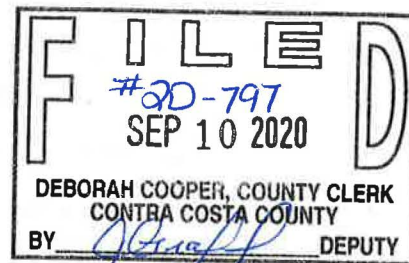


## NOTICE OF EXEMPTION

**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

☒ County Clerk-Recorder's Office  
Contra Costa County  
P.O. Box 350  
Martinez, CA 94553



**Project Title:** Measure RR Program Traction Power System Improvements Project

**Project Location (Specific):** Richmond BART Maintenance Yard, west of 13<sup>th</sup> Street  
(APN 529-013-002)

**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 Yard Traction Power Substation, referred herein as "RRY". The traction power substation is located in the southern portion of the BART Richmond Maintenance Yard (1101 13th St, Richmond, CA 94801), west of 13<sup>th</sup> Street. 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 October 5, 2018; 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 (C040, C1801-RRY), dated: 04/22/2019 (65%), 11/01/2019 (95%)
- Site Plan (C140, C1803-RRY), dated: 06/06/2018 (35%), 11/08/2018 (50%), 04/19/2019 (65%), 11/01/2019 (95%)
- Grading and Drainage Plan (C440, C1821-RRY), dated: 11/08/2018 (50%), 04/22/2019 (65%), 11/01/2019 (95%)
- Construction Staging Plan (C640, C1802-RRY), dated: 06/06/2018 (35%), 11/08/2018 (50%), 11/01/2019 (95%)
- Utility Plan (U040-RRY), dated: 06/06/2018 (35%), 11/01/2018 (50%)
- Right of Way Plan (W040, W1801-RRY), dated: 10/09/2018 (50%), 11/01/2019 (95%)
- Site Layout Plan (TP622A-RRY), dated: 11/08/2018 (50%)

**Name of Public Agency Approving Project:** San Francisco Bay Areas 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 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 is provided under Section 21080(b)(10) of the California Public Resources Code (also included 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  
RRY – RICHMOND YARD TRACTION POWER SUBSTATION  
CEQA STATUTORY EXEMPTION**

**ATTACHMENT A**

**MARCH 2020**

## **PROJECT DESCRIPTION**

### **PROJECT SUMMARY**

**1. Project Title:**

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements  
Project  
RRY – Richmond Yard 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 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 October 5, 2018; 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.

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- Right of Way Plan (W040, W1801-RRY), dated: 10/09/2018 (50%), 11/01/2019 (95%)
- Site Layout Plan (TP622A-RRY), dated: 11/08/2018 (50%)

### **PROJECT LOCATION**

The project site is currently occupied by the existing Richmond Yard traction power substation. The existing facility is located at-grade in the southern portion of the BART Richmond Maintenance Yard parking lot, west of 13<sup>th</sup> Street in the City of Richmond, CA 94801 (see Figures 1 and 2). The project site is approximately 0.6 miles north of the Richmond BART Station in APN 529-013-002.

