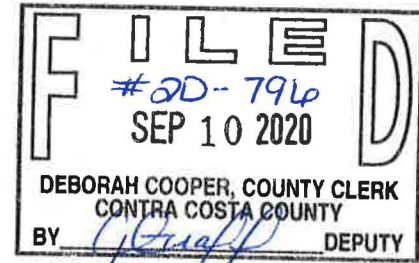


NOTICE OF EXEMPTION

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

☒ Contra Costa County Clerk-Recorder's Office
822 Main Street
P.O. Box 350
Martinez, CA 94533



Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): Northwest Corner of Richmond BART Station Parking Lot (1700 Nevin Avenue)
(APN 514-151-005)

Project Location (City): Richmond

Project Location (County): Contra Costa

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 substations, Richmond Station Traction Power Substation, referred herein as "RRI". RRI is located in the northwest corner of the Richmond BART Station parking lot (1700 Nevin Avenue, Richmond, CA 94801), east of the BART tracks. The project will require facility upgrades, procurement, and installation of replacement equipment for the existing traction power substation which currently supplies power for BART rail operations. Please see Attachment A for additional information.

This Notice of Exemption from the California Environmental Quality Act (CEQA) was prepared based on the content contained in BART's Traction Power Facilities Replacements Conceptual Engineering Report (35% level of design) dated June 6, 2016; the Draft Geotechnical Report prepared by Earth Mechanics, Inc. and Parsons Corporation dated February 15, 2019; the TPF Transformer PCB Level Report prepared by BART dated February 15, 2019; and the engineering drawings contained in BART's Traction Power Facilities Replacement 50% level of design submittal package dated November 8, 2018, 65% level of design submittal package dated April 22, 2019, and 95% level of design submittal package dated November 1, 2019.

Specific engineering drawings reviewed include:

- Existing Topography and Demolition Plan (C146, C1701-RRI), dated: 06/06/2018 (35%), 11/08/2018 (50%), 04/19/2019 (65%), 11/01/2019 (95%)
- Site Plan (C446, C1703-RRI), dated: 06/06/2018 (35%), 11/08/2018 (50%), 04/22/2019 (65%), 11/01/2019 (95%)
- Grading and Drainage Plan (C446, C1721-RRI), dated: 11/08/2018 (50%), 04/22/2019 (65%), 11/01/2019 (95%)
- Construction Staging Plan (C646A, C646B, C1702-RRI), dated: 06/06/2018 (35%), 11/08/2018 (50%), 04/22/2019 (65%), 11/01/2019 (95%)
- Composite Plan of Utility Arrangements (U036-RRI), dated: 06/06/2018 (35%)
- Utility Plan (U046-RRI), dated: 11/01/2018 (50%)
- Right of Way Plan (W046, W1701-RRI), dated: 10/09/2018 (50%), 11/01/2019 (95%)
- Plumbing and Drainage Plan (P1701-RRI), dated: 11/01/2019 (95%)
- Demolition Plans (TP629, TP360-RRI), dated: 11/08/2018 (50%)
- Site Layout Plan (TP631A, TP631B-RRI), dated: 11/08/2018 (50%)
- Site Layout Plan Portable Substation (R188-RRI), dated: 11/08/2018 (50%)

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:
- ☒ Statutory Exemptions State Code number: CEQA Guidelines Article 18, Section 15275(a)

Reasons why project is exempt: The proposed replacement of the traction power substation equipment qualifies for a statutory exemption pursuant from CEQA, as the project fits into the context of the exemption language and no other significant effects on the environment will result due to unusual circumstances. Statutory exemptions from CEQA are granted by the California Legislature, and apply regardless of the environmental impacts of the project for state policy reasons. A statutory exemption from CEQA is provided under Section 21080(b)(10) of the California Public Resources Code (also found in the CEQA Guidelines Article 18 Section 15275(a)). This statutory exemption applies to mass transit projects that involve the institution or increase of passenger or commuter service on rail lines already in use. This project proposes removing aging train control equipment and upgrading to a new system, which will support increased capacity and higher service frequencies. Please see Attachment A for additional information.

