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Project No: 20-09958

Trung Trinh, Project Professional
City of Galt
495 Industrial Drive
Galt, California 95632
Via email: trinh@cityofgalt.org

**Subject: Galt C Street Enhancement Project Senate Bill (SB)-288 Statutory Exemption Memorandum
City of Galt, Sacramento County, California**

Dear Mr. Trinh:

Rincon Consultants, Inc. is pleased to submit this Statutory Exemption memorandum for the C Street Enhancement Project (project) in the City of Galt, Sacramento County, California. The purpose of this memorandum is to identify how the project meets the provisions of Senate Bill 288, which provides a Statutory Exemption from the California Environmental Quality Act (CEQA). The exemption recognizes that transportation projects like trails, transit centers, rights-of-way improvements intended to promote transit, cycling and pedestrian modes have the potential to lower carbon emissions from the transportation sector, are exempt from CEQA when certain criteria are met. This memorandum will accompany the Notice of Exemption to exempt the project from CEQA.

Project Location and Description

This project would improve an approximately 2,000 foot segment of the C Street right-of-way in the City of Galt by adding Class IV¹ barrier-separated bike lanes, enhanced pedestrian crossings, sidewalk infill improvements to achieve Americans with Disability Act compliance, pavement rehabilitation and reconstruction, street lighting, and landscaping. Areas outside of the City right-of-way would be used to conform paving and would require a permit to enter and construct or a temporary construction easement. Site plans are shown in Attachment A.

The project would provide a gateway entrance into the City and complete the final portion of the C Street Corridor Plan, developed in 2008. This corridor would improve connectivity between newer developments east of State Route(SR)/Highway 99 and the more established areas of the City to the west, including Old Town, and the market area to the south of C Street. The project would span the C Street segment from 6th Street to Civic Drive. Regionally, the project is located approximately 800 feet to the west of SR 99 and eight miles east of Interstate 5 at an approximate elevation of 50 feet above mean sea level.

¹ A Class IV Bikeway is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking (Caltrans 2018)



Senate Bill 288

Senate Bill 288 (SB 288), signed into law at the end of the 2020 legislative session, amends Public Resources Code (PRC) Section 21080.20 and adds PRC Section 21080.25 to exempt specific transportation projects from full environmental review under CEQA. SB 288 facilitates projects that broaden California's development of sustainable transportation facilities through streamlining of CEQA review requirements.

Specifically, SB 288 adds CEQA exemptions under PRC Section 21080.25, for the following project types: pedestrian and bicycle facilities, transit prioritization, conversion of roadways to bus-only lanes, expansion of bus or light rail service, charging stations for zero-emission transit buses, or any project that reduces minimum parking requirements. The legislation also amends PRC Section 21080.20, which exempts bicycle transportation plans for urbanized areas, to extend that exemption until the end of 2029 and repeals requirements for lead agencies to conduct traffic and safety impact assessments. Lead agencies must still file a notice of exemption when pursuing the exemption for one of these project types.

Consistency Analysis

The C Street Enhancements Project qualifies for the SB 288 Exemption as a pedestrian and bicycle facility project. Bicycle facilities include any bicycle parking, sharing facilities, bikeways, and other bicycle infrastructure. This project would involve the construction of a Class IV barrier-separated bike lanes, enhanced pedestrian crossings, and sidewalk infill improvements to achieve ADA compliance and is therefore exempt from CEQA requirements in accordance with PRC Section 21080.25.

A project exempt from CEQA must also be in conformance with the additional requirements of SB 288, as added to and articulated in PRC Section 21080.25. The analysis below provides information demonstrating how the project meets each of the SB 288 stipulations.

(1) A public agency is carrying out the project and is the lead agency for the project.

The project would be carried out by the City of Galt, which would also serve as the lead agency. The agency is responsible for planning, environmental, design, and cost studies to renovate and develop resources in the City of Galt. All decisions made by the lead agency will be subject to approval by the Galt City Council. Therefore, this project meets this requirement.

(2) The project is located in an urbanized area.

