August 17, 2011

Mr. Greg Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: SACOG Community Design Funding Program
Applicant: City of Galt
Project: “C” Street/Central Galt Complete Streets Project
Category #2: Complete Streets
Funding Request: $2.0 million

On behalf of the City of Galt, I am pleased to submit an application to the Sacramento Area Council of Governments (SACOG) Community Design Funding Program for the “C” Street/Central Galt Complete Streets Project. This project is the last segment to complete in the City’s ongoing effort to promote and improve safe pedestrian travel, bicycle accessibility and vehicle movement improvements in the community’s downtown.

The “C” Street/Central Galt Complete Streets Project will provide enhanced connectivity to our Historic Old Town and the Downtown from the Central Galt Interchange Project which is currently under construction. The underlying goal of this project is to increase bicycle and pedestrian use of the community’s central business corridor in a safe and aesthetically pleasing manner. The project builds on the City’s extensive streetscape improvements located in Historic Old Town, and the Central Galt/Highway 99 Interchange Project, currently under construction.

Proposed improvements include new sidewalks, sidewalk bulb outs, accessible ramps at street corners, crosswalks with high visibility/stripping and refuge medians, enhanced landscaping, bikeways, pedestrian scale lighting and signage, as well as benches, trash receptacles and bike racks. All improvements will be within existing City rights-of-way. The improvements to be constructed will further promote revitalization and redevelopment of private development interests in Central and Historic Old Town Galt.

I officially authorize the City’s funding application for the Galt “C” Street/Central Galt Complete Streets Project. The City is committing $4.3 million in Redevelopment Agency funding, of which $1.9 million serves as the local agency match toward the $2.0 million grant request, for a total federal aid eligible project cost of $3.9 million. The remainder of the City’s commitment, $2.4 million, will be used to landscape and construct the transit hub facilities and community amenities between Fourth Street and the Union Pacific railroad tracks.
The City has designated Paul Toor, Deputy Director of Public Works, to be the project manager and primary contact for this grant application. Mr. Toor is trained and experienced in managing federal aid projects. If you have any questions regarding the City’s application, please do not hesitate to contact Mr. Paul Toor at (209) 366-7260 or via email at ptoor@ci.galt.ca.us.

Thank you for your review of our request.

Sincerely,

[Signature]

Jason Behrmann
City Manager

c: Paul Toor, Project Manager
City of Galt “C” Street/Central Galt Complete Streets Project

Understanding Terms of Award Statement

Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for the City of Galt understand the following:

- The funding for the awarded project is for federal aid projects and the jurisdiction that I represent accepts the responsibility of undertaking federal aid funding.

- The staff person who is knowledgeable of federal aid requirements has reviewed the contents in this application and will be assigned as the lead person overseeing federal aid requirements throughout the delivery of this project. The jurisdiction acknowledges that if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG maintains the right to retract committed funding for this project.

- Delivery of the project as conveyed in the application in terms of scope, timeline and deliverables will be used to evaluate the success of this project. If the project is not delivered or completed within three years of receiving authorization by the funding source, this jurisdiction acknowledges that it may be penalized in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. This will likely mean this project will be de-programmed of any of its unused grant funding, plus this jurisdiction will be prohibited from applying in the next round of funding in this program.

- All awarded projects, regardless of funding source, are required to submit to the SACOG Community Design Program Manager a quarterly update on the status of the project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies solely with the award recipient. Failure to do so may result in penalties to this jurisdiction in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. If the awarded jurisdiction’s project manager changes during the course of the project, it is the responsibility of the jurisdiction to convey this Terms of Award Statement to the new project manager.

[Signature]

City Manager, City of Galt

[Print Name]

Date: 8/17/11
August 17, 2011

Mr. Greg Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: Federal Aid Project Manager  
Letter for SACOG Community Design Funding Program  
“C” Street/Central Galt Complete Streets Project

Dear Mr. Chew,

As the Deputy Director for the City of Galt Public Works Department and a licensed civil engineer with many years of experience on federal-aid projects, I am qualified to serve as the Federal Aid Project Manager and primary contact person for the “C” Street/Central Galt Complete Streets Project.

I am trained in managing federal aid projects and have managed many such projects in the past. I have reviewed the City’s application for the SACOG Community Design Funding program and I’m familiar with the application contents. To the best of my knowledge, I believe that the activities for which the City is requesting funding are federal aid eligible.

My contact information is provided below.

Sincerely,

Paul Toor  
Deputy Director  
Public Works Department  
ptoor@ci.galt.ca.us

c: Jason Behrmann, City Manager
# “C” Street/Central Galt Complete Streets Project

## Project Summary Table

<table>
<thead>
<tr>
<th>Project Title</th>
<th>“C” Street/Central Galt Complete Streets Project</th>
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</thead>
<tbody>
<tr>
<td>Sponsoring Agency</td>
<td>City of Galt</td>
</tr>
<tr>
<td>Lead Person and Contact</td>
<td>Paul Toor, Deputy Director</td>
</tr>
<tr>
<td>Information</td>
<td>Public Works Department</td>
</tr>
<tr>
<td>City of Galt</td>
<td>495 Industrial Drive</td>
</tr>
<tr>
<td>Galt, CA 95632</td>
<td>209-366-7260 – Office</td>
</tr>
<tr>
<td>209-745-0811 – Fax</td>
<td><a href="mailto:ptoor@ci.galt.ca.us">ptoor@ci.galt.ca.us</a></td>
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<td>Partner Organizations</td>
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<td>Grant Category</td>
<td>Complete Streets – Category 2</td>
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<tr>
<td>Community Design Funds Requested</td>
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<td>Overall Committed Total Project Costs</td>
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<td>Local Match and Other Funds</td>
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<td>Source – City of Galt Redevelopment Agency</td>
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<td>Minimum Amount to Conduct Project</td>
<td>$1,000,000 – SACOG Category 2</td>
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<tr>
<td>$1,900,000 – Matching Funds</td>
<td></td>
</tr>
<tr>
<td>$2,900,000 – Total needed to conduct the project</td>
<td></td>
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<tr>
<td>Project Description</td>
<td>The City of Galt “C” Street/Central Galt Complete Streets Project will enhance connectivity to Galt’s Historic Old Town and Downtown from the reconfigured Central Galt Interchange. The goal of this project is to increase the bicycle and pedestrian use of the community’s central business corridor in a safe and aesthetically pleasing manner. The project builds on the City’s extensive streetscape improvements located in Historic Old Town and the Central Galt Interchange Project. The project will construct the following improvements on “C” Street from Civic Drive west to Sixth Street: new sidewalks, landscaped medians separating the traveled way from the pedestrian pathways, accessible ramps at street corners, crosswalks with high visibility striping and refuge median islands and pedestrian scale lighting.</td>
</tr>
</tbody>
</table>
NARRATIVE
I. **Project Description:**

The “C” Street/Central Galt Complete Streets Project will enhance connectivity from the reconfigured Central Galt Interchange, currently under construction to Galt’s historic Old Town and Downtown. The underlying goal of this corridor infill project is to increase bicycle and pedestrian use of the community’s central business corridor in a safe and aesthetically pleasing manner. The project builds on the City’s extensive streetscape improvements located in historic Old Town, and the Central Galt Interchange Project. Now that the Central Galt Interchange is under construction and the highest priority project in the City, the next priority is the “C” Street/Central Galt Complete Streets Project to lead people from the highway down to the historic Old Town.

The project will construct the following improvements on “C” Street from Civic Drive west to Sixth Street: new sidewalks, sidewalk bulb outs, landscaped medians between vehicle lanes and pedestrian pathways, accessible ramps at street corners, crosswalks with high visibility striping and refuge islands, landscaping, bike lanes, pedestrian scale lighting and signage, as well as benches, trash receptacles and bike racks. Please see Exhibit A for the overall Project Area and Exhibit B for cross-sectional profile detail. All improvements will be within existing City rights-of-way. This segment is planned to be funded by the SACOG Community Design grant in the amount of $2.0 million.

In addition, the City is planning to construct the following improvements: a Park and Ride Multimodal Transit Hub with approximately 120 spaces (including handicap accessible spaces) and a drop-off area and parking for the future commuter rail train station and/or transit building (see attached letter from the High-Speed Rail Authority in Related Materials); and enhanced crosswalks and diagonal and parallel parking spaces along the west side of Fourth Street. The total cost for these improvements is $1.9 million and will be funded using Redevelopment funds. Please see Exhibits A and C for both elements.

