2020060460

NOTICE OF EXEMPTION

TO: ☐ Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

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

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

ENDORSED
FILED
ALAMEDA COUNTY

MAY 14 2020

MELISSA WILK, County Clerk
By CB Deputy

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): South of Bay Fair BART Station near Elgin Street (APN 540-062-006)

Project Location (City): San Leandro

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 substations, Bay Fair Traction Power Substation, referred herein as "ABF". ABF is located south of the Bay Fair BART Station (15242 Hesperian Blvd, San Leandro, CA 94578) near the station entrance at Elgin Street, 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 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 September 11, 2018; the Draft Geotechnical Report prepared by Earth Mechanics, Inc. and Parsons Corporation dated February 1, 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 February 26, 2019 and 95% level of design submittal package dated November 1, 2019.

Specific engineering drawings reviewed include:

- Existing Site and Demolition Plan (C301-ABF), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Construction Staging Plan (C302-ABF), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Site Plan (C303-ABF), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Grading and Drainage Detail Plan (C322-ABF), dated: 02/26/2019 (50%)
- Maintenance of Traffic Plans (C341-ABF), dated: 02/26/2019 (50%)
- Right of Way Plan (W301-ABF), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Utility Plan (U301-ABF), dated: 09/11/2018 (35%), 02/26/2019 (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 from CEQA, as the projects 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 legislature. A statutory exemption fom CEQA is provided under Section 21080(b)(10) of the Califomia 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: 6/23/2020 Title: Project Manager

☒ Signed by Lead Agency
☐ Signed by Applicant

Date received for filing at OPR: _____

Governor's Office of Planning & Research

Jun 22 2020

STATE CLEARINGHOUSE

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
ABF – BAY FAIR 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
   ABF – Bay Fair 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 September 11, 2018; the Draft Geotechnical Report prepared by Earth Mechanics, Inc. and Parsons Corporation dated February 1, 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 February 26, 2019 and 95% level of design submittal package dated November 1, 2019.

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- Utility Plan (U301-ABF), dated: 09/11/2018 (35%), 02/26/2019 (50%)

PROJECT LOCATION

The project site is currently occupied by the existing traction power substation, which is located at-grade on the south end of the Bay Fair BART Station (15242 Hesperian Blvd, San Leandro, CA 94578) (see Figures 1 and 2). The project site is located in APN 540-062-006 near Elgin Street.

