

Richmond-San Rafael (RSR) Bridge Project Updates

BATA Oversight Committee Meeting

May 14, 2025



RSR Bridge Corridor Projects

A RSR Bridge Pilot

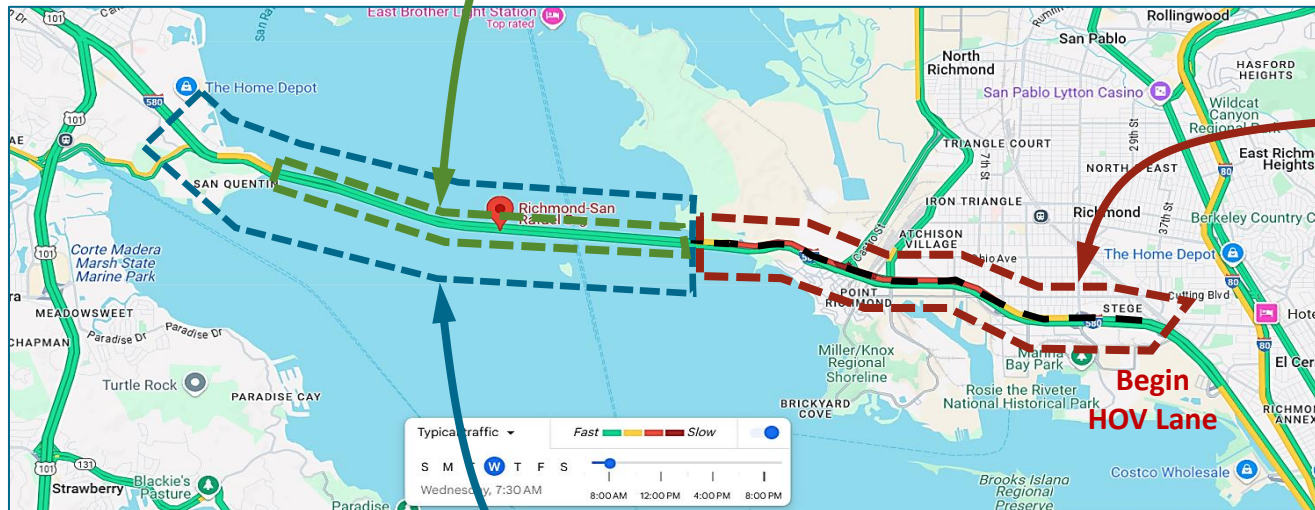
Proposed Modifications to Bike/Ped Path

B RSR Forward

Open Road Tolling (ORT) at Toll Plaza
HOV Lane Extension to Regatta Blvd.

C RSR Bridge WB Upper Deck Study

Evaluate alternatives for using the shoulder to provide part-time
HOV lane and/or multi-use Bike/Ped path



RSR Forward: Open Road Tolling & I-580 WB HOV Lane



Interim ORT
(Spring 2026)



Final ORT
(Winter 2028)

RSR Bridge Westbound Upper Deck Study

- **Study Baseline:**

- RSR Forward project complete
- RSR Bridge Third HOV lane (HOV 2+) would be open during AM/PM peak hours , Mon -Thurs afternoon
 - Outside of weekday AM/PM peak, the lane to operate as an emergency shoulder
 - Maintain Bike/Ped Path from Thursday afternoon to Sunday night
 - HOV lane hour of operations match the HOV hours on the Bridge approach and RSR Forward project (5-10AM and 3-7 PM)

- **Objective:**

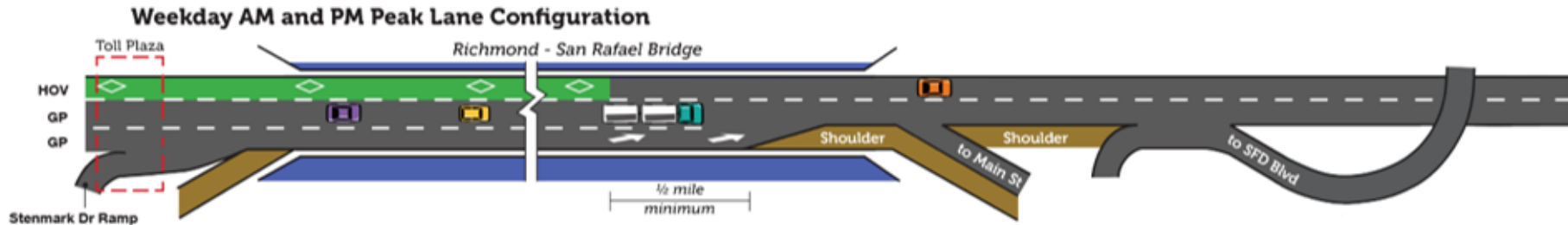
- Increase carpooling and transit use through time savings from continuous HOV lane from Regatta Blvd (built by RSR Forward) across the bridge