The estimated cost for the federal aid eligible improvements is $3.9 million, including local agency matching funds of $1.9 million. The matching funds have already been allocated for these improvements.

Additional grant ineligible improvements in the project area include the following: enhancing the railroad property at the northwest corner of Fourth and C Streets (as shown on Exhibits A, C and F) to include wide walkways, a central plaza and landscaping to create a gathering space for events in the historic Old Town area such as a Farmers Market; converting a weedy area south of the proposed Park and Ride area into a passive open space with walkways and landscaping immediately adjacent to the Galt Place mixed-use, private/public development (as shown on Exhibits A and C); adding security fencing along the Union Pacific Railroad tracks; and either adding mitigation features to reduce the noise from the railroad tracks or undergrounding the overhead utilities along “C” Street between Lincoln Way and Maple Street. The total cost for these improvements is $2.4 million, bringing the total cost of the Phase I “C” Street/Central Galt Complete Streets Project to $6.3 million.

Future phases (currently unfunded) include: mid-block crosswalk across Lincoln Way, north of “C” Street; restore two-way entry to B Street off the west side of Lincoln Way; restore diagonal parking
Exhibit B- Proposed “C” Street Improvements

Profile View of Proposed “C” Street Improvements (Civic to Lincoln)
- Special pavement band with ornamental lights and small monuments
- Little Caesar’s
- Donny’s
- Street tree, with groundcover typ.
- Relocated crosswalk & pedestrian refuge islands
- Turning lane with special pavement treatment
- R.O.W.

Profile View of Proposed “C” Street Improvements (Lincoln to Sixth St.)
- Special pavement band with ornamental lights, benches and small monuments
- Street tree, with groundcover typ.
- R.O.W.

Cross-section of Proposed “C” Street Improvements (Civic to Lincoln)
- Cross-section of Proposed “C” Street Improvements (Lincoln to Sixth St.)
Exhibit C- Proposed Park and Ride Multimodal Transit Hub, Fourth Street Frontage & Fourth Street Corridor Open Space Improvements
spaces along the east side of Lincoln Way (shown on Exhibits A and D); complete improvements along Fourth Street, as well as Open Space improvements adjacent Fourth Street, north and south sections; gateway and way-finding monuments at “C” Street/Civic Drive and “C” Street/Lincoln Way. The total project cost is estimated to be $10.3 million.

Only improvements located on “C” Street between Civic Drive and Sixth Street, are intended to be funded through this Round 5 Community Design Funding Program (2011-2013).

The City of Galt is requesting $2.0 million in grant funds for the “C” Street/Central Galt Complete Streets Project. Improvements to be completed will enhance, stimulate and revitalize Galt’s Downtown and historic Old Town in a variety of ways. The project is pedestrian and bicycle oriented and will encourage and promote economic investment through rehabilitation and new construction in these areas. Project limits are from Civic Drive west to Sixth Street on the “C” Street.

This area has historically been the economic and cultural heart of the community, which is why this project is a high priority for the City. The “C” Street/Central Galt Complete Streets Project will provide enhanced connectivity to the historic Old Town and Downtown from the Central Galt Interchange currently being constructed. Exhibits A and D show the project area and Exhibits B and C illustrate conceptual plans of proposed improvements.

II. **Central Galt**

Downtown and Old Town Galt has been and remains the community’s center. It includes historic buildings along Fourth and “C” Streets, City Hall, Galt Library, Aquatic Center/Skate Park, Sports Complex and numerous employers, banking, dining and the Galt Market (City owned and operated flea market). Downtown Old Town also includes a mix of residential units typical of traditional city center neighborhoods.

Highway 99 bisects the community and provides access to Downtown and Old Town via the Central Galt interchange. This interchange is currently under reconstruction and will become a new gateway entrance to the Downtown. The project limits for the interchange project stop at Civic Drive, where Galt’s Complete Streets Project begins. The Central Galt Interchange Project has been the City’s top priority for the last 10 years. The interchange improvements include reconstruction of the “C” Street overcrossing and adds a second bridge crossing at “A” Street. The project provides much needed pedestrian crossings and bike facilities to provide non-vehicular connectivity between the City’s east and west side. In addition, it includes future arterial connection to the east side of Galt to provide better overall circulation in the City and to unify the City. This project is scheduled for completion in late 2012.

From Civic Drive west to Sixth Street, the streetscape of “C” Street has limited landscaping, non-compliant and noncontiguous sidewalks, and non-compliant accessibility ramps at street corners resulting in a non-friendly pedestrian environment. A primary goal of the City Complete Streets Project is to improve the pedestrian environment and create a sense of place for both the Downtown and historic Old Town, while linking it with Highway 99 and the east side of the City.

The Complete Streets Project will fill the streetscape gap that currently exists on “C” Street between Civic Drive (which is the west end of the Central Galt Interchange) and Sixth Street. The City of Galt undertook a streetscape project on “C” Street in Old Town in 1996. The Old Town Streetscape
Improvement Project had a total public investment of approximately $4,600,000. As noted previously, the City is currently reconstructing the Central Galt Street interchange and building an adjacent crossing at “A” Street at a cost of $39 million. This project and other major public infrastructure improvements done by the City are shown on Exhibit D.

The City’s commitment to improve, revitalize and economically invigorate the Downtown and Old Town has been a goal first established in the 1989 General Plan and remains a top priority for the community. In 2008, the City prepared the “C” Street Corridor Plan, which embodied policies and goals of the General Plan. Based on public input and comment during the Corridor Plan’s preparation, design engineering plans were developed.

The C” Street/Central Galt Complete Streets Project was planned and developed consistent with the Regional Blueprint Principles for the community. This project will further facilitate and encourage pedestrian based development including mixed-use and redevelopment of existing facilities and structures. Throughout the planning process, the community has demonstrated support. Numerous workshops and other outreach programs were utilized in order to develop a workable project embodying Blueprint Principles. The City continues to encourage new mixed-use projects providing diverse housing choices, supports the concept of building on existing assets and continues to construct and support pedestrian friendly improvements and facilities.

The Complete Streets Project is in the City Redevelopment Project Area. This project is also outlined in the City’s Five Year Capital Improvement Plan, as a result of the City Council priority project selection in 2010.

In February 2011, the Galt Redevelopment Agency sold bonds in order to fund this and other priority projects within the community. Additionally, the City/Agency is committed to take the necessary steps for the Galt Redevelopment Agency to continue operating in light of AB1X26 and 1X27. For additional funding discussion, see Section VI – Project Readiness.

III. Public/Private Investment near the “C” Street Corridor

In the last three years, over $24 million in private funds have been invested in the Galt Complete Streets Project area. Exhibit F shows the location of the various projects recently completed, followed by Exhibit G, which numerically corresponds with Exhibit F and provides a description and before and after photos of the improvements. The current and planned improvements provide an incentive for property owners to invest in the community. The City continues to receive positive inquiries from the development community for new and exciting projects which will benefit from the pedestrian oriented improvements planned for this project.

The Complete Streets Project will improve the streetscape and encourage pedestrians and travelers to visit the area thereby providing momentum and interest in the revitalization of underutilized properties to create a vibrant and successful business and service center.

The Complete Streets Project builds on existing public investment in Galt’s Old Town and the new Central Galt Interchange Project. It will provide safe and efficient means of travel for pedestrians and vehicles. Many of Galt’s public services are located in Downtown and historic Old Town including banking, government, recreation, medical, shopping and dining. This project will improve the connectivity to these important services.

The locations of employment centers and proximity to the Project are shown in Exhibit E.
Major Public Infrastructure Improvements

EXHIBIT D

OLD TOWN STREETSCAPE IMPROVEMENTS PROJECT
Investment, $4,600,000
Status: Complete, 2003

LINCOLN WAY
Investment, $1,240,000
Status: Design Stage

CENTRAL GALT INTERCHANGE PROJECT
Investment, $39,000,000
Status: Under Construction

LINCOLN WAY PARKING LOT
Investment, $486,400
Status: Complete, 2010

PARK AND RIDE MULTIMODAL TRANSIT HUB
Investment, $852,000
Status: Design Stage

FOURTH STREET FRONTAGE
Investment, $424,000
Status: Design Stage

RAILROAD QUIET ZONE IMPROVEMENTS PROJECT
Investment, $275,000
Status: Design Stage

LINCOLN WAY IMPROVEMENTS, PHASE TWO
Investment, $4,300,000
Status: Complete, 2002

GALT MARKET REMOTE PARKING LOTS (4 Lots)
Investment, $900,000
Status: Complete, 2002

Status: Complete, 2003

Status: Design Stage

Status: Complete, 2010

Status: Complete, 2002

Legend:
- SACOG Community Design Grant Limits
- "C" Street/ Central Galt Complete Streets Project Area
- Other City Infrastructure Projects

Callander Associates

"C" Street/ Central Galt Complete Streets Project

City of Galt
Public Works Department
Connectivity to Employment Centers

"C" Street/ Central Galt Complete Streets Project
City of Galt
Public Works Department

Callander Associates

Callander Associates

City of Galt Public Works Department

City of Galt
Callander Associates

City of Galt Public Works Department

Connectivity to Employment Centers

EXHIBIT E
“C” Street/Central Galt Complete Streets Project

IV. Promoting Blueprint Principles

Because Galt is a more suburban community without major transit opportunities that are key to smart growth and Blueprint Principles, the City has focused on encouraging a variety of housing types, creating mixed-use developments, and developing more efficient and multi-modal transportation options.

