



State of California - Department of Fish and Wildlife
2026 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT
 DFW 753.5a (REV. 01/01/26) Previously DFG 753.5a

RECEIPT NUMBER: 49-05272026-203
STATE CLEARINGHOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY SONOMA COUNTY PUBLIC INFRASTRUCTURE	LEAD AGENCY EMAIL	DATE 05/27/2026
COUNTY/STATE AGENCY OF FILING SONOMA	DOCUMENT NUMBER 26-0527-03	
PROJECT TITLE SONOMA COUNTY 2026 PAVEMENT PRESERVATION PROGRAM		

PROJECT APPLICANT NAME SONOMA COUNTY PUBLIC INFRASTRUCTURE	PROJECT APPLICANT EMAIL	PHONE NUMBER (707) 565-2857
PROJECT APPLICANT ADDRESS 400 AVIATION BLVD., STE 100	CITY SANTA ROSA	STATE CA
		ZIP CODE 95403

PROJECT APPLICANT (Check appropriate box)

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

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$4,227.50	\$ _____
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$3,043.75	\$ _____
<input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,437.25	\$ _____
<input checked="" type="checkbox"/> Exempt from fee		
<input checked="" type="checkbox"/> Notice of Exemption (attach)		
<input type="checkbox"/> CDFW No Effect Determination (attach)		
<input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)		
<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$ _____
<input checked="" type="checkbox"/> County documentary handling fee		\$ 50.00
<input type="checkbox"/> Other		\$ _____

PAYMENT METHOD:

Cash
 Credit
 Check
 Other

TOTAL RECEIVED \$ 50.00

SIGNATURE <i>x Carrie Anderson</i>	AGENCY OF FILING PRINTED NAME AND TITLE Carrie Anderson, Deputy County Clerk-Recorder
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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: Sonoma

585 Fiscal Dr # 103F

Santa Rosa, CA 95403

From: (Public Agency): Sonoma County Public Infrastructure
400 Aviation Blvd., Suite 100
Santa Rosa CA, 95403

(Address)

Project Title: Sonoma County 2026 Pavement Preservation Program

Project Applicant: Sonoma County Public Infrastructure

Project Location - Specific:

Various roads throughout unincorporated Sonoma County, refer to Attachment A.

Project Location - City: None Project Location - County: Sonoma

Description of Nature, Purpose and Beneficiaries of Project:

See Attachment A.

Name of Public Agency Approving Project: Sonoma County Public Infrastructure

Name of Person or Agency Carrying Out Project: Sonoma County Public Infrastructure

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, 15302 Replacement or Reconstruction
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

No significant adverse impacts to resources, including biological and cultural resources, would occur as a result of this project. See Attachment A for further details.

Lead Agency
Contact Person: Olguin Caban Area Code/Telephone/Extension: 707 565 2857

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: Olguin P. Caban Date: 5/27/2026 Title: Assistant Engineer

■ 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: _____

**This notice was posted on 05/27/2026
and will remain posted for a period of thirty days
through 06/27/2026**

Doc No.49-05272026-203

Deva Marie Proto, County Clerk
BY: Carrie Anderson
Carrie Anderson, Deputy Clerk

Revised 2011

Attachment A

Sonoma County 2026 Pavement Preservation Program

Sonoma County Public Infrastructure

Project Location

The Sonoma County 2026 Pavement Preservation Program ("Project") is located along 21 road segments throughout unincorporated Sonoma County, California. See **Table 1: Project Roads and Proposed Work** and **Figure 1: Project Roads** at the end of this document for specific road locations and details.

Project Description

Road Work

The Project would consist of an asphalt concrete overlay (Overlay), a Full Depth Reclamation (FDR) with an overlay, a slurry seal, a cape seal, or a double chip seal on 21 road segments located throughout Sonoma County. Refer to **Table 1: Project Roads and Proposed Work** for which road segment would receive which treatment. Additional improvements to bring the Project road segments up to current standards would include replacement of metal beam guard rail.

