

**BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY**

**AGENDA REPORT**

For meeting of: **October 3, 2017**

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**TO:** Honorable Mayor and City Council  
**VIA:** Magda Gonzalez, City Manager  
**FROM:** John Doughty, Public Works Director  
**TITLE:** **MAIN STREET BRIDGE REHABILITATION PROJECT**

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**RECOMMENDATION:**

Adopt a resolution:

1. Affirming the revised scope of the Main Street Rehabilitation Project to include rehabilitation of the eastern walkway in-lieu of a parallel pedestrian / bicycle bridge as recommended by the Main Street Bridge Advisory Committee;
2. Directing the City Manager to request that Caltrans issue the Notice to Proceed (E-76) for Preliminary Engineering and to bring forward the appropriated federal funds to FY 17-18; and
3. Directing staff to formally request that the San Mateo County Transportation Authority re-direct the \$500,000 grant from the parallel bridge to general bicycle and pedestrian improvements on and adjacent to the Main Street Bridge.

**FISCAL IMPACT:**

There is no fiscal impact associated with this action. However, if the SMCTA does not redirect the funding as requested, the City would be required to secure \$500,000 elsewhere or through the General Fund. The Capital Improvement Program (CIP) includes sufficient funds to complete coordination with Caltrans as a condition of releasing the E-76 "Notice to Proceed" for Preliminary Engineering for the project.

**STRATEGIC ELEMENT:**

This recommendation supports the following Elements of the Strategic Plan: Infrastructure and Environment, Healthy Communities and Public Safety, and Inclusive Governance.

**BACKGROUND:**

The Main Street Bridge is the primary access point to downtown Half Moon Bay from State Route 92. The existing historic bridge is narrow and has no shoulders or space for bicycle lanes. There are two wooden deck walkways bracketed to the bridge on each side that are not

compliant with the Americans with Disabilities Act (ADA) and are difficult to traverse by both pedestrian and bicyclists.

In 2014, Main Street Bridge (also known as the Pilarcitos Creek Bridge) was listed on the National Register of Historic Places. Also in 2014, Half Moon Bay voters passed Measure F, the "Main Street Bridge Preservation Act," provides that the Bridge's "historical, visual and physical integrity (including appearance and character) shall be preserved intact, and its demolition or physical expansion prohibited" unless otherwise approved by the voters.

In 2016, the City applied for federal grant funding as part of the Highway Bridge Program (HBP) and was approved for the rehabilitation of the historic Main Street Bridge in the Federal and State Transportation Improvements Program (FTIP/STIP). The funding is scheduled to be in Federal Fiscal Year (FFY) 19-20. The total project cost is listed as \$8.527M with a federal share of \$7.549M (88.53 percent) and local match of \$978K (11.47 percent).

In addition, the San Mateo County Transportation Authority (SMCTA) has allocated \$500,000 of Measure A funds from the Pedestrian and Bicycle Program toward the construction of a parallel bicycle / pedestrian bridge directly east of the existing bridge. The parallel bridge is to serve as the bicycle and pedestrian connection as well as an interactive observation area for the historic bridge and Pilarcitos Creek riparian area. The funding was originally intended to be utilized for general pedestrian and bicycle improvements; however, because of delays in funding, the funding was reprogrammed to the parallel bridge.

In early 2017, staff made a request to Caltrans Local Assistance, who manages the federally-funded transportation projects, to advance the funding for the Main Street Bridge to Federal FY 17-18 to start with the Preliminary Engineering (PE) phase. The PE phase includes design, environmental study, and document preparation (state and federal).

In June 2017, Caltrans conducted a Field Survey, the first step in initiating a federal project. Following the study, Caltrans provided an environmental scoping letter as well the requirements to obtain the necessary design exceptions. The design exceptions included several issues such as "lack of adequate shoulders," "barriers not been crash tested," and misaligned roadway approach on the north side. In addition, Caltrans indicated that construction of a parallel bridge for bicycles and pedestrians must be approved by the Caltrans headquarters if it is to be eligible for reimbursement under the federal grant.

On July 27, 2017, the Main Street Bridge Advisory Committee (MSBAC) met and received a presentation on project background and status updates. The Committee agreed with the project plan and recommended the City move forward with the project.

In August 2017, Caltrans Local Assistance informed the City that all design exceptions have been approved and they were prepared to conditionally issue the E-76 "Notice to Proceed".

On September 21, 2017, the MSBAC met and members received a status update on the project and provided a recommendation to the City Council. The MSBAC made two distinct recommendations: 1) that the City Council accept the E-76 "Notice to Proceed" as conditioned by Caltrans; and 2) that the City Council retain the parallel bridge as a separate "stand-alone" project and allocate up to \$20,000 to prepare a preliminary engineering study.

**DISCUSSION:**

In August, the City was informed by the Caltrans Local Assistance Office that all the requested design exceptions had been approved and that they were prepared to fund the project engineering phase of the Main Street Bridge Rehabilitation Project starting in FFY 17-18. Caltrans stipulated in the correspondence that, "Removal of the existing eastern walkway and construction of the parallel bicycle/pedestrian bridge would not be eligible for federal funding nor as local match for the project."

