



State of California - Department of Fish and Wildlife
2022 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

Print  **Finalize&Email**

RECEIPT NUMBER:
 41-08262022-0001
 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 08/26/2022
COUNTY/STATE AGENCY OF FILING SAN MATEO COUNTY	DOCUMENT NUMBER 128376	

PROJECT TITLE
 STORM DRAIN REPLACEMENT NEAR SFO

PROJECT APPLICANT NAME RACHEL RUSSEL	PROJECT APPLICANT EMAIL	PHONE NUMBER
PROJECT APPLICANT ADDRESS	CITY	STATE
		ZIP CODE

PROJECT APPLICANT (Check appropriate box)

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


CHECK APPLICABLE FEES:

Environmental Impact Report (EIR) \$ 3,539.25 \$ _____
 Mitigated/Negative Declaration (MND)(ND) \$ 2,548.00 \$ _____
 Certified Regulatory Program (CRP) document - payment due directly to CDFW \$ 1,203.25 \$ _____
 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 \$ 50.00 \$ _____ **50.00**
 Other \$ _____

PAYMENT METHOD:

Cash
 Credit
 Check
 Other 635166
TOTAL RECEIVED \$ _____ 50.00

SIGNATURE X 	AGENCY OF FILING PRINTED NAME AND TITLE Henry Salgado Deputy Clerk
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Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: San Mateo
555 County Center, 1st Floor
Redwood City, CA 94063

From: (Public Agency):
San Francisco Bay Area Rapid Transit District
2150 Webster St. Oakland, CA 94612
(Address)

128376

FILED
SAN MATEO COUNTY
Aug 26 2022

MARK CHURCH, County Clerk

By [Signature]
Deputy Clerk

Project Title: Storm Drain Replacement near SFO

Project Applicant: San Francisco Bay Area Rapid Transit District

Project Location - Specific:
BART tracks between San Bruno and Millbrae BART Stations near SFO

Project Location - City: Unincorporated San Mateo/San Bruno Project Location - County: San Mateo

Description of Nature, Purpose and Beneficiaries of Project:

Replacement of two existing storm drains under the BART and Caltrain Tracks that were damaged by fire. Continued deterioration of the storm drains could result in collapse of surrounding soil and track settlement that would affect the safety of train operations.

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

Name of Person or Agency Carrying Out Project: same

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: 15301 Existing Facilities
Statutory Exemptions. State code number:

Reasons why project is exempt:

Project is the restoration of existing facilities. Measures have been incorporated into the project to avoid potential impacts. None of the exceptions listed in Guidelines Section 15300.2 apply to the project.

Lead Agency
Contact Person: Rachel Russell Area Code/Telephone/Extension: 510-287-4709

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: [Signature] Date: 8/15/2022 Title: Manager of Environmental Review

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, 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: Storm Drain Replacement near SFO
Project Address: APN# 092-030-120
County: San Mateo
BART Project No.: 11VA000
BART Contract No.: 6M3598
Project Sponsor: BART Maintenance & Engineering
Project Contact: Rachel Russell: rrusse@bart.gov
510-287-4709
Planning Contact: Donald Dean
(510) 287-4844: ddean@bart.gov

Date of CE Determination: August 15, 2022

This CE will be filed internally [] This CE will be filed with the San Mateo County Clerk [X]

PROPOSED PROJECT

Project Location

The project site is under the BART and Caltrain tracks near San Bruno and the San Francisco International Airport in San Mateo County (Figure 1a). The site is near BART Mile Post W22.70 and Maintenance of Way 21 (MW21) between the BART San Bruno Station and Millbrae Station. The approximate coordinates are 37.619386, -122.402524. Access from the east would be across an undisturbed area on San Francisco International Airport (SFIA) property located at the south end of 1st Avenue, just south of Lions Park, San Bruno. Access from the west would be from San Antonio Avenue and San Marco Avenue in San Bruno.