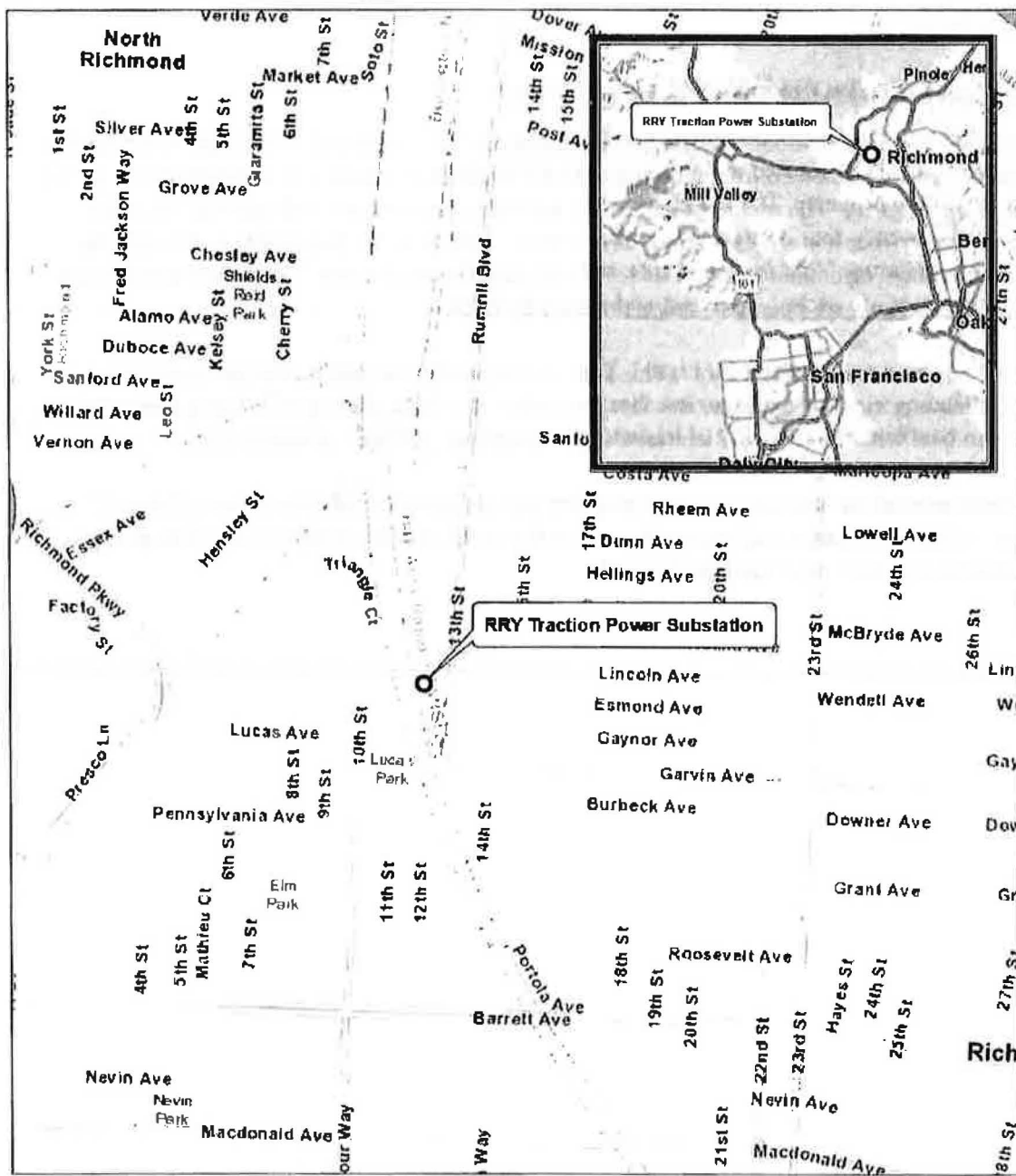
A systemwide map of BART stations and routes is provided in Figure 3 for reference to the regional passenger rail system.

### **EXISTING CONDITIONS ON THE PROJECT SITE**

RRY is an existing at-grade, outdoor traction power substation that supplies electrical power for BART trains. The project site is located entirely within the BART Richmond Maintenance Yard facility, on the southern end of the property. The maintenance facility provides maintenance and repair services for BART vehicles twenty-four hours a day, seven days a week. Access to the project site is through the Richmond Maintenance Yard main entrance at 13<sup>th</sup> Street and Rheem Avenue. The project site and the facilities it contains are owned, operated, and maintained by BART.

The project site is zoned "Industrial, Light". This zoning designation permits interurban passenger rail facilities, including electrical substations. Because the project will be replacing an existing permitted use, there will be no conflicts with the City of Richmond's land use plans, policies, or regulations.

Neighboring uses around the maintenance yard property include commercial mixed-use to the east, multifamily residential and parks, and recreation uses to the south, single-family low residential to the west, and industrial and residential uses to the north.



