



Transportation Committee

Meeting Date: March 5, 2020

Agenda Item No. 10

Approve Capital Southeast Connector Segment D-3a Scope Change Request

Action

Prepared by: Matt Carpenter

Approved by: James Corless

Attachments: Yes

1. Issue:

A project scope delay is being requested for a Class 1 multi-use path along the D-3a segment of White Rock Road segment in Folsom.

2. Recommendation:

That the Transportation Committee recommend that the board approve: (1) a two-month extension (August 2020) for Segment D-3a to enter the construction phase, and (2) an up-to six-year scope delay for beginning construction of a Class 1 multi-use path along a White Rock Road segment in Folsom that is partially funded with SACOG regional funds. Any changes in scope or extensions for completing the multi-use path beyond that time would need to be approved by the SACOG board before December 31, 2026.

3. Background/Analysis:

The Connector JPA is the project sponsor for the White Rock Road segment commonly referenced as segment D-3a. The segment is funded from various sources, including \$15 million of regional funds from SACOG. The funding from this segment was provided by the board over the course of three competitive regional funding rounds in 2015, 2018, and 2019. During each of these funding rounds, the Connector JPA identified a Class I multi-use path along the roadway as a scope element that would be completed when the roadway was improved. In the most recent 2019 funding round, one of the award conditions requires that the Connector JPA is “beginning construction in FY 2019-2020 on the initial phase of the Segment D-3 (Prairie City and East Bidwell Street).”

Due to a significant escalation of construction costs from 2015, the Connector JPA is now concerned they cannot complete the roadway improvements with the amount of funding available if they need to build the Class 1 multi-use path now. As a result, they are suggesting a delay in constructing the Class I multi-use path for segment D-3a until a later time with another funding source to be secured. The Connector JPA confirms that there are no other scope changes or delays being proposed from the White Rock Road project awarded regional funds in 2015, 2018, and 2019.

The City of Folsom and the Connector JPA are working hard to deliver the White Rock segment D-3a. There are innovative and environment-friendly design features that will still be part of the initial roadway improvements. Also, both agencies have submitted letters committing to the completion of the Class I multi-use path later (Attachment A). The City of Folsom letter explains that demand for active transportation travel

along the corridor is limited today so a six-foot shoulder scope element will be adequate to meet the demand for cycling along the corridor for at least four to six years. As development accelerates along the corridor, demand for new active transportation connections will eventually increase and development fees will be generated to complete the Class 1 multi-use path. The City of Folsom has long been a regional leader in building high quality and award-winning Class 1 multi-use paths throughout their community that have been built when there is demand and connectivity to other facilities are possible.

4. Discussion/Analysis:

For the Connector JPA and the City of Folsom to stay on schedule for a summer construction of the White Rock Road improvements it is timely for the SACOG board to consider the scope delay request in March. The Connector JPA is anticipated to be on the May agenda of the California Transportation Commission (CTC) for two allocations for segment D-3a of White Rock Road. One of the allocations involves the region's State Transportation Improvement Program (STIP) funds and the second allocation is from the SB 1 Local Partnership Program managed by the CTC.

SACOG has conditionally approved the scope change request in Administrative Modification #20 (Attachment B). This enables the Connector JPA to stay on schedule for a March CTC allocation of STIP funding while awaiting board consideration of the scope delay request. If the board does not approve the recommendation, the sponsor will pull the allocation request from the CTC agenda, and staff will amend the MTIP project listing back to its previous version. Also, if the board does not approve the recommendation, the sponsor will risk missing its deadline for allocating STIP funds. In which case, the STIP funds would lapse and would not return to the sponsor until sometime between 2024 and 2028.

Staff agrees that a six-foot shoulder would be adequate to serve active transportation in the interim period before there is adequate active transportation demand for a Class I multi-use path. Current demand for active transportation in the area is low and will not increase until more development takes place and connecting bikeway facilities are built. If the sponsor were to build the Class I multi-use path now, it would likely serve few trips for at least four to six years, resulting in unnecessary maintenance costs for the City of Folsom who will own the facility. Staff agrees with the City of Folsom staff that it is more prudent to spend their limited maintenance funds for this interim period on other corridors in the community with more active transportation demand.

The City of Folsom and the Connector JPA will monitor the demand for the Class 1 multi-use path over the coming years. SACOG board support will be sought by the City of Folsom or Connector JPA if there is the need to delay the construction of the multi-use path later than the recommended 2026 deadline.

5. Fiscal Impact/Grant Information:

There is no fiscal impact to SACOG's operating budget. Staff time for administering the MTIP and project scope change processes is reflected in the agency's overall work program.

6. This staff report aligns with the following SACOG Work Plan Goals:

2- Connected Communities