

**Metropolitan Transportation Commission
Administration Committee**

August 12, 2026

Agenda Item 3f-26-0827

Contract Amendment – Regional Advanced Mitigation Program Contract. The Nature Conservancy (\$245,000)

Subject:

Authorization to negotiate and enter into a \$245,000 contract amendment with The Nature Conservancy for a total contract amount not to exceed \$445,000 to support a final framework and site-specific Mitigation Credit Agreement in the North Bay and continued support for the Regional Advanced Mitigation Program.

Background:

The contract amendment will allow The Nature Conservancy to continue supporting the Metropolitan Transportation Commission (MTC) on the Regional Advanced Mitigation Program (RAMP). The RAMP supports habitat restoration at the landscape scale while improving the delivery of regional infrastructure projects. This work facilitates the restoration of the historic San Pablo baylands and development of a more resilient State Route 37 to support the communities of the North Bay.

MTC, in collaboration with state and local transportation, resource and regulatory agencies are partnering on the Resilient State Route (SR) 37 Program in the delivery of multi-benefit transportation and ecological enhancement projects. SR 37 is a 21-mile east-west corridor connecting the counties of Marin, Sonoma, Napa, and Solano. The low-lying corridor experiences many challenges, including chronic traffic congestion which severely impacts low-income commuters, a lack of public transit, vulnerability to storm-related flooding, and sea level rise- which is anticipated to inundate the corridor in several decades. SR 37 cuts through a mosaic of tidal and seasonal wetlands. Restoration of these baylands will enhance habitat for threatened and endangered species and will buffer adjacent communities and infrastructure from rising bay waters and storm surge. The Resilient SR 37 Program is working on the concurrent design and delivery of the near-term Sears Point to Mare Island Improvement Project, which will provide time-savings, reliability, and resilience for travelers as well as habitat improvements, and the first long-term sea level adaptation projects along the corridor.

Procurement Process:

MTC first entered into a sole source agreement under Executive Director's Authority with The Nature Conservancy on April 1, 2021 for technical services supporting the RAMP to evaluate

advanced mitigation opportunities and support resilience in the North Bay aligned with state and regional commitments.

The Nature Conservancy is the regional lead for advanced mitigation and has unique experience coordinating its implementation across regulatory, resource and infrastructure agencies.

The proposed contract amendment will cover work needed to advance project and funding activities for the next two (2) years., through August 30, 2028.

The Nature Conservancy is a non-profit, but is neither a disadvantaged business enterprise nor a small business enterprise.

Issues:

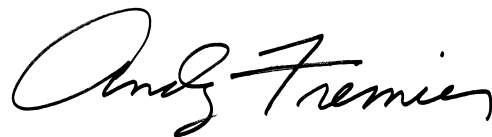
None identified

Recommendation:

Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a \$245,000 contract amendment for a total contract not to exceed \$445,000 with The Nature Conservancy in support of the Resilient State Route 37 Program, for services through August 30, 2028.

Attachment:

- Request for Committee Approval – Summary of Proposed Contract Amendment Approval



Andrew B. Fremier

Request for Committee Approval

Summary of Proposed Contract Amendment Approval

Work Item No.:	8947
Consultant:	The Nature Conservancy, San Francisco, CA
Work Project Title:	Regional Advanced Mitigation Program Contract
Purpose of Project:	Complete the first regional mitigation credit agreement in the North Bay, which will be provide both a framework and a site-specific agreement the historical San Pablo Baylands and the Resilient SR 37 Program. Support development of advanced mitigation elsewhere in the region.
Brief Scope of Work:	Technical support to MTC and regional agencies pursuing advanced mitigation.
Project Cost Not to Exceed:	This amendment: \$245,000 Contract amount before this amendment: \$200,000 Maximum contract amount after this amendment: \$445,000
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Part of funding is included in the FY 2026-27 agency budget, and the remainder is subject to future agency budgetary approval.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with The Nature Conservancy for the purpose described above and in the Administration Committee Summary Sheet dated August 12, 2026 and that the Chief Financial Officer is authorized to set aside \$245,000 for such contract amendment, subject to future budgetary approvals.
Administration Committee:	Gina Papan, Chair
Approved:	August 12, 2026