



Sonoma-Marín Area Rail Transit
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GENERAL MANAGER

Eddy Cumins

June 17, 2026

Sonoma- Marin Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Consideration of Addition of Geyserville Station and Request for Public Comment

Dear Board Members:

RECOMMENDATIONS:

Direct staff to initiate public engagement process on inclusion of proposed Geyserville Station into the SMART system.

SUMMARY:

Senate Bill 904 (SB904), authored by Senator Dodd and signed by Governor Newsom on September 28, 2024, removed a prohibition from the SMART enabling legislation from construction of a SMART station between Healdsburg and Cloverdale. This change was supported by the Geyserville Alexander Valley Municipal Advisory Council (GAV-MAC), the Geyserville Chamber of Commerce, the Geyserville Planning Committee and Sonoma County District 4 Supervisor James Gore. In December 2024, the SMART Board adopted the 2025-2030 SMART Strategic Plan after extensive public input, including many comments in support of addition of a Geyserville Station. The SMART Strategic Plan includes a goal to "complete system extensions to Cloverdale" which includes direction to "pursue addition of a Geyserville station halfway between Cloverdale and Healdsburg to enhance value of the investment in the railroad through northern Sonoma County". The distance between Cloverdale and Healdsburg is approximately 18 miles and the inclusion of a station in the urban service area of Geyserville at the mid-point between the two would make it possible to segment the delivery of the 18-mile extension into two discrete usable segments and would improve the utility of the system without harming railroad operations. This strategic segmentation of the system would increase the opportunities for SMART to secure fully funded usable segments in a way that facilitates achieving SMART's Strategic Plan goal of completing the system extension to Cloverdale.

Staff is seeking Board direction to initiate the public engagement process to enable the inclusion of a Geyserville Station into SMART's program.

DISCUSSION:

With the passage of SB904, SMART is able to explore a possible Geyserville Station, consistent with strategic direction outlined in SMART's 2025-2030 Strategic Plan. Should the Board direct staff to proceed with public engagement for the consideration of including a Geyserville Station into the SMART system,

staff recommends seeking public input on potential station locations that meet criteria that are the most beneficial from a regional rail perspective.

As SMART extends north, the opportunity exists to consider station locations in the context of how the community functions today versus when the railroad was built in the late 1800s. Additional consideration for station siting should be given to the future success of the entire SMART rail network and public and private first- and last-mile bus connectivity to the SMART regional rail system. In the case of Geyserville, criteria for a successful regional rail station location include the following:

- Within walking distance of Downtown Geyserville,
- Within the Geyserville urban service district boundaries,
- Within closest proximity to the highest job density in the Alexander Valley/Geyserville area,
- Where sufficient SMART owned right of way exists for current and future rail fleet platform needs,
- Directly connecting to regional road networks that can accommodate regional bus services including Sonoma County Transit, future Intercity Bus services from North Coast, private shuttle or school buses and any future micro-transit services easy access for rail connecting services, and
- Midpoint between Healdsburg and Cloverdale to allow for segmentation of funding completion of the rail and path system to Cloverdale without harming railroad operations.

Utilizing the criteria stated above, staff is recommending engaging the community by requesting inclusion on agendas at the next Geyserville GAV-MAC and Planning Committee meetings in June 2026 and holding a separate SMART-hosted community workshop in the Geyserville/Alexander Valley community in August 2026. Staff will also gather public comment through a survey during Summer 2026.

With the passage of SB71 (Weiner), effective January 2026 there are new exemptions under the California Environmental Quality Act (CEQA) to specific transportation projects, as covered at the March 2026 SMART Board meeting (Attachment 2). A proposed Geyserville Station would likely be statutorily exempt under CEQA, as it is a project that improves, institutes, or increases of passenger rail service including construction of stations for projects using zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, and would be built within publicly owned right-of-way.

Following the three public engagement opportunities in the community project area and the solicitation of public comment via the online survey, staff will return to the SMART Board, with the results of the engagement and other necessary information for consideration of approval of the project and determination under SB71.

Staff has been continuously seeking funding to complete SMART to Cloverdale, and the project has recently been included into the Metropolitan Transportation Commission's Plan Bay Area 2050+ (March 2026), the long-range regional transportation plan. For SMART to pursue completing the extension of the system with a Geyserville Station, the Geyserville extension would need to be amended into the regional transportation plan to be allowed to compete for some grant fund sources. Should the Board approve the project and adopt it into the SMART program, staff will be able to make any amendment requests necessary for inclusion in any required county, regional, corridor or state plans that will enable implementing this strategy for completing the system to the north.

