



Notice of Exemption

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

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

County Clerk, Counties of:
 Alameda
 Contra Costa
 San Mateo

Project Title: Electrical Vehicle (EV) Charging Program

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

Project Location - Specific: Multiple parking facilities throughout the BART system

Project Location – Counties: Alameda, Contra Costa, San Mateo

Project Location – Cities: Berkeley, Dublin, Fremont, Hayward, Oakland, Pleasanton, San Leandro, Union City; Antioch, Concord, El Cerrito, Lafayette, Orinda, Pittsburg, Pleasant Hill, Richmond, Walnut Creek; Colma, Daly City, Millbrae, San Bruno, South San Francisco

Description of Nature, Purpose and Beneficiaries of Project:

BART supports the public adoption of electric vehicles, which produce fewer greenhouse gas (GHG) emissions and pollutants than standard internal combustion engine vehicles. BART intends to install Level-2 (L2) electric vehicle charging at all BART-managed parking facilities for use by customers and community members. The EV charging network would be available 24 hours a day, seven days a week. The parking facilities identified for installation are solely owned by BART. The program’s initial goal is to install L2 EV chargers in at least 3 percent of BART’s public parking spaces with a goal of 10 percent at full buildout.

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: 15301, Class 1, Existing Facilities
15303, Class 3, new Construction or Conversion of Small Structures
- Statutory Exemptions: 15275(a) Specified Mass Transit Projects

Reasons why project is exempt:

None of the exceptions listed in CEQA Guidelines Section 15300.2, which would prohibit the use of a categorical exemption, apply to the project. The program would modernize existing parking facilities for

a major regional transit system. The EV charging units are modestly sized and would not be a major new element to BART parking structures or parking areas. No expansion of current space or current use is proposed. No disruption of existing transit service would take place. Construction required for EV charger installation would be minor and entirely on BART property.

Lead Agency

Contact Person: Donald Dean

Phone/Email: 510-287-4844 / ddean@bart.gov

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:** 8/7/2023 **Title:** Mgr. of Environmental Review

Donald Dean

Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110. Public Resources Code.
Reference: Sections 21108, 21152, and 2112.1, Public Resources Code.

Date Received for filing at OPR: _____



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, Oakland, CA 94612

NOTICE OF CEQA EXEMPTION

Project Name: Electrical Vehicle (EV) Charging Program
Project Address: Multiple BART facilities-BART System
Counties: Alameda, Contra Costa, San Mateo
BART Project No.: 15JA004
Project Sponsor: BART Sustainability
Project Contact: Monica Meagher
510-874-7370

Date of CE Determination: August 7, 2023

This CE will be filed internally This CE will be filed with the County Clerk: Alameda
Contra Costa
San Francisco
San Mateo
Santa Clara

PROPOSED PROJECT

Project Location

The San Francisco Bay Area Rapid Transit District (BART) operates transit rail service along 131 miles of track with 50 stations in five counties. The Electrical Vehicle Charging Program would install electrical vehicle chargers at stations and locations throughout the system. Figure 1 illustrates the extent of the system and its facility locations.

Project Background

BART connects five counties and four of the Bay Area’s largest cities (San Jose, San Francisco, Oakland, and Fremont), with 131 miles of track and 50 stations. Pre-pandemic ridership was over 410,000 weekday passengers. BART is the backbone of the region’s public rail transit system, accommodating people of all income levels as well as youth, seniors, and people with disabilities.

There is a critical connection between transportation and climate change, with the transportation sector currently producing over 40 percent of California’s greenhouse gas (GHG) emissions. By reducing the need to drive gasoline-powered autos, BART reduces emissions and air pollution, supporting a healthier environment. BART also supports the public adoption of electric vehicles, which have fewer GHG emissions and pollutants than standard internal combustion engine vehicles. While BART prioritizes active transportation connections (walking,

bicycling) to stations, there are a portion of users who must drive and their emissions will be lower if they use an electric vehicle (EV). BART maintains over 47,000 customer parking spaces located across 35 of its passenger stations, many of which are situated in or walking distance to a marginalized community.