RRY - Traction Power Substation  
Regional Location

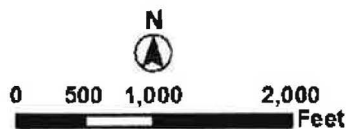


Figure 1. Regional Location





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

**Figure 2. Project Location (Aerial Photo)**

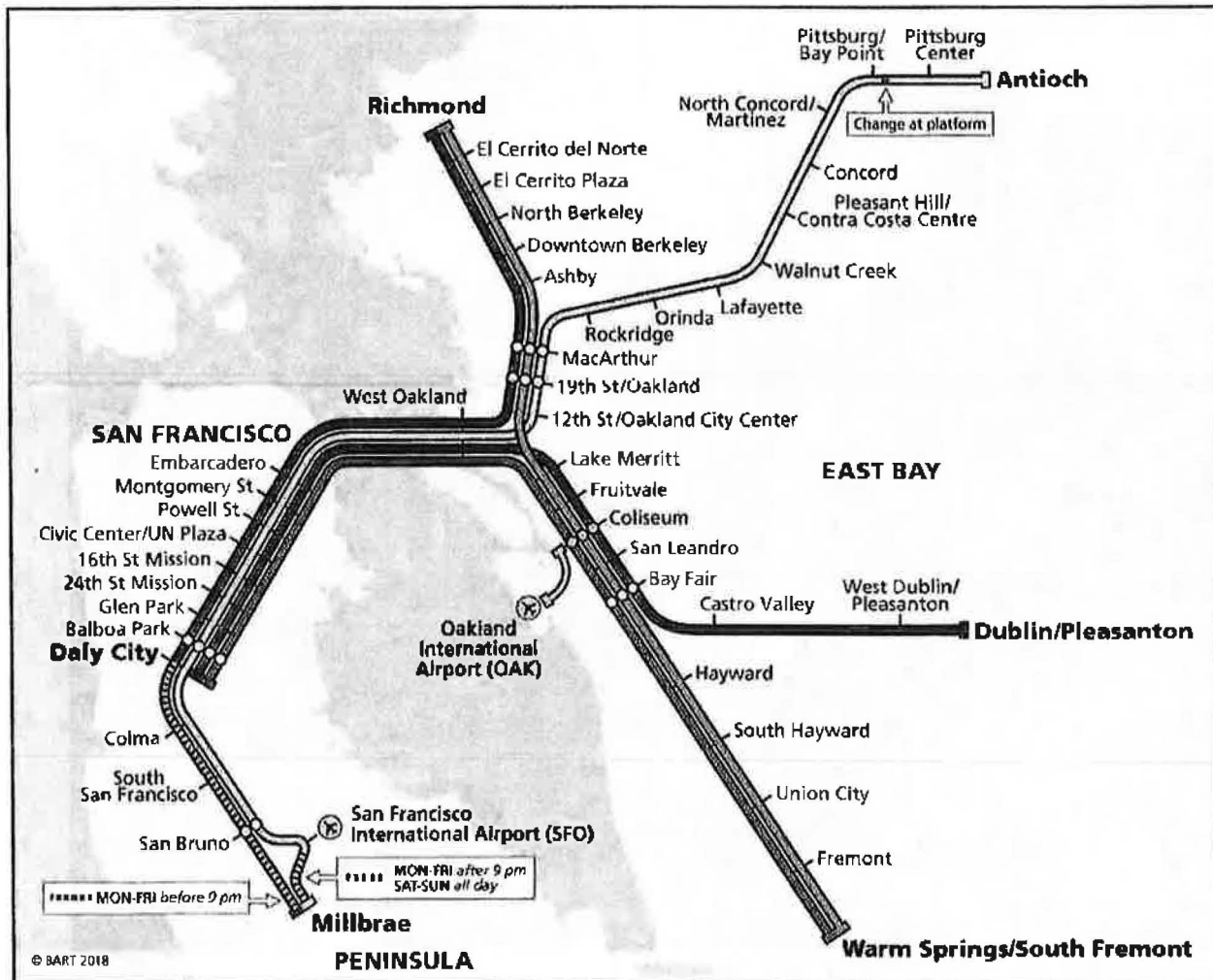


Figure 3. BART Systemwide Map

## PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

This project includes demolition and restoration work of the existing traction power substation on property owned, operated, and maintained by BART. 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 of this project, key environmental considerations pertaining to construction and operation of the project is provided below.

### PROPERTY NEEDS

Based on the current level of design, all work will occur within BART right-of-way and no temporary or permanent easements will be required on property that is not owned, operated, or maintained by BART.

### UTILITIES

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). In addition, a new sewer



line connection will be required to discharge stormwater from the project site. 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 in addition to receiving review and approval of the proposed sewer line connection drawings from the City of Richmond.

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 RRY does not require tree removal. However, activities that will occur prior to construction will include demolition of the existing AC house and minor site clearing within the existing footprint. BART will work with the City of Richmond to obtain the necessary permits/approvals prior to the start of construction, 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 flooding, scouring, and expansive soils.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map does not map this site in a flood or in an inundation zone, and liquefaction potential is low. RRY will be built in compliance with BART 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)  $\geq 50$ , which are considered hazardous. For RRY, elevated levels of hazardous materials were not 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.

### **TRAFFIC MANAGEMENT AND PARKING**

During construction, approximately eight (8) parking stalls in the maintenance yard parking lot, east of the project site, will be temporarily used for construction laydown and staging. Vehicle access will be maintained to and from the parking area during construction. BART and the construction contractor will coordinate with Richmond Yard Management for site access and interface during the final design and pre-construction phases of the project. After construction, all impacted parking stalls will be restored to original condition.

### **PUBLIC TRANSIT CONSIDERATIONS**

During construction, disruptions to BART operations will not occur because a portable AC house will be installed to be to keep the third rail energized during the replacement of the existing AC house. There are no bus or rail stops within the immediate vicinity of the project site; therefore, potential impacts to outside transit providers are not anticipated. After construction, the rehabilitated switching station 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, the District 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 facilities<sup>1</sup>.

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

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

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

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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.





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 — 240

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY <b>San Francisco Bay Area Rapid Transit District</b>	LEAD AGENCY EMAIL	DATE <b>9/10/2020</b>
COUNTY/STATE AGENCY OF FILING <b>Contra Costa</b>	DOCUMENT NUMBER <b>2020-797</b>	

PROJECT TITLE

**Measure RR Program Traction Power System Improvements Project**

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

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 <b>X</b> 	AGENCY OF FILING PRINTED NAME AND TITLE <b>J. Graff Deputy Clerk</b>
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County Receipt Number 3876184