With regard to housing, the City adopted two new residential land use categories promoting Blueprint Principles. These include Mixed-Use with a density of up to 60 dwelling units per acre and a floor area ratio (FAR) of 3.0 for non-residential. Additionally, a new High Density Residential category was established to accommodate density up to 24 dwelling units per acre.

There are approximately 20 acres of Mixed-Use designated lands within .75 mile of the Complete Streets Project Area.

By adopting the new land use categories, the City is promoting re-use of existing assets and infill development. Improving the downtown business corridor is intended to promote investment in additional development of residential units which are planned within one mile both south and east of the Project Area.

The Complete Streets project will principally serve community residents west of Highway 99, but it will also significantly enhance connectivity from Galt’s newer east side to downtown. Approximately one-half of the City’s population or 3,400 dwelling units are within two miles of the project area, with approximately 2,000 dwelling units within one mile.

The project specifically promotes Blueprint principles by:

- Increasing the safety, comfort and aesthetics of “C” Street for pedestrians and bicyclists
- Focusing streetscape improvements in an infill area to support and attract new development on vacant and underutilized properties
- Creating green space by providing drought tolerant landscaping which will create shade, absorb carbon emissions, and lessen the heat island effects of concrete and asphalt surfaces
- Using design elements to establish an aesthetically pleasing and pedestrian friendly corridor on “C” Street from Civic Drive to Sixth Street.

Pedestrian Visibility and Mobility

The combination of new sidewalks, sidewalk bulb outs, safe islands, landscaping and pedestrian scale lighting helps establish a pedestrian-oriented roadway. “C” Street, which serves as a major vehicle route between Fourth Street and Highway 99, has an average crossing width of 66-feet. The safe islands and bulb outs are intended to calm traffic, reduce vehicle speeds, shorten the pedestrian crossing distance, and increase the visibility of pedestrians to drivers.
Strengthening Gateway into Historic Old Town Galt

The project will strengthen the gateway into Downtown and Old Town Galt. As connectivity is improved along “C” Street, pedestrians are encouraged to frequent historic buildings located in the Old Town. The City’s project demonstrates the value of re-investing in an existing historic downtown business district by improving a pedestrian corridor that will support future development along and near the corridor.

V. Community Support

Starting in February 2011, the City sponsored five separate public workshops/hearings on the project. In addition, the City met with the local business interests, including the Chamber of Commerce. City staff and the design consultant Callander & Associates met with members of the public to discuss the “C” Street/Central Galt Complete Streets Project and receive input. Callander & Associates reviewed the current conditions of the project site and demonstrated through photo simulations how the site will be transformed with various improvements.

On August 3, 2011, City Council reviewed the proposed “C” Street/Central Galt Complete Streets Project. The City Council expressed enthusiasm for the project and directed staff to pursue funding for the project via the SACOG Community Design Funding Program. As part of the Fiscal Year 2011-12 City Budget, the City Council authorized the initial funding of this project in the amount of $4.3 million.

VI. Project Readiness and Deliverability

In response to comments received from the Community Design Funding Program Review Team, the City has prepared the following response in order to provide clarification.

The City’s Complete Streets Project does not require the acquisition of additional right-of-way. All proposed improvements will occur within existing City rights-of-way (SACOG pre-application response letter, dated August 1, 2011, comments #2, #4 and #5).

Regarding funding for this Project, you will find a copy of the Official Statement relating to the Redevelopment Agency bond sale in the amount of $13.7 million on February 25, 2011 (see related materials). Of this, $9.1 million is available for expenditures, with $4.3 dedicated to the Complete Streets Project. Also attached is an ordinance of the City of Galt allowing the City Redevelopment Agency to remain in existence and continue to operate in accordance with AB1X26 and 1X27.

The California Supreme Court recently issued a court order which effectively stopped all California Redevelopment Agencies from incurring new debt, entering into new contracts or adopting or amending Plans. The court has indicated that a decision may be made prior to January 15, 2012, the date by which the first “community remittance” payments are due.

During this interim time, the City will continue work efforts to complete this project. The design, environmental and other sub-consultants will remain under contract and continue working to complete all necessary tasks. The City is committed to complete this project whether the legislation is upheld, in which case the City will pay the “community remittance” payment as currently planned, or
the legislation is overturned and the City will proceed without having to make the “community remittance” payment. (Comments #3 and #5)

With regard to utility relocation, none is planned other than the undergrounding of existing overhead utilities, within existing City rights-of-way. The original title of the Project included a typographic error and has been corrected. This is not a rehabilitation project. (Comment #4)

Based on preliminary engineering investigations, there appear to be no serious obstacles confronting the implementation of this project. The City has full site control since all the project improvements will occur on public land within the exiting City rights-of-way and no land acquisition is necessary to complete the project. Preliminary design for the project has begun and in-house engineering staff who are experienced in a wide variety of capital projects, will work with Callander & Associates to complete the final design and engineering. Engineering staff is responsible for design and project management for the majority of City capital projects including public facilities, sewer and water projects, and all transportation related projects. If awarded, grant funds will be used only for construction. The City will be responsible for maintaining the improvements. (Comment #5)

**Environmental Review:**

The City of Galt has reviewed the proposed project under the California Environmental Quality Act (CEQA) and has determined that it is subject to the preparation of a Negative Declaration. Additionally, the City anticipates preparation of a categorical exclusion pursuant the National Environmental Policy Act (NEPA). The initial study under CEQA has been initiated, in addition to an operational circulation analysis evaluating constraints. Sub-consultants for noise and air quality have been selected and have initiated work efforts.

Our preliminary NEPA determination is that the project is consistent with the provisions of 23 CFR 771.117 (c)(2, 3, 6, 7, 8, and 15), (d)(4) as it involves utility installations along or across a transportation facility; the installation of landscaping, the installation of signage, pavement markings, bike and pedestrian lanes and facilities, potential noise mitigation barriers, corridor parking facilities and will alter facilities in order to make them accessible for elderly and handicapped persons. As a result, the project should be eligible for a categorical exclusion. The City will document this environmental determination through the Caltrans review/approval process.

The CEQA and NEPA analysis will evaluate both the “C” Street Improvements, as well as those planned on and adjacent Fourth Street. Although the “C” Street portion of the project would likely qualify for an exemption pursuant CEQA Section 15301(c), it was determined that preparation of a Negative Declaration was appropriate for the entire project. Both environmental documents are scheduled for completion in September, 2012. (Comments #2 and #5)
Public and Private Development Investments

**EXHIBIT F**

**1. 201 FOURTH ST./ BREWSTER RESTAURANT**
- (Restaurant Rehabilitation Project)
- Private Investment: $1,300,000
- Public Investment: $1,600,000
- Status: Complete

**2. HISTORIC BREWSTER HOUSE**
- (Facade Improvement Project)
- Private Investment: $6,350
- Public Investment: $5,250
- Status: Complete

**3. 408, 412, 416 “C” STREET & 305 FOURTH ST.**
- (Facade Improvement Project)
- Private Investment: $23,290
- Public Investment: $21,291
- Status: Project Complete

**4. 227-241 S. LINCOLN WAY**
- (Facade Improvement Project)
- Private Investment: $94,000
- Public Investment: $45,000
- Status: Complete

**5. 253-257 S. LINCOLN WAY**
- (Facade Improvement Project)
- Private Investment: $67,605
- Public Investment: $54,000
- Status: Complete

**6. 232 S. LINCOLN WAY**
- (Facade Improvement Project)
- Status: Project Pending

**7. 825 “C” STREET**
- (Facade Improvement Project)
- Status: Project Pending

**8. SIMMERHORN COMMERCIAL DEVELOPMENT**
- (41 Acre Development)
- Private Investment: TBD
- Public Investment: $52,000
- Status: Proposed Project

