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: BART San Mateo Stations Revitalization

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

Project Location - Specific: Colma, South San Francisco, San Bruno, and Millbrae BART Stations

Project Location – County: San Mateo
Project Location – Cities: Colma, South San Francisco, San Bruno, and Millbrae

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Description of Nature, Purpose and Beneficiaries of Project:
The project is a series of phased maintenance improvements across four BART stations in San Mateo County. The Project purpose is to enhance station appearance, safety, and functionality. In addition to cleaning at all stations, the project work will address a variety of infrastructure needs, such as safety netting at San Bruno, new gutters and roof cleaning at South San Francisco, gutter repairs to prevent water intrusion at Millbrae, and upgraded lighting at all stations. The project will support both daily transit operations and long-term sustainability.

Name of Public Agency Approving the Project: San Francisco Bay Area Rapid Transit District
Name of Person or Agency Carrying Out Project: 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: 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 Project would involve cleaning and repair of existing transit stations. No expansion of current space or current use is proposed. Project activity

would take place within existing BART facilities and BART right-of-way. The Project would not affect access to transit or transit operations.

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:** 10/07/2025 **Title:** Mgr. of Environmental Review
Donald Dean
☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110. Public Resources Code. Date Received for filing at OPR: _____
Reference: Sections 21108, 21152, and 2112.1, Public Resources Code.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, Oakland, CA 94612

NOTICE OF CEQA EXEMPTION

Project Name:	BART San Mateo Stations Revitalization
Cities:	Colma, South San Francisco, San Bruno, Millbrae
Counties:	San Mateo
BART Project No.:	Project 15QJ001
BART Contract No.:	15QJ-131
Project Sponsor:	San Francisco Bay Area Rapid Transit District (BART) BART Right-of-Way
Project Contact:	Travis Huang, Project Manger Office of Infrastructure Delivery 510-987-5285, thuang@bart.gov

Date of CE Determination: August 20, 2025

This CE will be filed internally: ☐

This CE will be filed with the County Clerk(s):
Alameda ☐ Contra Costa ☐
San Francisco ☐ San Mateo ☒
Santa Clara ☐
This CE will be filed on CEQA.net: ☒

PROPOSED PROJECT

Project Location
The Project would take place at four BART stations in San Mateo County: Colma, South San Francisco, San Bruno, and Millbrae.

- Colma BART Station - 365 D St., Colma, 94014
- South San Francisco BART Station - 1333 Mission Rd., South San Francisco, 94080
- San Bruno BART Station - 1151 Huntington Ave., San Bruno, 94066
- Millbrae BART Station - 200 North Rollins Road, Millbrae, 94030

Project Background
BART is the transit backbone of the San Francisco Bay Area, providing crucial transportation to work, services, and leisure activities. BART connects to the region's major cities, airports, and employment centers, as well as other transit operators and rail systems.

This project is the revitalization of the San Mateo County BART stations to restore their original character. Each station will receive maintenance improvements aimed at creating a cleaner, safer, and more visually appealing environment. This effort reflects BART's commitment to improving the rider experience through better station upkeep and a more inviting atmosphere. The project will support both daily transit operations and long-term sustainability.

Project Description

The project is phased maintenance improvements across BART stations in San Mateo County. The Project purpose is to enhance station appearance, safety, and functionality. This project is a combination of several smaller projects, some of which have previously undergone environmental review.

The work will address a variety of critical infrastructure needs, such as safety netting at San Bruno, new gutters and roof cleaning at South San Francisco, gutter repairs to prevent water intrusion at Millbrae, and upgraded lighting at all stations. A list of project activities is provided below.

All San Mateo Stations

- Conduct general cleaning and basic upkeep at all stations to improve the overall environment. This will include removing outdated digital displays and dismantling obsolete phone booths.
- Remove existing halogen or outdated lighting and replace them with new energy-efficient LED bulbs at designated locations. This activity includes replacing lenses or fixture covers where damaged, yellowed, or incompatible with the new lighting systems, ensuring proper sealing and fit.

Colma

- Provide safe removal of an approximately 80 ft. x 20 ft. x 20 ft. suspended public artwork located inside the station.
- Remove and replace the existing bird netting within the station.
- Remove and replace roof membrane & insulation for garage elevators
- Remove all 12 SamTrans bus shelters.

South San Francisco

- Thoroughly clean all structural surfaces at designated station locations—such as walls, columns, ledges, and hard-to-reach areas.
- Power wash the metal roof to remove dirt, debris, and biological growth and replace approximately 1,738 linear feet of roof gutter with new materials.
- Reroof Orange Avenue Auxiliary Substation and Spruce Avenue Traction Power Substation stairs roof.
- Remove all 9 SamTrans bus shelters.

San Bruno

- Thoroughly clean all structural surfaces at designated station locations—such as walls, columns, ledges, and hard-to-reach areas.
- Remove and replace three safety nettings over the BART passenger platforms—sized 94 ft. x 46 ft., 46 ft. x 35 ft., and 46 ft. x 35 ft.

Millbrae

- Clean, inspect, and repair approximately 1,600 linear feet of gutters located on six canopy structures positioned above stairways.