Replacement of guardrails would require removal of existing guardrails, excavation to accommodate new guardrail foundations, and installation of new guardrail. Excavation required would be minimal and limited to where existing guardrail foundations were removed within the existing right of way.

Water Quality Work

As part of the Project, shoulder maintenance would involve mowing and/or clearing to remove accumulated vegetation, sediment, and debris in existing roadside ditches to restore contours and reestablish flow lines. All areas to be cleaned are located within the existing right of way.

In some areas, only mowing existing vegetation would occur. No ground disturbance would occur in mowed areas. In areas where sediment and debris are hampering drainage function, material sufficient to restore function would be removed from the area and properly disposed of. Culvert replacement would occur for select damaged or failing culverts located within Project road segments.

All culvert replacement would entail excavation through the existing roadbed to the existing culvert, culvert removal, placement of a new culvert at grade, and restoration of culvert inlet and outlet to existing flow lines. Excavation would be limited to what is required for existing culvert removal and placement of the new culvert primarily within the existing roadbed.

Most culverts would be replaced in-kind. Limited ground disturbance would occur at the inlet and outlet of culverts replaced in-kind to restore flow lines. Disturbance is only anticipated to extend up to five feet from the culvert inlet and outlet.

Some culverts would be replaced with enlarged, elongated, and/or realigned culverts to accommodate 100-year flows. Energy dissipaters comprised of rock slope protection would be placed as needed at the outlet of upsized to culverts to accommodate the new flows, minimizing erosion and preserving water

quality. Locations with existing headways would have the headwalls replaced as needed to accommodate 100-year flows.

While the Project would not require landscape improvements, tree trimming to a standard height of 15 feet would occur as necessary to provide access for construction equipment and guardrail installation. Up to four trees could be removed to facilitate the replacement of culverts on the following roads:

- Walling Rd PM 11.555
- Mill Creek Road PM 17.007
- Mill Creek Road PM 18.540
- Dry Creek Road PM 12.127

Construction

Construction activities would require standard construction equipment for asphalt and concrete demolition, roadway excavation, paving, striping, and shoulder maintenance. This would include use of an excavator, paver, compactor, grader, and backhoe. Construction staging and parking would be accommodated within the Project site on paved or stabilized, flat shoulder areas within public right of way. No construction staging would occur on private property. All Project work is anticipated to occur within the existing road and right of way or in limited previously disturbed areas adjacent to culverts as required for culvert replacement.

During construction, standard traffic control mechanisms would be used to maintain vehicular access on AC Overlay roadways. The FDR roadways may require detours between the hours of 8:30 AM to 5:30 PM, as the existing roadway width may not allow for traffic flow during construction.

Table 1: Project Roads and Proposed Work

RWQCB	Road Name	Location	Length (miles)	Culvert Replacement	Pavement Treatment	Shoulder Maintenance	Guardrail Replacement
2	Bloomfield Rd	End of 2024 PPP Overlay to Burnside Rd	1.62	5	FDR/Overlay	Yes	
2	Burnside Rd	Hermies Ln to End of Maintenance Treatment	0.98		FDR/Overlay	Yes	
2	Cherry Ridge Rd	Occidental Rd to Montgomery Rd	0.94	2	Overlay	Yes	Yes
2	Cherry Ridge Rd	Montgomery Rd to Mill Station Rd	0.72	1	DBL Chip Seal	Yes	
2	Candlelight Dr	PM 10.09 to Cul-De-Sac	0.13		Slurry Seal		
2	Candlelight Dr	Candlelight Dr (88079) to Cul-De-Sac	0.03		Slurry Seal		
2	Dry Creek Rd	Abel Way to Lambert Bridge Rd	1.93	1	Overlay	Yes	Yes
2	Dutcher Creek Rd	Dry Creek Rd to Cloverdale City Limits	5.01		Digouts		
2	Geysers Rd	River Rd to PM 36.75	0.72	1	Chip Seal		Yes
2	Geysers Rd	PM 36.75 to Preston Dr	0.18	1	FDR/Repairs	Yes	Yes
1	Grove St	Canyon Rd to White Alder	0.59		Overlay/ Drainage	Yes	
2	Helman Ln	Cotati City Limits to end of County Maintenance	0.81		FDR/Overlay	Yes	
2	Lambert Bridge Rd	West Dry Creek Rd to Dry Creek Rd	0.75		Overlay	Yes	Yes