**9. 333 FOURTH ST.**
- (Facade Improvement Project)
- Private Investment: $70,000
- Public Investment: $30,000
- Status: Under Construction

**10. GALT PLACE**
- (Affordable Senior Apartment/ Mixed-Use Project)
- Private Investment: $21,000,000
- Public Investment: $4,000,000
- Status: Project Complete

**12. ENTERTAINMENT VENUE PROJECT**
- (RDA is assembling 10 properties to initiate this project)

**STOP-N-SHOP CENTER**
- (Facade Improvement Project)
- Private Investment: $1,000,000
- Status: Complete

**GALT PLAZA SHOPPING CENTER**
- Private Investment: $5,000,000
- Public Investment: $1,100,000
- Status: Complete

**LEGEND**
- SACOG COMMUNITY DESIGN GRANT LIMITS
- “C” STREET/ CENTRAL GALT COMPLETE STREETS PROJECT AREA

Approximately one-half of the City’s population (3,400 dwelling units) are within two miles of the project area. 2,000 of those dwelling units are within one mile.
1. **201 Fourth Street (Brewster Restaurant)** – The Brewster Building is listed on the National Register of Historic Buildings, but had been vacant for over 15 years and fallen into significant disrepair. The Redevelopment Agency provided financial assistance to retrofit the unreinforced masonry building, make it handicapped accessible, and convert it into an upscale bar and restaurant. The Agency also assisted the owner with street improvements to B Street along the project’s frontage. Brewster’s Bar and Grill opened its doors for business on May 31, 2011. The total project cost was $2.9 million. The Redevelopment Agency loaned the applicant $1,258,000 as well as providing a grant in the amount of $342,000.

   Before Renovation

   After Renovation

2. **206 Fifth Street (Brewster House)** – The Brewster House is listed on the National Register of Historic Places and the City of Galt’s list of historic sites. The project consisted of new exterior paint. The total project cost was $11,600 with a Façade Improvement Program (FIP) matching grant of $5,800. The project was completed in **December 2008**.

   Before

   After

3. **408/412 C Street, 416 C Street & 305 Fourth Street** – The buildings are located on the corner of “C” and Fourth Street. The buildings are listed on the City of Galt’s list of historic sites. The project consisted of new exterior paint, new awnings, and repair work to windows. Total project cost was $42,581 with a matching FIP grant of $21,291. The project was completed in **December 2009**.

   Before Renovation

   After Renovation
4. **227-241 S. Lincoln Way** – The buildings are located on the east side of Lincoln Way between A and C Streets. The project consisted of the total renovation of the building façade. The new façade has an art deco appearance. It included new aluminum storefront, goose neck sign lighting, raised parapet walls, decorative medallions, new tile, exterior paint, and extensive use of neon. The total project cost was $139,000 with a matching FIP grant of **$45,000**. The project was completed in **November 2010**.

![Before Renovation](image1)

![After Renovation](image2)

5. **253-257 S. Lincoln Way** – The buildings are located on the northeast corner of Lincoln Way and C Street. The intersection is considered the heart of Galt as it is the crossroads of the City’s two main thoroughfares. The project consisted of the renovation of the building facade. It included a raised parapet along the C Street frontage, new stucco and tile on the facade, new molding, new awnings, and new exterior paint. The total project cost was $121,605 with a matching FIP grant of **$54,000**. The project was completed in **March 2011**.

![Before Renovation](image3)

![After Renovation](image4)

6. **232 S. Lincoln Way (Giddens Building)** – The application was received in June 2009. The project has not yet started.

7. **825 C Street (Stop and Shop Center)** – The application was received in September 2010. The project has not yet started.

8. **Simmerhorn Commercial** – The Economic Development Roadmap for the City of Galt, 2008 recommends and encourages the City to identify and prepare certain commercial properties for market readiness. The
Simmerhorn Commercial site is one of the properties identified. Implementing policies such as these ensure that the City will sustain a competitive advantage in the market place. The site is approximately 1/4 mile from the project area on “C” Street. Upon completion of the “C” Street/Highway 99 interchange project, vehicle, pedestrian and bicycle access will be available to the site via the “C” and “A” Street interchange crossings. The retail center will be capable of developing approximately 300,000 square feet of commercial space and will have excellent connectivity for pedestrian and bicycle travelers to and from the Downtown. The property is unique given its relatively large size (46 acres) and close proximity to Downtown and the project area.

The City authorized $52,000 to evaluate preliminary circulation, utilities and environmental analysis, which is currently underway. The City is excited to work with future developers in order to realize the full development potential of this vacant and underutilized infill project.

9. **333 Fourth Street (Spaans)** – The project is located on Fourth Street between C and D Streets. The permit application for façade improvements was received on March 17, 2011. Construction on the project started in August, 2011 and is expected to be complete by the end of 2011. Public investment is $30,000, with a total project cost of $100,000.

10. **Galt Place Senior Apartments and Mixed Used Project** – With Redevelopment Agency financial assistance, a CFY Development completed this three story building with 80 low income senior apartments above parking and over 10,000 sq. ft. of ground floor retail space. The building fronts Fourth Street south of D Street. Residential tenants are currently moving in. The owner is currently marketing the commercial space. The total project cost is $24 million, including a $4 million public loan investment.
11. **Union Pacific Rail Road (UPRR) Transit Hub and Open Space Project** – The Redevelopment Agency has negotiated a beautification lease with the UPPR for construction of open space, trails, and a Multi-Modal Transit Hub, including a park and ride lot on the railroad property between D and F Streets along Fourth Street. The park and ride lot will increase customer parking in the area and beautify the vacant, underutilized railroad property. This site will accommodate facilities for future commuter rail services as set forth by the High Speed Rail Authority. The balance of the property will be landscaped with walking trails creating a safe and visually enhanced open space, complimenting Historic Old Town. See Exhibit C.

12. **Entertainment Venue Property Acquisition** – The City is in the negotiation process to acquire 10 key properties in the historic Old Town for redevelopment, which should be completed in September, 2011. This project would result in the development of approximately 40,000 sq. ft. of new building space to accommodate a theater and bowling alley, creating approximately 40 new jobs. This project will act as a catalyst in attracting other service oriented operations. Because of the unique location to nearby residential and business development, it is expected that a high volume of pedestrian and bike traffic will service this project. Development of the project is estimated to be $8 million.
## City of Galt “C” Street/Central Galt Complete Streets Project Timeline

<table>
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<tr>
<th>Project Phase</th>
<th>Complete By</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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<td>Apr-14</td>
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</table>

1. Locally funded project phase
2. Grant directed wait time for project authorization
3. Grant funded project phase

(1) City of Galt project plans, specifications and estimates will be complete for bidding by September 2012. Schedule shows project authorization in November 2013. Only firm date is that City RDA bonds must be encumbered (i.e. construction contract awarded) by February 2014.
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<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate</th>
<th>Amount Requested</th>
<th>Month/Year Funding Requested</th>
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</table>
Mr. Greg Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: Pre-Submittal Letter for the “C” Street/Central Galt Complete Streets Rehabilitation Project (Phase I)

Dear Mr. Chew,

On behalf of the City of Galt, this letter is submitted for consideration for the Sacramento Area Council of Governments (SACOG) fifth round of Community Design Funding Program for the “C” Street/Central Galt Complete Streets Rehabilitation Project (Phase I).

Applicant: City of Galt  
Project Name: “C” Street/Central Galt Complete Streets Rehabilitation Project (Phase I)  
Project Category: Category 2, Complete Streets  
Phase I Project Costs: $6.2 million  
Local Match Funding: $4.2 million (Redevelopment Agency Bond Proceeds)  
Funds Requested: $2.0 million

Since the mid 1980’s, rehabilitation and revitalization of Central Galt has been a top priority to community leaders. The “C” Street/Central Galt Complete Streets Rehabilitation Project represents the City’s continued commitment for revitalization of the community in the Central Business District (CBD) and Historic Old Town. The project is locally funded with Galt Redevelopment Agency Bond proceeds in the amount of $4.2M. The total project cost is $10M. The $2M requested will allow Phase I of the project to be completed, fulfilling stated goals and objectives of the Galt General Plan, Downtown Historic Preservation Specific Plan, the Galt Bike Master Plan and local Capital Improvement Plan. Components of each of these documents have provided guidance in revitalization of the community’s CBD and Historic Old Town, collectively referred to as Central Galt.