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

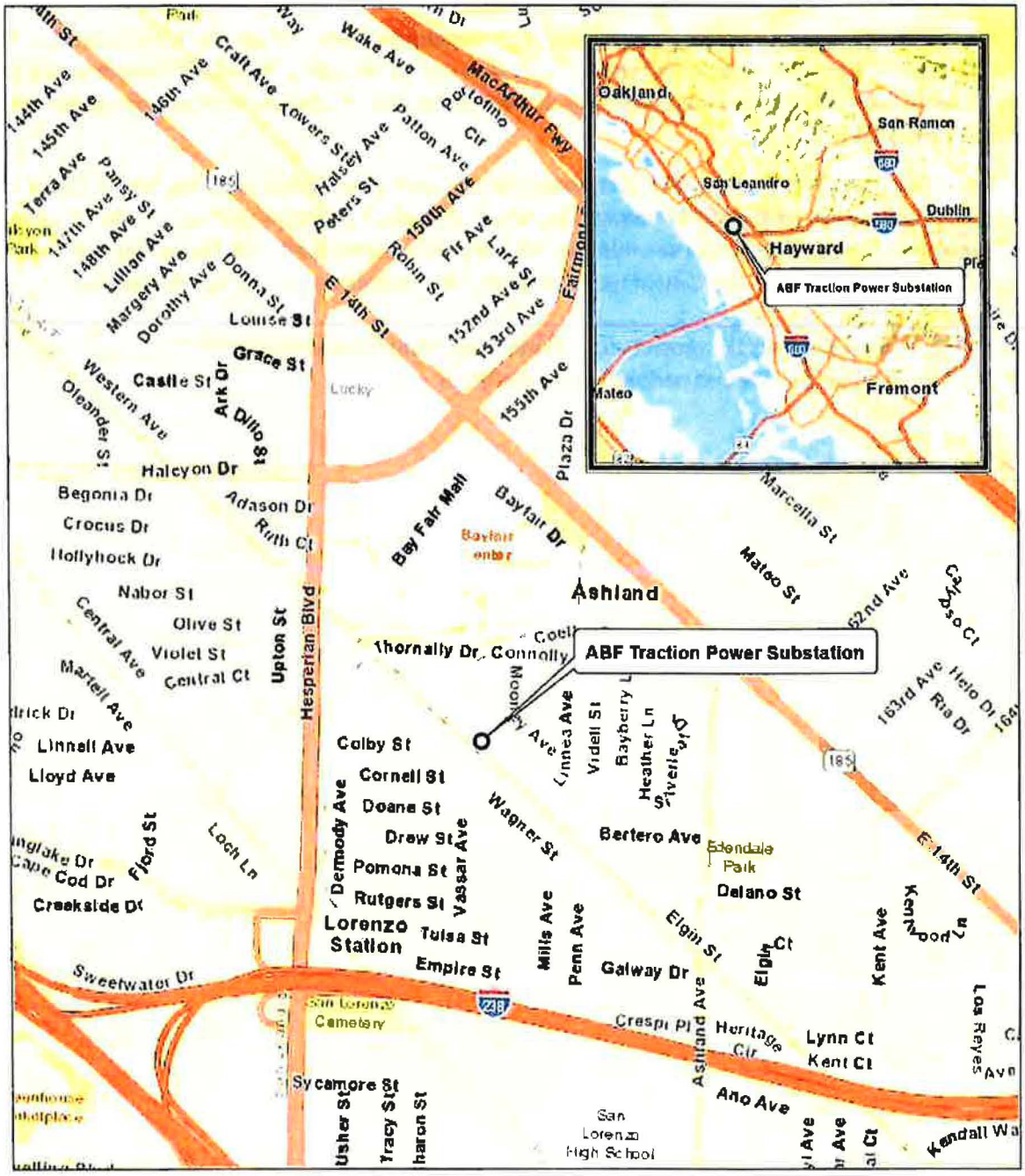
EXISTING CONDITIONS ON THE PROJECT SITE

ABF is an existing at-grade, outdoor substation and sectionalizing station[1] that supplies electrical power for BART trains. The traction power substation is located east of the Bay Fair BART Station tracks and south of the station parking lot. The project site and the facilities it contains are owned, operated, and maintained by BART.

The City of San Leandro's Zoning Map designates the project site as "Public and Semipublic District". This zoning designation conditionally permits electrical substations. Because the project will be replacing an existing conditionally permitted use within BART owned, operated, and maintained right-of-way, there will be no conflicts with the City of San Leandro's land use plans, policies, or regulations.

Surrounding land uses around the project site include single-family residential uses to the east, west, and south, and the Bay Fair Station and parking lots to the north.

[1] Sectionalizing stations, the 34.5 kV switchgear divides the 34.5 kV subtransmission system between two adjacent high-voltage substations, and connects the two divided systems during outage of either high-voltage substation.



ABF - Traction Power Substation
Regional Location

N
0 500 1,000 2,000
Feet

Figure 1. Regional Location

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

Figure 2. Project Location (Aerial Photo)

