



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: Non-Revenue Electrical Vehicle Fleet Charging Program

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

Project Location - Specific: Multiple locations

Project Location – Counties: Alameda, Contra Costa, San Mateo

Project Location – Cities: Antioch, Concord, Colma, Hayward, Oakland, and Richmond

Description of Nature, Purpose and Beneficiaries of Project:

The San Francisco Bay Area Rapid Transit District (BART) is proposing to install electric vehicle (EV) chargers throughout the BART District to support its non-revenue vehicle (NRV) fleet and comply with regulatory programs and climate goals. BART’s NRV fleet is required for maintenance of the BART system’s ongoing operations. Examples of non-revenue vehicles would be steel-wheeled vehicles that perform maintenance and inspections of tracks, rubber-tired vehicles used to move employees and supplies to construction sites, and standard vehicles used for administrative purposes. The EV chargers would be installed at BART’s Maintenance shops and yards. By reducing the need to drive gasoline-powered vehicles, BART would reduce emissions and air pollution, thereby supporting a healthier environment.

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 Exemptions: 15301 and 15301(a), Class 1, Existing Facilities; 15303, New Construction or Conversion of Small Structures; 15304 and 15304(f), Minor Alterations of Land
- 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 would modernize existing maintenance facilities for a regional transit system. No expansion of current space or current use is proposed. Construction required for EV charger installation would be minor. Installation of the chargers would take place entirely on BART property.

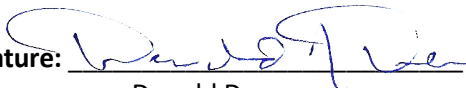
Lead Agency

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:** 5/04/2026 **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: Non-Revenue Electrical Vehicle Fleet Charging Program
 Project Address: Multiple BART facilities-BART System
 Counties: Alameda, Contra Costa, San Mateo
 BART Project No.: Not applicable
 Project Sponsor: BART Sustainability
 Project Contact: Monica Meagher
 Group Manager, Sustainability Program
 510-874-7370

Date of CE Determination: May 4, 2026

- | | |
|--|--|
| <input type="checkbox"/> This CE will be filed internally | This CE will be filed with the County Clerk: Alameda <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> This CE will be filed with the State Clearinghouse | Contra Costa <input checked="" type="checkbox"/> |
| | San Francisco <input type="checkbox"/> |
| | San Mateo <input checked="" type="checkbox"/> |
| | Santa Clara <input type="checkbox"/> |
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PROPOSED PROJECT

Project Location

The San Francisco Bay Area Rapid Transit District (BART) is proposing to install electric vehicle (EV) chargers throughout the BART District to support its non-revenue vehicle (NRV) fleet. These chargers would be installed at BART’s Maintenance shops and yards at the following locations:

- Concord Yard – 1045 San Miguel Road, Concord
- Daly City Yard – 255 D St, Colma
- E-line Maintenance Facility – 1780 Slatten Ranch Road, Antioch
- Hayward Maintenance Complex – 1011 and 1021 Whipple Road, Hayward
- Hayward Yard – 150 Sandoval Way, Hayward
- MET Building – 101 8th St, Oakland
- Oakland Shops – 601 E 8th St, Oakland
- Richmond Yard – 1011 13th St, Richmond

Project Background

BART connects five counties and four of the Bay Area’s largest cities (San Jose, San Francisco, Oakland, and Fremont), with 131 miles of track and 50 stations. BART is the backbone of the

region's public rail transit system, accommodating people of all income levels as well as youth, seniors, and people with disabilities. There is a critical connection between transportation and climate change, with the transportation sector currently producing over 40 percent of California's greenhouse gas (GHG) emissions. By reducing the need to drive gasoline-powered vehicles, BART reduces emissions and air pollution, supporting a healthier environment.

BART installed some EV chargers as a pilot program in 2017 for customer and employee use. After the successful pilot, BART developed a comprehensive program to expand EV charging to all BART-managed parking facilities in 2021,¹ and issued a request for proposal (RFP) for installing EV chargers in BART parking facilities for the use of BART patrons and the surrounding community in 2024.²

BART's NRV fleet is required for maintenance of the BART system's ongoing operations. Examples of non-revenue vehicles would be steel-wheeled vehicles that perform maintenance and inspections of tracks, rubber-tired vehicles used to move employees and supplies to construction sites, and standard vehicles used for administrative purposes. To comply with regulatory programs and climate goals, BART has started electrifying its NRV fleet. This requires the addition of EV chargers to fuel the District's electric vehicles.

