

NOTICE OF EXEMPTION

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

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

☒ Contra Costa County Clerk-Recorder's Office
555 Escobar Street
Martinez, CA 94553



Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): East end of Pleasant Hill BART Station (1365 Treat Blvd)
(APN 148-221-040)

Project Location (City): Walnut Creek

Project Location (County): Contra Costa

Project Description: The San Francisco Bay Area Rapid Transit District (BART) is an electricity-powered commuter transit line. Electrification is provided by "traction power" substations located along the transit line right-of-way. BART proposes improvements to one of its existing traction power substations, Pleasant Hill Traction Power Substation, referred herein as "CPH". The CPH traction power substation is located along Coggin Drive at the east end of the Pleasant Hill BART Station (1365 Treat Blvd, Walnut Creek, CA 94597), below the BART aerial track guideways. The project will require facility upgrades, procurement, and installation of replacement equipment for the existing traction power substation and switching station which currently supplies power for BART operations. Please see Attachment A for additional information.

This Notice of Exemption from the California Environmental Quality Act (CEQA) was prepared based on the content contained in BART's Traction Power Facilities Replacements Conceptual Engineering Report (35% level of design) dated September 11, 2018; the Draft Geotechnical Report prepared by Earth Mechanics, Inc. and Parsons Corporation dated February 1, 2019; and the engineering drawings contained in BART's Traction Power Facilities Replacement 50% level of design submittal package dated February 26, 2019 and 95% level of design submittal package dated November 1, 2019.

Specific engineering drawings reviewed include:

- Existing Site and Demolition Plan (C901-CPH), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Construction Staging Plan (C902-CPH), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Site Plan (C903-CPH), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Grading and Drainage Plan (C921, C922-CPH), dated: 02/26/2019 (50%), 11/01/2019 (95%)
- Maintenance of Traffic Plans (C941-CPH), dated: 02/26/2019 (50%), 11/01/2019 (95%)
- Right of Way Plan (W901-CPH), dated: 09/11/2018 (35%), 02/26/2019 (50%), 11/01/2019 (95%)
- Utility Plan (U901-CPH), dated: 09/11/2018 (35%), 02/26/2019 (50%)

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

Name of Person or Agency Carrying Out Project: Steve Sims, Traction Power Project Manager, San Francisco Bay Area Rapid Transit District

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:
- ☒ Statutory Exemptions State Code number: CEQA Guidelines Article 18, Section 15275(a)

Reasons why project is exempt: The proposed replacement of the traction power substation equipment qualifies for a statutory exemption from CEQA, as the project fits into the context of the exemption language and no other significant effects on the environment will result due to unusual circumstances. Statutory exemptions from CEQA are granted by legislature. A statutory exemption is provided under Section 21080(b)(10) of the California Public Resources Code (also found in the CEQA Guidelines Article 18 Section 15275(a)). This statutory exemption applies to mass transit projects that involve the institution or increase of passenger or commuter service on rail lines already in use. This project proposes removing aging train control equipment and upgrading to a new system, which will support increased capacity and higher service frequencies. Please see Attachment A for additional information.

Lead Agency Contact Person: Steve Sims

Area Code/Telephone/Extension: (510) 464-6417

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: _____

Title: _____

- ☒ Signed by Lead Agency
- ☐ Signed by Applicant

Date received for filing at OPR: _____

Governor's Office of Planning & Research

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Sep 16 2020

STATE CLEARINGHOUSE

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM
IMPROVEMENTS
CPH – PLEASANT HILL TRACTION POWER SUBSTATION
CEQA STATUTORY EXEMPTION**

ATTACHMENT A

FEBRUARY 2020

PROJECT DESCRIPTION

PROJECT SUMMARY

- 1. Project Title:**
Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements Project
CPH – Pleasant Hill Traction Power Substation
- 2. Lead Agency Name and Address:**
San Francisco Bay Area Rapid Transit District
Maintenance & Engineering Department
300 Lakeside Drive
Oakland, CA 94607
- 3. Contact Person and Phone Number:**
Steve Sims
Traction Power Project Manager
(510) 464-6417

INTRODUCTION

This Notice of Exemption was prepared based on the content contained in BART's Traction Power Facilities Replacements Conceptual Engineering Report (35% level of design) dated September 11, 2018; the Draft Geotechnical Report prepared by Earth Mechanics, Inc. and Parsons Corporation dated February 1, 2019; and the engineering drawings contained in BART's Traction Power Facilities Replacement 35% level of design submittal package dated September 11, 2018, 50% level of design submittal package dated February 26, 2019, and 95% level of design submittal package dated November 1, 2019.