Alternatives Considered

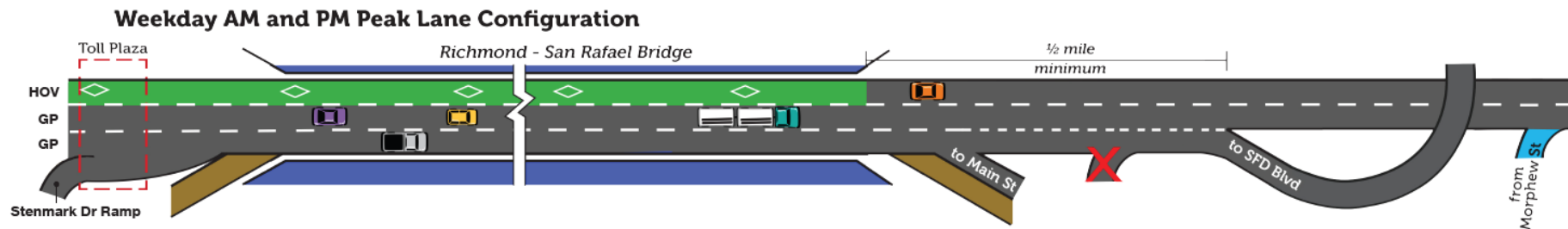
Alternative 1: Bridge Only Improvements

Extend HOV lane from toll plaza to ½ mile before Main St. off-ramp.

