



Staff Report

September 13, 2022

TO: Honorable Mayor and Members of the Town Council
FROM: Merrill Buck, Town Engineer
RE: Engineering Status Update (Information only)

Update on noteworthy items in the Engineering Division.

PROJECTS COMPLETED OR ON HOLD:

- ***Rule 20A Undergrounding on Sierra College Blvd.*** – On hold waiting for right of way dedication.
- ***Sierra College Boulevard Widening*** – On hold pending ground-breaking of Costco.

PROJECTS READY FOR CONSTRUCTION:

Concrete Repair Project

This project includes work to repair the concrete curb and gutter on the northeast corner of Horseshoe Bar Road and Taylor Road along with completing a missing section of sidewalk at the corner of Webb Street between Taylor Road and the Town's parking lot. It also includes removal and replacement of curb, gutter and sidewalk, within the public right-of-way, at various locations throughout Town, as a result of townwide assessment for locations that had safety concerns.

2022 Slurry Seal Project

This project consists of placing a slurry seal with replacement striping on approximately 4.5 miles of streets. A slurry seal is used as a preventative maintenance measure to extend the life of asphalt. Many of the residential streets in town were too badly cracked for a slurry seal to be effective. These will be reviewed for a future cape seal, consisting of a chip seal with a slurry seal on top.

PROJECTS IN DESIGN:

Library Parking Lot ADA Improvements Project

Surveying has been completed for this project but the design is on hold pending the award of on-call contracts for project management and administration services. With additional staff resources, the design should wrap up, and the project will be advertised for bids, by the end of the year.

ADMINISTRATIVE ITEMS:

CIP Project Management Staffing

Staff has completed a Request for Qualifications (RFQ) process and is proposing on-call contracts for three consulting firms to provide project managers to assist with the delivery of funded projects in the Town's adopted FY 2022-23 Capital Improvements Program. The categories of help to be provided include:

- Program administration and design of storm drainage related projects.
- Maintenance District master planning, needs assessment, and project implementation.
- Project administration and construction management of miscellaneous other projects.

Adopt an Oak Tree Program

A program is being developed that will allow Loomis residents to "adopt" an oak tree. The idea is to promote the replanting of oak trees, since the Tree Fund was created to mitigate for oak tree loss. An initial funding level of \$30,000 was approved under the FY 2022-23 Capital Improvements Program. Outreach and program information materials have been developed, but the Town needs to seek pricing and tree availability from local nurseries before kicking off the program.

Highway Safety Improvement Grant (HSIP) – Due September 13th

As a result of completing the Local Road Safety Plan, which looked at accident history along major roadway corridors, Town staff felt that rather than the realignment of the sharp curve on Laird Road at High Cliff Road, which had only one reported accident in five years, that safety improvements on Sierra College Boulevard at the railroad crossing might have a better chance of success. The HSIP application is therefore being pursued with this alternative project in mind.

The grant has a separate category for "set-aside" funding, intended for lower-cost project improvements such as striping, pedestrian crossing enhancements, edge lines, bike safety, and guard rail improvements. Set-aside grants are limited to \$250,000 per agency. The Town is preparing a grant application for this funding category as well.

Safe Streets For All Grant (SS4A) – Due September 15th

The Town is developing an application under this grant that will fund the expansion of the recently adopted Local Road Safety Plan to include specific projects and strategies for addressing the safety problems described in the Local Road Safety Plan. Completing such a project-specific needs assessment will make it easier to apply for future grant opportunities.

Regional Active Transportation Program (ATP) Grant – Due September 29th

Separate from the State ATP grant which provides competitive funding statewide for projects that strive to increase the proportion of trips accomplished by biking and walking (especially around schools), the Regional ATP grant limits eligibility to Placer County agencies. 85% of the State ATP grant funds go to disadvantaged communities, which Loomis is not. While only 40% of the funds are earmarked for disadvantaged communities in the regional program. The Town is preparing a grant application to address sidewalk gaps along school routes, that proposes to construct missing sections of curb, gutter and sidewalk. This includes a gap on King Road east of Humphrey Road and on Humphrey Road, north of King Road.

CalRecycle Rubberized Pavement Grant Program - Due October 12th

This grant provides \$1.00 per square yard (about 20% of the total cost) for placing a rubberized chip seal as a roadway resurfacing treatment. A rubberized chip seal is much better at resisting reflective cracking than a conventional chip seal. And given the deteriorated condition of many of the Town's roadways, there are many candidate streets that could be treated with a rubberized chip seal. This is a fairly easy grant to get if you've never applied for it before as they give preference to first time applicants. The work can span two fiscal years and has a maximum award amount of \$250,000.

Congestion Mitigation and Air Quality (CMAQ) - Due October 21st

This is a federal grant that must be implemented using federal contract administration procedures, including environmental compliance with CEQA and NEPA. Given this large administrative burden, CMAQ projects are usually larger dollar value projects. The Federal Highway Administration allocates money to each County's Transportation Planning Agency, which historically has divided it up based upon population. With a low population, Loomis' share based upon this approach is around \$100,000. Which makes it hard to justify applying for the grant, given all the federal administration requirements. Still, it might be worth trying to identify an eligible project, even if half the money is spent on soft costs. Especially since we are entering into on-call project management contracts with consultants that can help with project administration. A signal on Horseshoe Bar Road, on the east side of the I-80 interchange, comes to mind as a potential congestion mitigating project.