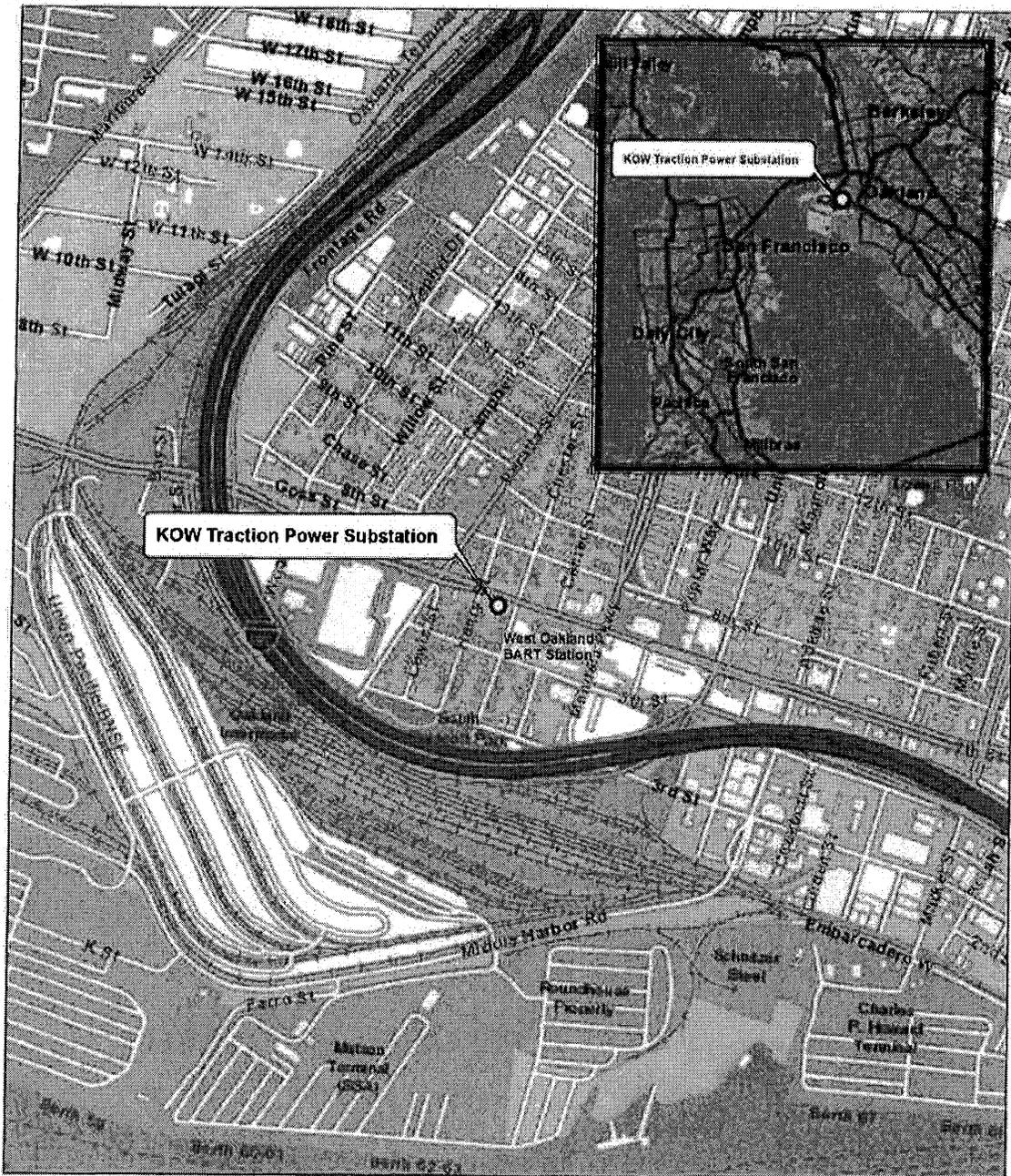
Steve Sims
Traction Power Project Manager
(510) 464-6417

PROJECT LOCATION

The project site is located below the aerial BART track structure of the K-Line between Henry Street and Chester Street, northwest of the West Oakland BART Station in the City of Oakland (APN 410129). 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

This substation is designated as KOW. The existing substation equipment is situated at-grade in a BART owned parking lot adjacent to the West Oakland BART Station.



