

**2026 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT**

DFW 753.5a (REV. 01/01/26) Previously DFG 753.5a

RECEIPT NUMBER:
49-08202026-288

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY SONOMA-MARIN AREA RAIL TRANSIT DISTRICT (SMART)	LEAD AGENCY EMAIL	DATE 08/20/2026
COUNTY/STATE AGENCY OF FILING SONOMA	DOCUMENT NUMBER 26-0820-02	

PROJECT TITLE
GEYSERVILLE STATION

PROJECT APPLICANT NAME SONOMA-MARIN AREA RAIL TRANSIT DISTRICT	PROJECT APPLICANT EMAIL	PHONE NUMBER (707) 285-8178
PROJECT APPLICANT ADDRESS 255 HWY 128	CITY GEYSERVILLE	STATE CA
		ZIP CODE 95441

PROJECT APPLICANT (Check appropriate box)☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity**CHECK APPLICABLE FEES:**

☐ Environmental Impact Report (EIR)	\$4,227.50	\$	
☐ Mitigated/Negative Declaration (MND)(ND)	\$3,043.75	\$	
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,437.25	\$	

☒ 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
☐ Other		\$	

PAYMENT METHOD:☐ Cash ☐ Credit ☐ Check ☒ Other**TOTAL RECEIVED** \$ \$50.00

SIGNATURE

AGENCY OF FILING PRINTED NAME AND TITLE

Christina Prado-Mendoza, Deputy County Clerk-Recorder

Notice of Exemption

To: Office of Planning and Research
P O Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of Sonoma
595 Fiscal Drive Room 103
Santa Rosa, CA 95403

From: Sonoma-Marín Area Rail Transit District (SMART)
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

Project Title Geyserville Station

Project Applicant Sonoma-Marín Area Rail Transit District (SMART)

Project Location - Specific 255 Hwy 128, Geyserville, CA 95441

Project Location - City Unincorporated Sonoma County

Project Location - County Sonoma County

Description of Nature, Purpose, and Beneficiaries of Project

The Project would construct a rail station platform within right-of way publicly owned by SMART to enable the provision of rail service to the unincorporated community of Geyserville in Sonoma County where SMART's railroad tracks exist and where SMART rail will operate between stations in Larkspur and Cloverdale. The project would consist of the construction of a Geyserville station, including standard SMART station amenities including the passenger boarding platform, shelter and amenities, bicycle parking and auto parking. The beneficiaries are the communities served by the SMART rail and pathway system.

Name of Public Agency Approving Project Sonoma-Marín Area Rail Transit District (SMART)

Name of Person or Agency Carrying Out Project Sonoma-Marín Area Rail Transit District (SMART)

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)),

Form adapted from Appendix E of the CEQA Guidelines

August 2024

This notice was posted on 08/20/2026
and will remain posted for a period of thirty days
through 09/20/2026

Doc No.49-08202026-288

Deva Marie Proto, County Clerk

BY: *[Signature]*

Christina Prado-Mendoza, Deputy Clerk

- ☐ Categorical Exemption State type and section number _____
☒ Statutory Exemptions State code number Sec 21080 25(b)(6)(A)

Reasons why project is exempt

- The Project is exempt under Sec 21080 25(b)(6)(A) as it is a public project for the institution of passenger rail service, including the construction of a station
- The Project would be led by a public agency, the Sonoma-Marín Area Rail Transit District, pursuant to Sec 21080 25(c)(1)
- The Project is within existing public right-of-way, Sec, 21080 25(b)(6)(A)
- The Project will be exclusively used by certified Tier 4 locomotives, pursuant to Sec, 21080 25(b)(6)(A)
- The Project is located within the North Coast Air Basin, which is in attainment for particulate matter and ozone, pursuant to Sec, 21080 25(b)(6)(B)
- The Project does not induce single-occupancy vehicle trips, add additional highway lanes, or capacity, pursuant to Sec 21080 25(c)(2)
- The Project does not require the demolition of affordable housing units, pursuant to Sec 21080 25(c)(3)
- The Project cost is under \$50,000,000
- The SMART Board certified that at the time of construction award, SMART will require the construction contractor and its subcontractors to demonstrate that all project work will be performed by a skilled and trained workforce, pursuant to Sec 21080 25(f)(1)

Lead Agency Contact Person Zoe Unruh, Planning Manager

Phone number (707) 285-8178

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  Date 08/19/2026 Title Planning Manager