The term "urbanized area" is defined by the general CEQA classification in PRC Section 21071. Given that the City of Galt is an incorporated city it must either have a population of at least 100,000 persons or the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons to qualify as urbanized. The population of the City of Galt in 2021 is 26,116 and Elk Grove, the nearest contiguous incorporated city to the north has a population of 178,124 in 2021 (California Department of Finance 2021). These two contiguous incorporated cities have a population greater than 100,000 persons. Therefore, the project is located in an urbanized area and meets this requirement.



(3) The project is located on or within an existing public right-of-way.

The entirety of the project would be located on an existing public right-of-way along C Street in the city of Galt. Therefore, the project meets the requirement.

(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.

The project would not add automobile capacity to C Street. The project would add approximately 2,000 feet of Class IV barrier-separated bike lanes and enhanced pedestrian crossings along C Street between 6th Street and Civic Drive. Therefore, the project meets this requirement.

(5) The construction of the project shall not require the demolition of affordable housing units.

The project would not require the demolition of any residential development, including affordable housing units. The project alignment along C Street encompasses a commercial stretch of downtown Galt. The bike lane and pedestrian improvements would occur on the C Street right-of-way and would not require any building demolition. Therefore, the project meets this requirement.

(6) The project does not exceed \$100 million in cost.

The project has a construction budget of approximately \$3.7 million. This is significantly below the \$100 million threshold and even if the current budget is exceeded, it would not exceed the statutory threshold. Therefore, the project meets this requirement.

(7) The project will be completed by a skilled and trained workforce.

The City of Galt would enter a labor agreement with all contractors and subcontractors in accordance with Chapter 2.9 of Part 1 of Division 2 of the Public Contract Code to ensure that all workers are part of a skilled and trained workforce. Therefore, the project meets this requirement.

Conclusion

Based on this analysis documented in this memorandum, the proposed C Street Enhancements Project meets all criteria for a Statutory Exemption from CEQA. Therefore, it is concluded that the project is statutorily exempt from CEQA pursuant to PRC Section 21080.25 as amended and enacted by SB 288.

Sincerely,

Rincon Consultants, Inc.

Kari Zajac, MESM
Project Manager

Matt Maddox, MESM, AICP
Principal



Attachments

Attachment A Project Site Plans



References

California Department of Finance. 2021. E-1 Population Estimates for Cities, Counties, and the State — January 1, 2020 and 2021. <https://www.dof.ca.gov/forecasting/demographics/estimates/e-1/> (accessed February 2022).

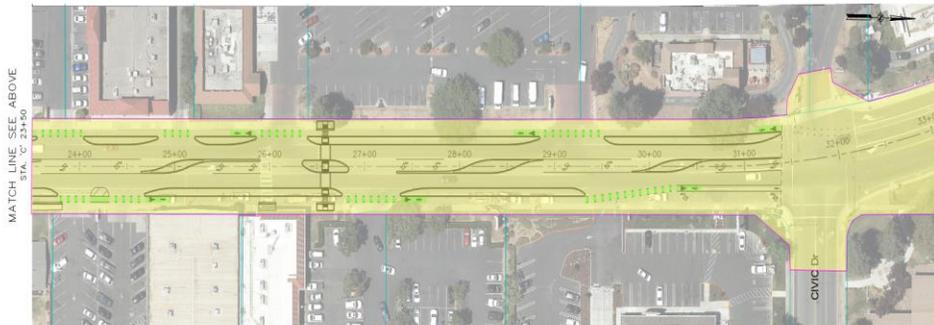
California Department of Transportation (Caltrans). 2018. Design Information Bulletin #89 “Class IV Bikeway Guidance”. https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-01_kf-a11y.pdf (accessed February 2022)

Attachment A

Project Site Plans



APE LIMITS
 (NOTE AREAS OUTSIDE CITY RIGHT OF WAY ARE
 GENERALLY FOR CONFORM PAVING AND WOULD
 REQUIRE A PERMIT TO ENTER AND CONSTRUCT OR
 TEMPORARY CONSTRUCTION EASEMENT)



LEGEND:

- APPROXIMATE PROPERTY BOUNDARY LINE
- DESIGN VEHICLE SWEEP PATH ENVELOPE (30' LONG SINGLE UNIT)
- BIC LANE WITH GREEN PAVEMENT MARKING

CITY OF GALT
 C STREET CORRIDOR ENHANCEMENTS PROJECT
 PRELIMINARY DESIGN LAYOUT EXHIBIT

