



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

FILED

SAN FRANCISCO County Clerk

DEC 14 2023

M. Nadonza
by: Mariedyne Nadonza
Deputy County Clerk

NOTICE OF CEQA EXEMPTION

Project Name: BART Station Elevator Modernization Program
Project Address: Multiple BART Facilities
Counties: Alameda, Contra Costa, San Francisco
San Mateo, Santa Clara
BART Project No.: Various
Project Sponsor: Power and Mechanical Engineering
Project Contact: Christopher Wasilewski
510-504-7370

Date of CE Determination: July 6, 2023

This CE will be filed internally [] This CE will be filed with the County Clerk: Alameda [X]
Contra Costa [X]
San Francisco [X]
San Mateo [X]
Santa Clara [X]

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PROPOSED PROJECT

Project Location

The San Francisco Bay Area Rapid Transit District (BART) is proposing to modernize elevators at stations, maintenance areas, and shops throughout the five-county BART system. Figure 1 illustrates the extent of the system and station locations.

Project Background

Currently there are a total of 145 Elevators across the BART system, and the number is growing. There are 91 station elevators, 45 parking structure elevators, and 9 shop/employee elevators. Of those 145 elevators, 53 have been identified for immediate need of modernization (renovation). Forty are station elevators, and 13 are in parking structures or in employee shops. Due to poor performance and poor reliability, the 40 station elevators pose the greatest risk to customer service and compliance with the American Disabilities ACT (ADA). An additional 77 elevators have been identified in need of modernization within the next 10 years. As an elevator ages, the equipment becomes obsolete or is no longer supported, which makes it difficult to find replacement parts. This contributes to deteriorating ride performance, unplanned outages, and increased servicing, which correlates to more planned outages.

When an elevator is removed from service, particularly due to an unplanned service outage, lack of redundant vertical circulation between the street and station levels (concourse and platform) can be inconvenient and insufficient, especially for BART's most vulnerable riders.

Loss of elevator service affects many community members, particularly those with limited mobility, disabilities; seniors; bicyclists; those needing assistance with luggage, strollers, or other heavy items; families with young children; and pregnant people needing access to elevators where stairs or escalators are a nonviable, inconvenient, or an unsafe option. Elevator modernization requires upgrading the critical parts of an elevator in order to implement new technology. Elevator modernization would benefit patrons by providing increased performance, reliability, and safety.

Project Description

The BART Elevator Modernization Program includes design and construction phases for renovating various components of the elevators, including the controller, cab, doors, remote monitoring system, drive system, electrical wiring, and fixtures. In addition, work will include modernizing the equipment in the elevator machine rooms and maintaining compliance with applicable safety codes. These codes include the BART Facility Standards¹ (BFS), and local, state, and federal requirements. Compliance may include updates, including but not limited to, fire alarms/detection/prevention, lighting, communication systems, and HVAC codes related to the elevator system.

All work will take place on BART property. Construction staging would take place as close as possible to the elevator, typically on the concourse level if at a station. Typical work hours would be 8 AM to 5 PM, though deliveries may take place during non-revenue hours. Testing would take place during non-peak hours. Work at each elevator location could range from 6 to 12 months.

Signage, the BART website, and other methods of public outreach would be used to alert patrons prior to any planned outages for modernization. Renovations would be staggered at locations around the District to prevent having multiple elevators out of service in any one area at the same time.

Attachments

Figure 1: BART System map

ENVIRONMENTAL EVALUATION

The project involves the upgrade of existing station facilities to provide increased performance, safety, and reliability. The work consists of minor, but essential, improvements to the system's physical infrastructure. The Modernization Program would renovate existing elevators. No expansion of existing use would occur. The work will improve accessibility for BART patrons and will contribute to the convenience and safety for BART patrons.

¹ BART Facilities Standards provide guidance and minimum standards for BART facilities and practices and for safeguarding patrons, the public, and employees, as well as safeguarding property and on-going operations. The Standards regulate and control the design, construction, quality of materials, equipment, and installation of facilities within the jurisdiction of the BART system.

Most BART elevators are in station concourse, platform, or parking garage areas and can be more easily isolated from the public during construction. In addition to BART Facilities Standards, additional engineering controls may be applied depending on local ordinances. Specific working hours or dates can be set for various phases of construction such as mobilization, testing, deliveries, or installation of components to minimize impacts to access or actual train operations. Security barriers are also constructed to required standards that protect the public from the jobsite hazards which can include exposure to chemicals, light or heat given off from welding and cutting. Work and construction staging will take place on BART property, and construction will generally occur during standard daytime hours. There will be no disruption to BART service. Paratransit services would be available 7 AM to 7 PM where necessary to individuals whose disability prevents them from accessing, boarding, or riding BART trains.

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.

In addition, CEQA Guidelines Section 15301(d) would apply to the project:

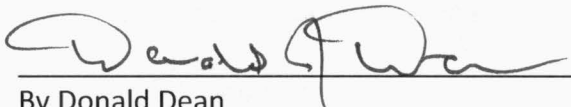
(d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it was determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide or flood.