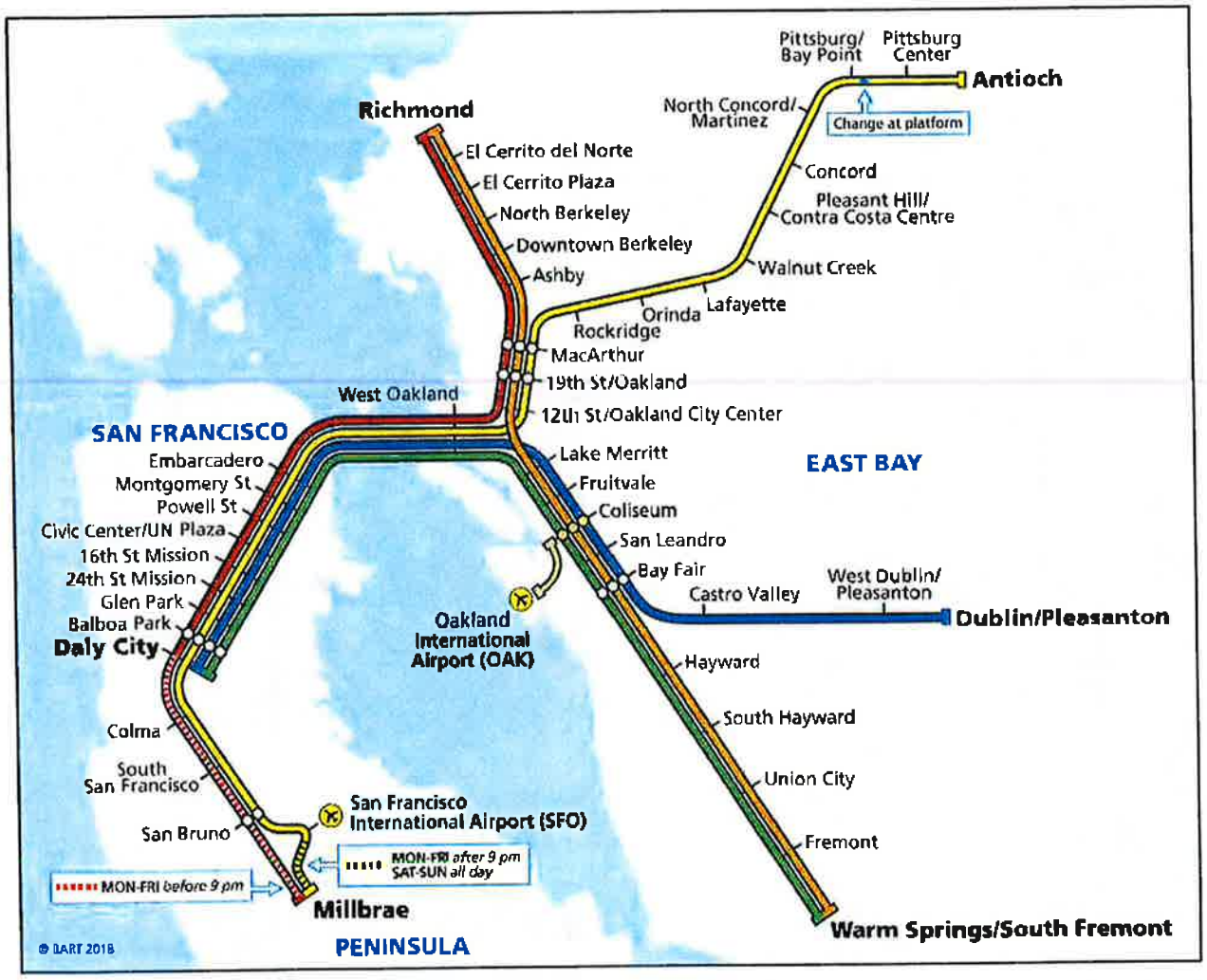


Figure 3. BART Systemwide Map

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

This project includes demolition and restoration work and will rehabilitate the existing facility beyond the existing footprint within BART right-of-way. During the design process, it was determined that the following permits will be required to construct the project: (1) a new water service application for water connection to the project site will need to be submitted and approved by the East Bay Municipal District; (2) a sewer connection permit to discharge stormwater from the project site is required from the Oro Lama Sanitary District; and (3) a roadway encroachmnet permit is required from the County of Alameda. It will be the construction contractor's responsihility 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 of this project, key environmental considerations pertaining to construction and operation of the project is provided below.

PROPERTY NEEDS

The new traction power substation will be divided into two locations: a new traction power substation will replace the existing substation by utilizing the existing footprint, and a new sectionalizing breaker station will be placed west of the ABF traction power substation under the existing aerial BART guideway structure in a vacant area within BART-owned right-of-way.

Therefore, no new property agreements or permanent easements will be required to construct the proposed project. Although the size of the proposed traction power substation footprint will result in an increase of the existing footprint by constructing a new sectionalizing station to the west, the increase in the footprint will be entirely within BART owned, operated, and maintained right-of-way.

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). The proposed connection will result in the relocation of an existing water line. Prior to construction, BART will coordinate with the East Bay Municipal Utility District to receive the necessary permits/approvals.

