

Notice of Exemption

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

From: (Public Agency)
San Francisco Bay Area Rapid Transit District
2150 Webster Street, Oakland, CA 94612

County Clerk
Counties of: Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara

Project Title: Clipper C2 Upgrade Program Integration

Project Applicant: San Francisco Bay Area Rapid Transit District (BART)

Project Location - Specific: 50 BART stations within the five-county BART system

Project Location – Cities: Multiple

Project Location – Counties: Alameda, Contra Costa,
San Francisco, San Mateo, Santa Clara

Description of Nature, Purpose and Beneficiaries of Project:

The Clipper C2 Upgrade Program Integration project will convert BART's card-based payment system to an account-based system supporting Open Payment at all 50 stations in the BART system. The program would upgrade fare collection equipment, hardware and software, and the communications infrastructure. The project would provide a more efficient payment system for the BART District and its patrons.

Name of Public Agency Approving the Project: San Francisco Bay Area Rapid Transit District

Name of Person or Agency Carrying Out Project: Same

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: 15301, Class 1, Existing Facilities
- Statutory Exemption. State type and code number: _____

Reasons why project is exempt:

The project is an upgrade to existing electronic communications infrastructure between faregates and payment systems; there would be no obvious physical changes to existing BART facilities. No expansion of current space or current use is proposed. None of the exceptions listed in CEQA Guidelines Section 15300.2, which would prohibit the use of a categorical exemption, apply to the project.

Lead Agency

Contact Person: Donald Dean

Area Code/Telephone Extension: 510-287-4844

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:** 11/2/2022 **Title:** Mgr. of Environmental Review

Signed by Lead Agency

Signed by Applicant



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, Oakland, CA 94612

NOTICE OF CEQA EXEMPTION

Project Name: Clipper C2 Upgrade Program Integration
 Project Address: Multiple stations within the BART system
 County: Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
 Project Sponsor: BART Strategic Engineering
 Project Contact: Albert Louie
alouie2@bart.gov: (510) 287-4841
 Planning Contact: Donald Dean
ddean@bart.gov: (510) 287-4844
 Date of CE Determination: November 2, 2022

This CE will be filed with State Clearinghouse This CE will be filed with the County Clerk:

- Alameda County
- Contra Costa County
- City and County of San Francisco
- San Mateo County
- Santa Clara County

PROPOSED PROJECT

Project Location

The San Francisco Bay Area Rapid Transit District (BART) is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART operates 131 miles of railway and 50 stations in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara). The Clipper 2 project would involve electronic service upgrades at all 50 stations.

Project Description

The Clipper C2 Upgrade Program Integration project will convert BART’s card-based payment system to an account-based system supporting Open Payment at all 50 stations in the BART system. The program would upgrade fare collection equipment, hardware and software, and the communications infrastructure. The new network, segmented from the existing optical network (UON), will allow communication with each fare gate and vending machine (TVM/AFM) across the BART system. Work will include long-term core network segmentation, support for the Clipper 2 payment system, and it will minimize security risks to BART network infrastructure.

The project will include installation of new network cabling, switches, and network cabinets to enable efficient communication between Clipper 2 Tri-Reader 4 (TR-4) sensors and cloud-based Clipper back office. All work will take place within the existing physical infrastructure of the station. Work will be conducted during normal revenue hours with little or no interference with customer access and activities. Customers will notice that the new Tri-Reader 4 card sensor at the faregate is different from the previous reader, but the user experience will not change.

EVALUATION

The Clipper 2 program is an upgrade to fare collection equipment, hardware and software, and the communications infrastructure within the BART faregate/payment system. The physical changes to the stations would be the new TR-4 sensor in all fare collection equipment with supporting network infrastructure. All new work would be within existing interior/utility spaces. Potential effects to traditional topics of environmental review (air quality, biological resources, cultural resources, etc.) are not applicable.

There would be no expansion of the station footprint or reallocation of space within the station. The project would provide updated technology for the customer when entering the BART system, not an expansion of current use.

Possible Exceptions to CE

If a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. In these cases, the CEQA exemption would not apply to a project.

Yes	No	Would the project be precluded from a Categorical Exemption due to the following exception per Guidelines Section 15300.2?
	X	(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
	X	(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
	X	(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

	X	(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
	X	(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
	X	(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Relevant Exemptions

The project would meet the criteria of CEQA Guidelines Section 15301-Existing Facilities: a Class 1 exemption.

	Ministerial Exemption
X	Categorical Exemption: 15301, Class 1, Existing Facilities
	Emergency Exemption
	Other Exemption

15301. Existing Facilities

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

In addition, CEQA Guidelines Section 15061(b)(3) would apply to the project:

The activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

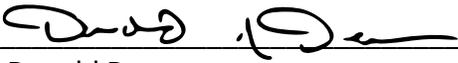
The project is determined to meet the qualifications for a Categorical Exemption for the following reasons among others:

1. None of the exceptions listed in CEQA Guidelines Section 15300.2, which would prohibit the use of a categorical exemption, apply to the project.

2. The project is an upgrade to the electronic communications system between faregates and payment systems to ensure the continued safe access to, and operation of, the BART system.
3. There would be no obvious physical changes to exiting BART infrastructure.
4. No expansion of current space or current use is proposed.
5. All construction activity is within the BART station footprint.

DETERMINATION

No further environmental review is required. The project is categorically exempt under CEQA. An exemption from environmental review pursuant to the provisions of CEQA has been considered and approved:



By Donald Dean
BART Manager of Environmental Review

11/2/2022

Date