FISCAL IMPACT:

Costs for the public meeting and survey are estimated at \$1,500. These funds are available in the Fiscal Year 2027 draft budget.

Respectfully,

/s/

Zoe Unruh

Planning Manager

Attachment(s): Att. 1 SMART System Map – Geyserville Location
Att. 2 March 2026 SB71 SMART Board item



SMART PASSENGER RAIL & MULTIUSE PATH
Project Length: 70 miles

- SMART Stations
- SMART Rail
- Future SMART Rail
- SMART Owned Railroad Right-of-Way
- Urban Areas

MENDOCINO CO.
SONOMA CO.

Cloverdale
(planned)

Geyserville

Healdsburg
(opening 2028)

Windsor

Guerneville

Sonoma County Airport

Santa Rosa North

Santa Rosa Downtown

Sebastopol

Rohnert Park

Cotati

101

Petaluma North

Petaluma Downtown

Petaluma

Novato San Marin

Novato Downtown

Sonoma

Schellville

Lombard

37

Bodega Bay

Point Reyes

DRAKE'S BAY

PACIFIC OCEAN

Novato Hamilton

Marin Civic Center

San Rafael

Larkspur

Mill Valley

Bolinas

Tiburon

101 Sausalito

Oakland

San Francisco Bound Ferry Connection

San Francisco



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GENERAL MANAGER
Eddy Cumins

March 18, 2026

Sonoma- Marin Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Information on updated changes to CEQA law and exemption determination process

Dear Board Members:

RECOMMENDATIONS:

Receive the staff's update on the changes to CEQA under SB 71 and consider the proposed process for determining project exemptions for future CEQA actions in accordance with the law.

SUMMARY:

Senate Bill (SB) 71, authored by Senator Wiener and signed by Governor Newsom on October 13, 2025, extends exemptions under the California Environmental Quality Act (CEQA) to specific transportation projects and establishes criteria for the project review and approval processes for lead agencies implementing projects that fall under the expanded statutory exemptions. While SMART's rail and pathway project were previously environmentally cleared under CEQA, future CEQA efforts would be subject to the provisions under the new law, which took effect in January 2026. This memo outlines the conditions under the new law as they relate to SMART's program of projects.

Statutory Exemptions

The new law extends the existing CEQA exemptions for those projects currently exempt through SB922 (Weiner, 2022) including the exemption for pedestrian and bicycle facilities like the SMART Pathway through January 2040. The law expands the exemptions to additional transportation projects that would not increase single-occupancy vehicles including projects that improve, institute or increase passenger rail service; and projects related to the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities for passenger rail, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives.

Project Conditions, Study and Engagement Requirements

The law establishes project cost thresholds as a basis determining the required project study and public engagement. For a project with an engineer's cost estimate above \$50,000,000 the following are required:

- Prior to making an exemption determination, the lead agency must hold three noticed public meetings on the project in the form of focused community planning meetings in the project area or regularly scheduled meetings of the lead agency's governing body.
 - The lead agency must conduct two meetings annually during construction.
- For a project with an engineer's cost estimate above \$100,000,000, the following

are required:

- The project shall be included in a plan that has undergone a programmatic-level environmental review such as a regional transportation plan or a general plan.
- The preparation and consideration of a business case and racial equity analysis for the project.
- If the racial equity analysis determines that disproportionate impacts exist, the lead agency must suggest strategies, designs, or actions to mitigate those impacts.
- Prior to making an exemption determination, the lead agency must hold three noticed public meetings on the project in the form of focused community planning meetings in the project area or regularly scheduled meetings of the lead agency's governing body.
- Of the three required public meetings, one meeting must be focused on the project business case and racial equity analysis.
- The lead agency must conduct two meetings annually during construction.
- Project construction impacts are mitigated fully, consistent with applicable law.

Under the new law, the project engineer's cost estimate thresholds shall be adjusted biennially to reflect changes in the Consumer Price Index.