The “C” Street/Central Galt Complete Streets Rehabilitation Project supports and provides many of the Blueprint concepts, which are as follows:

- **Transportation:** This project will construct improved and enhanced pedestrian access along the “C” Street corridor and 4th Street between “A” and “F” Streets, providing connectivity in a safe and walkable manner to Galt’s Historic Old Town and neighborhoods to the west. Additionally, the rehabilitated street sections will provide safe and improved travel ways for bicyclists and vehicles and connection to a planned park adjacent the Union Pacific Railroad and a park and ride facility adjacent to 4th Street. Adjacent to the park and ride facility, a site has been designated to accommodate a future commuter rail station consistent with the High Speed Rail Authority.
➢ **Mixed-Use and Development:** Located in Historic Old Town, Galt Place, a mixed-use ground floor commercial and high density affordable senior project (80 D.U.), was completed in April, 2011. The residents and businesses of this development will benefit from the walkable streetscape improvements and connections to the Central Business District.

➢ **Housing Choices:** In addition to the Galt Place Mixed Use Senior Apartment project, other housing choices are located in the immediate project area. This includes an inventory of historic residential units mixed with conventional single family, duplex and multiplex units. The proximity to the CBD and Historic Old Town demonstrates compatibility with Blueprint Principles.

➢ **Use of Existing Assets:** This project will complete the street connection between Highway 99 and Historic Old Town. The new Central Galt/Highway 99 interchange project, (currently under construction) and the planned connection to the east side of the City, coupled with this project, provides enhanced connectivity to the CBD for the entire community.

Additionally, the improvements will complement streetscape improvements already completed in Historic Old Town on both “C” Street and 4th Street. Prior streetscape revitalization efforts in combination with other reinvestment programs offered by the City have been extremely successful in bringing significant private reinvestment to this area of the community.

➢ **Design Detail:** The consultant team started on this project in January 2011, and have completed approximately 15% of the design documents. The project includes streetscape improvements and enhancements, including mid block crossing, pedestrian safe islands, pedestrian lighting, bike lane improvements, utility relocation, and architectural street enhancements.

➢ **Natural Resource Conservation:** The project will take advantage of existing landscaping and provide new additional water conserving landscaping and irrigation. Where appropriate, recycled materials will be utilized in project development.

➢ **Project Deliverables:** The grant project includes streetscape improvements on “C” Street from Highway 99 west to 6th Street, a park and ride lot, park development, and trails on the west side of 4th Street between “A” and “F” Streets. Improvements will include enhanced frontage, sidewalks, accessibility improvements, enhanced pedestrian crossings and safe islands, bulb outs, pedestrian scale street lighting streetscape elements including benches and trash receptacles, utility undergrounding, street architectural enhancements and signage.

➢ **Associated Development:** Significant public and private reinvestment has occurred in the project area. Efforts over the past three years have included numerous commercial façade rehabilitations, construction of the Galt Place Mixed-Use Senior Apartments, and the Brewster Building, which is now Brewster’s Restaurant employing approximately 20 employees.

The City Redevelopment Agency (RDA) is in the process of acquiring eight to nine properties for the purpose of developing an entertainment venue within the project area. All properties are anticipated to be purchased by September, 2011. At the same time, the City is soliciting interest from the development community to complete this exciting project. This will add 15-20 jobs in the immediate area.

As noted previously, the consultant team is actively working on this project which is approximately 15% design complete. CEQA and NEPA preliminary analysis has begun, and is scheduled for completion in early 2012.
The City of Galt RDA has funded all costs to date and will be the fund source for the local match of $4.2M.

As you are probably aware, the Governor recently signed into law two Bills which have the combined effect of abolishing redevelopment agency through the State, unless the community agrees to pay a “community remittance”. The City of Galt will introduce an ordinance on August 3, 2011, and adopt the same ordinance on August 16, 2011, which will allow the City’s RDA to continue to operate. This will allow the Agency to expend funds held for this project. The remainder of the total project (Phases 2-4) will be funded through future RDA tax increment and other sources. The 2011 Program cycle will allow the City and Agency to complete the “C” Street corridor portion of the project.

I am trained in managing federal and eligible projects and have reviewed and approved the content of this pre-submittal letter. If you have any questions or would like to discuss this project in further detail, please contact me.

Sincerely,

[Signature]

Gregg L. Halladay, P.E.
Director of Public Works
495 Industrial Drive
Galt, CA 95632
(209) 366-7260
Email: ghalladay@ci.galt.ca.us

Enclosure

c: Jason Behrmann, City Manager
August 1, 2011

Mr. Gregg Halladay, PE
Director of Public Works
City of Galt
495 Industrial Drive
Galt, CA 95632

Re: City of Galt “C” Street/Central Galt Complete Streets Rehabilitation Project

Mr. Halladay:

Thanks for providing us with the city of Galt’s pre-submittal letter for initial review for “C” Street/Central Galt Complete Streets Rehabilitation Project as a potential candidate for the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project will construction improved and enhanced pedestrian access along two corridors in downtown. Improvements include enhanced frontage, sidewalks, accessibility improvements, enhanced pedestrian crossings and safe islands, bulb outs, pedestrian scale lighting streetscape elements including benches and trash receptacles, utility undergrounding, street architectural enhancements and signage.

2. One significant issue the Review Team identified is when NEPA will be completed, and how it affects the rest of the project schedule. Historical Preservation issues may affect right-of-way acquisition and certification, and the request for authorization for construction. The city or its redevelopment agency cannot acquire right-of-way until CEQA/NEPA have been approved. It is possible by federalizing this project that there may be an impact on the right-of-way certification and may impact the city’s ability to deliver this project in a timely manner. Please be sure to address this issue in your application to clarify the city’s status and schedule on NEPA and right-of-way acquisition. Also, please address what acquisition will need to be made.

3. Thank you for identifying the city’s proposed action on redevelopment funding. Because this is a moving target for many Community Design applicants, please be sure to provide as much information that the local match for this project is secure or can be made secure.

4. Please describe in your application whether and/or how utility relocation will be handled. Utility relocation can be a critical task because it is part of the right-of-way certification. Also, the title of your project suggests that this project will “rehab” the street – please be clear if this is the case. Pure rehabilitation projects are better suited in the Regional/Local program, whereas street improvement projects are suitable for both funding programs.

5. You state that the project is at the approximately 15% design completion stage. Please be sure to provide in your application a clear picture of what work has been completed to date in regards to right-of-way certification, CEAQ/NEPA clearance, and redevelopment funds, and city’s schedule for realistic completion date. Also, please be clear exactly what you are seeking funding to do.
6. The Team believes that this project is fundamentally federal aid eligible and that you may submit an application. It will most likely qualify for TE funds. Please be aware that the funding sources may not be available for the programming year that you request. This may mean a later programming year or somehow advancing the project.

7. The Director of Public Works signed the letter for this, but SACOG’s experience is that the person in this position actually rarely manages Community Design projects. If the city is going to offer another federal-aid trained manager for this project, we request that that person sign the application and serve as the point of contact.

The following notes are sent to all applicants:

8. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Selection Committee (the first of two review committees), you will be contacted between September 12 and 14th and an interview may be offered to you the day of Monday, September 19th. By September 16, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate. We do not expect these documents to be complete, but enough of it so that we may discuss it during the interview. After the interview, then we’ll ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by October 3, 2011.

9. In addition, you may be required to calculate the emissions benefits of your project by Monday, October 3. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

10. Likewise, if your project is recommended for funding by the Community Design Selection Committee, and there is a realistic possibility that the project might receive STIP-TE funding, then you may be asked to do two tasks. First, you may be asked to fill out a TE eligibility application for review by Caltrans. Secondly, there is a law that requires that SACOG give priority to TE-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September 19, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Also please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Mr. Halladay’s qualifications (the city’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to him if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG’s response, please feel free to contact me at (916) 340-6227

Sincerely,

[Signature]

Gregory R. Chew
SACOG Community Design Program Manager
RELATED MATERIALS
City Council introduces redevelopment ordinance

By Kerensa Uyeta-Buckley - Staff Writer

Published:
Wednesday, August 10, 2011 6:06 PM CDT

The City of Galt took an important step in allowing city projects to continue as it introduced an ordinance that will ensure the city’s Redevelopment Agency remains in place.

The ordinance affects projects ranging from the Central Galt Corridor to the Union Pacific Railroad Property rehabilitation.

Such projects were forced to stop after Governor Jerry Brown signed a bill earlier in the year that ceased work on redevelopment activity and will eliminate redevelopment agencies on Oct. 1.