☒ Signed by Lead Agency ☐ Signed by Applicant

Date Received for filing at OPR _____

Authority cited Sections 21083 and 21110, Public Resources Code

Reference Sections 21108, 21152, and 21152 1, Public Resources Code

CEQA Exemption Determination

1. Project Title

Geyserville Station

2 Project Location

255 Hwy 128, Geyserville, CA 95441 in Unincorporated Sonoma County (see maps)

3. Project Description

The Project would construct a rail station platform within right-of way publicly owned by SMART to enable the provision of rail service to the unincorporated community of Geyserville in Sonoma County where SMART's railroad tracks exist and where SMART rail will operate between stations in Healdsburg and Cloverdale. The project would consist of the construction of a Geyserville station, including standard SMART station amenities including the passenger boarding platform, shelter and amenities, bicycle parking and auto parking. The track, signals, and systems, as well as the multi-use pathway are separate from the actual station as they are part of SMART's approved, and environmentally-cleared rail and pathway project between Larkspur in Marin County and Cloverdale in Sonoma County.

As SMART's existing publicly owned railroad tracks run through the community of Geyserville to reach Cloverdale, and as SMART's operations to Cloverdale will involve trains travelling through the community of Geyserville, a Project to add a station in Geyserville would create an opportunity to connect another community along the corridor to the rail network, without compromising railroad operations and travel time competitiveness. Connecting to and creating access for another community along the corridor helps maximize the mobility benefits of the system. Including a station in Geyserville will also enable delivery of the voter-approved completion of the SMART rail and path system to Cloverdale in less expensive increments, increasing the delivery speed of the project.

Purpose.

The project expands SMART's ability to serve communities on the corridor, maximizes the utility of the system without compromising rail operations, improves access for residents, employees and visitors of Geyserville, and allows SMART to segment the delivery of the northern extension to Cloverdale into two discrete, usable segments.

The project would directly benefit the residents and employees of Geyserville by providing a transportation alternative to automobiles for connecting between Geyserville and other communities. Geyserville is a Census Designated Place (CDP) with a population of 861 residents (2020 Census). The 2024 American Communities Survey (ACS) found that

approximately 34% of the population are Hispanic or Latino, 63% of the population is white-alone and 36% is non-white or more than one race. Specifically, around 18% identify as some other race and another 18% identify as two or more races. This is fairly consistent with the two-county population across SMART's district where 63% of the population is white, and 36% non-white.

Around 9% of the population in the CDP are under 18, around 39% are between the ages of 19 and 59, and around 52% are over the age of 60.⁹ For the population 18 and over within the CDP, 36% have a Bachelor's degree or higher, 9% have an associate's degree, 17% have some college (no degree), 23% have a high school diploma, and 15% have some high school education or less.¹⁰ Currently, SMART and connecting transit make it possible to reach all the junior colleges and universities in Sonoma and Marin. Providing train access would expand access for Geyserville residents wishing to reach education, workforce training, healthcare, and other professional development opportunities.

Within the Geyserville Census-Designated Place (CDP) boundary, there are 1067 jobs, with around 1,030 of those jobs being held by people outside of the CDP.⁵ For those employees working in the Geyserville CDP, around 31% live less than 10 miles from their place of work, 34% live between 10 and 24 miles, 11% live between 25 and 50 miles, and around 24% live more than 50 miles away.⁶ 40% of these workers live in communities connected through SMART's corridor including Santa Rosa (15%), Cloverdale (9%), Healdsburg (8%) and the Town of Windsor (8%).⁷ The majority of working residents living in the Geyserville CDP are employed outside the CDP, and are employed in locations connected by the SMART corridor including Healdsburg (11%), Santa Rosa (6%), Windsor (3.5%), San Rafael (2%), Cloverdale (2%), Petaluma (2%), Larkfield-Wikiup (1%), and San Francisco (3.8%).⁸

Outside the Geyserville's CDP, the River Rock Casino is connected to the proposed station location by Highway 128. The casino currently employs 300 people. An expansion of the casino is underway and is anticipated to increase the total number of employees at the location to 700. A future expansion could increase the total number of employees to 1,000.

4. Exempt Status

Statutory Exemption

Public Resources Code Section 21080.25

Justification for Exemption:

The project qualifies under Section 21080.25(b)(6)(A) A public project for the improvement, institution, or increase of passenger rail service, other than light rail service eligible under paragraph (5), including the maintenance, construction, or rehabilitation of stations

Other Exemption Criteria.

