

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS  
MPS – POWELL STREET BART STATION  
CEQA CATEGORICAL EXEMPTION**

**ATTACHMENT A**

**JANUARY 2019**

## **PROJECT DESCRIPTION**

### **PROJECT SUMMARY**

**22. Project Title:**

Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements  
Project  
MPS-Powell Street Traction Power Substation Facility

**23. Lead Agency Name and Address:**

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

**24. Contact Person and Phone Number:**

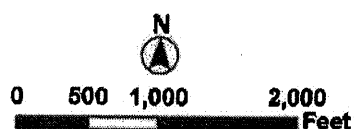
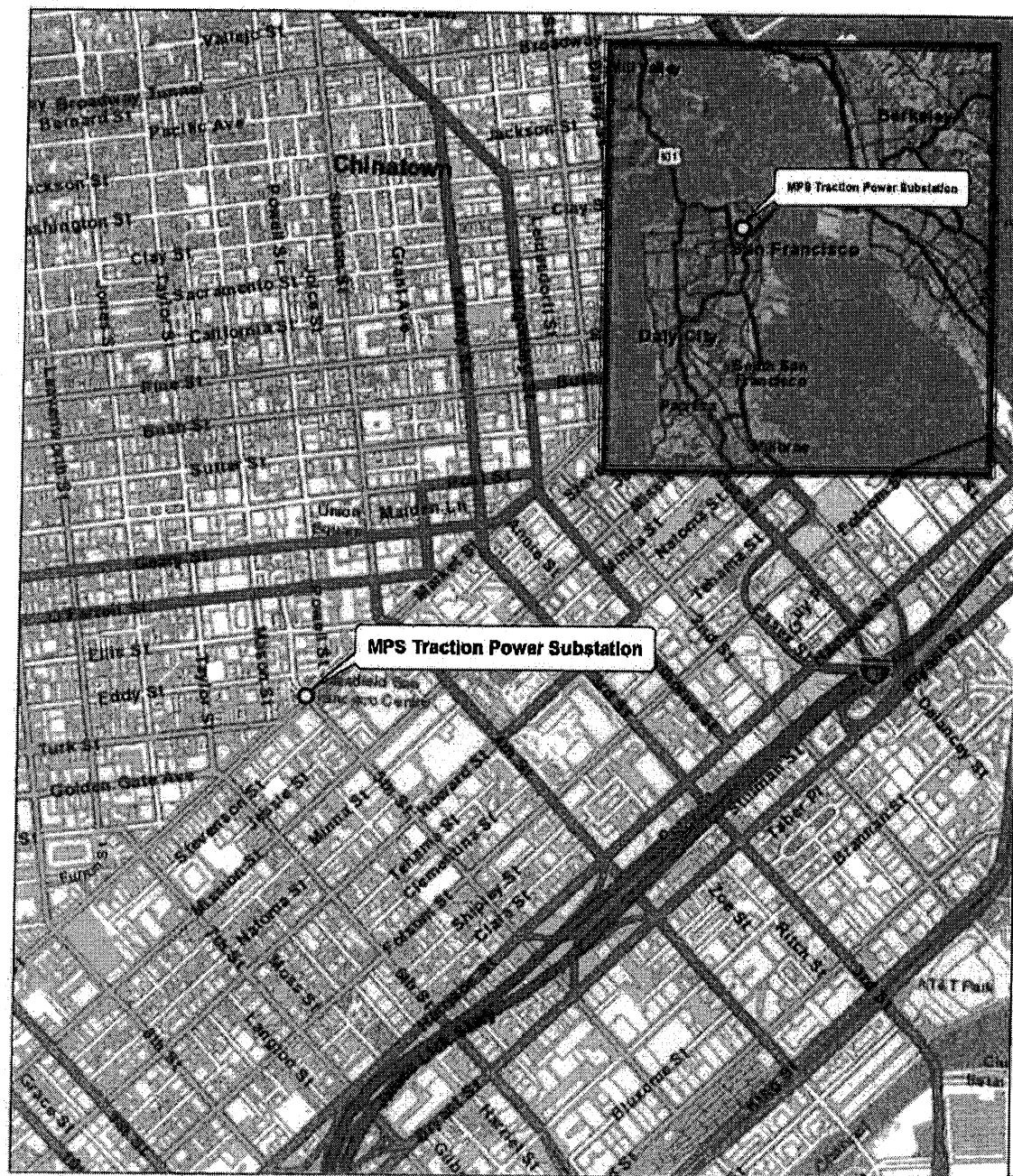
Steve Sims  
Traction Power Project Manager  
(510) 464-6417

### **PROJECT LOCATION**

The project site is located on the mezzanine level at the west end of Powell Street BART Station adjacent to Hallidie Plaza 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 mezzanine level at the west end of the Powell Street BART Station adjacent to Hallidie Plaza in the City and County of San Francisco. This substation is designated as MPS. The MPS traction power substation has a concrete roof with removable precast concrete roof panels. Access to the equipment requires opening a 14' by 18' access hatch at the corner of Market Street and Cyril Magnin Street. An existing cable vault runs beneath the MPS substation floor. AC and DC cables are currently routed inside the vault to track level.