Project Approvals and Certification of the Use of a Skilled and Trained Workforce

A project exempt under this law requires that a lead agency approve the project either through an action taken by a meeting of the lead agency's governing board, or through an alternative project approval process.

The lead agency must certify and demonstrate that the project will be completed by a skilled and trained workforce.

DISCUSSION:

Prior to SB 71, similar bills were enacted that exempt sustainable transportation projects including transit priority, bicycle and pedestrian, and bus rapid transit projects. In accordance with the project approval and exemption determination requirements under the law, peer agencies have utilized a checklist to evaluate and verify the project's exemption determination and satisfy the requirements under the law. Attachment 2 provides a sample of a checklist that is intended to evaluate and demonstrate adherence with the project requirements under the law and establish the basis for an exemption determination prior to filing a Notice of Exemption.

FISCAL IMPACT:

None.

Respectfully,

/s/

Zoe Unruh

Planning Manager

Attachment(s): 1.) SB71 (Chaptered)
2.) Attachment 2 checklist example

Bill Title: California Environmental Quality Act: exemptions: transit projects.

Spectrum: Moderate Partisan Bill (Democrat 4-1)

Status: (Passed) 2025-10-13 - Chaptered by Secretary of State. Chapter 742, Statutes of 2025. [[SB71 Detail](#)]

Download: [California-2025-SB71-Chaptered.html](#)

Senate Bill No. 71

CHAPTER 742

An act to amend Sections 21080.20 and 21080.25 of the Public Resources Code, relating to environmental quality.

[Approved by Governor October 13, 2025. Filed with Secretary of State October 13, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 71, Wiener. California Environmental Quality Act: exemptions: transit projects.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in

the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles.

This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects, such as pedestrian and bicycle facilities, transit prioritization projects, public projects located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as provided, for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, and public projects for the construction or maintenance of infrastructure of facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, as provided. CEQA requires, except as provided, those exempted projects to be carried out by a local agency and meet certain requirements, including certain labor requirements.

This bill would extend the operation of the above-mentioned exemption until January 1, 2040. The bill would exempt from the requirements of CEQA a public project for the protection and improvement of bus rapid transit, bus, or light rail service, including the protection, operation, and maintenance, public projects for the protection, improvement, institution, or increase of microtransit, paratransit, shuttle, and ferry, and for the protection, maintenance, construction, operation, or rehabilitation of stops that 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 bill would, until January 1, 2032, exempt from the requirements of CEQA 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, if used primarily by near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, or hybrid powertrain vehicles, except as provided. The bill would exclude from this exemption certain public

projects for the construction or rehabilitation of a ferry terminal, as provided, and, except as provided, public projects for transit services operated by a transportation network company, as defined. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

CEQA exempts from its requirements a project that consists exclusively of a combination of any of the components of specified transportation-related projects.

This bill would extend the operation of the above-mentioned exemption until January 1, 2040. The bill would, until January 1, 2040, exempt from the requirements of CEQA a project that combines any of those specified transportation-related projects and a housing development project that is either subject to a nondiscretionary approval or is exempt from CEQA, as provided. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

Existing law exempts from the requirements of CEQA public projects for the institution or increase of passenger rail service, other than light rail service that is eligible for a specified exemption, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains.

This bill would extend the operation of the above-mentioned exemption until January 1, 2040. The bill would exempt from the requirements of CEQA public projects for the improvement of passenger rail service, other than light rail service eligible for a specified exemption, including the maintenance of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains, public projects for the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities which will be exclusively used by zero-emission certified Tier 4 or cleaner rolling stock or locomotives, as provided. The bill would exclude from this exemption public projects located in certain air basins for the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be used by certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

Existing law requires certain CEQA-exempt projects exceeding specified dollar amounts to meet certain criteria, as provided.

This bill would instead require certain CEQA-exempt projects that are, based on the project engineer's cost estimate, anticipated to exceed a specified dollar amount, to meet certain criteria, as provided. The bill would require the Office of Land Use and Climate Innovation, beginning January 1, 2026, and every two years thereafter, to adjust these amounts to

reflect changes in the Consumer Price Index, as provided, and publish the updated amounts on its internet website. The bill would authorize the Office of Land Use and Climate Innovation to implement, interpret, or make specific that provision without taking any regulatory action.

This bill would declare that its provisions are severable.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Vote: MAJORITY Appropriation: NO Fiscal Committee: YES Local Program: YES

Bill Text

The people of the State of California do enact as follows:

SECTION 1.