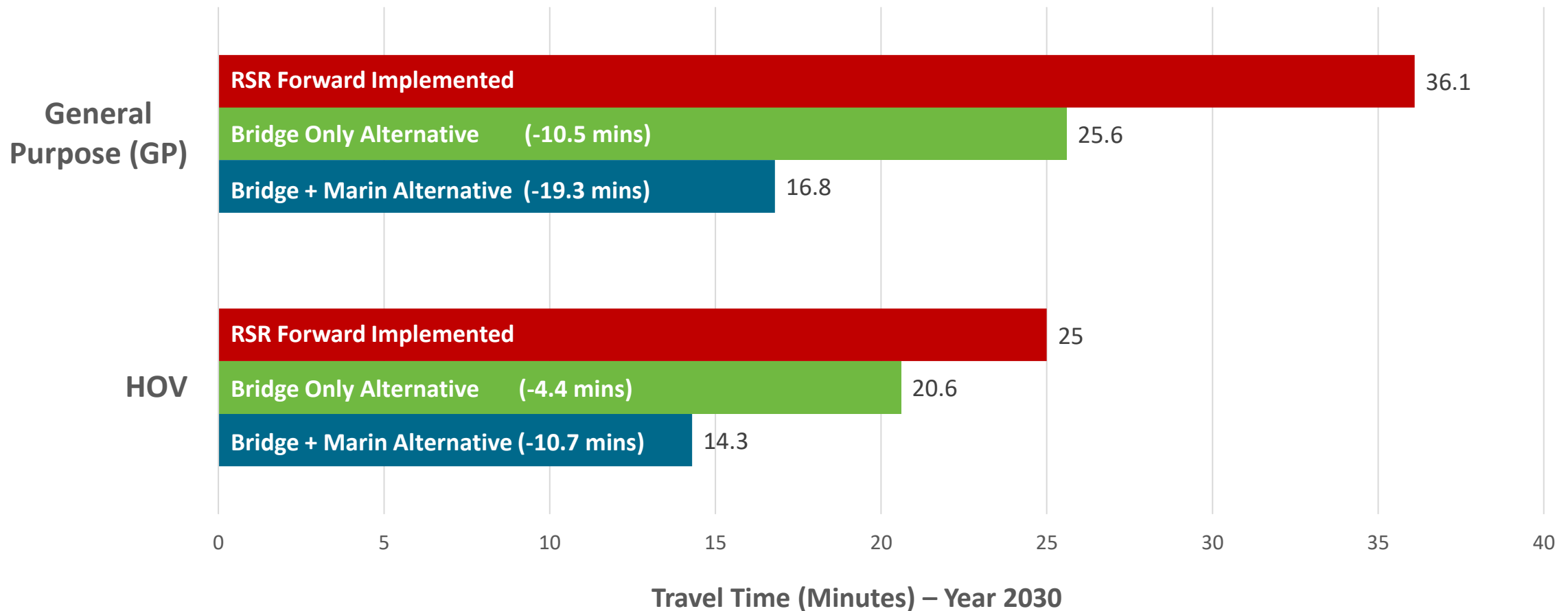


Alternative 2: Bridge and Marin Co. Improvements

Provide longer HOV lane extension, ending ½ mile before Sir Francis Drake off-ramp; requires additional improvements in Marin County (e.g., relocate Francisco Blvd. on-ramp to west of the Sir Francis Drake connector)



Travel Time Savings (AM Peak) for GP and HOV Users



- Note:
- Travel time is along WB I-580 from the I-580/I-80 Interchange in Albany to the merge point with NB US 101 (Year 2030).
 - "RSR Forward Implemented:" reflects expected travel time savings for GP by 3-5 min and for HOV by 10-12 min compared to today's condition.

Preliminary Assessment

- **Environmental:**
 - No significant impact due to the project's physical improvement
 - Transportation Impact due to the project's likely increase to Vehicle Miles Traveled (VMT)
- **Cost:**

	Bridge Only Alt	Bridge + Marin Co Alt
Support	\$5 M	\$13 M
Capital	\$9 M	\$32 M
Total Project Cost (2030 \$)*	\$14 M	\$45 M

- *Excluding any environmental mitigation costs, O&M cost (\$2 M/year), and structural strengthening cost (Initial estimate approximately \$20 M)*

Benefit / Cost Ratio	55.5	17.4
-----------------------------	-------------	-------------

What to Expect?

A RSR Bridge Pilot

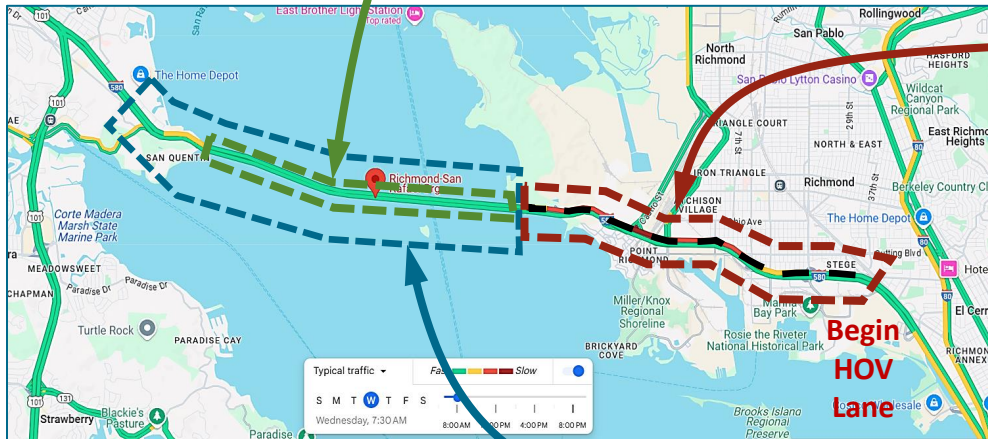
Fall 2025: Start Modified Pilot if approved by BCDC
Upper Deck: Restore shoulder Mon - Thurs

B RSR Forward

Summer 2025: Begin Construction phase of ORT and HOV Lane with major roadway work to begin in the Fall

C RSR Bridge WB Upper Deck Improvement

Summer 2025: Start Environmental phase of proposed project (Today's Action)



Recommendation

Authorize staff to pursue:

- Next phase of project delivery of Westbound Upper Deck Improvement Project

This allows staff to:

- Work with Caltrans to form a project team.
- Conduct project initiation and environmental approval process
- Explore ways to expedite project delivery



Thank You

PHOTO: TOM PAIVA

BAY AREA TOLL AUTHORITY