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- Utility Plan (U901-CPH), dated: 09/11/2018 (35%), 02/26/2019 (50%)

PROJECT LOCATION

The project site is currently occupied by the existing substation, which is located along Coggin Drive at the east end of the Pleasant Hill BART Station (1365 Treat Blvd, Walnut Creek, CA 94597), below the BART aerial guideways (see Figures 1 and 2). The project site is located in APN 148-221-040.

A systemwide map of BART stations and routes is provided in Figure 3 for reference to the regional passenger rail system.

EXISTING CONDITIONS ON THE PROJECT SITE

CPH is an existing at-grade traction power substation that supplies electrical power to BART trains. The project site and the facilities it contains are owned, operated, and maintained by BART.

The project site and surrounding area is prezoned "R-10, Single Family Residential". The Walnut Creek Municipal Code permits the City to "prezone" properties in unincorporated territory adjoining the City for the purpose of determining the zoning district that will apply to such property in the event of subsequent annexation to the City. Because the project will be replacing an existing use on property owned, operated, and maintained by BART, there will be no conflicts with the City of Walnut Creek's land use plans, policies, or regulations.

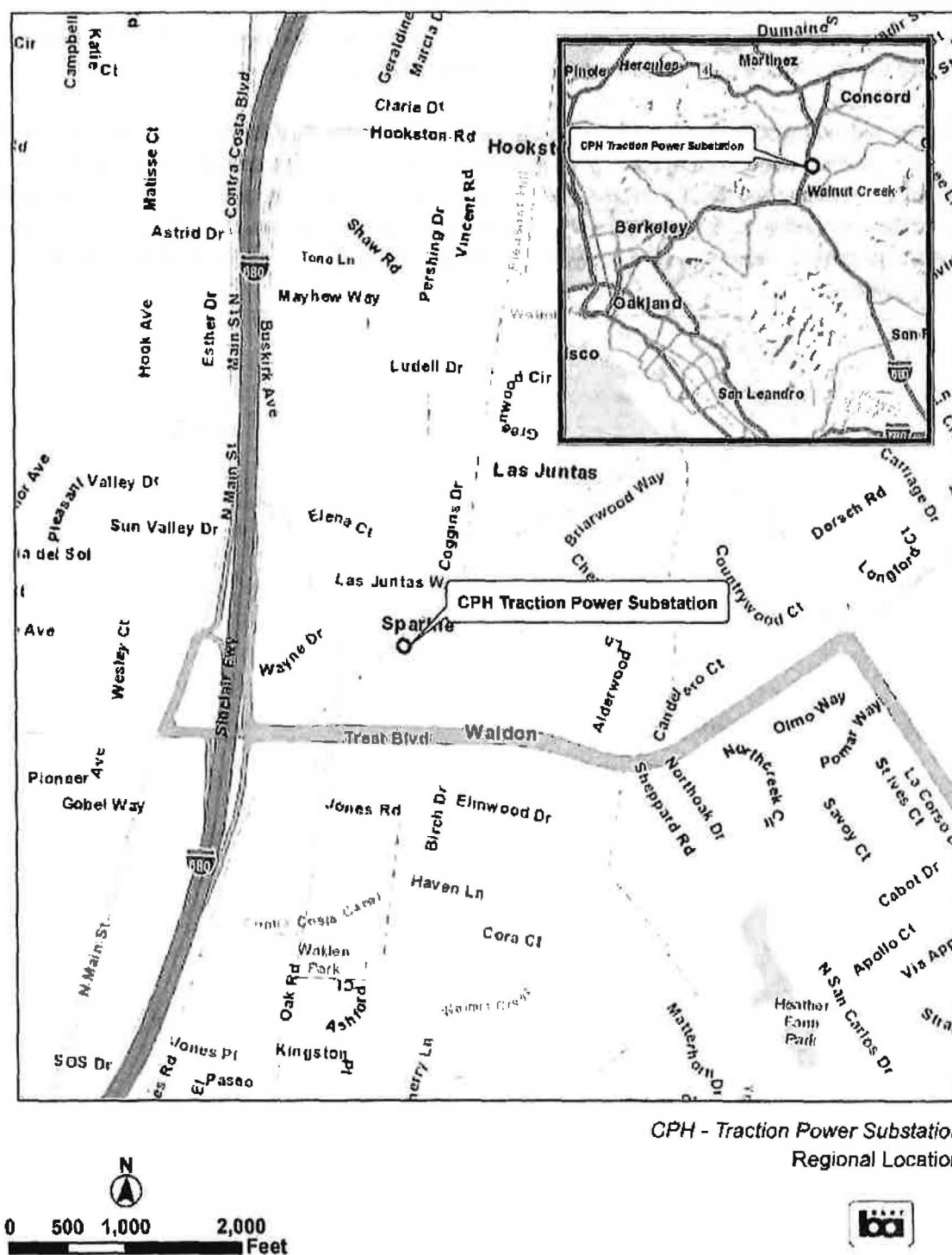
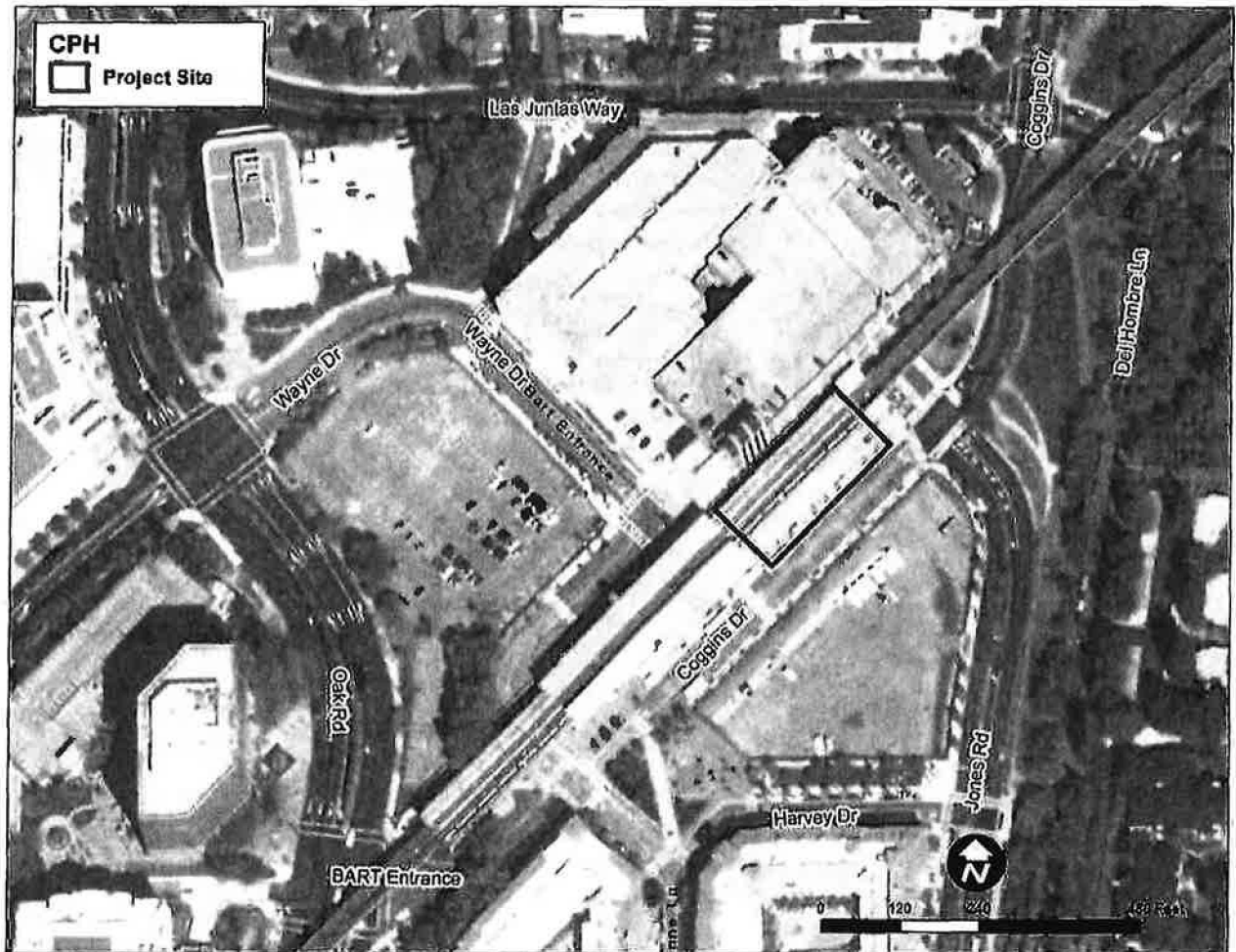