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 ABF does not require tree removal. However, activities that will occur prior to construction will include demolition of the existing traction power substation footprint, removal and replacement of the existing perimeter wall fence and adjacent street lights, site clearing, and grading. BART will work with the City of San Leandro 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. According to the USGS, the project site runs parallel to the Hayward Fault Zone and is located approximately 0.5 mile to the southwest. The project site does not intersect with the Hayward Fault, its fault zone or any other known faultline; therefore, there is no fault rupture hazard associated with the project site.

According to the Draft Geotechnical Report prepared for this project, no significant land subsidence is known to have occurred in the past and the risk associated with land subsidence is considered low. Therefore, lateral spreading is unlikely. 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 map this site in a flood hazard zone (0.2% annual chance), inundation zone, and adjacent to a Zone AH flood zone. The California Geological Survey maps the project site within a liquefaction zone, and is therefore, may be subject to lateral spreading. ABF 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) > = 50, which are

considered hazardous. For ABF, elevated levels of hazardous materials were not detected in the existing transformer according to the 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 the two bioretention basins on-site. Biorention 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. Two bioretention basins will be constructed as part of ABF (one for the traction power substation and one for the sectionalizing station). The bioretention basins will filter stormwater runoff from the project site prior to discharge into the stormwater drainage system. The project will 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.

An underground flood control easement and 45-foot storm drain are located within the boundaries of the project site. BART has coordinated with the Alameda County Flood Control and Water Conservation District to incorporate design measures that avoid conflicts to both the easement and the 45-foot storm drain.

Traffic Management and Parking

According to the traffic maintenance plan prepared for this project, the primary access point for construction vehicles will be off Elgin Street at the south entrance of the Bay Fair BART station parking lot. Parking lot access to station users will remain open during construction. Temporary removal of station parking (approximately fifteen [15] parking stalls) near the project site will be required to support construction staging and laydown. After construction, all impacted parking stalls will be restored to original condition. A temporary sidewalk closure and detour around the project site will also be required during construction. The impacted sidewalk will be restored at the completion of the project.

Public Transit Considerations

During construction, construction vehicles will access the project site through a driveway located at the south end of the existing bus lanes along the frontage of the Bay Fair Station. It is not anticipated that short-term closures of AC Transit bus lanes or bus stops will be required. Based on the current level of design, impacts to BART track operations will not occur during construction. After construction, the rehabilitated traction power substation equipment will support increased capacity and higher service frequencies on the BART system.

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): 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, PROJECT MANAGER, SAN FRANCISCO BAY AREA RAPID TRANSIT

Project Location - Specific:

SOUTH OF BAY FAIR BART STATION NEAR ELGIN STREET (APN 540-062-006)

Project Location - City: SAN LEANDRO Project Location - County: _____

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, Bay Fair Traction Power Substation, referred herein as "ABF". ABF is located south of the Bay Fair BART Station (15242 Hesperian Blvd, San Leandro, CA 94578) near the station entrance at Elgin Street, 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 operations.

Name of Public Agency Approving Project: SAN FRANCISCO BAY AREA RAPID TRANSIT

Name of Person or Agency Carrying Out Project: STEVE SIMS, PROJECT 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));
- ☐ 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 projects 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
required by legislature. A statutory exemption from CEQA is provided under Section 21080(b)(l 0) 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.

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: _____ Date: 6/5/2020 Title: PROJECT MANAGER

☐ 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: _____

*ENVIRONMENTAL DECLARATION

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

SAN FRANCISCO BAY AREA RAPID TRANSIT
MAINTENANCE & ENGINEERING DEPARTMENT
300 LAKESIDE DRIVE
OAKLAND, CA 94607

FOR COUNTY CLERK USE ONLY

ENDORSED
FILED
ALAMEDA COUNTY

MAY 14 2020

MELISSA WILK, County Clerk
By _____ Deputy

FILE NO: 20-187

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

(PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

[X] A - STATUTORILY OR CATEGORICALLY EXEMPT

$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

[ ] A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)

$ 2,406.75 - STATE FILING FEE

$ 50.00 - COUNTY CLERK HANDLING FEE

[ ] B - ENVIRONMENTAL IMPACT REPORT (EIR)

$ 3,343.25 - STATE FILING FEE

$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER: _____

*****A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.*****

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2020

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

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[2].

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.

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