Project Description

To keep the NRV fleet charged, BART will be installing a combination of L2 (Level 2) and L3 (Level 3) chargers throughout its shops and yards. The exact mix of charger types will depend on vehicle operational needs (that is, number of vehicles, estimated daily use, charge time available) and available power at the site. More chargers will be added as the electric fleet continues to expand.

The L2 chargers will be standard, commercially available charging units. The units could be free-standing or wall-mounted depending on the location. Level 2 EV chargers require a 240-volt power supply and add 12 to 60 miles of range per hour. They can fully charge most EVs in 5 to 8 hours.

A L3 EV charger, often called a DC Fast Charger (DCFC), can add 100 to 250 miles of range in 30 to 45 minutes. BART has fleet vehicles in all weight classes, requiring the extra power and speed provided by DCFCs. Using 400 to 900 volts (DC), these high-powered stations are designed for commercial use, public charging hubs, and long-distance travel. Typical standing charging units are illustrated in Figure 1. (Actual chargers may differ from the illustration.)

Wiring and other electrical infrastructure would be required to connect the chargers to the existing electrical grid. Depending on the chargers' location within the maintenance facilities, electrical conduit may be required along the building walls or minor trenching for paved areas.

¹ BART Electric Vehicle Charging Policy, adopted by BART Board November 18, 2021

² San Francisco Bay Area Rapid Transit District, Notice of CEQA Exemption, Electrical Vehicle Charging Program, August 7, 2023.

Electrical service upgrades may be required depending on load needs. Those service upgrades would be accommodated through power providers such as PG&E.

The facilities identified for installation are solely owned by BART. No site host agreement or right-of-way acquisition would be required.

Permits

All work would be conducted within BART’s right-of-way. No permits are required.

Attachments

Figure 1: Illustration of Typical Freestanding L2 and L3 EV Charging Units

ENVIRONMENTAL EVALUATION

This program would add EV chargers to BART’s existing, off-street maintenance facilities. Installation of the units would be internal to maintenance facilities and would be located in previously developed areas. The charging units themselves are of modest size (Figure 1) and would not represent a major new element to existing BART facilities. Construction of any electrical infrastructure to connect the charges to the existing energy grid would be minimal by general construction standards, involving the placement of electrical conduit or some minor trenching in paved areas.

The location of the chargers in previously developed areas would minimize or eliminate any environmental impacts related to the natural environment (biology, hydrology, soils, etc.). The size of the chargers and their placement internal to BART facilities would preclude any effect on aesthetics or cultural resources. The installation of the EV chargers would provide benefits related to air quality, greenhouse gases, and energy.

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; Section 15303-New Construction or Conversion of Small Structures, a Class 3 exemption; and 15304-Minor Alterations to Land, a Class 4 exemption.

	Statutory Exemption
	Ministerial Exemption
X	Categorical Exemptions: 15301 and 15301(a), Class 1, Existing Facilities 15303, Class 3, New Construction or Conversion of Small Structures 15304 and 15304(f), Class 4, Minor Alterations to Land
	Emergency Exemption
	Other Exemption

The relevant CEQA Guidelines sections state as follows:

- 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.”
- 15301(a) Existing Facilities
“Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances.”

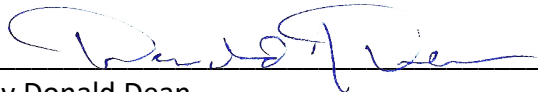
- 15303. New Construction or Conversion of Small Structures
“Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.”
- 15304. Minor Alterations to Land
“Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve the removal of healthy, mature, scenic trees except for forestry or agricultural purposes.”
- 15304(f) Minor Alterations of Land
“Minor trenching and backfilling where the surface is restored.”

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 would modernize existing maintenance facilities for a regional transit system.
3. No expansion of current space or current use is proposed.
4. Construction required for EV charger installation would be minor.
5. Installation of the chargers would take place entirely on BART property.

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

5/4/2026
 Date

Figure 1

Illustration of Typical Free Standing L2 and L3 EV Charging Units
(Actual charging units may differ from those illustrated.)

L2 Charging Unit



L3 Charging Unit