Figure 1. Regional Location



Project site boundaries depict approximate project area and are not exact.

Figure 2. Project Location (Aerial Photo)

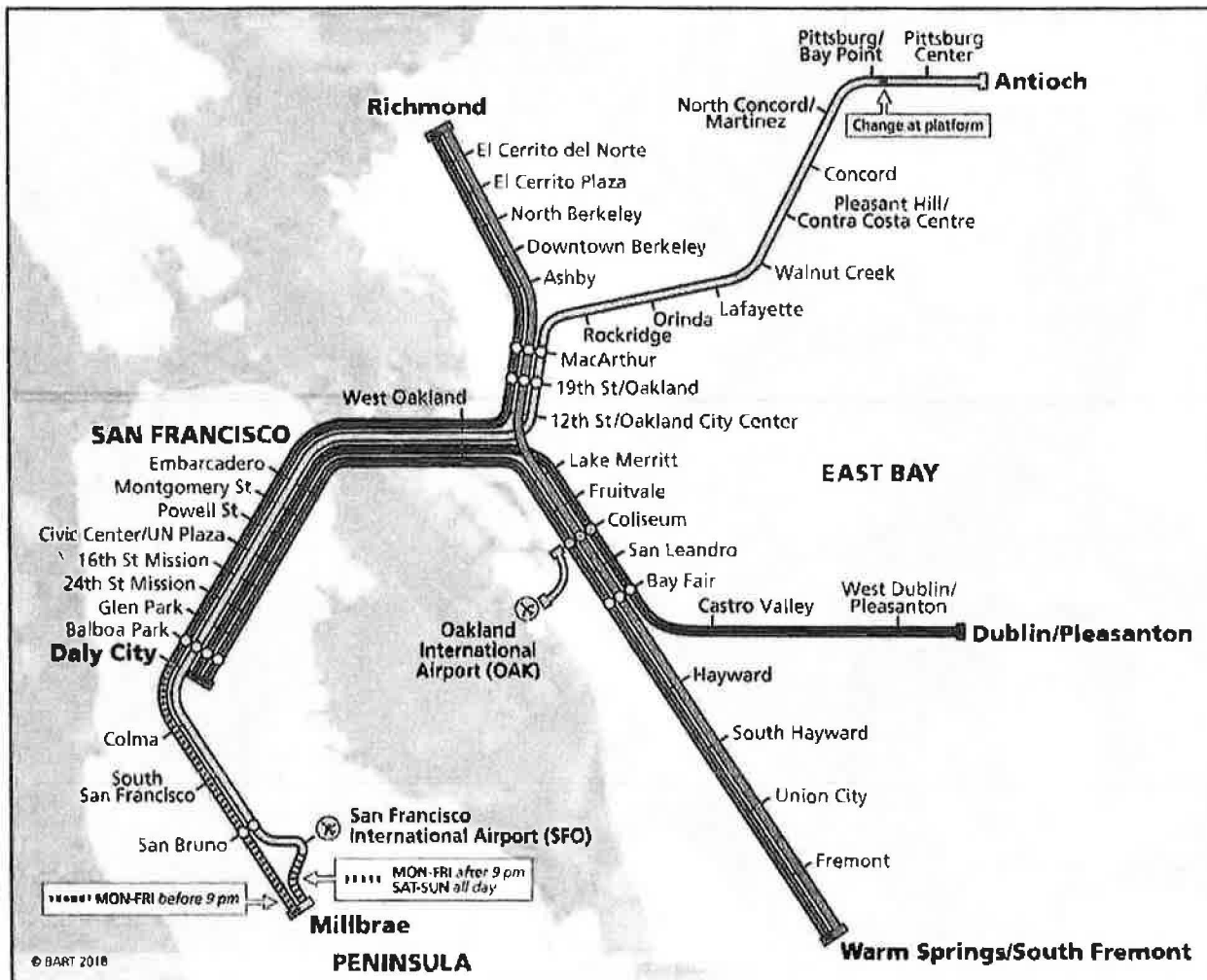


Figure 3. BART Systemwide Map

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

The new substation will utilize the existing footprint to the maximum extent possible, however the east side of the existing substation area will also be used to provide additional area required for the new traction power substation equipment. During the design process, it was determined that a non-residential application for sanitary sewer service connection will be required from the Central Contra Costa Sanitary District. The construction contractor will be responsible to verify and obtain all necessary permits for the construction of the project's facilities.

The new traction power substation will continue to help serve the feeding point for the third rail. The associated equipment upgrades are necessary to continue the conversion of electricity to be utilized by the BART trains for propulsion and auxiliary power supply need.

Given the scope of the project, key environmental considerations pertaining to construction and operation of the project is provided below.

PROPERTY NEEDS

Based on the current level of design, all work will occur within BART right-of-way and no temporary or permanent easements will be required on property that is not owned, operated, or maintained by BART.

UTILITIES

A water line connection will be required to supply water to the project site to support an emergency eye wash for maintenance personnel (requirement of BART facility standards). Additionally, relocation of an existing storm drain and sanitary sewer line will be required to discharge stormwater from the project site. BART will work with the utility owner, Central Contra Costa Sanitary District, to obtain the necessary permits/approvals prior to the start of construction.

Surveys of telecommunication lines within the project area are still being evaluated. If it is determined at a later time that potential conflicts or relocations may result, BART will work with the affected utility owner(s) and additional evaluation may be necessary.