BART installed EV charging stations at the Warm Springs Station in 2017 to serve riders and community members. During the day, these chargers are used by riders, whereas local community members use the chargers on nights and weekends. BART stations are close to multifamily housing, workplaces, public destinations, medical facilities, schools, colleges, retail locations, and many other services. BART's parking facilities provide an opportunity to supply publicly accessible EV charging infrastructure to support robust EV adoption across all economic and social groups. Realizing the benefit to riders and community members, BART developed a comprehensive program to expand EV charging to all BART-managed parking facilities. The EV Charging Program is based on BART's Electric Vehicle Charging Policy.¹

Project Description

BART intends to install Level-2 (L2) electric vehicle charging at all BART-managed parking facilities for use by customers and community members. Level 2 charging stations are four times faster than Level 1 and can provide about 25 miles per hour of charge. Level 2 charging stations require a professionally installed 240-volt outlet on a dedicated circuit. The L2 chargers will be standard, commercially available charging units. The units could be free-standing or wall-mounted depending on the location. A typical standing unit is illustrated in Figure 2. (Actual chargers may differ from illustration.) Wiring and other electrical infrastructure will be required to connect the chargers to the existing electrical grid. Depending on the chargers' location within the BART parking area, the electrical conduit may be required along the parking garage walls or minor trenching for paved areas.

The EV charging network would be available 24 hours a day, seven days a week. The parking facilities identified for installation are solely owned by BART. No site host agreement or right-of-way acquisition would be required.

The EV chargers will be installed in phases. The first project phase includes up to nine BART stations. The first phase would install chargers in the stations' parking garages. Ultimately, the chargers will be installed at 35 stations, as well as parking at other (non-station) BART facilities. (Table 1 presents the list of BART stations for EV charger installation.) The program's initial goal is to install L2 EV chargers in at least 3 percent of BART's public parking spaces with a goal of 10 percent at full buildout.

Attachments

Figure 1: BART System map

Figure 2: Typical EV Charging

Table 1: List of BART Stations Locations for EV Chargers

¹ Adopted by BART Board November 18, 2021

ENVIRONMENTAL EVALUATION

This program would add EV chargers to existing, off-street parking facilities. The chargers would be sited to prioritize charging, which means they won't be near station entrances. They would be in areas with a low level of activity, and this would minimize impacts to pedestrian and other circulation. Initially, charger installations would be in BART's parking garages. BART parking facilities are designed to BART Facilities Standards (BFS),² and installation of charging units also would be required to meet the BFS. To ensure safe access for all users, the BFS passenger station site criteria include sections on Pedestrian and Bicycle Access, Vehicular Access, and Parking Structures.

Installation of the EV charging units in previously developed station areas and internal to parking structures generally would preclude the possibility of program impacts to the natural environment. The charging units themselves of modest size and would not represent a major new element to existing BART stations or parking areas. Installation and construction of any electrical infrastructure would be minimal by general construction standards, involving the placement of electrical conduit or some minor trenching in paved areas. Installation would be timed to prevent any disruption to patron activity, and the charger locations in parking areas would avoid interference with other transit vehicles (buses, shuttles, etc.) during installation.

The addition of EV chargers at stations has the potential to motivate some Bay Area residents to park and charge and ride BART rather than driving the entire way to their destination. For those who cannot charge at home, the availability of the new chargers could motivate community members to switch to an electric vehicle. While BART does not estimate emissions from our surrounding communities, the availability of these chargers could help in further reducing local emissions.

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

² BART Facilities Standards provide guidance and minimum standards for BART facilities and practices and for safeguarding patrons, the public, and employees, as well as safeguarding property and on-going operations. The Standards regulate and control the design, construction, quality of materials, equipment, and installation of facilities within the jurisdiction of the BART system.

		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 15275-Specified Mass Transit Projects; Section 15301-Existing Facilities, a Class 1 exemption; and Section 15303-New Construction and Conversion of Small Structures, a Class 3 exemption.