Ordinance No. 2011 would comply with the Voluntary Alternative Redevelopment Program, taking existing property tax money and paying it to the state in order to keep the Redevelopment Agency’s projects intact.

The ordinance is the first step and will be presented again at the City Council’s Aug. 16 meeting. If it is approved at the meeting, it will be the second reading of the ordinance and then it can move forward, according to City Manager Jason Behrmann.

Action on the ordinance is being treated in a timely manner, as the city is working to have it in place before the Oct. 1 deadline.

Ordinance 2011 defines the yearly payments made by the city to the state as being made under protest, adding that if a stay were granted, the payments would be stopped during the course of the stay.

If Assembly Bill IX 26 or Assembly Bill IX 27 is found to be invalid, the ordinance would also be eliminated and the city would have the right to ask for a refund of any relevant money paid to the state, according to the council agenda report on the ordinance.

The first payment, which would be due in the first half of 2012 to keep the agency running, is estimated at $1,021,000 by the California Redevelopment Association.

At its Aug. 3 meeting, the City Council unanimously passed the introduction of the ordinance.

Galt Mayor Barbara Payne noted the significance of the ordinance during a discussion at the meeting.

“We have to have faith in our community that we can move forward,” Payne said.

Other projects that could be affected by the ordinance are property acquisitions and additional development in Old Town, Behrmann said by phone on Aug. 8.

“Redevelopment has been a huge catalyst for Galt to improve the community. If you look at the work going on, all of that is going into redevelopment funds,” Behrmann said. “It would not be possible without redevelopment.”

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[x] Close Window
ORDINANCE NO. 2011-12

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GALT
DETERMINING TO COMPLY WITH THE VOLUNTARY ALTERNATIVE
REDEVELOPMENT PROGRAM PURSUANT TO PART 1.9 OF DIVISION 24 OF
THE CALIFORNIA HEALTH AND SAFETY CODE IN ORDER TO PERMIT
THE CONTINUED EXISTENCE AND OPERATION OF THE
REDEVELOPMENT AGENCY

WHEREAS, the City Council of the City of Galt (“City”) approved and adopted the Redevelopment Plan for the Galt Redevelopment Project (“Redevelopment Plan”) covering certain properties within the City (the “Project Area”); and

WHEREAS, the Redevelopment Agency of the City of Galt (“Agency”) is engaged in activities to execute and implement the Redevelopment Plan pursuant to the provisions of the California Community Redevelopment Law (Health and Safety Code § 33000, et seq.) (“CRL”); and

WHEREAS, since adoption of the Redevelopment Plan, the Agency has undertaken redevelopment projects in the Project Area to eliminate blight, to improve public facilities and infrastructure, to renovate and construct affordable housing, and to enter into partnerships with private industries to create jobs and expand the local economy; and

WHEREAS, over the next few years, the Agency hopes to implement a variety of redevelopment projects and programs to continue to eliminate and prevent blight, stimulate and expand the Project Area’s economic growth, create and develop local job opportunities and alleviate deficiencies in public infrastructure, to name a few; and

WHEREAS, as part of the 2011-12 State budget bill, the California Legislature has recently enacted and the Governor has signed, companion bills AB 1X 26 and AB 1X 27, requiring that each redevelopment agency be dissolved unless the community that created it enacts an ordinance committing it to making certain payments; and

WHEREAS, specifically, AB 1X 26 prohibits agencies from taking numerous actions, effective immediately and purportedly retroactively, and additionally provides that agencies are deemed to be dissolved as of October 1, 2011; and

WHEREAS, AB 1X 27 provides that a community may participate in an “Alternative Voluntary Redevelopment Program,” in order to enable a redevelopment agency within that community to remain in existence and carry out the provisions of the CRL, by enacting an ordinance agreeing to comply with Part 1.9 of Division 24 of the Health and Safety Code; and

WHEREAS, the Alternative Voluntary Redevelopment Program requires that the community agree by ordinance to remit specified annual amounts to the county auditor-controller; and

WHEREAS, under the threat of dissolution pursuant to AB 1X 26, and upon the contingencies and reservations set forth herein, the City shall make the Fiscal Year 2011-2012 community remittance, currently estimated to be One Million and Twenty-One Thousand Dollars ($1,021,000), as well as the subsequent annual community remittances as set forth in the CRL; and
ORDINANCE NO. 2011-12
PAGE 2 OF 4

WHEREAS, the City reserves the right to appeal the California Director of Finance’s determination of the Fiscal Year 2011-12 community remittance, as provided in Health and Safety Code Section 34194; and

WHEREAS, a lawsuit challenging the constitutionality of AB 1X 26 and AB 1X 27 has been filed on behalf of cities, counties and redevelopment agencies; and

WHEREAS, while the City currently intends to make these community remittances, they shall be made under protest and without prejudice to the City’s right to recover such amounts and interest thereon, to the extent there is a final determination that AB 1X 26 and AB 1X 27 are unconstitutional; and

WHEREAS, the City reserves the right, regardless of any community remittance made pursuant to this Ordinance, to challenge the legality of AB 1X 26 and AB 1X 27; and

WHEREAS, to the extent a court of competent jurisdiction enjoins, restrains, or grants a stay on the effectiveness of the Alternative Voluntary Redevelopment Program’s payment obligation of AB 1X 26 and AB 1X 27, the City shall not be obligated to make any community remittance for the duration of such injunction, restraint, or stay.

THE CITY COUNCIL OF THE CITY OF GALT, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated herein by reference.

Section 2. Participation in the Alternative Voluntary Redevelopment Program. In accordance with Health and Safety Code Section 34193, and based on the Recitals set forth above, the City Council hereby determines that the City shall comply with the provisions of Part 1.9 of Division 24 of the Health and Safety Code, as enacted by AB 1X 27.

Section 3. Payment Under Protest. Except as set forth in Section 4 below, the City Council hereby determines that the City shall make the community remittances as set forth in Health and Safety Code Section 34194 et seq.

Section 4. Effect of Stay or Determination of Invalidity. The City shall not make any community remittance in the event a court of competent jurisdiction either grants a stay on the enforcement of AB 1X 26 and AB 1X 27 or determines that AB 1X 26 and AB 1X 27 are unconstitutional and therefore invalid, and all appeals relating to the granting of a stay are exhausted or unsuccessful, or time for filing an appeal has lapsed. Any community remittance shall be made under protest and without prejudice to the City’s right to recover such amount and interest thereon in the event that there is a final determination that AB 1X 26 and AB 1X 27 are unconstitutional. If there is a final determination that AB 1X 26 and AB 1X 27 are invalid, this Ordinance shall be deemed to be null and void and of no further force or effect.

Section 5. Implementation. The City Council hereby authorizes and directs the City Manager to take any action and execute any documents necessary to implement this Ordinance, including but not limited to notifying the Sacramento County Auditor-Controller, the Controller of the State of California, and the California Department of Finance of the adoption of this Ordinance and the City’s agreement to comply with the provisions of Part 1.9 of Division 24 of the Health and Safety Code, as set forth in AB 1X 27.

Section 6. Additional Understandings and Intent. It is the understanding and intent of the City Council that, once the Agency is again authorized to enter into agreements under the CRL, the City will enter into an agreement with the Agency as authorized pursuant to Section 34194.2, whereby the Agency will transfer annual portions of its tax increment to the City in amounts not to exceed the annual community
remittance payments to enable the City, directly or indirectly, to make the annual remittance payments. The City Council does not intend, by enactment of this Ordinance, to pledge any of its general fund revenues or assets to make the remittance payments.

**Section 7. CEQA.** The City Council finds, under Title 14 of the California Code of Regulations, Section 15378(b)(4), that this Ordinance is exempt from the requirements of the California Environmental Quality Act ("CEQA") in that it is not a "project," but instead consists of the creation and continuation of a governmental funding mechanism for potential future projects and programs, and does not commit funds to any specific project or program. The City Council, therefore, directs that a Notice of Exemption be filed with the County Clerk of the County of Sacramento in accordance with CEQA Guidelines.

**Section 8. Severability.** If any section, subsection, sentence, clause or phrase of this Ordinance is determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provision of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unlawful.

**Section 9. Effective Date.** This Ordinance shall take effect thirty days after its final adoption as provided by Government Code Section 36937. Within 15 days after its final passage, the City Clerk shall cause this Ordinance to be published and posted in accordance with Section 36933(c)(1) of the California Government Code.

