

Bay Area Toll Authority Oversight Committee

July 9, 2025

Agenda Item 5g-25-0930

Richmond-San Rafael (RSR) Bridge Access Improvement Project Contract – Code 3 Transportation (\$1,600,000)

Subject:

This item requests Committee approval to enter into a sole source contract with Code 3 Transportation (Code 3) in an amount not to exceed \$1,600,000 for up to three years, subject to San Francisco Bay Conservation and Development Commission (BCDC) permit approvals of the proposed modifications to the I-580 RSR Bridge Access Improvement Pilot Project (Pilot). This contract will provide shuttle services that will travel across the RSR Bridge, to pick-up and drop-off passengers at designated stops, on weekdays when the bridge's multi-use path is reverted to an emergency shoulder and breakdown lane for motorists and first responders.

Background:

The 5.5-mile long RSR Bridge has served the needs of North Bay and East Bay travelers for over 65 years. BATA has been collaborating with partner agencies including Caltrans, Transportation Authority of Marin (TAM), and Contra Costa Transportation Authority (CCTA) on a series of projects and programs that work collectively to manage the bridge and improve multi-modal mobility in the corridor. Efforts include the RSR Forward Program, the Pilot, and the recently completed RSR Bridge Westbound Upper Deck Study.

In 2014, BATA took responsibility for funding and implementing the Pilot, a pilot undertaken in partnership with Caltrans 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. The Pilot required a permit approval by BCDC. For evaluation purposes, the four-year pilot period started November 2019 with the opening of the multi-use path on the upper deck of the bridge. Caltrans employed UC Berkeley Partners for Advanced Transportation Technology (PATH) to conduct a study of the pilot projects and to prepare Pilot After Study reports.

In May 2024, BATA authorized staff to pursue changes to the initial 4-year Pilot on the RSR Bridge. The two changes involve making the lower deck peak-period use travel lane permanent and modifying the upper deck's multi-use path operations part-time to restore the emergency shoulder on weekdays. The proposed modified operations of the upper deck would move the barrier weekly to allow a multi-use path on days with less commute traffic and higher path usage (Weekends, Thursday afternoons, Fridays and certain Holidays) and revert to an emergency shoulder on days with more commute traffic and less path usage (Monday morning through Thursday afternoon).

BATA and Caltrans submitted a permit amendment application to the San Francisco Bay Conservation Development Commission (BCDC) in July 2024 seeking approval for the changes. In March 2025,

BATA and Caltrans indicated to BCDC our intent to revise the original application, which staff have since determined will be done through a new application. The BCDC hearing and vote on this permit amendment is tentatively scheduled for August 7, 2025. If BCDC approves the application, the modified Pilot operations will start in Fall 2025.

On days when the bridge path is closed, a free bike shuttle service will be offered to users who are impacted. The bike shuttle service must be in place when BATA and Caltrans modify path operations in Fall 2025 so that path users impacted by the closure will have a means to get across the bridge.

Code 3 is a small business enterprise and has active contracts with other public agencies, such as the Sonoma-Marín Area Rail Transit (SMART) providing micro transit services and the Contra Costa County providing employee shuttle services for the regional medical center. BATA staff reached out to a total of three shuttle service companies; Code 3 is the only vendor indicating they can provide the service starting Fall of 2025. One vendor responded indicating they would not be able to provide the requested service; the third vendor did not respond to the query. Furthermore, a procurement would take approximately six months to complete, followed by a one-month lead time to procure bicycle trailers that can accommodate up to 10 bicycles and e-bikes, and ensure proper training and testing for drivers and staff. Code 3's small business and disadvantaged business enterprise status is included in Attachment A.

Issues:

If BCDC does not approve the permit or impose other conditions that impact the bike shuttle service, then this item may require an amendment at a future BATA Oversight Committee meeting.

Recommendation:

Staff recommends the Committee authorize the Executive Director or designee to negotiate and enter into a sole source contract with Code 3 in an amount not to exceed \$1,600,000, for up to three years, to provide shuttle services that will travel across the RSR Bridge to pick-up and drop-off passengers, at designated stops, on days the multi-use path is closed.

Attachments:

- Attachment A – Disadvantaged Business Enterprise and Small Business Enterprise Status (Code 3 Transportation)
- 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	Code 3				X	X	2018532	
Subcontractor	N/A							

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

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract

Work Item No.:	1251
Consultant:	Code 3 Transportation (Concord, CA)
Work Project Title:	I-580 Richmond-San Rafael Bridge Access Improvement Project – Bicycle/Pedestrian Path
Purpose of Project:	Provide access across the RSR Bridge for non-motorist users that are impacted by the multi-use path closure per the modified pilot project operations.
Brief Scope of Work:	To provide shuttle services that will travel across the RSR Bridge to pick-up and drop-off passengers, at designated stops, on days the multi-use path is closed.
Project Cost Not to Exceed:	\$1,600,000
Funding Source:	Toll Bridge Rehabilitation Program Budget
Fiscal Impact:	Funds are included in the FY 2025-2026 Toll Bridge Rehabilitation Program Budget and subject to the approval of future budgets.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Code 3 Transportation to operate a shuttle across the RSR Bridge, as described above and in the BATA Oversight Committee Summary Sheet dated October 09, 2024, for an amount not to exceed \$1,600,000 for up to three years (subject to permit and budget approvals).
Bay Area Toll Authority:	<hr/> Nate Miley, Vice Chair
Approved:	July 9, 2025