Project Background

On March 26, 2022, a fire damaged a storm drain under the BART and Caltrain tracks. BART staff and consultants inspected the site and found that the fire had damaged two 42-in diameter plastic storm drain pipes that run underneath the tracks. The fire melted the top half of the pipe and exposed the soil near the east end of the pipe opening. The survey also found that the pipes were severely deformed due to the fire. As a result of the fire and the damaged pipes, the soil is currently exposed and the stability and strength of the exposed soils beneath the train tracks are compromised. In a storm event, stormwater running through the pipes may further erode the exposed soil and cause the overlying soil to collapse.

The two damaged pipes and another two adjacent storm drain pipes run underneath the

BART and Caltrain tracks and convey runoff from approximately 63 acres of land in the City of San Bruno west of the tracks to undeveloped SFIA property that lies east of the tracks. During a typical storm event, BART anticipates that a large volume of stormwater runoff will pass through these pipes and further erode the exposed soil. After small rain events in May 2022, water was observed backing up into the damaged pipes, and sandbags were placed to minimize stormwater entry into the pipes.

There are active BART and Caltrain tracks above the area where soil is exposed. The potential collapse of the exposed soil could cause track settlement or damage and affect the safety of the train operations. Replacement should be made as soon as possible in order to avoid the next rainy season, which is expected to start in mid-October 2022.

Project Description

The project consists of replacing two 42-inch High Density Polyethylene (HDPE) pipes that cross under both the BART and Caltrain tracks at Mile Post 22.65 on the BART West Bay (W) Line. Temporary support would be provided inside the existing pipes to prevent any potential collapse and disruption of train service above. The damaged HDPE pipes would be cut and removed. New HDPE pipes would be installed, and any gaps between new pipes and existing soil filled with grout or low-strength concrete. All construction material and debris would be removed from the site.

The project will require overland access and protection of undeveloped SFIA property for a mobile crane, delivery truck, concrete delivery and pump truck to near the east end of the pipe. These will be stationed upland of an existing freshwater pond located at the east end of the pipe and the fire-damaged retaining wall. Staging is estimated to require an area approximately 40 feet x 100 feet and will be placed approximately 100 feet from water resources. Personnel will lay down a long flat element to bridge the pond at a narrow point; location to be determined by biologists. Electricity will be run to the equipment across the pond using extension cords.

As noted above, access from the east side would be across an undisturbed area on San Francisco International Airport property located at the south end of 1st Avenue, just south of Lions Park. Access to the project site from the west side would be from San Antonio Avenue and San Marco Avenue in San Bruno. The BART District will coordinate with Caltrain and the San Francisco International Airport for construction access to these properties. Work is anticipated to begin in September 2022 and last for a duration of 4 weeks. Work would be performed from 7 am to 7 pm on weekdays.

Permits Required

The following permits will be required to conduct the repair work:

- Right-of entry permit from Caltrain
- Encroachment permit for work laydown areas and a possible traffic permit from City of San Bruno.

Supplemental Description Attachments

Attachment 1a: Project Site Location

Attachment 1b: Project Egress

ENVIRONMENTAL EVALUATION

The San Francisco Airport property east of the BART right of way is known to be the habitat for of several endangered species, including the California red-legged frog and the San Francisco garter snake, and there are wetlands to the east of the project area. A plan to provide access to the work area was prepared by WSP USA (*BART Storm Drain Replacement Access Work Plan, San Bruno, California, July 15, 2022*).

The purpose of the Storm Drain Replacement Access Work Plan (Access Work Plan) is to outline best management practices to avoid adverse impacts to biological and natural resources during the storm drain remediation work. The Access Work Plan describes existing biological and natural resources based on literature reviews and one field survey and provides best management practices that will be used during the repair activities.

Primary access will be from the south end of 1st Avenue, south of Lions Park in San Bruno. A temporary access route through the habitat area will be used as the primary pathway to the project work area. Figure 1b illustrates a site map that locates the approximate access point to the east side of the storm drain and the project area.