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: 4/23/2020

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

Sep 16 2020

STATE CLEARINGHOUSE

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM:
TRACTION POWER SYSTEM IMPROVEMENTS**

**RRI – RICHMOND STATION TRACTION POWER SUBSTATION
CEQA STATUTORY EXEMPTION**

ATTACHMENT A

FEBRUARY 2020

PROJECT DESCRIPTION

PROJECT SUMMARY

- 1. Project Title:**
Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements Project
RRI – Richmond Station 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

INTRODUCTION

This Notice of Exemption from the California Environmental Quality Act (CEQA) was prepared based on the content contained in BART's Traction Power Facilities Replacements Conceptual Engineering Report (35% level of design) dated June 6, 2016; the Draft Geotechnical Report prepared by Earth Mechanics, Inc. and Parsons Corporation dated February 15, 2019; the TPF Transformer PCB Level Report prepared by BART dated February 15, 2019; and the engineering drawings contained in BART's Traction Power Facilities Replacement 50% level of design submittal package dated November 8, 2018, 65% level of design submittal package dated April 22, 2019, and the 95% level of design submittal package dated November 1, 2019.

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- Grading and Drainage Plan (C446, C1721-RRI), dated: 11/08/2018 (50%), 04/22/2019 (65%), 11/01/2019 (95%)
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- Composite Plan of Utility Arrangements (U036-RRI), dated: 06/06/2018 (35%)
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- Demolition Plans (TP629, TP360-RRI), dated: 11/08/2018 (50%)
- Site Layout Plan (TP631A, TP631B-RRI), dated: 11/08/2018 (50%)
- Site Layout Plan Portable Substation (R188-RRI), dated: 11/08/2018 (50%)

PROJECT LOCATION

The project site is currently occupied by the existing Richmond Station traction power substation. RRI is located in the northwest corner of the Richmond BART Station parking lot (1700 Nevin Avenue, Richmond, CA 94801), east of the BART tracks (see Figures 1 and 2). The project site is located in APN 540-062-006.

A systemwide map of BART stations and routes is provided in Figure 3 for reference to the regional passenger rail system.

EXISTING CONDITIONS ON THE PROJECT SITE

RRI is an existing at-grade, outdoor prefabricated traction power substation that supplies electrical power to BART trains. The project site and the facilities it contains are owned, operated, and maintained by BART.

The project site is zoned “CM-5, Commercial Mixed-Use, Activity Center”. This zoning designation conditionally permits electrical substations. Because the project will be replacing an existing, conditionally permitted use on property owned, operated, and maintained by BART, there will be no conflicts with the City of Richmond’s land use plans, policies, or regulations.

The CM-5, Commercial Mixed-Use, Activity Center zoning district extends to the north, east, and west of the project site and station area, with multifamily high-density residential located to the south.

