2019048329

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
MTW – TRANSBAY TUBE WEST SUBSTATION
CEQA CATEGORICAL EXEMPTION

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

28. Project Title:

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements Project
MTW-Transbay Tube West Substation Facility

29. Lead Agency Name and Address:

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

30. Contact Person and Phone Number:

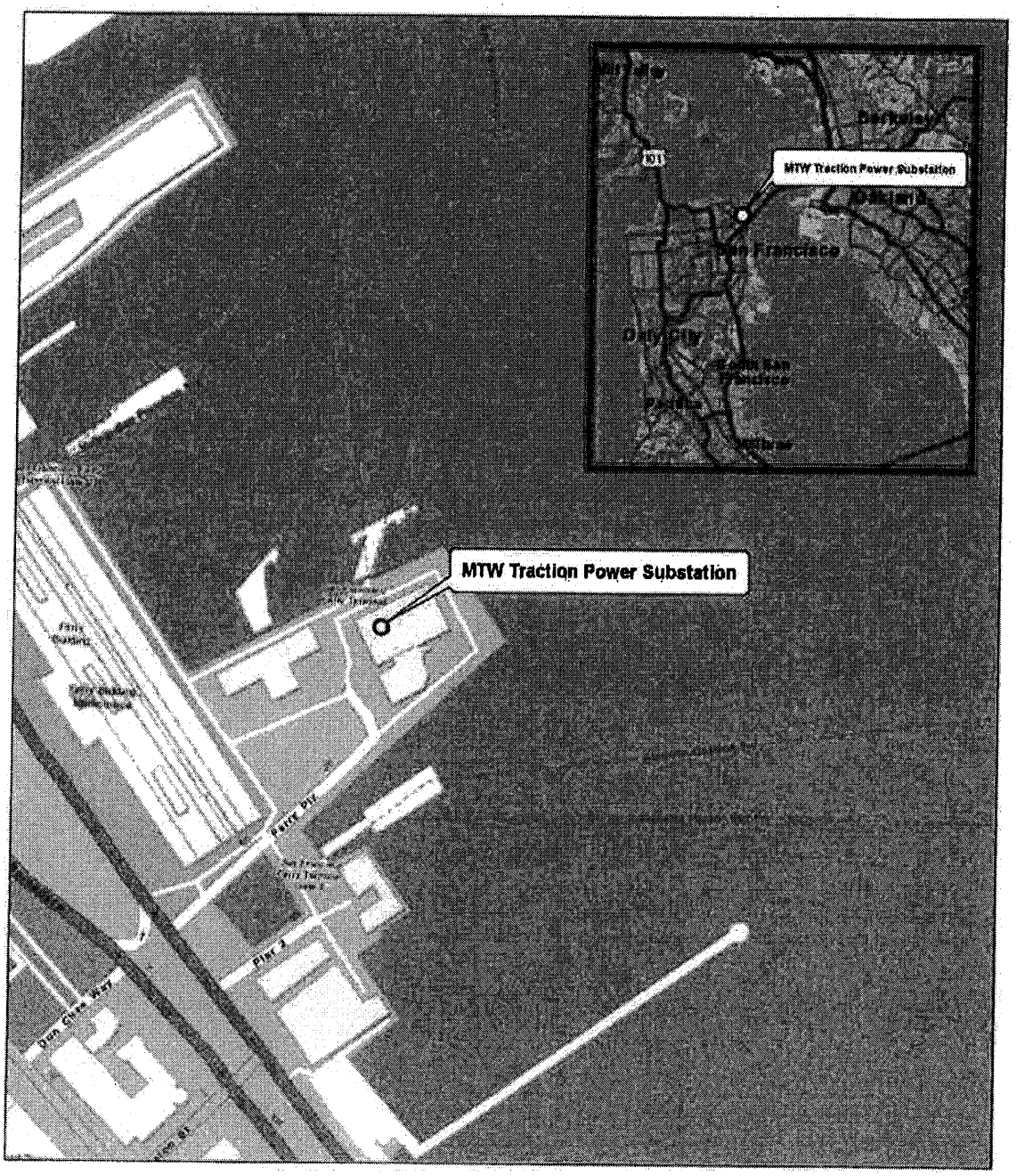
Steve Sims
Traction Power Project Manager
(510) 464-6417

PROJECT LOCATION

The project site is located on the fourth level of the San Francisco Transition Structure, adjacent to the San Francisco Ferry Terminal building (APN 9900200) in the City and County of San Francisco. The project site and the facilities it contains are owned, operated and maintained by BART. Please see Figure 1. **Regional Location** for the project location in a regional context.

EXISTING CONDITIONS ON THE PROJECT SITE

The existing traction power substation equipment is located on the fourth floor of the San Francisco Transition Structure, three levels below roof level. This substation is designated as MTW. There are currently two 15' by 17' access hatches with direct access to the substation from the ground level to accommodate the removal and installation of the traction power substation equipment.



MTW - Transbay Tube West
Regional Location

Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to MTW would require rehabilitation of the existing facility within the existing footprint of the project site. The existing equipment would be removed, and new equipment would be lowered via the existing equipment hatches. Since the existing structure was designed to support traction power equipment, the existing structure has sufficient capacity to support the new equipment.

Construction elements include decommissioning and removing the existing underground equipment and replacing with new equipment; relocating existing utilities as necessary; installing a new access hatch cover; and field testing, integrating, and commissioning the substation equipment.