The foregoing Ordinance was introduced and the title thereof read at the regular meeting of the City Council on the 3rd day of August, 2011 and by unanimous vote of the City Council members present, further reading was waived.

On motion by Council Member Crews, seconded by Council Member Powers, the foregoing Ordinance was duly passed and adopted by the City Council of the City of Galt at a regular meeting thereof, this 16th day of August, 2011 by the following vote, to wit:

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<th>Powers, Singleton, Shelton, Crews, Payne</th>
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\[Signature\]

MAYOR, City of Galt

\[Signature\]

Deputy City Clerk, City of Galt
CERTIFICATION STATEMENT

I, Donna Settles, Deputy City Clerk of the City of Galt, do hereby certify that the foregoing ordinance is a true and correct copy of Ordinance No. 2011-12, passed by the City Council on the day and year set forth above, and published pursuant to law.

[Signature]
Deputy City Clerk, City of Galt
In the opinion of Jones Hall, A Professional Law Corporation, San Francisco, California, Bond Counsel, subject, however to certain qualifications described herein, under existing law, the interest on the Series A Bonds is excluded from gross income for federal income tax purposes, and such interest is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations, although for the purpose of computing the alternative minimum tax imposed on certain corporations, such interest is taken into account in determining certain income and earnings. In the further opinion of Bond Counsel, interest on both the Series A Bonds and the Series B Bonds is exempt from California personal income taxes. See “TAX MATTERS” herein.

The $7,720,000 principal amount of Redevelopment Agency of the City of Galt, Galt Redevelopment Project, 2011 Tax Allocation Bonds, Series A

Dated: Date of Delivery

The $7,720,000 principal amount of Redevelopment Agency of the City of Galt, Galt Redevelopment Project, 2011 Tax Allocation Bonds, Series A and the $6,005,000 Galt Redevelopment Project, 2011 Taxable Tax Allocation Bonds, Series B (the "Series A Bonds" and "Series B Bonds" and together, the "Bonds") are being issued by the Redevelopment Agency of the City of Galt (the "Agency") pursuant to the California Redevelopment Law (described herein) and an Indenture of Trust, dated as of March 1, 2011 (the "Indenture").

Proceeds of the Bonds will be used to (i) fund certain redevelopment activities of benefit to the Agency's Galt Redevelopment Project (the "Project Area"); (ii) refund the Agency's Galt Redevelopment Project 2002 Tax Allocation Bonds, currently outstanding in the amount of $3,340,000, (iii) fund capitalized interest and a reserve fund for the Bonds; and (iv) pay the costs of issuance of the Bonds.

The Bonds will be delivered as fully registered bonds, registered in the name of De La Rosa, Co. as nominee of The Depository Trust Company, New York, New York ("DTC"), and will be available to ultimate purchasers ("Beneficial Owners") in the denomination of $5,000 or any integral multiple thereof, under the book-entry system maintained by DTC. Beneficial Owners will not be entitled to receive delivery of certificates representing their ownership interest in the Bonds. Interest on the Bonds is payable on March 1 and September 1 of each year, commencing September 1, 2011 by The Bank of New York Mellon Trust Company, N.A., Los Angeles, California, as trustee (the "Trustee"), to DTC for subsequent disbursement to DTC participants, so long as DTC or its nominee remains the registered owner of the Bonds.

The Bonds are subject to optional and mandatory redemption prior to maturity as described herein.

The Bonds are special obligations of the Agency and are payable exclusively from Tax Revenues (as defined herein) to be derived from the Project Area and from amounts on deposit in certain funds and accounts established pursuant to the Indenture. The pledge of Tax Revenues for the Bonds does not initially include tax increment revenues generated by a substantial portion of the property in the Project Area, as described herein. See “SECURITY FOR THE BONDS – Outstanding Party Debt”. The receipt of Tax Revenues is subject to certain risks and limitations. See “RISK FACTORS” and “LIMITATIONS ON TAX REVENUES AND POSSIBLE SPENDING LIMITATIONS” herein.


This cover page contains certain information for quick reference only. It is not intended to be a summary of all factors relating to an investment in the Bonds. Investors should review the entire Official Statement before making any investment decision.

MATURITY SCHEDULE
(See inside cover)

The Bonds are offered when, as and if delivered and received by the Underwriter, subject to the approval as to their legality by Jones Hall, A Professional Law Corporation, San Francisco, California, Bond Counsel. Jones Hall is also serving as Disclosure Counsel. Certain legal matters will be passed upon for the Agency by the City Attorney of the City of Galt, and for the Underwriter by Nossaman LLP, Irvine, California. It is anticipated that the Bonds will be available for delivery to DTC on or about March 2, 2011.
Planning for the “C” Street/Central Galt Complete Streets Project

Key City Planning documents contain goals, policies, and programs for improving the appearance and pedestrian/bicycle use of the “C” Street Corridor.

“C” Street Corridor Plan

The entire document can be found at: http://www.ci.galt.ca.us/Modules/ShowDocument.aspx?documentid=5586

The goal of the “C” Street Corridor Plan is to provide a range of projects to help improve visual and physical connectivity, civic presence and gathering, district identity and overall image of Galt’s commercial areas – ultimately leading to a more vital and inviting community. The projects outlined in the plan are primarily public in nature to help leverage private investment, improve community image and increase local pride.

By strategically implementing the state or projects outlined in the plan, Galt stands to become what it envisions: a city defined by a vibrant Old Town, an old fashioned Market, thriving new neighborhoods, rich multi-cultural history, welcoming attitudes and supporting new small niche businesses and growth industries.

- A Clear Sense of Arrival: such as landscape, built areas, and special features.
- A Commercial or Cultural Heart: such as Old Town, Lincoln Way, and “C” Street Commercial and Government Center at Civic Drive and “C” Street.
- A Sense of Uniqueness: developing a theme such as the streetscape.
- The need to provide safe, secure places with shade and landscaping and connectivity for people of all ages and physical abilities.

Based on these concepts and distinct qualities of the Plan, the City entered into a contract (Jan. 6, 2011) with Callander and Associates which provided guidance in preparing design plans accomplishing this theme for the “C” Street Central Galt Complete Streets Project.

Galt General Plan – April 2009 –

The entire document can be found at: http://www.ci.galt.ca.us/index.aspx?page=472

Various elements of the General Plan have Goals and Policies which support and promote the “C” Street/Central Galt Complete Streets Project. The following is a general description of those goals and specific policies applicable.

Numerous goals and policies in the Circulation Element support and implement the complete streets concept. These are designed to enable safe access and use for pedestrians, bicyclists, motorist and bus riders. This is embodied in Goal C-1 – Policy C-1.4, Goal C-2 – Policy C-2.3 and Goal C-8 – Policies C-8.1 thru C-8.4.
Other goals found in the Land Use Element, such as LU-3 strive to develop and maintain an economically, vibrant and visually appealing identity for downtown while promoting historic preservation and revitalization. This would include policies LU-3.1, LU-3.2 and LU-3.3.

As set forth in the Historic Resources Element, very strong support is found regarding historic preservation and restoration, our commitment to improve the vacant Union Pacific Railroad property, adaptive reuse of historic structures and the encouragement of public/private partnership for preservation, investment and reinvestment in community assets. Exhibit F contains specific policies related to the Historic Resources Element and other policies noted above.

**Circulation Element**

**Goal C-1:** To provide for the long-range planning and development of the City’s street system to ensure the safe and efficient movement of the people and goods.

Policy C-4.4: Connectivity – The City should assure that new development effectively links the east and west sides of the city across State Route 99 and the railroad tracks including non-motorized modes of travel. In addition, all new development shall enhance connectivity to existing facilities and provide good internal circulation for all modes of travel.

**Goal C-2:** To coordinate City-planned transportation and circulation improvements with county, State, and Federal transportation systems.

Policy C-2.3: Central Galt Interchange – The City shall improve the Central Galt Interchange at C Street by extending and expanding the interchange on-ramps and off-ramps to improve traffic conditions during peak hours, provide safe and convenient pedestrian and bicycle access, and improve vehicular circulation and drive safety.

**Goal C-8:** To promote the creation of complete streets throughout the community which provide safe access to pedestrians, bicyclists, motorists, and bus riders of all ages and abilities.

Policy C-8.1: Attractive Streets – The City shall provide attractive streets designed to serve a broad spectrum of travel modes (e.g., bikes pedestrians, transit, and people with disabilities) as well as automobiles.

Policy C-8.2: Bikeways along Major Streets – The City should provide Class II bike lanes along all collector and minor arterial streets. Class I bike paths should be considered along major arterials and along certain minor arterials.

