

**Bay Area Toll Authority  
Oversight Committee**

**February 11, 2026**

**Agenda Item 5b-26-0105**

**I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project  
Contract Amendment – Lindsay Transportation Solutions, LLC (\$3,600,000)**

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**Subject:**

A request for Committee approval to enter into a contract amendment with Lindsay Transportation Solutions, LLC (Lindsay) in an amount not to exceed \$3,600,000 to continue operations and maintenance of the Concrete Reactive Tension System–QuickChange Movable Barrier used along the Richmond–San Rafael (RSR) Bridge multi-use path pilot project, subject to approval of future BATA budgets. This amendment also extends the contract through December 31, 2028 to support the modified pilot operations approved by the San Francisco Bay Conservation and Development Commission (BCDC), which involve weekly barrier moves.

**Background:**

The RSR Bridge Access Improvement Project was initiated to address traffic congestion and provide bicycle and pedestrian access across the bridge, consistent with Plan Bay Area 2050 strategies, including the Bay Trail build-out. The pilot, launched in November 2019, converted the upper deck shoulder into a multi-use path and the lower deck shoulder into a peak-period use lane, while adding permanent path improvements in Richmond and San Rafael.

On October 11, 2017, this Committee approved entering into a sole-source contract with Lindsay to design, manufacture, install, test, operate, and maintain a movable barrier on the upper deck of the RSR Bridge to provide a physical barrier separating motor vehicles from users of the bicycle and pedestrian path during the four-year pilot period.

In May 2024, this Committee authorized staff to pursue modifications to the upper deck pilot that accommodates alternating uses of the westbound shoulder and multi-use path. On August 7, 2025, BCDC approved the required permit amendment to allow modified pilot operations, which involves weekly barrier moves to open the westbound shoulder from Monday morning to Thursday afternoon, then moving the barrier Thursday afternoon to close the westbound shoulder for bicycle/pedestrian access through Sunday night. When the multi-use path is closed, a free and frequent shuttle service operates between 6:00 AM and 8:00 PM to transport cyclists and

pedestrians across the bridge (except on Thursdays, when the shuttle would run only until the path reopens). Shuttle stops are located at the Tewksbury Avenue bus stop in Richmond and the Vista Point parking lot in San Rafael, with real-time shuttle tracking via the MTC website.

The purpose of the modified operations is to enable Caltrans and BATA to study the potential implementation of the Westbound Improvement Project, a proposal to provide a part-time HOV lane as a third lane on the upper deck. This Committee authorized staff to work with Caltrans to conduct the project initiation and environmental review process of the Westbound Improvement Project in May 2025. Closure of the path on a part-time basis is necessary to test the weekly barrier movements needed to accommodate the proposed HOV lane and its impacts on the bridge in furtherance of the Westbound Improvement Project. The conclusion of this extended, modified pilot is planned to occur at approximately the same time as the conclusion of the Westbound Improvement Project's Planning/Environmental Phase. BCDC's approval of final use of the path (or some modification thereof) as "maximum feasible public access consistent with the project" will be informed by whether Caltrans and BATA choose to pursue the Westbound Improvement Project.

The modified pilot operations started on October 27, 2025, and are expected to continue through the end of December 2028. The original contract and prior amendments included only monthly barrier moves to support Caltrans bridge maintenance and cleaning activities through March 2027, but the modified pilot operations have changed the number of barrier moves to twice per week, requiring the additional funds for this contract. Therefore, to support the modified operations and pilot schedule, BATA staff recommend extending the Lindsay contract through December 31, 2028. Lindsay and its project team's small business enterprise status is included in Attachment A.

**Issues:**

None identified.

**Recommendations:**

Staff recommends the Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with Lindsay in an amount not to exceed \$3,600,000 and to extend the contract through December 31, 2028, for continued operations and maintenance of the movable barrier under the modified pilot operations, subject to approval of future BATA budgets.

**Attachments:**

- Attachment A – Small Business Enterprise Status
- Request for Committee Approval – Summary of Proposed Contract Amendment

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Fremier".

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Andrew B. Fremier

Attachment A - Small Business Enterprise Status

	Firm Name	Role on Project	SBE* Yes	If SBE Yes, List #	SBE No
Prime Contractor	Lindsay Transportation Solutions, LLC	Perform install, operations, and maintenance of movable barrier system			X
Subcontractor	Highway Specialty Co.	Operation of Movable barrier machine	X	1559500	

\*Denotes certification by the State of California.

**Request for Committee Approval**

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**Summary of Proposed Contract Amendment**

Work Item No.:	1251
Consultant:	Lindsay Transportation Solutions, LLC (Rio Vista, CA)
Work Project Title:	I-580 Richmond-San Rafael Bridge Access Improvement Project – Bicycle/Pedestrian Path
Purpose of Project:	To continue operations and maintenance on the Concrete Reactive Tension System-QuickChange Movable Barrier (movable barrier) that separates cyclists and pedestrians from motor vehicles on the westbound upper deck of the RSR Bridge.
Brief Scope of Work:	To continue operations and maintenance services on the movable barrier used along the RSR Bridge.
Project Cost Not to Exceed:	This amendment: \$3,600,000 Current contract amount before this amendment: \$12,995,875 Maximum contract amount after this amendment: \$16,595,875
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	\$600,000 is included in the FY 2025-2026 Toll Bridge Rehabilitation Program Budget. The remaining \$3,000,000 is subject to approval of future BATA budgets.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Lindsay Transportation Solutions, LLC to continue operations and maintenance of the movable barrier and to extend the contract through December 31, 2028, as described above and in the BATA Oversight Committee Summary Sheet dated February, 11 2026, and that the Chief Financial Officer is authorized to set aside \$3,600,000 for such contract amendment, subject to the approval of future BATA budgets.
Bay Area Toll Authority:	<hr/> Margaret Abe-Koga, Chair
Approved:	February 11, 2026