Project access depicted in Figure 1b was determined based on the location of sensitive resources. The route chosen minimizes any potential to impact either the wetlands or upland habitats that may contain sensitive resources.

Due to habitat conditions, physical observations, and correspondence with SFIA biologists, the following Endangered Species Act-listed (ESA-listed) species have potential to be in the vicinity of the project area and were considered for potential impacts. These species include:

- California Clapper Rail
- Western Snowy Plover
- San Francisco Garter Snake
- California Red-Legged Frog
- White-tailed kites.

The site has not been identified as critical habitat for any of these species. A series of measures was developed for habitat protection and will be implemented as part of the work plan. For example, these measures include, but are not limited to, the following measures:

Biological Monitoring. Wetland boundaries will be marked such that no wetland vegetation will be cleared. A biologist will remain on site as needed to ensure that work is limited to the project area footprint, as outlined in the project plans. Access routes, staging areas, and the total footprint of disturbance shall be the minimum number/size necessary to complete the project and will be selected/placed to avoid impacts to sensitive habitat/resources.

The biologist will remain on site as needed to ensure that work is limited to the work footprint. In the unlikely event that a sensitive species is found, stop work authority will be established until the species of concern has safely left the project area. During all truck movements, the biologists will walk access route to ensure no Endangered Species Act-listed species are present

during mobilization. A biologist will also survey passageways near vegetation for ESA-listed species prior to start of work.

Following the completion of the remediation work, a biologist will perform a final visit and site inspection to verify site conditions and that the work was performed without impact to sensitive resources, including wetlands. The biologist will generate a report documenting these conditions. If any impacts are identified, the biologist will work with BART to develop a corrective action plan.

Staging Areas. Temporary staging pads will be provided for heavy equipment and materials to prevent ground compaction on the SFIA property.

Nesting Bird Avoidance. Should the biologist discover any nesting birds during repair activities, then appropriate measures will be implemented to minimize impacts. These measures may include: (1) redirecting work to other locations within the project area, (2) staking/flagging near the nest, (3) establishing a minimum “no work” buffer. No work shall start or resume in the area of concern until the nest has fledged or failed.

Environmental Awareness Training. A biologist shall present an education program on listed/special-status species found within the project area to all project employees prior to the start of work and before any new employees begin work on-site.

In addition to the above measures, BART standard specifications for design and construction, also known as BART Facilities Standards (BFS), will be implemented as part of the project. The BFS are standard specifications for design and construction that govern the design, material, equipment, and methods used in construction contracts administered by BART, including the storm drain repair project. The most recent version of the BFS was issued in December 2020. Specifications in the BFS include provisions that avoid or minimize environmental impacts that could otherwise occur. Examples include emergency procedures to address encountering hazardous materials or toxic spills; control of traffic, pollution, erosion and sediment, dust, mud, and noise during construction. The environmental review assumes full implementation of all applicable BFS.

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.

	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:

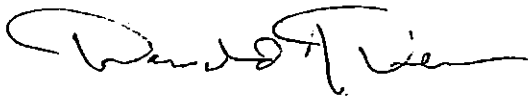
(d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it was determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide or flood.

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 to repair and maintain existing infrastructure essential to the safe operation of the BART system.
3. No expansion of current space or current use is proposed.
4. Potential construction impacts will be reduced to a less-than-significant level due to the implementation of the BART Facility Standards and additional measures detailed in the project specifications.