Sonoma County
 2026 Pavement Preservation Program

RWQCB	Road Name	Location	Length (miles)	Culvert Replacement	Pavement Treatment	Shoulder Maintenance	Guardrail Replacement
2	Leslie Rd	Chalk Hill Rd to End of County Maintenance	1.58	4	FDR	Yes	Yes
2	Mill Creek Rd	PM 16.47 (Bridge) to End of 2025 PPP Chip Seal	3.61	5	Overlay	Yes	No
2	Occidental Rd	High School Rd to City of Santa Rosa Limits	3.44	4	Overlay	Yes	Yes
2	Old Redwood Hwy	Windsor City Limit to Hwy 101	2.11		Chip Seal/Cape Seal	Yes	Yes
2	Santa Rosa Ave	East Robles Ave to Santa Rosa City Limits	0.51		Overlay		
2	Sutton St.	Hillview St to Bloomfield Rd	0.40	1	FDR/Overlay	Yes	
2	Trenton Rd	River Rd to Mirabel Rd	0.44		Overlay	Yes	Yes
2	Walling Rd	Canyon Rd to end of County Maintenance	1.84	3	Overlay	Yes	
Total 2026 Project Totals			28.34	28			

Sonoma County
2026 Pavement Preservation Program

Best Management Practices and Minimization Measures

Watercourse

Project work in waters will occur only when the water courses are dry. For culvert replacements requiring the installation of cement, cement installation timing will allow for at least 30 days of drying before waters are present. No heavy equipment will be operated within waters as part of the Project. Heavy equipment will be operated from the road surface, road shoulders, and/or top of streambank as needed.

Temporary Erosion and Sediment Control and Weather Forecast Monitoring

Appropriate temporary erosion and sediment control best management practices (BMPs) will be stockpiled at the site during construction and will be implemented prior to the onset of a forecasted rain event. The weather forecast for the Project areas where work is occurring will be monitored on a daily basis for the duration of the Project.

Post-Construction Soil Stabilization

Disturbed/exposed soil will be protected and stabilized by implementing a combination of erosion and sediment control BMPs. Due to the nature of the Project activities, soil disturbance beyond the road prism will be minimal. Weed-free straw mulch, California native grass seed, non-synthetic erosion control blanket or a combination thereof will be used to permanently stabilize and revegetate disturbed soil areas.

Post-Construction Monitoring

As part of standard monitoring and reporting practices, the Project site where water quality work occurs will be inspected by the County after construction and through the first winter season to assess the performance of the Project.

Reasons Why the Project is Exempt

The Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the following categorical exemptions from the State CEQA Guidelines.

Section 15301, Class 1:

This exemption permits the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The Project would repair existing road facilities using pavement preservation techniques, replace existing culverts, maintain shoulders through mechanical sediment and vegetation removal, and replace existing guardrail in kind. No new roads, culverts, ditches, or guardrail would be created by the Project. The Project would not create any additional automobile lanes.

Section 15302, Class 2:

This exemption permits the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Project would pave existing roads and replace failed or failing culverts and guardrail in-kind to serve the same purpose of the replaced structures at the same capacity. The Project would not expand utility capacity. Culverts being upsized are not intended to accommodate new flows, rather, upsizing is proposed to meet existing hydrology and hydrologic conditions.

Categorical Exemption Exceptions

The Project does not meet any of the exceptions to Categorical Exemptions, which are listed in CEQA Guidelines Section 15300.2. The analysis below identifies the exceptions with a discussion that substantiates how the Project does not meet those exceptions.

