

## **Bay Area Toll Authority Oversight Committee**

**March 13, 2024**

**Agenda Item 5a - 24-0256**

### **Contract Amendment – Richmond-San Rafael Forward:**

- i. Open Road Tolling and Interstate 580 Westbound High Occupancy Vehicle Lane Project; and**
  - ii. Richmond-San Rafael Bridge Westbound Upper Deck Design Alternative Assessment - Kimley-Horn and Associates, Inc. (\$2,500,000)**
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#### **Subject:**

Request for approval of a contract amendment with Kimley-Horn and Associates, Inc. (Kimley-Horn) to add \$2,500,000 for the following activities as part of Richmond-San Rafael (RSR)

Forward:

- (i) Complete the final design phase for the Open Road Tolling (ORT) and Interstate 580 (I-580) High Occupancy Vehicle (HOV) Lane Project; and
- (ii) Perform the RSR Bridge Westbound Upper Deck Design Alternative Assessment (DAA).

#### **Background:**

The 5.5-mile long RSR Bridge has served the needs of North Bay and East Bay travelers for over 65 years. The RSR Forward initiative proposes a suite of near-term strategies to improve travel options in the bridge corridor, consistent with Plan Bay Area 2050 strategies to provide transit priority while also improving travel and safety for general traffic. BATA has been collaborating with partner agencies including Caltrans, the Transportation Authority of Marin (TAM), and the Contra Costa Transportation Authority (CCTA) on a series of projects and programs that work collectively to manage the bridge and improve mobility in the corridor.

Staff presented a status update on the RSR Bridge Access Improvement Pilot, RSR Forward Projects, and considerations for a westbound third lane on the bridge to the BATA Oversight Committee in November 2023. At that meeting, Chair Glover asked staff to work with Caltrans and return to the Committee with a scope, schedule, and budget for review of a bus or HOV lane, possibly on a part-time basis, on the bridge upper deck. A combined part-time HOV lane and a part time multi-use path could potentially maximize person throughput for both transit and non-motorized trips serving each when they are in most demand. In addition, BATA and Caltrans

staff continue to explore options for resolution of the pilot. New developments and progress on RSR Forward initiatives are highlighted below.

**1. ORT and I-580 Westbound HOV Lane Project**

The ORT and I-580 Westbound HOV Lane project (Project) will provide safety and operational improvements on the westbound I-580 bridge approach by replacing the existing toll plaza with ORT and will encourage carpooling and transit ridership by reinstating the previous HOV lane along westbound I-580.

BATA staff has developed an interim project to advance the start of open road tolling and the HOV lane while completing procurement of the new BATA ORT Toll System Integrator (TSI). BATA staff has completed preliminary engineering, environmental studies, and project approval documents and is ready to advance to final design of the Project. However, final design requires input from the new TSI for BATA's broader ORT program, who will not be available to start work on the RSR bridge until the end of 2025, as the services are being procured. The interim Project leverages the current TSI and ability of the ORT Construction Manager General Contractor to provide an interim toll system structure, typically a long-lead item. This approach should allow BATA to begin open road tolling and deliver the HOV lane extension at the RSR bridge before the end of 2025. The final ORT design will be completed once the new TSI is under contract and the RSR ORT system ultimately will be consistent with the broader BATA ORT system.

**2. RSR Bridge Design Alternative Assessment – Westbound Upper Deck**

In response to the Chair's direction at the November BATA Oversight Committee meeting, staff worked with Caltrans to develop a scope, cost and schedule for review of a 3<sup>rd</sup> HOV lane on the upper deck of the bridge. The first step is to conduct a DAA to narrow alternatives and identify any major challenges in advance of starting the environmental clearance, and this item requests Committee approval to start that pre-environmental effort expeditiously through a contract amendment.

Specifically, BATA, in collaboration with Caltrans, CCTA and TAM, proposes to prepare a DAA to consider alternatives that provide a full- or part-time (on a weekday or weekend basis):

- (a) Shoulder,
- (b) Third Lane for HOV, and
- (c) Multi-use Path.

The analysis will consider but is not limited to: environmental impacts, consideration of traveler demographics (e.g., race, ethnicity and income), vehicle miles traveled (VMT); traffic operation analysis; impacts on safety and incident response, geometry and structural requirements; transportation demand management and transit strategies; and cost estimates.

The typical time for a DAA of this nature is approximately 12 months. Given the urgent needs in this corridor, staff will do their best to complete the DAA in approximately nine months. The estimated cost of the DAA is \$1,000,000.

