

**Bay Area Toll Authority
Oversight Committee**

March 12, 2025

Agenda Item 4c-25-0351

**I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project
Contract Amendment – Lindsay Transportation Solutions, LLC (\$1,200,000)**

Subject:

This item requests Committee approval to enter into a contract amendment with Lindsay Transportation Solutions, LLC (Lindsay) in an amount not to exceed \$1,200,000 to continue operations and maintenance up to March 31, 2027, on the Concrete Reactive Tension System-QuickChange Movable Barrier used along the Richmond San Rafael (RSR) Bridge multi-use path pilot project (Pilot). There is a need to retain the movable barrier and this contract whether or not BATA and Caltrans are able to proceed with modifications to the Pilot, pursuant to permit review by the Bay Conservation Development Commission, as explained below.

Contract Background:

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 that separates motor vehicles from users of the bicycle and pedestrian path during the four-year Pilot period, starting in 2019. Then on January 8, 2020, this Committee approved a contract amendment to design, manufacture, and install a movable barrier on the Sir Francis Drake Blvd. Overpass Bike Path as part of an agreement with the Transportation Authority of Marin (TAM). After the multi-use path Pilot opened to the public in 2019, there were subsequent studies and reports for Caltrans and BATA to review after the four-year Pilot period. To continue operations during decision-making on next steps, this Committee approved a contract amendment on October 11, 2023 to continue operations and maintenance of the RSR movable barrier through March of this year.

Staff expects moveable barrier operations will continue over the next few years; however, the frequency of moving the barrier will depend on forthcoming action by San Francisco Bay Conservation and Development Commission (BCDC) on a proposed permit amendment to modify Pilot operations, as described in more detail below. The current contract expires on March 31, 2025. To continue to support operations and maintenance of the RSR movable barrier,

BATA staff is seeking Committee approval to extend the Lindsay contract for up to two years, with the option to terminate early.

Lindsay and its project team's small business and disadvantaged business enterprise status is included in Attachment A.

Pilot Background:

In 2014, BATA took responsibility for funding and implementing the Pilot in partnership with Caltrans, the Transportation Authority of Marin (TAM) and the Contra Costa Transportation Authority (CCTA) with the goals to address traffic congestion and provide bicycle and pedestrian access to and across the bridge, consistent with core strategies in Plan Bay Area 2050, including Bay Trail build-out.

The partners committed to a four-year Pilot that converted the bridge lower deck shoulder to a peak period use lane, converted the upper deck shoulder to a multi-use path and added permanent multi-use path improvements in Richmond and San Rafael. Caltrans employed UC Berkeley PATH to conduct a study of the Pilot projects and to prepare Pilot After Study reports. For evaluation purposes, the Pilot's four-year duration started November 2019 with the opening of the multi-use path on the upper deck of the bridge. Staff previously presented to the BATA Oversight Committee, as well as TAM and CCTA, in October 2021, November 2022, November 2023, and May 2024. In May 2024, the BATA Board authorized staff to pursue steps to extend the Pilot on the upper deck with modifications and make the Pilot on the lower deck permanent. The modifications would restore the shoulder on heavier commute days (Monday through Thursday afternoon) while retaining the multi-use path when usage is highest (Thursday afternoon through Sunday night, and some holidays). When the multi-use path is closed, a free and frequent shuttle service with real-time arrival information will be provided to those impacted.

The original Pilot required a permit from the San Francisco Bay Conservation and Development Commission (BCDC). Therefore, the proposed modifications require BCDC approval to amend the current RSR bridge permit associated with the Pilot. BATA and Caltrans staff have since been pursuing a BCDC bridge permit amendment, starting with a permit amendment application submitted by Caltrans on July 28, 2024 that prompted a workshop with BCDC Commissioners on

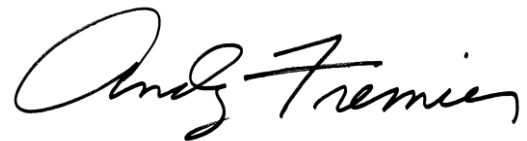
January 16, 2025 to discuss the Pilot study and proposed modifications. The BCDC hearing and vote on the bridge permit amendment with modified operations is scheduled for March 20, 2025. If approved, the anticipated start of modified upper deck operations, which involve weekly barrier moves to restore the shoulder part time, is Summer 2025 after BATA and Caltrans' public outreach, contract execution, and field modifications. However, if the permit amendment is not approved or is approved with certain conditions, there is still a need to operate and maintain the current movable barrier operations on the bridge, primarily for maintenance activities, until a future decision is made on the multi-use path. BATA and Caltrans are finalizing a Design Alternatives Analysis (DAA) that studies the potential to increase transit and carpooling and improve bridge operations by converting the bridge shoulder to an HOV lane operated part-time in conjunction with the multi-use path. Should BATA and Caltrans elect to pursue the HOV lane, the next step would be environmental clearance.

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 \$1,200,000, up to March 31, 2027, to continue operations and maintenance on the Concrete Reactive Tension System-QuickChange Movable Barrier used along the RSR Bridge westbound shoulder and multi-use path, subject to approval of future BATA budgets.

Attachments:

- Attachment A – Disadvantaged Business Enterprise and Small Business Enterprise Status (Lindsay Transportation Solutions)
- Request for Committee Approval – Summary of Proposed Contract Amendment



Andrew B. Fremier

Attachment A - Disadvantaged Business Enterprise and Small Business Enterprise Status

	Firm Name	Role on Project	DBE* Yes	If DBE Yes, List #	DBE No	SBE** Yes	If SBE Yes, List #	SBE No
Prime Contractor	Lindsay Transportation Solutions, LLC	Perform install, operations, and maintenance of movable barrier system			X			X
Subcontractor	Statewide Traffic Safety and Signs	Assist with movable barrier operations			X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

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: \$1,200,000
Current contract amount before this amendment: \$11,795,875
Maximum contract amount after this amendment: \$12,995,875

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: \$150,000 are included in the FY 2024-2025 Toll Bridge Rehabilitation Program Budget. The remaining \$1,050,000 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, as described above and in the BATA Oversight Committee Summary Sheet dated March 12, 2025, for an amount not to exceed \$1,200,000, subject to the approval of future BATA budgets.

Bay Area Toll Authority:

Margaret Abe-Koga, Vice Chair

Approved:

March 12, 2025