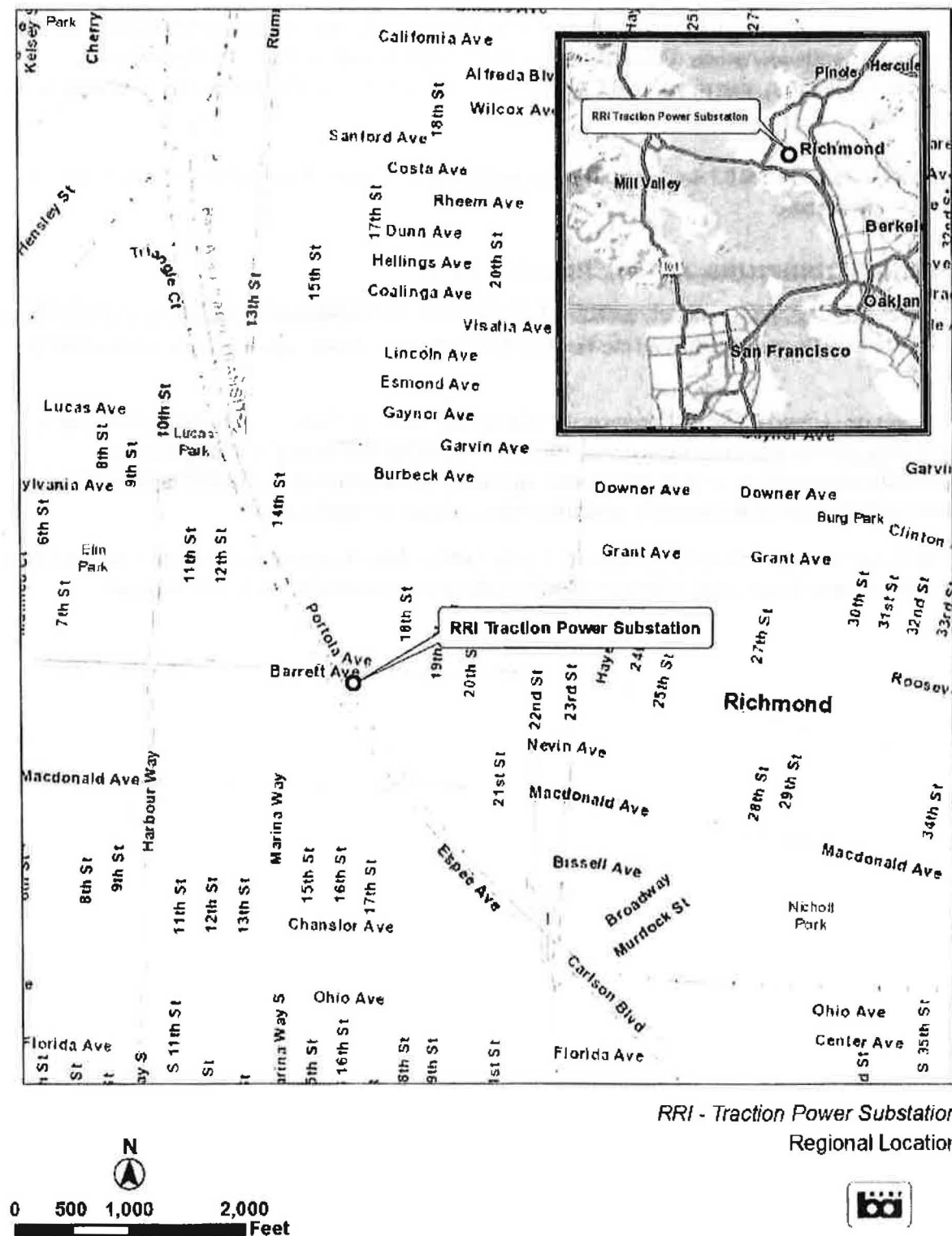