GRADING, DEMOLITION, AND TREE REMOVAL

The scope of work to construct CPH does not require tree removal. However, activities that will occur prior to construction will include demolition of the existing traction power substation, site clearing, and grading. BART will coordinate with the City of Walnut Creek to obtain the necessary permits/approvals, as needed.

GEOLOGICAL HAZARDS

Geological hazards consist of fault rupturing, landslide, subsidence, expansive soils flooding, scouring, liquefaction, lateral spreading and inundation. The project site does not intersect with the Hayward Fault or Mt Diablo Fault, its fault zones or any other known faultline; the project site runs parallel to the Concord-Green Valley Fault 2.5 miles to the west and is 3 miles northwest from the Mt Diablo Fault. Therefore, there is no fault rupture hazard associated with the project site. The California Geological Survey does not map this site within a landslide-prone region.

According to the Draft Geotechnical Report prepared for this project, no significant land subsidence is known to have occurred at the project site in the past and the risk associated with land subsidence is considered to be low. In addition, the Draft Geotechnical Report states that the project site has low risks associated with flooding, scouring, and expansive soils.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map does not map this site in a flood or an inundation zone, and liquefaction potential is low. CPH will be built in compliance with BART facility standards based on its seismic zone and the class level of the project site.

HAZARDS AND HAZARDOUS MATERIALS

Recent tests have confirmed that existing traction power substation transformers may contain elevated levels of carbon monoxide, methane, ethylene, and ethane gases or a PCB level (ppm) ≥ 50 , which are considered hazardous. For CPH, elevated levels of hazardous materials were not detected in the existing transformer according to the TPF Transformer PCB Level Report prepared by BART dated February 15, 2019.

