

**NOTICE OF AVAILABILITY OF A DRAFT INITIAL STUDY
AND NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
Fremont Line Operability Retrofit Project
Public Review Period: May 2 through May 31, 2012**

Notice. Notice is hereby given that the San Francisco Bay Area Rapid Transit District (BART), acting as lead agency under the California Environmental Quality Act, has prepared a Draft Initial Study and intends to adopt a Mitigated Negative Declaration for the subject project. The project sponsor is BART, located at 300 Lakeside Avenue in Oakland.

Description. To ensure public safety and protect the massive capital investment represented by the BART system, BART is upgrading the most heavily used and most vulnerable portions of the original system, which were constructed in 1972 using the latest seismic standards available at the time. The Fremont Line Operability Retrofit Project (proposed Project) would upgrade the Fremont Line, which is a heavily used portion of the BART system, to an “Operability” Level of retrofit. For this level of seismic upgrade, facilities would be retrofitted to a degree at which BART would be able to resume operations shortly after a major earthquake. Operability retrofits would involve construction activities that primarily consist of strengthening the existing columns and footings that support aerial structures and stations. Proposed seismic retrofit strategies and concepts for the aerial structures generally include:

- Additional Cast in Drilled Hole (CIDH) piles or other non-driven piles would be installed in the areas around the perimeter of the existing foundations.
- The existing foundations would be enlarged to approximately 3–8 feet wider on each side and approximately 1–3 feet thicker by adding concrete toppings; and top mats of rebar and new vertical and horizontal dowels would be placed into the existing foundations.
- The concrete columns would be jacketed (encased) with Fiberwrap or 3/8- to 1-inch-thick steel casings or collars. Steel jacketing encircling a column would be round or elliptical in shape, depending on the original shape of the column, and filled with concrete or grout. Fiberwrap is a material made of a combination of specialized fabrics and resins to form a strong two-dimensional material that can be bonded (wrapped) onto concrete to enhance the structural performance of the column.
- Additional shear keys would be placed at the bent caps, where needed. A shear key is a structural element installed to prevent the relative movement between the guideway and supporting bent cap. A shear key retrofit consists of a concrete or steel structure connecting the girder to the bent cap.
- At some abutment or bent cap locations, concrete seat extenders may be added to increase the available seating area for the girders. These extenders, which typically consist of a concrete block, are added to a structure to increase the support for an aerial girder. Extenders are installed to reduce the possibility of the girder being shaken off its support during excessive earthquake movement.
- In addition to the seismic retrofits described above, some of the multi-column piers (piers with two columns instead of one) would require infill concrete walls between the columns. In areas where multiple piers are located within a sensitive view area, the steel casings or Fiberwrap would be installed to the same height on each pier for a consistent appearance.

Ground disturbance around each pier to be retrofitted would take place within a 10-foot radius of the pier; on-site construction equipment would be placed within a 20-foot radius of each pier.

Potential Impacts. As documented in the Draft Initial Study, the proposed project has the potential to result in short-term impacts relative to aesthetics, air quality, hazardous materials, noise, and transportation and traffic. With mitigation, all impacts can be avoided, minimized, reduced, or compensated for to a level that is less than significant.

Environmental Review. BART has prepared a Draft Initial Study/Mitigated Negative Declaration. The Draft Initial Study/Mitigated Negative Declaration will be circulated for a 30-day public and agency review pursuant to Section 15073 of the State CEQA Guidelines. Copies of the Initial Study/Mitigated Negative Declaration can be reviewed

on the BART website at <http://www.bart.gov/earthquakesafety> and are available for review at the following locations:

- BART offices at 300 Lakeside Drive, 17th Floor, Oakland
- Oakland Main Library at 125 14th Street, Oakland
- Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) Library at the Joseph P. Bort Metro Center at 101 8th Street, Oakland
- Cesar Chavez Branch Library at 3301 East 12th Street, Suite 271, Oakland
- San Leandro Main Library at 300 Estudillo Avenue, San Leandro
- South Branch Library at 14799 East 14th Street, San Leandro

Copies of the document can also be obtained by calling the BART Fremont Line Operability Retrofit Project information line at the following number and leaving information on how you may be contacted: (510) 874-7425. A copy of the document will be mailed to you.

The comment period extends from May 2, 2012 through May 31, 2012. A public meeting will be held on May 17, 2012, from 6:00 pm to 7:30 pm, at the Fruitvale-San Antonio Senior Center at 3301 East 12th Street, Suite 201, Oakland, California. Comments must be received by May 31, 2012. Comments may be made at the public hearing or submitted in writing by regular mail or email. Email comments should be sent to: jlayton@bart.gov or mailed to the following address:

Bay Area Rapid Transit District, Fremont Line Operability Retrofit Project Attention: Janie Layton, Environmental Administrator, P.O. Box 12688 (Mail Stop LKD – 18) Oakland, CA 94604-2688

All questions regarding the BART Fremont Line Operability Retrofit Project, this Draft Initial Study/Mitigated Negative Declaration, or how to comment on this document can be directed to the project information telephone line at (510) 874-7425. After close of the review period, public and agency comments will be considered by the BART Board of Directors prior to adoption of the final Mitigated Negative Declaration.

Comments on the Draft Mitigated Negative Declaration must be received by the end of the review period, which is May 31, 2012 at 5:00 p.m.

Submit comments to Janie Layton, Environmental Administrator

The BART Board Directors will take action on the proposed Mitigated Negative Declaration at a publicly-noticed and regularly scheduled meeting once comments provided on the Initial Study/Mitigated Negative Declaration are considered.