Section 21080.20 of the Public Resources Code is amended to read:

21080.20.

(a) (1) (A) This division does not apply to an active transportation plan, a pedestrian plan, or a bicycle transportation plan for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles.

(B) This division does not apply to a transit comprehensive operational analysis, transit route readjustment, or other transit agency route addition, elimination, or modification.

(2) An active transportation plan or pedestrian plan is encouraged to include the consideration of environmental factors, but that consideration does not inhibit or preclude the application of this section.

(3) An individual project that is a part of an active transportation plan, pedestrian plan, or transit comprehensive operational analysis remains subject to this division unless another exemption applies to that project.

(b) Before determining that a project described in subdivision (a) is exempt pursuant to this section, the lead agency shall hold noticed public hearings in areas affected by the project to hear and respond to public comments. Publication of the notice shall be no fewer times than required by Section 6061 of the Government Code by the public agency in a newspaper of general circulation in the area affected by the proposed 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.

(c) If a local agency determines that a project is not subject to this division pursuant to this section and it determines to approve or carry out that project, the notice shall be filed with the Office of Land Use and Climate Innovation and the county clerk in the county in which the project is located in the manner specified in subdivisions (b) and (c) of Section 21152.

(d) For purposes of this section, the following definitions apply:

(1) “Active transportation plan” means a plan developed by a local jurisdiction that promotes and encourages people to choose walking, bicycling, or rolling through the creation of safe, comfortable, connected, and accessible walking, bicycling, or rolling networks, and encourages alternatives to single-occupancy vehicle trips.

(2) “Pedestrian plan” means a plan developed by a local jurisdiction that establishes a comprehensive, coordinated approach to improving pedestrian infrastructure and safety.

(3) “Transit comprehensive operational analysis” means a plan that redesigns or modifies a transit operator’s or local agency’s public transit service network, including the routing of fixed route and microtransit services.

SEC. 2.

Section 21080.25 of the Public Resources Code is amended to read:

21080.25.

(a) For purposes of this section, the following definitions apply:

(1) “Affordable housing” means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) "Bicycle facilities" includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.

(3) "High-occupancy vehicle" means a vehicle with three or more occupants.

(4) "Highway" means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Highway" includes a street.

(5) "Local agency" means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.

(6) "Part-time transit lanes" means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.

(7) "Project labor agreement" has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(8) "Public transit operator" has the same meaning as "operator" in Section 99210 of the Public Utilities Code, or means a public entity that provides contracted paratransit services.

(9) "Skilled and trained workforce" has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(10) "Transit lanes" means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(11) "Transit prioritization projects" means any of the following transit project types on highways or in the public right-of-way:

(A) Signal and sign changes, such as signal coordination, signal timing modifications, signal modifications, or the installation of traffic signs or new signals.

(B) The installation of wayside technology and onboard technology.

(C) The installation of ramp meters.

(D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for

dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by removing or restricting street parking.

(E) Transit stop access and safety improvements, including, but not limited to, the installation of bus shelters, lighting, transit bulbs, and the installation of transit boarding landings and islands.

(12) “Transportation demand management program” means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

(A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.

(B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.

(C) Provision of bicycle parking in excess of applicable requirements.

(b) This division does not apply to any of the following projects:

(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.

(c) Except as provided in subdivision (g), a project exempt from this division under this section shall meet all of the following criteria:

(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.

(d) (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 one hundred million dollars (\$100,000,000) shall also meet all of the following criteria:

(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.

(B) The project's construction impacts are fully mitigated consistent with applicable law.

(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.

(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.

(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.

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

(e) (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).

(f) (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:

(i) 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.

(g) Subdivisions (c) and (f) do not apply to a project described in paragraph (11) of subdivision (b).

(h) 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.

(i) (1) The amendments made to paragraph (5) of subdivision (b) by Chapter 987 of the Statutes of 2022 (Senate Bill 922 of the 2021–22 Regular Session) may apply to projects for which a lead agency has filed a notice of exemption under this section before January 1, 2023.

(2) For projects for which a lead agency has filed a notice of exemption under this section before January 1, 2023, notwithstanding subdivision (d), as it read on December 31, 2022, the lead agency may certify that the project will be completed by a skilled and trained workforce after the granting of the exemption under this section or the lead agency may demonstrate compliance with subparagraph (B) of paragraph (1) of subdivision (f).