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 is necessary to meet current standards of public health and safety.
3. No expansion of current space or current use is proposed.
4. Construction activity will be within BART property reducing or eliminating potential construction impacts to surrounding communities.
5. No disruption of existing transit service would take place

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:

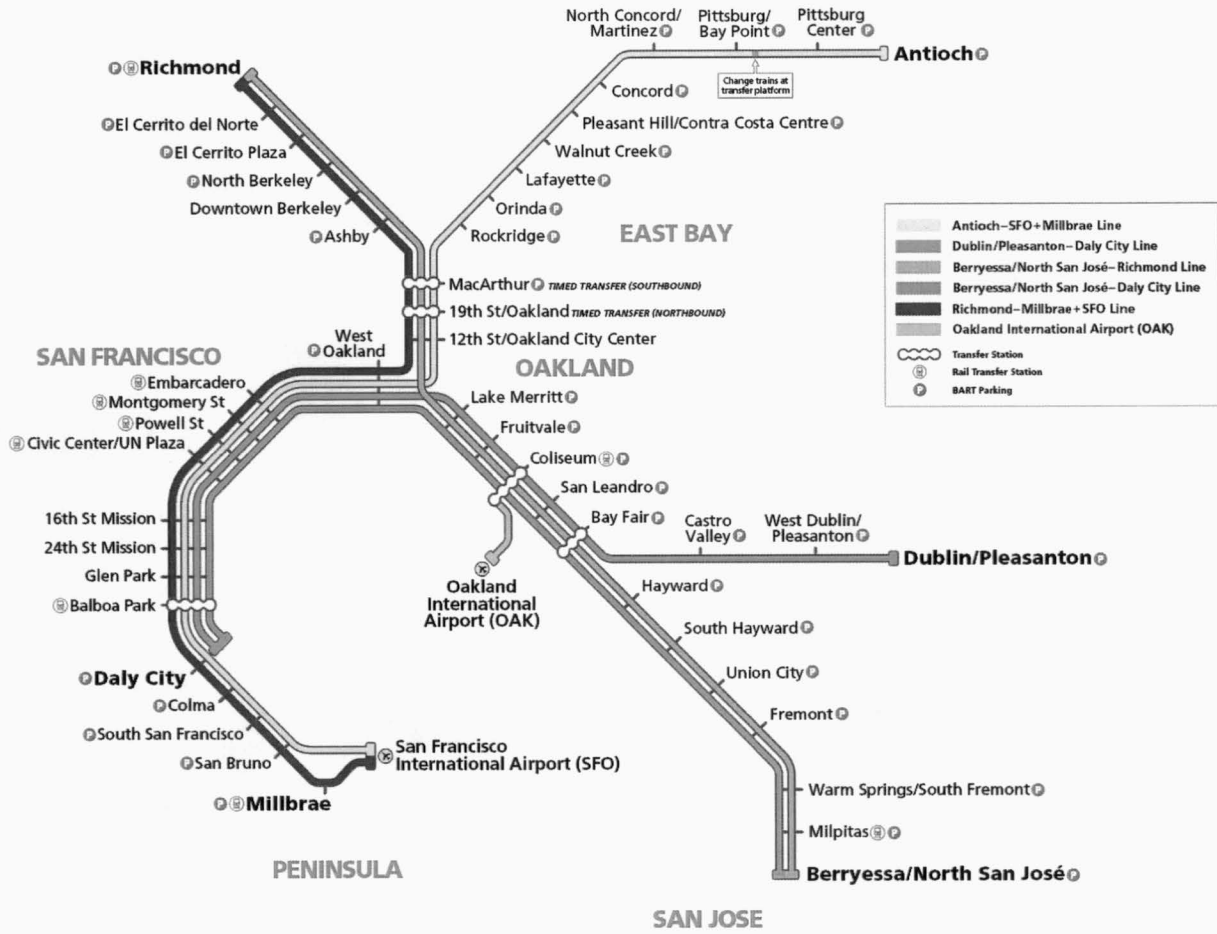


By Donald Dean

BART Manager of Environmental Review

7/6//2023
Date

Figure 1
BART System Map



© BART 2021



State of California - Department of Fish and Wildlife
2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print  **Finalize&Email**

RECEIPT NUMBER:
 38-12/14/2023-129
 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 12/14/2023 |
| COUNTY/STATE AGENCY OF FILING SAN FRANCISCO COUNTY | DOCUMENT NUMBER 2023-0000079 | |

PROJECT TITLE
 BART STATION ELEVATOR MODERNIZATION PROGRAM

| | | |
|--|-------------------------|--------------------------------|
| PROJECT APPLICANT NAME CHRISTOPHER WASILEWSKI | PROJECT APPLICANT EMAIL | PHONE NUMBER (510) 504-7370 |
| PROJECT APPLICANT ADDRESS 2150 WESTER STREET | CITY OAKLAND | STATE CA |
| | | ZIP CODE 94612 |

PROJECT APPLICANT (Check appropriate box)

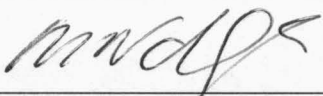
Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$ 3,839.25 \$ _____
 - Mitigated/Negative Declaration (MND)(ND) \$ 2,764.00 \$ _____
 - Certified Regulatory Program (CRP) document - payment due directly to CDFW \$ 1,305.25 \$ _____
 - 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 \$ _____
 - County documentary handling fee \$ 79.00 \$ 79.00
 - Other \$ _____

PAYMENT METHOD:

- Cash
 Credit
 Check
 Other 657092
TOTAL RECEIVED \$ 79.00

| | |
|---|---|
| SIGNATURE X  | AGENCY OF FILING PRINTED NAME AND TITLE Mariedyne Nadonza Deputy Clerk |
|---|---|