The proposed staging area would be located adjacent to the San Francisco Transition Structure building on property owned by the Port of San Francisco. Coordination with the Port of San Francisco will be necessary to ensure that the proposed staging area does not cause any obstruction to the property. To mitigate any potential disruptions to traffic and circulation, specifications for maintenance of traffic during construction are being developed by the City and County of San Francisco in coordination with the San Francisco Municipal Transportation Agency (SFMTA).

Figure 1. displays the approximate extent of construction on Mission Street based on the current level of design.

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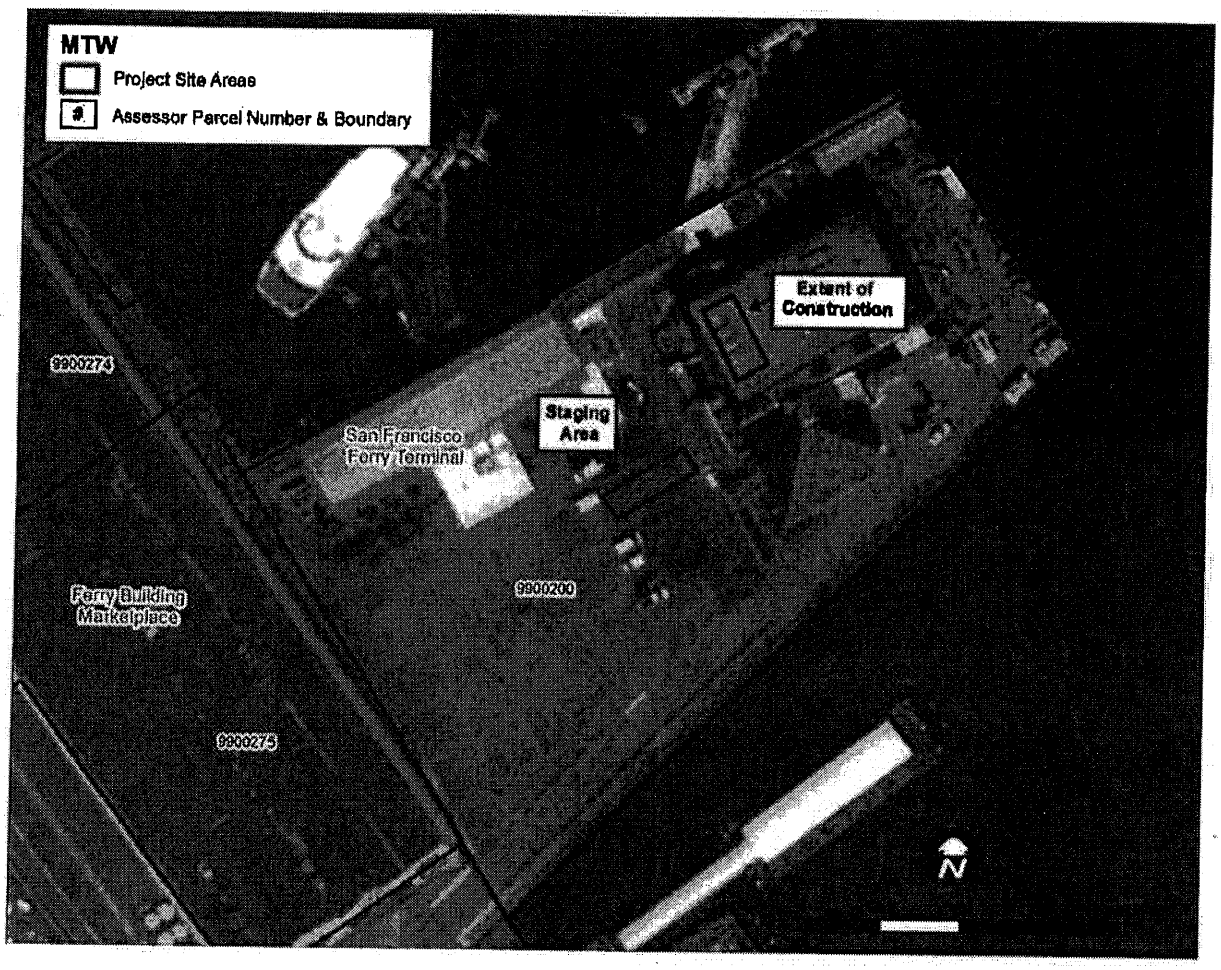

Figure 1. Extent of Construction

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 would comply with the overall intent of the local regulations to the extent feasible and would work closely with the local jurisdictions to ensure that they are included in the overall project development process.

CATEGORICAL EXEMPTION APPLICABILITY

Article 19 of CEQA (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant impact on the environment and are therefore 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 an exemption pursuant to CEQA Guidelines Article 19 Section 15302 and would not have a significant impact on the environment.

CEQA Guidelines Article 19 Section 15302 states the following projects are exempt:

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code. (Amended by Stats. 2013, Ch. 76, Sec. 175. (AB 383) effective January 1, 2014.) (Amended by Stats. 2004, Ch. 689, Sec. 1. Effective January 1, 2005.)

The project site is located below-ground on the fourth level of the San Francisco Transition Structure building, adjacent to the San Francisco Ferry Terminal building. No property acquisitions are anticipated to advance the proposed project and the replacement of the traction power substation equipment would occur within the existing project site footprint. The new and replacement equipment would have the same purpose as the existing traction power substation and would be capable of supporting increased train lengths and more frequent peak period services. During construction, temporary disruptions to traffic and parking may occur; however, implemented traffic control measures would help mitigate any transportation/traffic impacts.