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 in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project qualifies for exemption classes 1 & 2 which are not qualified by consideration of project location.

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.

The Project repairs, maintains, and replaces in-kind existing facilities located entirely within previously disturbed areas. Surrounding areas would not be impacted by the Project beyond the impacts from the existing facilities. No significant adverse impacts would occur as a result of the Project. Therefore, the Project would not contribute to or cause a cumulative impact based on successive projects of the same type in the same place over time.

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.

The Project site has been previously disturbed by the construction and installation of the existing facilities to be repaired, maintained, and/or replaced. The Project is part of the County's annual maintenance program and comprises roads and work specifically identified and designed, respectively, to have no impact while maintaining County infrastructure. The Project site does not have any unusual circumstances that would cause the Project to negatively impact the environment. The Project would not result in any significant effects on the environment due to unusual circumstances.

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.

There are no Officially Designated State Scenic Highways within the Project site. Sonoma County includes two Officially Designated State Scenic Highways: Sonoma Highway (Highway 12) and Highway 116. None of the proposed Project segments are located within or adjacent to either of the listed officially designated or eligible scenic highways in Sonoma County.

The Sonoma County General Plan 2020 (General Plan) Open Space & Resource Conservation Element designates scenic landscape and corridors within unincorporated Sonoma County. None of the Project road segments are located within designated scenic corridors. However, the Trenton Road segment and the Geysers Road segment both abut to River Road, a designated scenic corridor. Furthermore, portions of Dry Creek Road, Dutcher Creek Road, Grove Street, Lambert Bridge Road, and Occidental Road occur within mapped Scenic Landscape Units. However, Project work does not include the addition of any new vertical features. Any vegetation or tree removal associated with culvert replacement, shoulder maintenance, or roadway improvements would be limited, occur within previously disturbed roadway corridors, and would not substantially alter or degrade the existing scenic character or visual quality of adjacent Scenic Landscape Units or corridors along River Road or the Scenic Landscape Units.

The Project does not coincide with an Officially Designated State Scenic Highway or General Plan designated scenic corridors. Where Project road segments fall within Scenic Landscape Units, work would not have a visual impact on the scenic quality of the unit as no new vertical features would be added and tree and vegetation removal would be minimal. Thus, this exception to the exemption does not apply.

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.

Project construction would not require excavation or grading on adjacent properties, only within the existing road and right of way. The closest recorded hazardous waste site to the Project site according to a review of the State Water Resources Control Board's GeoTracker database, is located approximately 50 feet from the Project site near the Dutcher Creek Road segment, just before the intersection of Dutcher Creek Road and Kelly Road. The site is a LUST cleanup site that has been closed since 7/14/2011 and requires no further action. As the site is not located within the Project site, this exception to the exemption does not apply.

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.

A Cultural Resources Inventory Report (CRIR) was prepared by NCE in March 2026 for the Project. The inventory included records searches and field surveys of the approximately 206-acre Area of Potential Effect (APE). The study identified 28 previously recorded cultural resources within or adjacent to the APE. Of these, nine resources occur within or extend into the APE, including one historic bridge recommended eligible for the California Register and several prehistoric archaeological sites with subsurface sensitivity that are treated as eligible for management purposes. The remaining 19 resources are adjacent to, but outside of, the APE and consist primarily of historic-age residences, a cemetery, a community hall, and other historic features. However, ground disturbing Project activities (i.e., culvert replacement, shoulder maintenance, guardrail replacement) are not proposed within 100 feet of identified resources. Further, Project construction would occur entirely within the existing road and right-of-way and would not affect structures adjacent to Project roadways. The Project would not require any work within historic districts or on historic structures. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource.

Conclusion

The Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301; Class 1 and 15302; Class 2. The Project would modify existing facilities as allowed by the Class 1 categorical exemption. The Project would replace or reconstruct existing facilities as allowed by the Class 2 categorical exemption. The Project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2.