MPS - Powell Street  
Regional Location



Figure 1. Regional Location

## **PROPOSED PROJECT AND CONSTRUCTION ELEMENTS**

Proposed improvements to MPS would require rehabilitation of the existing facility within the existing footprint of the BART-owned project site. The existing equipment would be removed, and new equipment would be lowered via the openings in the existing substation roof. The new equipment would replace the existing equipment, located in the electrification room located on the west end of Powell Street between panel points 9W and 10W on the mezzanine level. A new mechanical room would be constructed between the existing fan room and plenum area. The mechanical room would maintain code requirements for circulation and existing lighting would be replaced with new light-emitting diode. The existing substation entry door between the plenum area and the substation area on the mezzanine level would be replaced with new rated doors.

Cyril Magnin Street between Market Street and Eddy Street would be utilized to support project construction. Access to the equipment requires opening a 14' by 18' access hatch at the corner of Market Street and Cyril Magnin Street, which may require traffic lane closures. To mitigate potential impacts to traffic and circulation during construction, specifications for maintenance of traffic 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 based on the current level of design.

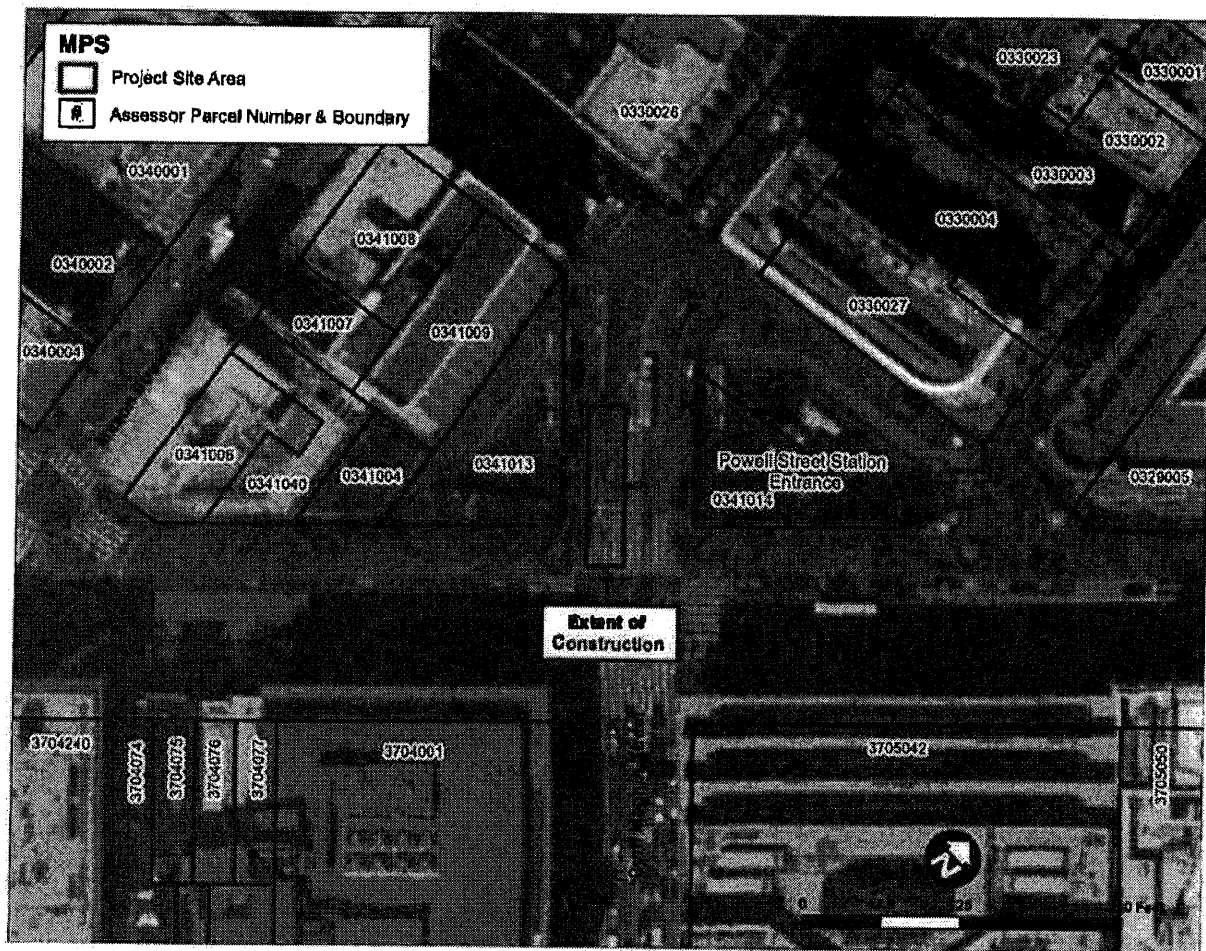


Figure 1. Extent of Construction

### 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 mezzanine level of the west end of Powell Street BART Station. 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 pedestrian circulation may occur to accommodate removal and installation of the traction power substation equipment; however, implemented traffic control measures would help mitigate any transportation/traffic impacts.