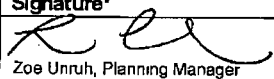
Additionally, the project is found to satisfy the conditions for statutory exemption as it meets the following criteria

- o The project would be led by a public agency, the Sonoma-Marín Area Rail Transit District
- o The project is within existing public right-of-way
- o The project will be exclusively used by certified Tier 4 locomotives
- o The project is located within the North Coast Air Basin, which is in attainment for particulate matter and ozone
- o The project does not induce single-occupancy vehicle trips, add additional highway lanes, or capacity
- o The project does not require the demolition of affordable housing units
- o The project cost is under \$50,000,000
- o At the time of awarding construction, SMART will require the construction contractor and its subcontractors to demonstrate that all project work will be performed by a skilled and trained workforce

See SB71 Checklist for the complete list of criteria

5. Exemption Determination

The Project is statutorily exempt under CEQA. No further environmental review is required

Project Approval Action	Signature	Date:
SMART Board of Director's August 19, 2026 Meeting	 Zoe Unruh, Planning Manager	8/19/2026
Once signed and dated, this document constituted an exemption pursuant to CEQA Guidelines		

[illegible]

Lat: 38.70922 Long: -122.90786

Station Location Map



SB71 Eligibility Checklist

Table 1: Eligible Project Type Per Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption	
☐	1 Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way
☐	2 Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way
☐	3 Transit prioritization projects
☐	4 A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short-range transit plan
☐	5 (A) A public project for the protection, improvement, institution, or increase of microtransit, paratransit, shuttle, bus, ferry, bus rapid transit, or light rail service, including the protection, maintenance, construction, operation, or rehabilitation of stops, stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain vehicles, rail or cable cars, rolling stock, or vessels. The project shall be located entirely within an existing public right-of-way or existing highway right-of-way, whether or not the right-of-way is in use for rail or public mass transit and is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau
☐	(B) A public project otherwise identified in subparagraph (A) shall not apply to the exemption pursuant to this paragraph after January 1, 2032, if used primarily by near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, or hybrid powertrain vehicles. This subparagraph shall not apply to a public project otherwise identified in subparagraph (A) used by articulated buses

☐	(C) A public project for the construction or rehabilitation of a ferry terminal that a lead agency has submitted a notice of preparation for an environmental impact report pursuant to Section 21092 before January 1, 2026, shall not apply to the exemption pursuant to this paragraph (D) A public project for transit services operated by a transportation network company, as defined in Section 5431 of the Public Utilities Code, shall not apply to the exemption pursuant to this paragraph, unless the services are operated by a microtransit provider contracted by the lead agency that uses a managed fleet of multipassenger vehicles dedicated to that service
☒	6 (A) A public project for the improvement, institution, or increase of passenger rail service, other than light rail service eligible under paragraph (5), including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided in Section 1033 101 of Title 40 of the Code of Federal Regulations. The project shall be located entirely within an existing rail right-of-way or existing highway right-of-way, whether or not the right-of-way is in use for passenger rail transit (B) A public project otherwise identified in subparagraph (A) shall not be eligible for the exemption pursuant to this paragraph if used by certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives and the project is located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone
☐	7 (A) A public project to construct or maintain infrastructure or facilities to charge, refuel, power, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency and the project is any of the following (i) Located on property owned, leased, or operated by the local agency (ii) Located within an existing public right-of-way (iii) Located on property owned by a public or private utility within an urbanized area

☐	(B) A lead agency applying an exemption pursuant to this paragraph for hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries shall comply with clauses (i), (iii), and (iv) of subparagraph (D) of, and with subparagraph (E) of, paragraph (1) of subdivision (d)
☐	8 The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (7), inclusive
☐	9 A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (8), inclusive
☐	10 (A) A project that combines a project identified in paragraphs (1) to (8), inclusive, and a housing development project that is either subject to a nondiscretionary approval or is exempt from this division (B) This paragraph does not exempt the housing development project described in subparagraph (A) from any other applicable requirements under any other law
☐	11 A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs

Table 2: Other Project Eligibility Criteria Per Public Resources Code Section 21080.25(c)

The project must meet all the criteria listed below to qualify for this Statutory Exemption

Is the project a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs?

☐ Yes (Skip Table 2) ☒ No (Complete Table 2)

☒	1 (A) A local agency is carrying out the project and is the lead agency for the project (B) The lead agency shall take an action to approve a project as follows I The lead agency's governing board shall take an action at a public meeting II Notwithstanding clause (i), if a lead agency has an alternative project approval process for a project subject to subdivision (b), it may instead follow that alternative process
☒	2 The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right-of-way The project shall not include the addition of any auxiliary lanes
☒	(3) The construction of the project shall not require the demolition of affordable housing units