(j) (1) Beginning January 1, 2026, and every two years thereafter, the Office of Land Use and Climate Innovation shall adjust the amounts reflected in paragraph (1) of subdivision (c) and paragraph (1) of subdivision (e) to reflect changes in the Consumer Price Index, as indicated in the Consumer Price Index for All Urban Consumers, as calculated by the Department of Finance based on the United States Bureau of Labor Statistics data for the most recent odd-numbered year, and publish the updated amounts on its internet website.

(2) Notwithstanding the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code), the Office of Land Use and Climate Innovation may implement, interpret, or make specific this subdivision without taking any regulatory action.

(k) This section shall remain in effect only until January 1, 2040, and as of that date is repealed.

SEC. 3.

The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SEC. 4.

No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

SB71 ELIGIBILITY CHECKLIST

This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – 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) Projects 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.
	(4) Projects for the improvement, institution, or increase of passenger rail service, 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. (4a) Will the project be used by certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives? __Yes* __No (4b) The project is located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone. __Yes* __No *Projects that will use certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives that are located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone are not exempt under the law.
	(5) projects 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.
	(6) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (5), inclusive.
	(7) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (6), inclusive.
	(8) 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 Public Resources Code Section 21080.25(c) The project must meet all the criteria listed below to qualify for this Statutory Exemption. Note: Table 2 does not apply to 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.	
	(1) A local agency is carrying out the project and is the lead agency for the project.
	(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.
	(4) The project would: ___ not exceed fifty million dollars (\$50,000,000) OR ___ exceed \$50,000,000 (but not exceed \$100,000,000) and meet the noticed public meeting requirements in Table 4 ___ exceed \$100,000,000 and meet the project study requirements in table 3 and noticed public meeting requirements in Table 4

Table 3: Other Project Requirements for Project's estimated over \$100,000,000 Criteria Public Resources Code Section 21080.25(d) (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.	
	(1) 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.
	(2) The project's construction impacts are fully mitigated consistent with applicable law.
	(3) The lead agency has completed a project business case and a racial equity analysis for the Project.* 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. *The project business case and a racial equity analysis may be subject to guidelines set by the Office of Land Use and Climate Innovation or the MPO.
	(4) The racial equity analysis identifies 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.
	(5) At least one of the three public meetings (see Table 4) shall review the project business case and the racial equity analysis.
	(6) 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.

	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>(7) If Yes, the local agency has completed an analysis of residential displacement and suggested 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.</p>
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<p>Table 4: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (ii), (iii), (iv) and Section 21080.25(d)(1)(E)</p> <p>Projects exceeding \$50,000,000 must meet all the applicable criteria listed below to qualify for this statutory exemption.</p>	
	<p>(1) The lead agency shall hold noticed public meetings as follows:</p> <p><input type="checkbox"/> Before determining that a project is exempt, the lead agency shall hold at least three (3) noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred:</p> <p><input type="checkbox"/> The lead agency shall conduct at least two (2) noticed public meetings annually during project construction for the public to provide comments.</p> <p><input type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(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.</p>
	<p>(2) The lead agency shall give public notice of the meetings (listed in the row above) 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:</p> <p><input type="checkbox"/> 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.</p> <p><input type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located.</p> <p><input type="checkbox"/> Posting of the notice on the lead agency’s internet website and social media accounts.</p> <p>The project’s construction impacts are fully mitigated consistent with applicable law.</p>
	<p>(3) For a Project over \$100,000,000, was the project business case and the racial equity analysis reviewed at one (1) of the three (3) required public meetings</p>
	<p>(4) Not Applicable – Project type not applicable and cost of project is below \$50,000,000.</p>

<p>Table 5: Project Labor Requirements – Public Resources Code Section 21080.25(f)</p> <p>In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. Note: Table 5 does not apply to 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.</p>	
	<p>(1) Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (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.)</p>

Attachment B

	<p>(1A) 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.</p>
	<p>(2) The above does not apply if any of the following requirements are met:</p> <ul style="list-style-type: none">___ (i) 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.
	<p>(3) Not Applicable. The project would be entirely constructed by SMART and would not require the use of contractors for labor.</p>