X	Statutory Exemption: 15275(a), Specified Mass Transit Projects
	Ministerial Exemption
X	Categorical Exemption: 15301, Class 1, Existing Facilities
X	Categorical Exemption: 15303, Class 3, New Construction or Conversion of Small Structures
	Emergency Exemption
	Other Exemption

15275 (a). Specified Mass Transit Projects

The institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including modernization of existing stations and parking facilities.

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 15301(a) would apply to the project:

15301(a) Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances.

15303. New Construction or Conversion of Small Structures

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

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 program would modernize existing parking facilities for a major regional transit system.
3. The EV charging units are modestly sized and would not be a major new element to BART parking structures or areas.
4. No expansion of current space or current use is proposed.
5. No disruption of existing transit service would take place.
6. Construction required for EV charger installation would be minor and entirely on BART property.

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

8/7/2023
Date

Figure 1
BART System Map



Figure 2
Illustration of Free Standing (Pedestal) EV Charging Unit



Table 1
List of BART Station Locations for EV Chargers

ALAMEDA COUNTY		
1.	Ashby (Berkeley)	3100 Adeline St, Berkeley, CA 94703
2.	Bay Fair (San Leandro)	15242 Hesperian Blvd, San Leandro, CA 94578
3.	Castro Valley	3301 Norbridge Ave, Castro Valley, CA 94546
4.	Coliseum (Oakland)	7200 San Leandro St, Oakland, CA 94621
5.	Dublin/Pleasanton	5801 Owens Dr, Pleasanton, CA 94588
6.	Fremont	2000 BART Way, Fremont, CA 94536
7.	Fruitvale (Oakland)	3401 E 12th St, Oakland, CA 94601
8.	Hayward	699 B St, Hayward, CA 94541
9.	MacArthur (Oakland)	555 40th St, Oakland, CA 94609
10.	North Berkeley	1750 Sacramento St, Berkeley, CA 94702
11.	Rockridge (Oakland)	5660 College Ave, Oakland, CA 94618
12.	San Leandro	1401 San Leandro Blvd, San Leandro, CA 9457
13.	South Hayward	28601 Dixon St, Hayward, CA 94544
14.	Union City	10 Union Square, Union City, CA 94587
15.	Warm Springs/South Fremont	45193 Warm Springs Blvd, Fremont, CA 94539
16.	West Dublin/Pleasanton	6501 Golden Gate Dr, Dublin, CA 94568
17.	West Oakland	1451 7th St, Oakland, CA 94607
CONTRA COSTA COUNTY		
18.	Antioch	1600 Slatten Ranch Rd, Antioch, CA 94509
19.	Concord	1451 Oakland Ave, Concord, CA 94520
20.	El Cerrito del Norte	6400 Cutting Blvd, El Cerrito, CA 94530
21.	El Cerrito Plaza	6699 Fairmount Ave, El Cerrito, CA 94530
22.	Lafayette	3601 Deer Hill Rd, Lafayette, CA 94549
23.	North Concord/Martinez	3700 Port Chicago Hwy, Concord, CA 94520
24.	Orinda	11 Camino Pablo, Orinda, CA 94563
25.	Pittsburg Center	2099 Railroad Ave, Pittsburg, CA 94565
26.	Pittsburg/Bay Point	1700 W Leland Rd, Pittsburg, CA 94565
27.	Pleasant Hill/Contra Costa Centre	1365 Treat Blvd, Walnut Creek, CA 94597
28.	Richmond	1700 Nevin Ave, Richmond, CA 94801
29.	Walnut Creek	200 Ygnacio Valley Rd, Walnut Creek, CA 94596
SAN MATEO COUNTY		
30.	Colma	365 D St, Colma, CA
31.	Daly City	500 John Daly Blvd., Daly City, CA
32.	Millbrae	200 Rollins Rd, Millbrae, CA 94030
33.	San Bruno	1151 Huntington Ave, San Bruno, CA
34.	South San Francisco	1333 Mission Road, South San Francisco, CA