The station revitalization work would be conducted over a period of 6 to 18 months. Project work would take place in the BART right-of-way. To avoid disruption to transit services and ensure public safety, night work would be required for most Project activities, which could be limited to the 4-hour work window during non-revenue hours. The contractor will need to secure the work zones even in the absence of patrons.

Permits and Agency Coordination

All work would be within the BART right-of-way. No permits would be required.

References

- San Francisco Bay Area Rapid Transit District, BART-San Mateo Stations Revitalization, Project Status Update, Presentation, June 23, 2025.
- San Francisco Bay Area Rapid Transit District, BART-San Mateo Stations Revitalization Long Term Scopes Report, June 2025.
- San Francisco Bay Area Rapid Transit District, Contract 15QJ131 Glen Park & San Mateo County, Over the Shoulder Review Presentation, August 12, 2025.

EVALUATION

The purpose of the Project is to clean and upgrade existing BART station facilities. The Project would thoroughly clean all structural surfaces at designated station locations—such as walls, columns, ledges, and other hard-to-reach areas. Most of the work activities are a more intensive version of the ongoing cleaning BART stations regularly receive. The more extensive "deep" cleaning is designed to refresh areas not cleaned during normal maintenance. None of the cleaning activities would change any aspects of the existing station infrastructure or character.

Replacement of old lighting, chiefly old halogen, metal halide, or fluorescent bulbs, with new LED bulbs, would provide lighting upgrades in the concourse and platform areas of passenger stations. 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. BART reviewed potential environmental impacts of the lighting program when it was introduced in 2024, and a determination was made that it was categorically exempt from further CEQA review.[1]

The Project would provide the safe removal of Daniel Goldstein's *Leonardo's Dream*, an 80 ft. x 20 ft. x 20 ft. suspended public artwork located inside the Colma station. The artwork was installed in 1996 and has deteriorated over the years. BART is investigating two options for the piece following removal: conservation and repair, or permanent removal. Neither action would have an environmental effect.

Existing bird netting at Colma and safety netting at San Bruno would be replaced due to damage and deterioration. The replacement nettings at both locations would be the same size and similar material to the existing netting. No change to the station environment would be discernable to BART patrons.

The Project would remove windscreens used for 12 SamTrans bus shelters at the Colma Station and 9 at the South San Francisco Station. The windscreens have been damaged or defaced over the years. Where seating is attached to the windscreens, replacement seating would be provided. BART owns the bus shelters, and BART staff has been coordinating this change with SamTrans staff. There would be no effect on transit operations.

At the South San Francisco Station, the metal roof would be power washed to remove dirt, debris, and biological growth and approximately 1,738 linear feet of roof gutter would be replaced with new materials. There would be no change to the roof itself. The South San Francisco Station roof cleaning was reviewed as part of the environmental evaluation for the BART Roofing Improvements Project and was determined to be categorically exempt from CEQA.[2] At Millbrae Station, the Project would clean, inspect, and repair approximately 1,600 linear feet of gutters located on canopy structures above stairways. Once complete, the Millbrae Station roof gutter upgrade would be indistinguishable from the original.

The roofs over the stairways at the Orange Avenue Auxiliary Substation and Spruce Avenue Traction Power Substation at South San Francisco would be reroofed. Both roofs are very modest in size (approximately 950 sq. ft and 265 sq. ft. respectively) and would be the existing roofing would be replaced with similar material.

All the cleaning, replacement, and upgrade activities included in the Revitalization Project are considered standard maintenance activities that BART routinely carries out in stations throughout the system. This Project combines several smaller projects into one larger project that allows for more convenient contracting and faster performance and results.

[1] San Francisco Bay Area Rapid Transit District, Notice of Exemption, Sustainable Station Lighting Replacement, SCH# 2024080514, filed August 14, 2024.
[2] San Francisco Bay Area Rapid Transit District, Notice of CEQA Exemption, Roofing Improvements-Glen Park and San Mateo County Stations, filed internally, October 10, 2024.

Project work would take place within BART stations or the BART right-of-way. The work hours (principally night work) are designed to minimize the disruption to transit services and ensure public safety. Given the location and nature of the construction work, community areas adjacent to stations would not be affected.

The BART system is now more than 50 years old, and the original elements of the system could potentially be considered as historic resources. The original core system includes 34 stations along the Richmond, Concord, Fremont, and Daly City lines that became operational in 1972. However, Colma Station, the first station to open in the West Bay Extension (south of Daly City to Millbrae), was not completed until 1996, with the other stations opening later. Therefore, the San Mateo County stations are not part of the original core system and are not old enough to be eligible for consideration as historic resources on their own merits.

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

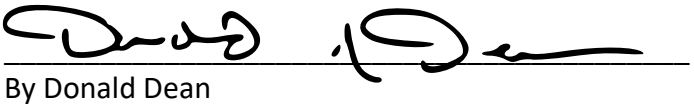
Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

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 Project would involve cleaning and repair of existing transit stations.
3. No expansion of current space or current use is proposed.
4. Project activity would take place within existing BART facilities and BART right-of-way.
5. The Project would not affect access to transit or transit operations.

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:



8/20/2025

By Donald Dean
BART Manager of Environmental Review

Date