The project will comply with all applicable local, state, and federal regulations governing the routine transport, use, or disposal of hazardous materials during construction. Operation of the project will involve the occasional use, storage, and disposal of hazardous materials that could include limited quantities of battery acid, vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. No industrial uses or activities are proposed that will result in the use or discharge of unregulated

hazardous materials and/or substances, or create a public hazard through transport, use, or disposal, and the project will not generate large amounts of hazardous materials that will require routine transport, use, or disposal. Use and transport of hazardous materials will be regulated by the California Division of Occupational Safety and Health, local fire codes, and all other federal, state, and local regulations. All hazardous materials will be required to be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

TRAFFIC MANAGEMENT AND PARKING

Based on the current level of design and the traffic maintenance plan prepared for this project, roadway and sidewalk detours are not anticipated. However, during major construction equipment offload and installation, short-term sidewalk and bus lane closures may be required south of the project site on Coggins Drive. BART will coordinate with the City of Pleasant Hill and the affected transit providers to obtain the necessary permits/approvals, as needed.

The proposed construction staging and laydown area will be around the perimeter of the project site. To provide space for the staging and laydown area, a sitting bench and several bike racks will be temporarily removed and reinstalled after construction. If needed, additional construction staging and laydown area will be used inside a BART parking lot, northwest of the project site along Wayne Drive.

PUBLIC TRANSIT CONSIDERATIONS

The Pleasant Hill BART Station is served by County Connection, Solano Express, Fairfield and Suisun Transit, and Wheels Express fixed-route and paratransit bus services. As mentioned above, short-term sidewalk and bus stop closures may be required on Coggins Drive for major equipment offload and installation. BART will coordinate with the City of Pleasant Hill and the affected transit providers to obtain the necessary permits/approvals, as needed. During construction, disruptions to BART operations will not occur because a portable traction power substation will be installed to keep the third rail energized during the replacement of the existing traction power substation. After construction, the rehabilitated traction power substation equipment will support increased capacity and higher service frequencies on the BART system.

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

STATUTORY EXEMPTION APPLICABILITY

Article 18 of CEQA (CEQA Guidelines Sections 15260 to 15285), includes a list of classes of projects that have been determined by the California Legislature to be statutorily 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 a statutory exemption pursuant to CEQA Guidelines Article 18 Section 15275(a) - Specified Mass Transit Projects.

CEQA Guidelines Article 18 Section 15275(a) states that CEQA does not apply to mass transit projects that involve the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities¹.

The analysis contained in this document provides substantial evidence that the proposed project qualifies for an exemption pursuant to CEQA Guidelines Section 15275(a) as a Specified Mass Transit project as it will involve the institution or increase of passenger or commuter service on rail lines already in use. Modernizing BART's 45+ year old train control is an important component in addressing critical capacity, reliability and safety needs as BART places 775 new train cars into service. This project entails removing aging train control equipment from the BART system and upgrading to a new system.

¹ Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(b)(11), (12), and (13), Public Resources Code.



State of California - Department of Fish and Wildlife
2020 ENVIRONMENTAL FILING FEE CASH RECEIPT
DFW 753.5a (REV. 12/01/19) Previously DFG 753.5a

Start Over

Print

RECEIPT NUMBER:

07 — 9/10/2020 — 235

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY San Francisco Bay Area Rapid Transit District	LEAD AGENCY EMAIL	DATE 9/10/2020
COUNTY/STATE AGENCY OF FILING Contra Costa	DOCUMENT NUMBER 2020-792	

PROJECT TITLE

Measure RR Program Traction Power System Improvements Project

PROJECT APPLICANT NAME San Francisco Bay Area Rapid Transit District	PROJECT APPLICANT EMAIL	PHONE NUMBER (510) 464-6417
PROJECT APPLICANT ADDRESS 300 Lakeside Dr	CITY Oakland	STATE CA
	ZIP CODE 94607	

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	\$3,343.25	\$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	\$2,406.75	\$	0.00
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,136.50	\$	0.00

☒ Exempt from fee

☒ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
☒ County documentary handling fee		\$	50.00
☐ Other		\$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☒ Check ☐ Other **chk# 365** TOTAL RECEIVED \$ 50.00

SIGNATURE

X

AGENCY OF FILING PRINTED NAME AND TITLE

J. Graff Deputy Clerk

County Receipt Number 3876184