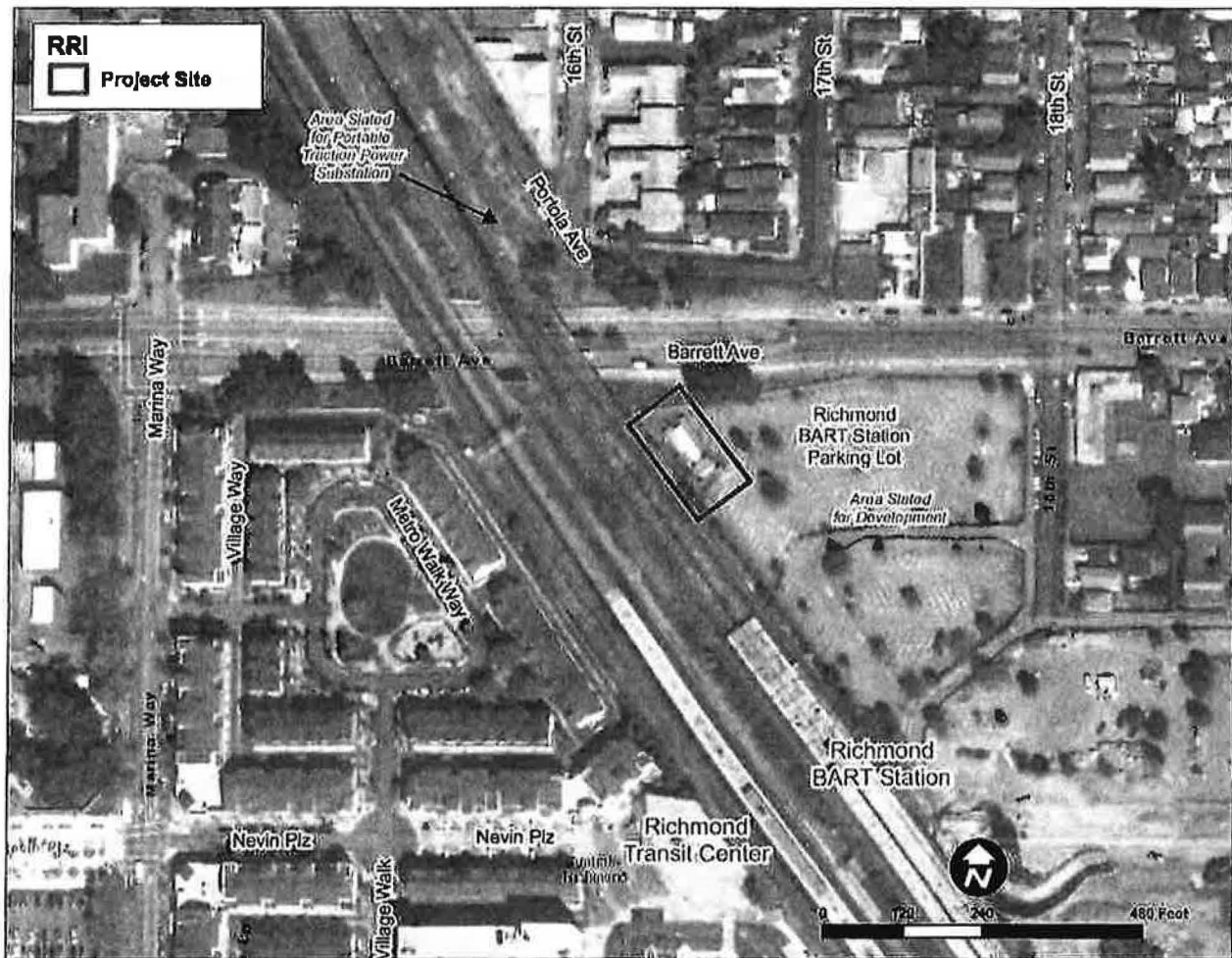