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

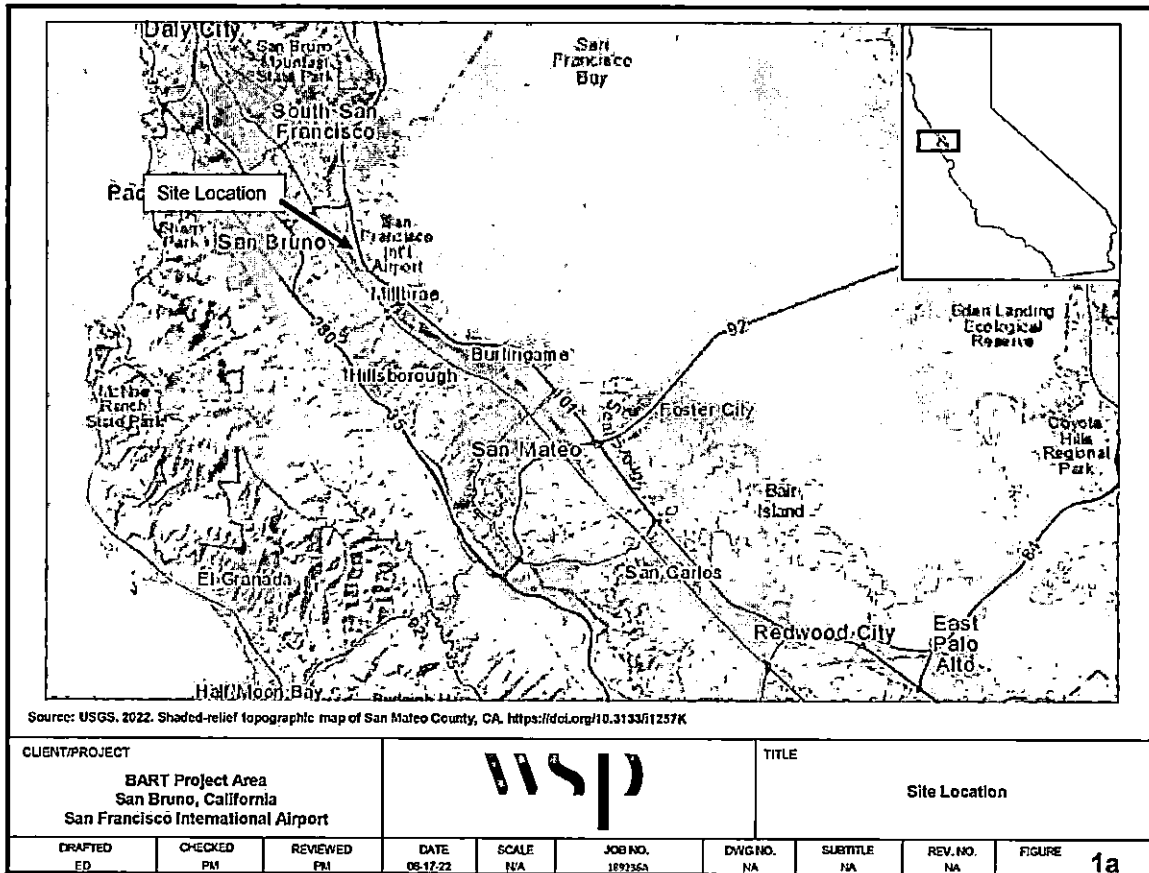
8/15/2022

Date

References

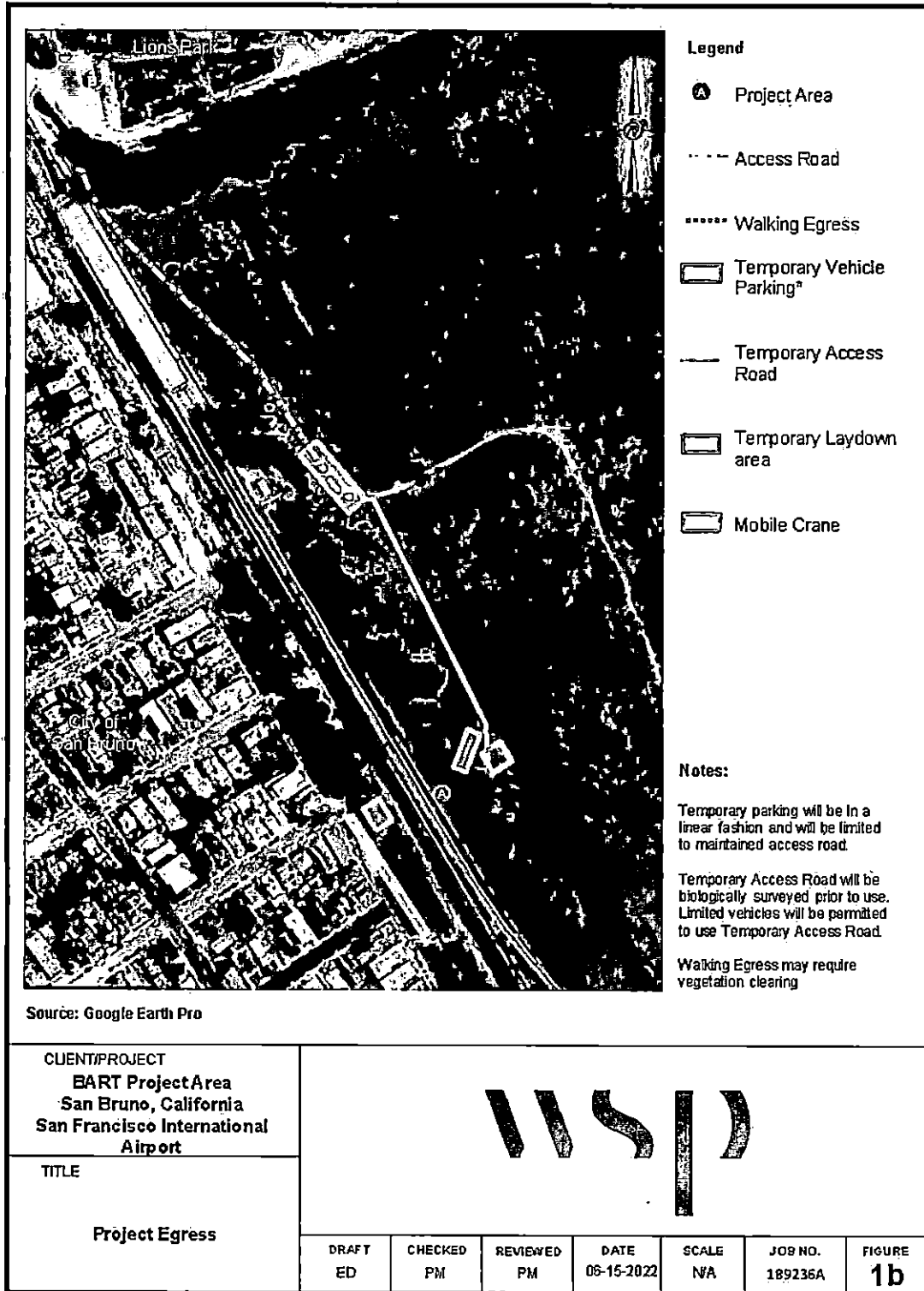
1. WSP USA, *BART Storm Drain Replacement Access Work Plan, San Bruno, California*, July 15, 2022.
2. San Francisco Bay Area Rapid Transit District, *Contract Book for Storm Drain Pipe Replacement at W Line MP22.65*, 2022.

Attachment 1a



Source: WSP, July 2022

Attachment 1b



Source: WSP, July 2022

County of San Mateo
Clerk-Recorder
Mark Church
555 County Center
Redwood City, CA 94063
(650) 363-4500

Receipt No.: RPT20220058167

Finalization No.: 2022058088

Cashier: 89

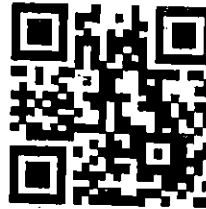
Register: 022

Date/Time: 08/26/2022 11:34 AM

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NOTICE OF EXEMPTION		
Document No.:		128376
Filing Time:		11:34 AM
Filing Total:		\$50.00
Filing Fee:		\$50.00
<hr/>		
Total Amount Due:		\$50.00
<hr/>		
Total Paid		
Check Tendered:		\$50.00
#635166		
Amount Due:		\$0.00

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08/26/2022 11:34 AM