KOW - West Oakland BART Station
 Regional Location

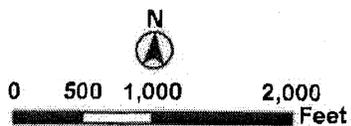


Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to KOW would require rehabilitation of the existing facility within the existing footprint of the BART-owned project site. One new Alternate Current (AC) switchgear house and two new isolation disconnect switch houses would be installed between Piers P68 and P69. The existing AC switchgear house and foundation would be demolished and replaced with a new foundation and a new AC switchgear house. Additional construction elements include connecting, testing, and energizing the new AC switchgear house. The Direct Current House, Rectifier House, and 5MW rectifier transformers have been recently replaced, therefore, the AC switchgear house is the only substation component requiring replacement.

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 (shown in Figure 1. below) would be fenced and would remain within the BART-owned parking lot and would not require use of public right-of-way. The project staging area would be approximately 700 square feet and would be located in the northeastern quadrant of the parking lot. 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.

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

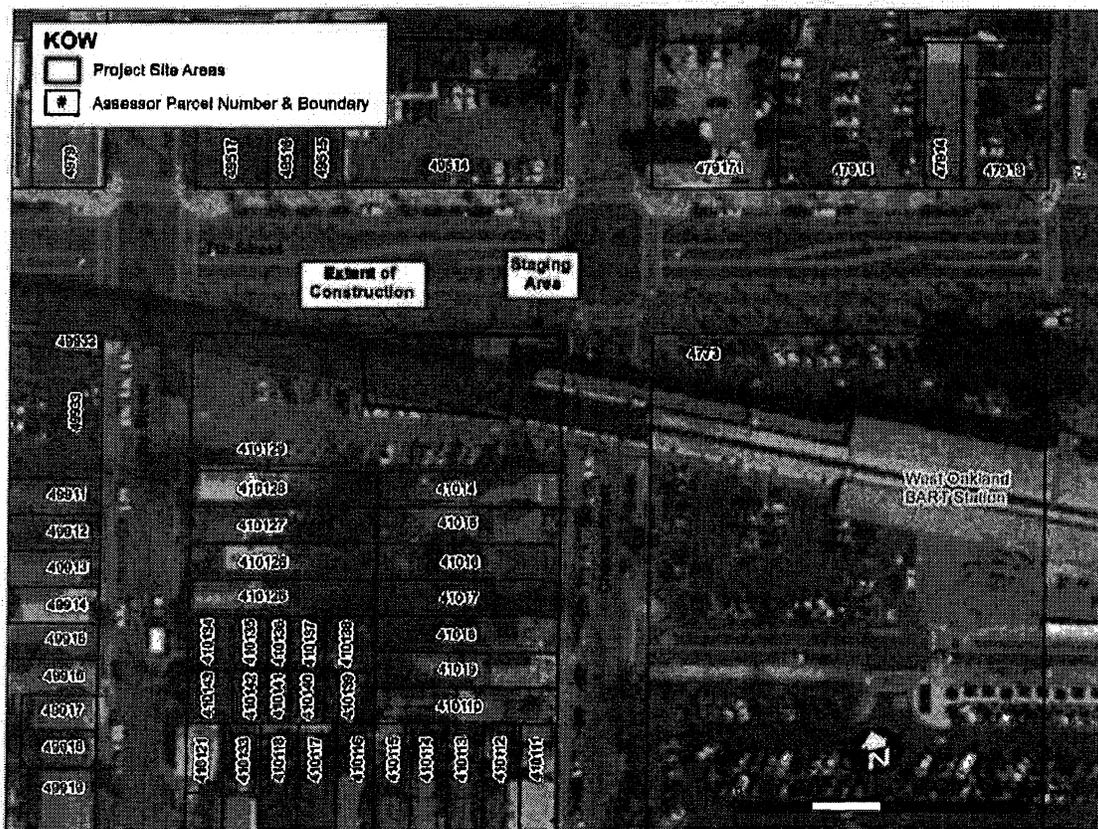


Figure 1. Extent of Construction

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.

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:

- (e) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
- (f) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- (g) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
- (h) 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 below the aerial BART track structure northwest of the West Oakland BART Station (APN 410129). 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.