Figure 1. Regional Location



Project site boundaries depict approximate project area and are not exact.

Figure 2. Project Location (Aerial Photo)

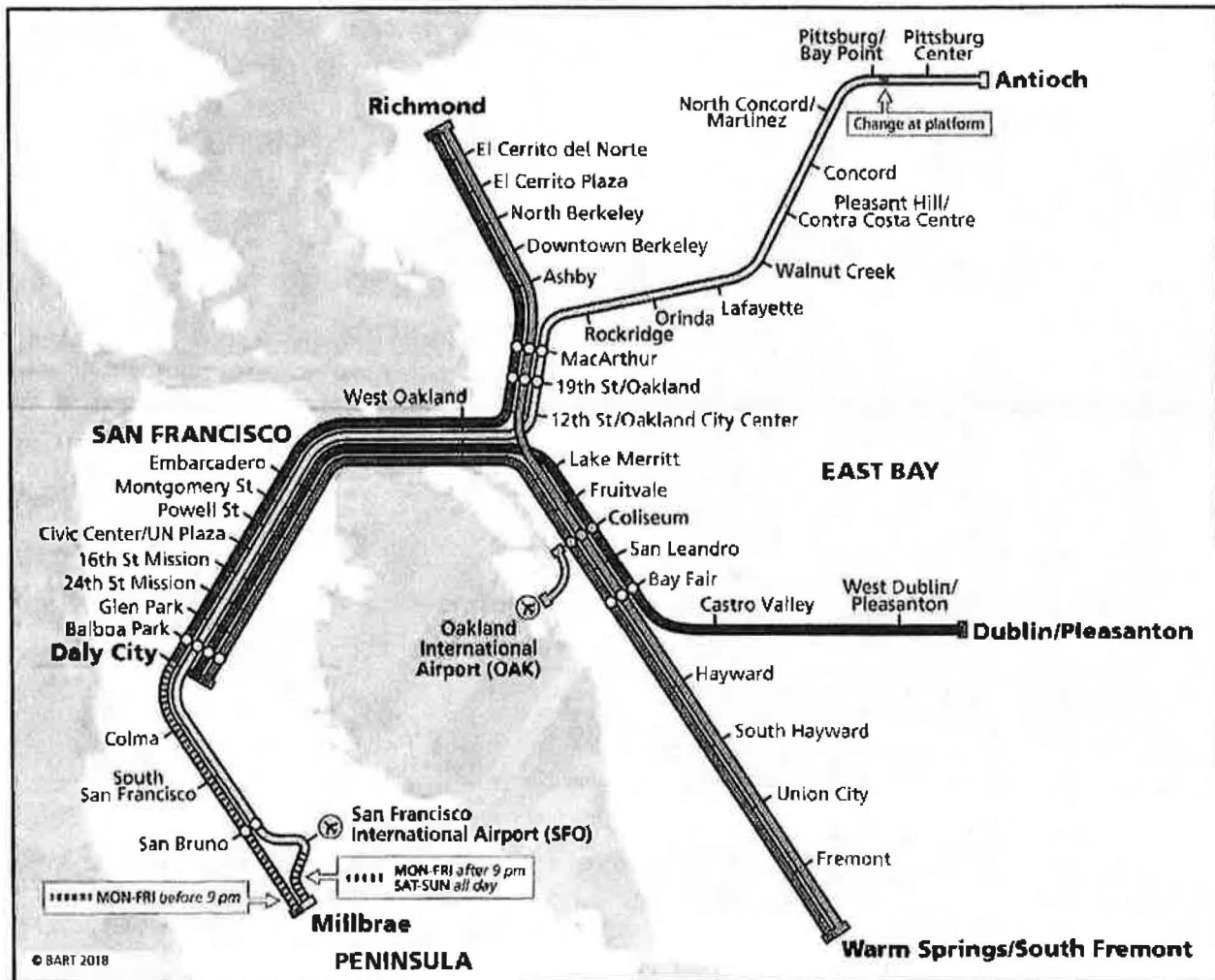


Figure 3. BART Systemwide Map

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

The project includes demolition and rehabilitation of the existing traction power substation equipment. A transit-oriented mixed-use development project is proposed adjacent to the project site, known as the “Richmond Transit Village”. Coordination with the private developer will occur prior to construction to integrate the RRI project with the Richmond Transit Village design plans, minimize potential visual impacts, and maintain access to the project site. At this time, the Richmond Transit Village is expected to be constructed after the RRI project.

During the design process, it was determined that encroachment permits will be required from the City of Richmond to demolish an existing concrete swale that runs west of the project site and east of the BART tracks to provide for a new storm water drain connection. In addition, a new water service application and water capacity fee will need to be submitted to the East Bay Municipal Utility District to supply water to the project site. The construction contractor will be responsible to verify and obtain all the necessary permits for the construction of the project’s facilities.

The new traction power substation will continue to serve as the feeding point for the third rail. The associated equipment upgrades are necessary to continue the conversion of electricity to be utilized by the BART trains for propulsion and auxiliary power supply need.

Given the scope for this project, key environmental considerations pertaining to construction and operation of the proposed project is provided below.

PROPERTY NEEDS

The proposed Richmond Transit Village development will be constructed on nearly seventeen (17) acres centered around the Richmond Transit Center and the Richmond BART Station, including the Richmond BART Station parking lot area where RRI will be constructed. BART, in partnership with the City of Richmond, will coordinate with the private developer to integrate the RRI traction power substation site into the real estate development plan. The proposed traction power substation will be constructed entirely within BART owned, operated, and maintained right-of-way and no new permanent easements will be required.