The total project cost is currently estimated at \$8.5 million. This amount includes hard costs (construction) and soft costs (engineering, environmental, and project management). Under the funding program, the City is responsible for 11.47 percent (approximately \$1 million) while the federal share is 88.53 percent, or approximately \$7.5 million. Acceptance of the E-76 for Preliminary Engineering would provide up to \$1.14 million in Federal funding for engineering and environmental work.

As noted above, Caltrans has indicated that the parallel bridge is not considered part of the project and is not eligible for federal funds. Staff and the consultant team do not foresee that Caltrans would deviate from this position. Caltrans has also indicated that should the City proceed with removal of the eastside bridge walkway in conjunction with a separate bridge, the City will be responsible for all costs associated with removal. As such, we are recommending acceptance of the E-76 as conditioned.

On June 2, 2016, the SMCTA Board amended their funding agreement with the City to allocate the \$500,000 for the Main Street Bridge for the parallel bicycle and pedestrian bridge. This request preserved the funding on the Coastside and provided the City the necessary time to re-submit for federal rehabilitation funds. At present, staff sees three potential options:

- 1) Formally request that the San Mateo County Transportation Authority re-direct the \$500,000 grant from the parallel bridge to general bicycle and pedestrian improvements on and adjacent to the Main Street Bridge (and retain funds as part of the City's local match); or
- 2) Proceed with the parallel bridge as a "stand-alone" project. This would preserve the SMCTA funding consistent with the current funding agreement (City's local match for the Main Street Bridge would rise by \$500,000);
- 3) The City Council could ask the SMCTA Board to consider an optional location for the funds such as the eastside pedestrian bridge at Frenchman's Creek (the funds are

typically awarded competitively and this request may not be supported as a viable option).

In summary, if the City decides to proceed with the construction of the parallel bicycle/pedestrian bridge, the cost of that bridge will be substantially higher. This issue is discussed in greater detail in a separate report included in this agenda packet.

Upon acceptance of the E-76, "Notice to Proceed with PE Phase," the City is eligible to hire consultants to initiate design, environmental clearance, and right-of-way activities that are eligible for federal grant reimbursement. The costs of project management will also be eligible for reimbursement. These funds will be available to the City in mid-October which is the beginning of the federal fiscal year. No decision regarding proceeding with construction of the project will be made until completion of environmental review.

**ATTACHMENT:**

Resolution for the Main Street Bridge Rehabilitation Project

**Resolution No. C-2017-\_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY AFFIRMING THE REVISED SCOPE OF THE MAIN STREET BRIDGE, DIRECTING THE CITY MANAGER TO REQUEST CALTRANS TO ISSUE THE NOTICE TO PROCEED (E-76) FOR PRELIMINARY ENGINEERING, AND DIRECTING STAFF TO FORMALLY REQUEST THAT THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY REDIRECT THE \$500,000 GRANT FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS ON AND ADJACENT TO THE MAIN STREET BRIDGE**

**WHEREAS**, the Main Street Bridge is the primary access point to downtown Half Moon Bay from State Route 92; and

**WHEREAS**, the existing historic bridge is narrow and has no shoulders or space for bicycle lanes with two wooden deck walkways bracketed to the bridge on each side that are not compliant with the Americans with Disabilities Act (ADA) and are difficult to traverse by both pedestrian and bicyclists; and

**WHEREAS**, in 2016, the City applied for federal grant funding as part of Highway Bridge Program (HBP) and was approved for the rehabilitation of the historic Main Street Bridge in the Federal and State Transportation Improvements Program (FTIP/STIP); and

**WHEREAS**, the San Mateo County Transportation Authority (SMCTA) has allocated \$500,000 of Measure A funds from the Pedestrian and Bicycle Program towards the construction of a parallel bicycle / pedestrian bridge directly east of the existing bridge; and

**WHEREAS**, in early 2017, staff made a request to Caltrans Local Assistance which manages the Federal funded transportation projects, to advance the funding for the Main Street Bridge to Federal Fiscal Year 2017-2018 to start with the Preliminary Engineering phase; and

**WHEREAS**, in August 2017, Caltrans Local Assistance informed the City that all design exceptions have been approved and stipulated that "Removal of the existing eastern walkway and the construction of the parallel bicycle / pedestrian bridge would not be eligible for federal funding nor as local match for the project."; and

**WHEREAS**, on September 21, 2017, the Main Street Bridge Advisory Committee convened its second meeting where members received a status update on the project and recommended that the City Council proceed with the revised project description which includes elimination of the parallel bridge in favor of retaining the attached walkway.

**NOW, THEREFORE, BE IT RESOLVED THAT** the City Council of the City of Half Moon Bay hereby: 1) affirms the revised scope of the Main Street Bridge as recommended by the Main Street Bridge Advisory Committee; 2) directs the City Manager to request that Caltrans issue

the Notice to Proceed (E-76) for Preliminary Engineering and to bring forward the appropriated federal funds to FY 2017-2018; and 3) directs staff to formally request that the San Mateo County Transportation Authority redirect the \$500,000 grant from the parallel bridge to general bicycle and pedestrian improvements on and adjacent to the Main Street Bridge.

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I, the undersigned, hereby certify that the foregoing resolution was duly passed and adopted on the 3rd day of October, 2017 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

APPROVED:

\_\_\_\_\_  
Jessica Blair, City Clerk

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Debbie Ruddock, Mayor