

**Bay Area Toll Authority  
Oversight Committee**

**May 08, 2024**

**Agenda Item 2b-24-0508**

**Contract – Interstate 580/Richmond Parkway Operational Improvements – Kimley-Horn and Associates, Inc. (\$1,500,000)**

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**Subject:**

A request for Committee approval to enter into a contract with Kimley-Horn and Associates, Inc. (Kimley-Horn) to provide engineering and environmental studies and design support services for the Interstate 580 (I-580)/Richmond Parkway Interchange Operational Improvements Project (Project) in an amount not to exceed \$1,500,000. The term of the contract shall be for three (3) years, with an option to extend for an additional three (3) years.

**Background:**

Richmond Parkway is a seven-mile arterial in the City of Richmond connecting I-580 and Interstate 80, allowing regional traffic to bypass central Richmond. The corridor has been identified as a route of regional significance by the West Contra Costa County Transportation Advisory Committee (WCCTAC) due to it being an important connector for traffic traveling between the two interstates. Castro Street runs parallel to the Richmond Parkway for approximately 1.5 miles, connecting with Richmond Parkway at the Castro Street undercrossing to the north and at the Richmond Parkway/Canal Boulevard/I-580 interchange to the south. Based upon field observations in late Spring 2018, there is severe congestion at the Castro Street and Richmond Parkway interchanges during the morning commute hours as vehicles try to access westbound I-580.

The Bay Area Toll Authority (BATA) completed the Richmond Parkway Interchange Design Alternatives Assessment (DAA) in Spring 2023 to evaluate alternatives that would improve traffic operations through this corridor, as part of the Richmond-San Rafael Bridge Forward suite of projects. The I-580/Richmond Parkway Interchange Operational Improvements Project will propose strategies at the Castro Street and Richmond Parkway Interchanges including but not limited to alternatives identified in the Design Alternative Assessment (DAA) to address access to westbound I-580.

**Procurement Process:**

On February 22, 2024, BATA issued a Request for Qualifications (RFQ) for engineering and environmental studies and design support for the project. On March 20, 2024, BATA received one Statement of Qualification (SOQ) from Kimley-Horn.

An evaluation panel comprised of staff from BATA, Caltrans, City of Richmond, and WCCTAC reviewed the proposal based upon the following evaluation criteria, with relative weights in percentages: 1) Individual/team expertise and experience (40%); 2) Understanding of the Project and approach to completing it (30%); 3) Depth of resources and availability (20%); and,

4) Presentation (10%). Subsequently, the evaluation panel chose to interview Kimley-Horn. Based on the results of the evaluation and interview, the evaluation panel recommends the selection of Kimley-Horn. Their SOQ demonstrated a robust project delivery approach and in-depth understanding of this project, especially since they have successfully completed the DAA for this project. Kimley-Horn team brings extensive experience in delivering both highway and local street improvements in the Bay Area and their familiarity with the corridor and issues gives them an advantage to complete the Project efficiently. Attachment A includes a summary of the selected firm and its subcontractors' small business enterprise (SBE) and disadvantaged business enterprise (DBE) status.

**Issues:**

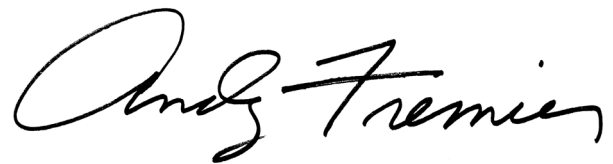
None identified.

**Recommendations:**

Staff requests that this Committee authorize the Executive Director or designee to negotiate and enter into a contract with Kimley-Horn in an amount not to exceed \$1,500,000 to provide engineering and environmental studies and design support services for the I-580 Richmond-San Rafael Bridge - Richmond Parkway Interchange Operational Improvements Project.

**Attachments:**

- Attachment A – Disadvantaged Business Enterprise and Small Business Enterprise Status
- 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 and Associates, Inc.	Preliminary Engineering, Environmental Planning, Final Design, and DSDC	No		No	
Subcontractor	Associated Right of Way Services, Inc.	Right-of-Way	No		Yes	30184
Subcontractor	Cogstone Resource Management, Inc.	Paleontology	Yes	49374	No	
Subcontractor	Far Western Anthropological Research Group, Inc.	Archaeological Studies	No		No	
Subcontractor	Fehr & Peers	Traffic Engineering	No		No	
Subcontractor	Geocon Consultants. Inc.	Initial Site Assessment	No		No	
Subcontractor	H.T. Harvey & Associates	Biological Resources	No		Yes	18707
Subcontractor	Parikh Consultants, Inc.	Geotechnical	Yes	20259	Yes	9631
Subcontractor	Towill, Inc.	Land Surveying	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**

Work Item No.: 8451

Consultant: Kimley-Horn and Associates, Inc. (Kimley-Horn)  
Pleasanton, California

Work Project Title: I-580 Richmond-San Rafael Bridge - Richmond Parkway Interchange  
Operational Improvements Project.

Purpose of Project: As part of the Richmond-San Rafael Forward, this project proposes to  
improve traffic operations at Castro Street and Richmond Parkway  
Interchanges to address traffic congestion as local and regional traffic  
attempt to access westbound I-580.

Brief Scope of Work: Consultant shall perform preliminary engineering and environmental  
studies to support project approval documents, complete final design,  
and provide design support during construction to satisfy state and  
federal project development requirements.

Project Cost Not to Exceed: \$1,500,000

Funding Source: Regional Measure 3 (RM3) in the BATA Other Capital Projects Fund

Fiscal Impact: Funding is included in the FY 2023-24 BATA Other Capital Projects  
Budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and  
enter into a contract with Kimley-Horn to provide Engineering and  
Environmental Studies and Design Support services for the I-  
580/Richmond Parkway Interchange Operational Improvements  
Project, as described above and in the BATA Oversight Committee  
Summary Sheet dated May 8, 2024 and that the Chief Financial Officer  
is authorized to set aside \$1,500,000 for such contract.

Bay Area Toll Authority:

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Federal D. Glover, Chair

Approved: May 8, 2024