Table 3: Other Project Requirements for Project's estimated over \$100,000,000 Criteria Per Public Resources Code Section 21080.25(d) (1) and (2)¹	
If a project has a project engineer's cost estimate above \$100,000,000, the project must meet all the criteria listed below to qualify for this Statutory Exemption	
Is the Project engineer's estimate over \$100,000,000? ☐ Yes (Complete Table 3) ☒ No (Skip Table 3 Proceed to Table 4)	
☐	1 (A) The project is incorporated in a regional transportation plan, sustainable communities strategy, general plan, or other plan that has undergone a programmatic-level environmental review pursuant to this division within 10 years of the approval of the project
☐	1 (B) The project's construction impacts are fully mitigated consistent with applicable law
☐	1 (C) (i) The lead agency shall complete and consider the results of a project business case and a racial equity analysis. The Office of Land Use and Climate Innovation may set guidelines for the project business case and the racial equity analysis or delegate that authority to metropolitan planning organizations (ii) The racial equity analysis required under this subparagraph shall identify the racial equity impacts of the project, identify who will benefit from and be burdened by the project, and, where significant or disproportionate impacts exist, suggest strategies, designs, or actions to mitigate those impacts
☐	1 (D) The lead agency shall hold noticed public meetings as follows
☐	i Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments
☐	ii At least one of the three public meetings shall review the project business case and the racial equity analysis. The review of these documents does not inhibit or preclude application of this section
☐	iii The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments

☐	iv	The public meetings held pursuant to clauses (i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency
☐	1	(E) The lead agency shall give public notice of the meetings in subparagraph (D) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using at least one of the following procedures
☐	i	Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas
☐	ii	Posting of the notice onsite and offsite in the area where the project is located
☐	iii	Posting of the notice on the lead agency's internet website and social media accounts
☐	2	In addition to the requirements of paragraph (1), for a project described in that paragraph for which at least 50 percent of the project or project's stops and stations are located in an area that is at risk of residential displacement and that will have a maximum of 15-minute peak headways, the local agency shall complete an analysis of residential displacement and suggest antidisplacement strategies, designs, or actions For a project subject to this paragraph, the lead agency shall define or identify areas at risk of residential displacement

Table 4: Other Project Requirements for Project's estimated over \$50,000,000 Criteria

Per Public Resources Code Sections: 21080.25(e); 21080.25(d)(1)(D)(i), (ii), (iii), (iv), and 21080.25(d)(1)(E)²

If a project has a project engineer's cost estimate above \$50,000,000, the project must meet all the criteria listed below to qualify for this Statutory Exemption

Is the Project engineer's estimate over \$50,000,000?

☐ Yes (Complete Table 4) ☒ No (Skip Table 4 Proceed to Table 5)

1 A project that is exempt from this division under this section that is, based on the project engineer's cost estimate at the time the local agency takes an action pursuant to subparagraph (B) of paragraph (1) of subdivision (c), anticipated to exceed fifty million dollars (\$50,000,000) shall also comply with clauses (i), (iii), and (iv) of subparagraph (D) of, and with subparagraph (E) of, paragraph (1) of subdivision (d)

2 The amount in paragraph (1) shall be adjusted pursuant to subdivision (j)

(PRC) Section 21080.25(d)(1)(D)(i), (ii), (iii), (iv)

☐ (D) The lead agency shall hold noticed public meetings as follows

☐ i Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments

☐ iii The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments

☐ iv The public meetings held pursuant to clauses (i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency

☐	(PRC) Section 21080.25(d)(1)(E) (E) The lead agency shall give public notice of the meetings in subparagraph (D) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using at least one of the following procedures ☐ I Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas ☐ II Posting of the notice onsite and offsite in the area where the project is located ☐ III Posting of the notice on the lead agency's internet website and social media accounts
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Table 5: Project Labor Requirements Per Public Resources Code Section 21080.25(f)

Projects must meet all the applicable criteria listed below to qualify for this statutory exemption

Is the project a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs?

☐ Yes (Skip Table 5 This is not applicable Proceed to Table 6) ☒ No (Complete Table 5)

☒	1 (A) Except as provided in subdivision (g), as part of the lead agency's governing board action pursuant to subparagraph (B) of paragraph (1) of subdivision (c), the lead agency shall certify that the project will be completed by a skilled and trained workforce
☐	(B) Subparagraph (A) does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project
☐	2 (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code B Subparagraph (A) does not apply if any of the following requirements are met 1 The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement

☐	ii The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021
☐	iii The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce

Table 6: Filing the Notice of Exemption Per Public Resources Code Section 21080.25 (h)

☒	<u>PRC 21080.25 (h)</u> If the lead agency determines that a project is not subject to this division pursuant to this section, and the lead agency determines to carry out that project, the lead agency shall file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located in the manner specified in subdivisions (b) and (c) of Section 21152
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