



Notice of Exemption

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

From: (Lead Agency)
San Francisco Bay Area Rapid Transit District
2150 Webster Street, Oakland, CA 94612
(510) 464-6000

County Clerk, Counties of:

- Alameda
- Contra Costa
- San Francisco
- San Mateo
- Santa Clara

Project Title: Sustainable Station Lighting Replacement

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

Project Location - Specific: Multiple BART Stations

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

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; San Francisco; Colma, Daly City, Millbrae, San Bruno, South San Francisco; Milpitas, Berryessa/North San Jose

Description of Nature, Purpose and Beneficiaries of Project:

BART operates rail transit service to 50 stations in five counties. Lighting on station platforms and concourse areas typically has been provided by fluorescent tube lighting and metal halide bulbs. LED lights have been developed that last longer and are more energy efficient than traditional fluorescent bulbs and metal halides, resulting in more sustainable lighting for stations. BART intends to replace the lighting in all its stations with LED lighting as funding allows. The proposed project would provide lighting upgrades in the concourse and platform areas of passenger stations by replacing all fluorescent tubes and metal halide bulbs with LED lamps.

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
- Statutory Exemptions: _____

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 is a replacement and upgrade to existing lighting facilities. The replacement program would occur entirely within BART stations. No expansion of current space or current use is proposed. No disruption of existing transit service would take place.

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: 8/6/2024 **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: Sustainable Station Lighting Replacement
Project Address: Multiple station locations-BART System
Counties: Alameda, Contra Costa, San Francisco
San Mateo, Santa Clara
BART Project No.: 15II003
BART Contract No.: 6M3713 – 6M3717
Project Sponsor: BART Integration Engineering
Project Contact: Abanehita Esoimeme
(510) 874-7359, aesoime@bart.gov
Date of CE Determination: August 6, 2024

This CE will be filed with
the State Clearinghouse

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 rail transit service between 50 stations in five counties. Figure 1 illustrates the extent of the system and station locations. BART intends to make sustainable lighting improvements at all BART stations.

Project Background

BART began rail transit service in 1972, and the system has expanded incrementally to serve 50 stations in five counties. Lighting on station platforms and concourse areas typically has been provided by fluorescent tube lighting and metal halide bulbs. LED lights have been developed that last longer and are more energy efficient than traditional fluorescent bulbs and metal halides, resulting in a more sustainable means for lighting stations. BART intends to replace the lighting in all its stations with LED lighting as funding allows.

Project Description

The proposed project (Project) would provide lighting upgrades in the concourse and platform areas of passenger stations by replacing all fluorescent tubes and metal halide bulbs with LED lamps. The replacement lamps would use a ballast bypass LED replacement bulb. The replacement bulbs would use the existing fixtures, so fixtures would not need to be replaced unless they are inoperative or have damaged lenses. Action will be taken to replace lenses with like-for-like, if possible. If unsuccessful, the fixtures would be replaced at the same time as bulb replacement.

The replacement lighting work would be conducted during daytime work hours (6 am to 4 pm) for station concourse areas. All platform work will be performed during off hours when train revenue service is complete (Monday through Friday, 01:30 am to 4:30 am; Saturday, 01:30 am to 05:30 am; and Sunday, 01:30 am to 07:30 am). For daytime concourse work, contractors will create temporary barriers using caution tape and cones, etc. to protect the work area but not restrict customer access during normal BART operating hours. For work on station platforms during non-revenue hours, contractors will ensure all lighting replacement and cleanup is completed by the end of the non-revenue hours stated above.

The initial lighting replacement work would be conducted at six BART stations: 12th Street Station in Oakland, Ashby Station and North Berkeley Stations in Berkeley, Civic Center in San Francisco, Castro Valley, and Pittsburg/Bay Point. Replacement work would proceed at other stations as funds become available.

Attachments

Figure 1: BART System Map

ENVIRONMENTAL EVALUATION

The work replacing the old fluorescent and metal halide bulbs with new LED replacements would take place during the standard daytime workday of 6 am to 4 pm for concourse location only. All platform work will be performed during non-revenue hours as defined above. For work that will be performed on the concourse during the day, workers will create temporary barriers in the immediate work area using caution tape and cones, etc. This would provide adequate work area but would avoid restricting customer access during BART operations. BART operations would not be affected. Bulb replacement on the station platforms would take place during nighttime non-revenue hours and would not interfere with patron access and transit operations.

Due to the minor nature of the lamp replacement, and because the replacements would occur within the developed area of a BART station, no impacts to the natural environment (for ex., soils, water, air quality) are anticipated. Lighting is an integral part of station experience, and the replacement LED lighting is not expected to change the basic station aesthetic or patron experience. The new lamps would use the existing fixtures, so there would be no obvious visual

changes to the stations. Although elements of the BART system are over 50 years old and eligible for consideration as historical resources, the replacement of lighting within existing fixtures would not affect any character-defining features of the system, and there would be no impact to any historical resources.

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.

	Statutory 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.”

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 is a replacement and upgrade to existing lighting facilities.
3. The replacement program would occur entirely within BART stations.
4. No expansion of current space or current use is proposed.
5. No disruption of existing transit service would take place.

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

8/6/2024
 Date

Figure 1
BART System Map



Source: BART, 2021

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