Environmental clearance would follow the DAA and can be expected to be very similar to that for the current pilot, which included a part-time lane on the lower deck of the bridge. That effort took two years and cost \$3 million. It required, among other things, sign off from the State Historic Preservation Officer due to the historic nature of the structure, review of construction impacts on marine mammals and a permit action by the Bay Conservation and Development Commission. In addition, clearing a new project on the upper deck will require VMT impact analysis and mitigation, a new state environmental requirement that became effective after the current pilot was approved. In addition, the third HOV lane would need to be included in Plan Bay Area 2050+ in order to complete the environmental phase.

**Contract Amendment:**

In November 2019, following a competitive procurement process and a unanimous recommendation by an evaluation panel, BATA approved the selection of Kimley-Horn as the prime consultant to complete the initial phase of the ORT and I-580 Westbound HOV Lane Project, including preliminary engineering, environmental studies, and project approval. The current contract value is \$3,963,000. Staff requests approval of a contract amendment with Kimley-Horn to add \$2,500,000, bringing the contract to a new total not to exceed the amount of \$6,463,000. The proposed amendment would allow Kimley-Horn to complete the final design for the interim and final Project (estimated to cost \$1,500,000) and prepare the DAA (estimated

to cost \$1,000,000). Kimley-Horn was determined to be the sole source provider of the DAA based on compelling business reasons. Kimley-Horn is uniquely qualified to prepare the DAA given their direct experience working on multiple projects along the RSR corridor, including the TAM's westbound 3rd lane study (2020) and the Richmond Parkway Interchange DAA (2023). The Kimley-Horn team's familiarity with the corridor and issues gives them an advantage to complete the DAA in an efficient and timely manner.

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

**Recommendations:**

Staff recommends that the BATA Oversight Committee authorize the Executive Director or designee to enter into a contract amendment with Kimley-Horn in an amount not to exceed \$2,500,000 to provide:

- (i) Design services to complete Final Design phase for the Interim and Final ORT and Westbound I-580 HOV Lane Project, and
- (ii) Design Alternative Assessment for the westbound upper deck of the Richmond-San Rafael Bridge.

**Attachments:**

- Attachment A: Contractor Disadvantage Business Enterprise and Small Business Enterprise Status; and
- Request for Committee Approval – Summary of Proposed Contract



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Andrew B. Fremier

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	Kimley-Horn & Associates	Project Management; Environmental; Civil Design	No		No	
Subcontractor	Associated Right of Way	Right-of-Way	No		No	
Subcontractor	Circlepoint	Environmental and Public Outreach	Yes	50993	Yes	40528
Subcontractor	Cogstone	Paleontology	Yes	49374	No	
Subcontractor	Farwestern	Archeology	No		No	
Subcontractor	JRP Historical Consulting	Architecture History	No		Yes	1509783
Subcontractor	Fehr and Peers	Traffic Engineering	No		No	
Subcontractor	Parikh Consultants, Inc.	Geotechnical	Yes	20259	Yes	9631
Subcontractor	Towill	Land Surveying and Mapping	No		No	
Subcontractor	HDR/WRECO	Biology and Water Quality	No		No	

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

\*\*Denotes certification by the State of California.

**Request for Committee Approval**

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**Summary of Proposed Contract Amendment**

Work Item No.:	1258
Consultant:	Kimley-Horn and Associates, Inc. (Kimley-Horn) Pleasanton, CA
Work Project Title:	Richmond-San Rafael (RSR) Forward: I-580 Westbound Open Road Tolling (ORT) and Westbound High Occupancy Vehicle (HOV) Lane Extension Project
Purpose of Project:	To improve westbound I-580 traffic operations by reducing bottlenecks and travel time, and to encourage shifts in travel mode away from single occupant vehicles.
Brief Scope of Work:	Move forward with the Final Design Phase of the Interim and Final ORT and HOV Lane project and perform a Design Alternatives Assessment (DAA) that studies various options and alternatives for the westbound upper deck of the RSR Bridge.
Project Cost Not to Exceed:	This amendment: \$2,500,000 Current contract amount before this amendment: \$3,963,000 Maximum contract amount after this amendment: \$6,463,000
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Funding is included in the BATA budget for FY 2023-2024
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Kimley-Horn to provide additional design services as described above and in the BATA Oversight Committee Summary Sheet dated March 13, 2024 and that the Chief Financial Officer is authorized to set aside \$2,500,000 for such contract amendment.
Bay Area Toll Authority:	<hr/> Federal Glover, Chair
Approved:	March 13, 2024