During construction, a portable traction power substation will be installed to serve as the temporary power source required to keep RRI energized during the replacement of the existing traction power substation. The portable traction power substation will be located in a vacant area adjacent to the BART track alignment, near Portola Avenue and 16th Avenue within BART right-of-way (refer to Figure 2).

AESTHETICS

Given that this project will construct a new traction power substation that will exceed its existing footprint, potential impacts with aesthetics and visual quality were considered. The project is located in a developed location within the City of Richmond. Existing views surrounding the project and nearby areas include the Richmond BART Station and residential and commercial uses. No scenic vistas are within the project area and the project site is not adjacent to a state scenic highway. The project is not designated or identified as a scenic resource and it does not contain a scenic resource.

The project will alter the visual landscape of the study area by adding traction power substation equipment at-grade approximately 10-15 feet above grade. However, the height of the traction power equipment will generally be screened by a new 10-foot concrete perimeter wall in the parking lot, resulting in a less than significant impact for viewers in the project area. The new facilities will be designed in a manner consistent with the existing facility.

UTILITIES

As mentioned previously, an existing concrete swale that runs west of the project site and east of the BART tracks will be demolished to provide for a new storm water drain connection to accommodate the design of the new traction power facility. BART will work with the City of Richmond to obtain the necessary permits/approvals prior to the start of construction.

A new water line connection will be required to supply water to the project site to support an emergency eye wash for maintenance personnel (requirement of BART facility standards). The proposed connection will not result in a conflict to existing water lines and relocation of this utility type will not be required. Prior to construction, BART will submit a new water service application and water capacity fee to the East Bay Municipal Utility District to support this new connection.

Surveys of telecommunication lines within the project area are still being evaluated. If it is determined at a later time that potential conflicts or relocations may result, BART will work with the affected utility owner(s) and additional evaluation may be necessary.

GRADING, DEMOLITION, AND TREE REMOVAL

The scope of work to construct RRI does not require tree removal. However, activities that will occur prior to construction of the project will include demolition of the existing RRI traction power substation equipment, site clearing, and grading on BART owned, operated, and maintained property. BART will work with the City of Richmond to obtain the necessary permits/approvals prior to the start of pre-construction activities, as needed.

GEOLOGICAL HAZARDS

Geological hazards consist of fault rupturing, landslide, subsidence, expansive soils, flooding, scouring, liquefaction, lateral spreading, and inundation. The project site does not intersect with the Hayward Fault or any other known faultline; the Hayward Fault is located approximately three miles south of the project site. Therefore, there is no fault rupture hazard associated with the project site. The California Geological Survey does not map this site within a landslide-prone region.

According to the Draft Geotechnical Report prepared for this project, no significant land subsidence is known to have occurred at the project site in the past and the risk associated with land subsidence is considered low. In addition, the Draft Geotechnical Report states that the project site has low risks associated with subsidence, flooding, scouring, and expansive soils.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map does not map this site in a flood or an inundation zone, and liquefaction potential is low. RRI will be built in compliance with BART's facility standards based on its seismic zone and the class level of the project site.

HAZARDS AND HAZARDOUS MATERIALS

Recent tests have confirmed that existing traction power substation transformers may contain elevated levels of carbon monoxide, methane, ethylene, and ethane gases or a PCB level (ppm) ≥ 50 , which are considered hazardous. For RRI, elevated levels of hazardous materials were detected in the existing transformer according to the TPF Transformer PCB Level Report prepared by BART dated February 15, 2019.

The project will comply with all applicable local, state, and federal regulations governing the routine transport, use, or disposal of hazardous materials during construction. Operation of the project will involve the occasional use, storage, and disposal of hazardous materials that could include limited quantities of battery acid, vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. No industrial uses or activities are proposed that will result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal, and the project will not generate large amounts of hazardous materials that will require routine transport, use, or disposal. Use and transport of hazardous materials will be regulated by the California Division of Occupational Safety and Health, local fire codes, and all other federal, state, and local regulations. All hazardous materials will be required to be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

