

TO: TOWN COUNCIL

FROM: TOWN MANAGER

RE: CONSENT ITEM

SIERRA COLLEGE BLVD IMPROVEMENT AGREEMENT

ISSUE

The City of Rocklin has construction drawings, and partial funding, to proceed with improvements on Sierra College Blvd from Granite Dr to Taylor Rd however the work requires an agreement and money from Loomis.

RECOMMENDATION

Authorize staff to conclude an agreement with Rocklin to do improvements on Sierra College Blvd between Granite Drive and Taylor Road using the deal points noted in this report and authorize Mayor to sign.

MONEY

The cost to the Town will not exceed \$519,080 dollars which will come from restricted funds the Town has for improvements on Sierra College Blvd.

CEQA

CEQA issues have been handled by the City of Rocklin.

DISCUSSION

Improving Sierra College Blvd has been a matter of discussion for years. Road improvements are needed to handle traffic resulting from development in the County and neighboring jurisdictions. With the completed improvements to the I-80 / Sierra College Blvd interchange, Rocklin has embarked on improvements to the Sierra College Blvd approach sections:

1. I-80 to Rocklin Road (bid has been awarded and construction begun)
2. Sierra College Blvd from Granite Drive to Taylor Road (plans prepared – see Exhibit A). This area is primarily in Loomis, except for a portion in front of McDonalds and directly across the street (see Exhibit B).

The cost of the improvements from Granite Drive to Taylor Road is estimated to be \$3,565,550 (see Segment 3 in the detail of costs chart on the next page) based on a South Placer Regional Transportation Authority (SPRTA) estimate from January 2006. Though dated, the estimate is useful today as a high side figure because it was developed during a hot construction market that has cooled in recent years. Bids today are tending to be lower

as Rocklin found when bidding out the section of Sierra College Blvd from I-80 to Rocklin Rd. The Loomis cost for the street section can be calculated in various ways. Even though Loomis is not a member of SPRTA, the figures that SPRTA uses are reasonable estimates. The following is from the Fehr & Peer report dated January 2006:

	SPRTA	NON SPRTA	TOTALS	PERCENT
Segment 2b	5,899,180	0	5,899,180	62%
Segment 3	1,771,900	1,793,650	3,565,550	38%
TOTAL	7,671,080	1,793,650	9,464,730	

NOTE: Segment 2b is north Town limits to Taylor Rd (4 lanes)

Segment 3 is Granite Dr to Taylor Rd (6 lanes)

LOOMIS FUNDS AS OF 8/31/09

	available	PROJECT ALLOCATIONS	
		Segment 2b @ 62%	Segment 3 @ 38%
Bickford Settlement	679,000	420,980	258,020
West Roseville Sp Plan	629,000	389,980	239,020
Loomis develop fees	58,000	35,960	22,040
TOTALS	1,366,000	846,920	519,080
check----->	1,366,000		

NOTE: West Roseville Specific Plan is payable at house building permit issuance and will thus be paid over time. At this date there has been no money received. The funds could be monetized by signing them over to SPRTA.

A 1/27/10 court order requires the Rocklin Lowes project to pay money, amount unknown at this writing, into a fund at SPRTA to be credited to Loomis.

At the January meeting Council gave direction to develop an agreement with certain provisions with Rocklin and to return for final approval. Staff met with Rocklin staff and developed the following deal points that Council is asked to approve. Rocklin Council will be asked to approve the same document at their February 23 meeting. Assuming an agreement is made thereafter, the work could be bid in March in time for the construction season in April. (NOTE: There may be a change in the following document because as of this writing staff had not yet heard from Rocklin if these deal points were as discussed at our 2/2/10 meeting. Changes, if any, are expected to be minor.)

In the interest to improve Sierra College Blvd from Granite Dr to Taylor Rd the City of Rocklin and Town of Loomis agree as follows:

1. Loomis will contribute up to \$519,080 or a proportionate share if bids are less.
2. Improvements will be done according to plans being developed by Omni-Means that will include, for the benefit of Loomis:
 - A. Medians suitable for planting will be installed starting at the Loomis / Rocklin Town limit closest to Granite Dr and running to Taylor Rd, except in the Brace Rd intersection. Suitable for planting means that the medians will have curbing and drainage, irrigation stubbed out, 1" irrigation main line, 1" meter, electrical conduits, and soil suitable for planting trees and shrubs.
 - B. Loomis shall plant and maintain the medians in a time and manner as they devise.
 - C. Loomis can work with Omni-Means on other improvements that Loomis may do with its own or developer funds, for instance, an additional lane and edge improvements from Brace Rd to Taylor Rd and including improvements to the signal light at Brace Rd.
3. Rocklin and Loomis officials will conduct a joint news conference or submit a joint news article explaining the Sierra College Blvd improvements and the cooperative endeavor of the two entities to signal the start of new relationship between Rocklin and Loomis.
4. Rocklin will bid the Sierra College Blvd improvements as shown on plans that have been previously approved by the Loomis Town Engineer and will coordinate construction inspection and change orders with the Loomis Engineer. Loomis will provide Rocklin with the necessary approvals to allow Rocklin jurisdiction for construction purposes within the Town of Loomis and to provide Rocklin with required encroachment permits.
5. Rocklin and Loomis agree to continue meeting to:
 - Define improvements and costs to improve Taylor Rd either side of Sierra College Blvd, including the Sierra College Blvd / Taylor Rd signalized intersection and identify developments that will be contributing to the Taylor Road improvements and costs thereof.
 - Discuss bike way and trail tie-ins between the jurisdictions (along Secret Ravine through Croftwood routes for example) or other routes.

- Discuss supporting Rocklin, at PCTPA, in petitioning CalTrans for work on the stretch of I-80 east of Hwy 65. The sense is that the Roseville bottleneck will simply shift east affecting Rocklin and Loomis. Given that Loomis is going to be working with CalTrans on the bridge raisings (3 in Loomis) this may be an opportunity for Rocklin and Loomis (and PCTPA) to jointly petition CalTrans on I-80 issues that the respective jurisdictions have in common and individually. Rocklin seeks support from Loomis and it is possible that reciprocal support, Rocklin to Loomis, could help achieve things Loomis desires from the bridge raising work.