Policy C-8.3: Street, Pedestrian, and Bicycle Facilities – The City shall create a network of street, pedestrian, and bicycle facilities that provides for multiple safe routes between various origins and destinations.

Policy C-8.4: Pedestrian and Bike Convenience at Intersections – the City should design and build new intersections and redesign existing intersections 9as opportunities arise) to maximize pedestrian and bike convenience and safety relative to automobile needs.

**Land Use Element**

**Goal LU-3:** To develop and maintain an economically, socially, and physically attractive downtown.
Policy L-3.1: Downtown Revitalization and Historic Preservation Specific Plan Design Guidelines – The City shall continue to use the Downtown Revitalization and Historic Preservation Specific Plan Design Guidelines to preserve and enhance the special character of the area.

Policy LU-3.2: Downtown Revitalization – The City shall work with downtown property/business owners and the Chamber of Commerce to continue downtown revitalization efforts via private property improvements.

Policy LU-3.3: Downtown Appearance – The City should work jointly with downtown property and business owners to create and support programs that improve the appearance of downtown. These can include clean-ups, active Building Code and other City Code enforcement, façade improvement programs, and other beautification programs.

**Historic Resources Element**

Policy HRE-1-3: Downtown Design Coordination – The City shall provide for design coordination and control in the Downtown area.

Policy HRE-1-4: Renovations – The City shall continue to assist in financing and accomplishing renovation efforts in the Downtown area, including façade enhancements, as funding allows. For designated historic structures, renovation efforts shall conform to the current Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Building.

Policy HRE-1.8: Railroad Property – The City shall continue to make efforts with Union Pacific to improve railroad-owned property in downtown with parking, landscaping, seating, and part areas.

Policy HRE-1.0: Downtown Revitalization and Historic Preservation Specific Plan Area – The City shall continue to implement the Downtown Revitalization and Historic Preservation Specific Plan, including the design guidelines to ensure that new construction, renovations, and additions are compatible with existing adjacent structures. For designated historic structures, renovation effort shall conform to the current Secretary of the Interior’s Standards for Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

Policy HRE-2.1: Economic Incentives – The City should continue to develop incentives (i.e., reducing or waiving building permit fees) for owners of historically-significant buildings to improve their properties, including properties that are unable to benefit from other government programs for historic preservation and for historic preservation projects that provide low-income housing or essential city services.

Policy HRE-2.2: Federal and State Grants – The City shall support Federal and State grants for historic preservation projects involving public-private partnerships, including HOME, Community Development Block Grant (CDBG), and Transportation Enhancement Activities (TEA) grant applications, where appropriate.
The DRHPSP places a high priority and emphasis on landscaping and pedestrian oriented streetscapes. This is embodied in one of the four mission statements of the plan and has provided guidance in the rehabilitation of Downtown (Civic Drive to Lincoln Way), and Historic Old Town Galt.

Implementation of this mission statement and supporting goals resulted in the realization of the Old Town Improvement Project, 1996, which included narrowing of vehicle travel ways, bulb outs, new curb, gutter and wider sidewalks, pedestrian level street lighting, architecturally enhanced street surfacing, landscaping, banners and street furniture. Specific policies of the DRHPSP which support and implement the Complete Street Grant application are attached, see Exhibit G.

The following mission statement describes these areas of focus and together provides direction towards an ultimate “vision” for Downtown.

“An Attractive and Functional Center”

The physical appearance of Downtown should present a positive, inviting and dynamic image through new construction, rehabilitation of existing buildings, installation of landscaping and pedestrian-oriented streetscapes, and convenient vehicular access and parking facilities.

- Adopt a conceptual land use plan for the railroad property that encourages its development as an extension of the Historic Business District, including retail commercial uses, commuter rail facility, public parking and a Downtown park.
- Negotiate with the Union Pacific Railroad for development rights to the railroad property.
- Adopt land use regulations that encourage underutilized parcels to be upgraded to increase their economic potential.
- Enhance the overall appearance/image of Downtown through the provision of streetscape amenities.
- Recognize the Historic Business District and the Lincoln Way corridor as unique commercial sub-districts and provide special urban design and streetscape programs to enhance.
- Provide for the safe and efficient movement of people and vehicles within and through the Downtown area.
- Develop the Historic Business District with a strong pedestrian orientation and increase pedestrian safety and comfort through appropriate public improvements without reducing vehicular access.
- Improve access to the Downtown from the freeway and northeast area of the City.
- Working with Union Pacific Railroad to promote a commuter transit center/parking facility in Downtown.
Galt Bicycle Transportation Plan (BTP) – 2011
The entire document can be found at: http://www.ci.galt.ca.us/Modules/ShowDocument.aspx?documentid=5640

The purpose of the Galt Bicycle Transportation Plan is to provide a long term framework to improve and encourage bicycle transportation in the city. As set forth in the Plan, the number one priority is Class II bike lane improvements in the Central Business District (CBD). This includes “C” Street from 4th Street on the west to the new Highway 99 interchange project to the east. This priority mirrors and implements this Complete Street Grant application.

Redevelopment Agency Implementation Plan – 2004-2013
The entire document can be found at: http://www.ci.galt.ca.us/Modules/ShowDocument.aspx?documentid=4907

The Redevelopment Agency’s Implementation Plan identifies various infrastructure improvements along “C” Street, including investments in façade and streetscape enhancements.
Share Your Vision for Central Galt

What: Kick-off Community Workshop
The City of Galt wants your ideas on how to improve C Street, Lincoln Way and the vacant railroad corridor along Fourth Street. This project plans to create a new visual and design character for Central Galt between the new Central Galt Interchange and Old Town. The kickoff workshop wants your ideas and input about the overall downtown character, parking needs, park amenities and priorities. Please get involved and share your ideas on how to make Central Galt a truly great place to be.

When: February 16, 2011
6:30 - 7:00 p.m. - Presentation
7:00 - 8:30 p.m. - Bring your ideas, roll up your sleeves and design!!

Where: Littleton Community Center
410 Civic Drive (Next to City Hall)

For more information on the project, please call Bill Forrest at (209) 366-7289 or email at wforrest@ci.galt.ca.us or go to the City's website at www.ci.galt.ca.us and click on the project link.
Artist Renderings of Completed Interchange

Enhanced architectural features on over-crossing to include formed concrete finish (five with the Galt "G" located at the middle of the structures as viewed on the outside of Ornamental lighting will be located along the spans to provide visual interest.)
1st Phase landscape improvements to include evergreen and flowering deciduous tree mitigation for the visual quality lost as a result of trees and vegetation removed for the improvements.

Overall view of interchange looking northeast. "C" Street crossing is located in the foreground.

View looking north from Highway 99.
"C" Street intersection looking east toward the freeway over-crossing (background)

Overall view of interchange looking northeast. "C" Street crossing is located in the foreground.

View looking south across "A" Street off-ramp intersection. "A" Street is in the foreground.
LETTER OF SUPPORT
August 15, 2011

Mr. Jason Behrmann  
City Manager. City of Galt  
380 Civic Drive  
Galt, CA 95632

Dear Mr. Behrmann,

On behalf of the San Joaquin Regional Rail Commission (SJRRRC), I am pleased to offer my support for the City of Galt’s Palm Park development project as part of an overall transportation strategy. SJRRRC sees great viability and value to the City and the surrounding area in the concept of the proposed Multi-Modal Transit Hub, and Park & Ride facility. Galt’s downtown area has convenient freeway access and excellent connections to all parts of the community.

The Central Valley Regional Rail Policy Working Group, composed of 20 different member agencies from Sacramento to Merced, has been planning for regional rail service since 2006. The Working Group is now jointly planning combined regional rail and high speed rail service from Merced to Sacramento with the CA High Speed Rail Authority. The Working Group has always supported rail service adjacent to the Union Pacific Corridor which serves the downtown areas and has established an agreement with the High Speed Rail Authority for 10 regional rail stations, including one in downtown Galt.

We understand that the Galt City Council, at its meeting on May 18, 2011, also provided direction to the High Speed Rail Authority that it fully supported the proposed high speed train route through Galt and further requested that the future regional station be located within the Palm Park area along Fourth Street.

We appreciate the City’s commitment to enhance local and regional transportation options while creating a more vibrant city center. We support your project and welcome the opportunity to work with you as we move forward.

Sincerely,

Stacey Mortensen  
Executive Director

Stacey Mortensen  
Executive Director

949 East Channel Street    Stockton, California 95202    1800-411-RAIL    www.acerail.com