HYDROLOGY AND WATER QUALITY

The project will incorporate design features to address water quality impacts. Stormwater runoff from impervious surfaces will be routed through a bioretention basin on-site. Bioretention is characterized by a depressed planted area designed to collect stormwater runoff from a contributing area, while utilizing the

physical and chemical processes of plants, soils, and microbes to slow, store and/or convey, filter, and infiltrate stormwater runoff. The bioretention basin constructed as part of RRI will filter stormwater runoff from the project site prior to discharge into the stormwater drainage system. The project may result in an increase in impervious surface but this increase will be minor (less than 1 acre in size). The project will not rise to the level of causing or contributing runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

TRAFFIC MANAGEMENT AND PARKING

During construction, the proposed laydown and staging area (approximately 2,690 square feet in size) will be located south of the project site in the Richmond BART Station parking lot area and east of the BART tracks. Approximately fifteen (15) parking stalls will be temporarily used to support construction equipment laydown and staging.

After construction, approximately twelve (12) parking stalls to the south and northeast of the project site will be permanently removed to allow space for the new traction power substation equipment and bioretention basin. Because the Richmond Transit Village development will be constructed after RRI, an access road to the RRI project site with an exclusive and separate driveway off Barrett Avenue will be provided for BART maintenance personnel access (as opposed to an access road through the future private development).

PUBLIC TRANSIT CONSIDERATIONS

There will be no transit-related impacts during construction or operation of this project. Potential disruptions to BART rail operations will not occur during construction because a portable traction power substation will be installed to be kept energized during the replacement of the existing traction power substation. Additionally, potential disruptions to other transit providers in the area (AC Transit, Golden Gate Transit, Capital Corridor, and Amtrak) will not occur because construction activities will be predominately isolated within the existing RRI footprint area, or on vacant property owned, operated, or maintained by BART. After construction, the rehabilitated traction power substation equipment will support increased capacity and higher service frequencies on the BART system.

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, BART will comply with the overall intent of the local regulations to the extent feasible and will 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 by the California Legislature to be statutorily 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 a statutory exemption pursuant to CEQA Guidelines Article 18 Section 15275(a) - Specified Mass Transit Projects.

CEQA Guidelines Article 18 Section 15275(a) states that CEQA does not apply to mass transit projects that involve 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 facilities¹.

The analysis contained in this document provides substantial evidence that the proposed project qualifies for an exemption pursuant to CEQA Guidelines Section 15275(a) as a Specified Mass Transit project as it will involve the institution or increase of passenger or commuter service on rail lines already in use. Modernizing BART's 45+ year old train control is an important component in addressing critical capacity, reliability and safety needs as BART places 775 new train cars into service. This project entails removing aging train control equipment from the BART system and upgrading to a new system.

¹ Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(b)(11), (12), and (13), Public Resources Code.



State of California - Department of Fish and Wildlife
2020 ENVIRONMENTAL FILING FEE CASH RECEIPT
DFW 753.5a (REV. 12/01/19) Previously DFG 753.5a

StartOver

Print

RECEIPT NUMBER:

07 — 9/10/2020 — 239

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY San Francisco Bay Area Rapid Transit District	LEAD AGENCY EMAIL	DATE 9/10/2020
COUNTY/STATE AGENCY OF FILING Contra Costa	DOCUMENT NUMBER 2020-796	
PROJECT TITLE		

Measure RR Program Traction Power System Improvements Project

PROJECT APPLICANT NAME San Francisco Bay Area Rapid Transit District	PROJECT APPLICANT EMAIL	PHONE NUMBER (510) 464-6417
PROJECT APPLICANT ADDRESS 300 Lakeside Dr	CITY Oakland	STATE CA
		ZIP CODE 94607

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,343.25	\$	0.00
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,406.75	\$	0.00
<input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,136.50	\$	0.00

☒ Exempt from fee

☒ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
<input checked="" type="checkbox"/> County documentary handling fee		\$	50.00
<input type="checkbox"/> Other		\$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☒ Check ☐ Other **chk# 365** TOTAL RECEIVED \$ **50.00**

SIGNATURE

X

AGENCY OF FILING PRINTED NAME AND TITLE

J. Graff Deputy Clerk

County Receipt Number **3876184**

