

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

EXECUTIVE SUMMARY

Date of Publication of Draft Initial Study/Mitigated Negative Declaration: May 2, 2012

Project Title: Bay Area Rapid Transit (BART) Fremont Line Operability Retrofit Project

Sponsor and Lead Agency: The San Francisco Bay Area Rapid Transit District (BART)

Contact Person and Phone Number: Janie Layton, (510) 874-7423

Project Location: The following sites along the BART Fremont Line in Oakland and San Leandro, Alameda County:

- Segment A: Retrofit Activities from 18th Avenue to the BART Fruitvale Station (A-1 to P-88)
- Segment B: Retrofit Activities at Ashland Avenue (A-639, P-640, and A-641)
- Segment C: Retrofit Activities from the BART Fruitvale Station to the BART Coliseum Station (P-100 to B-239)
- Fruitvale, Coliseum and Bay Fair BART Stations

Description of Proposed Project: 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 portions of 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.

This Proposed Project Would Not Have a Significant Effect on the Environment: This finding is based on the criteria listed in the State of California Environmental Quality Act (CEQA) Guidelines Sections 15064 (Determining the Significance of the Environmental Effects Caused by a Project), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration), and the reasons documented in the Initial Study for the proposed Project. As documented in the Draft Initial Study/Mitigated Negative Declaration, the proposed project has the potential to result in short-term impacts relative to anesthetics, 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.

Copies of the Draft Initial Study/Mitigated Negative Declaration: Copies of the Draft Initial Study/Mitigated Negative Declaration can be reviewed on the BART website at <http://www.bart.gov/earthquakesafety>. Copies 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.

Public Meeting: BART will hold a public meeting to receive public comments on the Draft Initial Study/Mitigated Negative Declaration. The meeting will be held at the following time and location:

May 17, 2012
6:00 p.m. to 7:30 p.m.
Fruitvale-San Antonio Senior Center
3301 East 12th Street, Suite 201
Oakland, CA 94601

Comments on the Draft Initial Study/Mitigated Negative Declaration: A 30-day public and agency review period pursuant to Section 15073 of the State CEQA Guidelines is scheduled from May 2, 2012 to May 31, 2012. Comments may be made at the public meeting or submitted in writing or via email. Email comments should be sent to: jlayton@bart.gov. Written comments may be mailed to the following address:

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

Interpretation services are available for the meeting by calling BART language assistance services at (510) 464-6752. Requests for a meeting interpreter must be made 72 hours (3 days) prior to the meeting date.

All questions regarding the BART Fremont Line Operability Retrofit Project, the 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. However, verbal comments will not be accepted by telephone. After close of the review period, the BART Board of Directors will consider public and agency comments prior to adoption of the Final Mitigated Negative Declaration.