



ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE MEETING

JANUARY 12, 2026
3:30 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

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San Rafael
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Peter Mark

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Urban Carmel

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Rachel Farac

Ross
Teri Dowling

San Anselmo
Steve Burdo

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Brian Colbert
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

This meeting will be held in-person and via Zoom webinar.

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<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZycllGN2VPZVlBY0Zrdz09>

Webinar ID: 830 3511 3530
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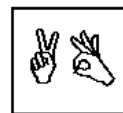
Teleconference: Members of the public wishing to participate via teleconference may do so by dialing in to the following number at 3:30 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 830 3511 3530; Password: 891953

How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. the day before the meeting to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally may only listen.)
4. Approval of Meeting Minutes from October 13, 2025 (Action) – **Attachment**
5. Actions Associated with RM3 Funding for State Route 37 (Action) – **Attachment**
6. Accept Update of Program/Project Management and Oversight (PMO) Services Contract (Action) – **Attachment**
7. Amendment No. 4 to Caltrans Cooperative Agreement 04-2791 for the Construction of the US 101 Marin-Sonoma Narrows B7 Project (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

OCTOBER 13, 2025
3:30 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Eric Lucan, Marin County Board of Supervisors, Committee Chair
Alice Fredericks, Tiburon Town Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Teri Dowling, Ross Town Council

Members Absent: Mark Milberg, Novato City Council

Staff Members Present: Anne Richman, Executive Director
Audrey Veyssiere, Assistant Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Senior Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Lucan called the meeting to order at 3:30 p.m.

Chair Lucan welcomed attendees to the meeting and announced the unexpected passing of Novato City Councilmember and TAM Commissioner Mark Milberg the previous evening. A moment of silence was observed in his memory.

Chair Lucan announced that Commissioner Moulton-Peters would be participating remotely pursuant to the "Just cause" clause of Assembly Bill (AB) 2449; and Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to ensure a quorum of the Administration, Projects & Planning (AP&P) Executive Committee.

1. Chair's Report & Commissioners Comments (Discussion)

Chair Lucan reported on the ribbon cutting ceremony for the opening of the final segment of the Marin-Sonoma Narrows; and provided an update on a potential statement from both TAM and the Sonoma County Transportation and Climate Authorities to Caltrans regarding the new HOV hours.

Chair Lucan asked if any members of the public wished to speak and hearing none, closed public comment.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman introduced TAM's new Assistant Project Delivery Manager Audrey Veyssiere; reported on TAM's Third Annual Clean Fleet Expo; International Walk n Roll to School Day; the Marin-Sonoma Narrows ribbon cutting ceremony and new HOV Hours; and provided an update on the new hours of operation for the Richmond-San Rafael Bridge Path Modified Pilot program.

Chair Lucan asked if any members of the public wished to speak and hearing none, closed public comment.

3. Open Time for Public Expression

Chair Lucan asked if any members of the public wished to speak.

Matthew Hartzell expressed support for the new HOV hours in the southbound lanes in the morning and the northbound lanes in the afternoon and commented on the importance of educating the public about the purpose of the new HOV lanes.

4. Approval of Meeting Minutes from September 8, 2025 (Action)

Chair Lucan asked if any members of the public wished to speak, and hearing none, closed public comment and asked for a motion.

Commissioner Dowling moved to approve the Minutes of the September 8, 2025 meeting, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

5. Actions Associated with RM3 Funding for State Route 37 (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends the Administration, Projects and Planning (AP&P) Executive Committee refer the following actions to the TAM Board for approval: 1) authorize the TAM Chairperson to execute Amendment 2 of the Resilient State Route 37 (SR 37) Program Memorandum of Understanding (MOU) to modify the funding table and make other minor changes; 2) authorize the Executive Director to enter into a Cooperative Agreement to transfer \$25 million in Regional Measure 3 (RM3) funding to Caltrans for construction capital for Phase I of the SR 37 Flood Reduction Project; and 3) authorize amendments to the approved FY2025-26 TAM Budget to account for the Caltrans invoices and RM3 reimbursements.

Chair Lucan asked if any members of the public wished to speak.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for the multi-use pathway as part of the project; and inquired about the planned future widening of the bridge.

WTB-TAM Director of Planning Matthew Hartzell expressed support for the multi-use path in Phase 1 of the project and inquired whether the path would connect to the existing network or remain unconnected until future improvements are completed. Mr. Hartzell also inquired about the proposed width of the inside and outside shoulders of the bridge segment.

In response to the public commenters, Dan Cherrier clarified that the cross section reflected in the environmental document is what was evaluated and approved through the full environmental process for the flood reduction project, and there is currently no plan to expand the bridge beyond that approved width. Mr. Cherrier noted that while the current phase includes minimum Caltrans standard shoulders, future widening priorities would be determined by the Policy Committee and may depend on how other project segments advance. Mr. Cherrier also responded that the multi-use path will connect to the existing roadway at both ends within the project limits in Phase 1, although improvements outside the project area will occur in later phases. ED Richman added that there are ongoing discussions regarding the appropriate inside and outside shoulder widths for the entire corridor.

Commissioner Dowling moved to approve staff recommendations and refer them to the TAM Board for approval, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

6. Authorize a Contract Extension for the Highway 101 Interchange Studies and Provide Comments on Next Steps (Action)

Director of Project Delivery Dan Cherrier, David Parisi of Parametrix, and Lillie Lam of HNTB presented this item, recommending that the AP&P Executive Committee refer to the TAM Board authorization for the Executive Director to execute Amendment 4 to Contract C-FY20-09 with HNTB Corporation to extend the contract term through December 31, 2026, with no change to the not-to-exceed amount of \$4,431,000; and to provide direction on next project development steps.

In response to Commissioner Fredericks, Dan Cherrier confirmed that staff's recommendation incorporates the proposed Measure AA Expenditure Plan amendment to reallocate 0.5% from the Interchange Studies to the Crossing Guard Program.

In response to Commissioner Dowling, Dan Cherrier explained that the Technical Advisory Committee was used to analyze and finalize the alternatives for each of the three interchanges.

Commissioners and staff discussed potential methodologies and best practices to further refine and narrow the list of alternatives for the interchanges.

In response to Commissioner Fredericks, David Parisi explained that roundabouts were evaluated as part of the analysis and concluded that they would provide improved traffic operations compared to signals, including reduced delay and fewer potential conflict points at the studied locations.

In response to Commissioner Dowling, David Parisi noted that when a project involves a Caltrans facility, Caltrans requests that any proposed signalized intersection also evaluate the feasibility of a roundabout as part of the analysis.

Commissioner Moulton-Peters expressed support for extending the HNTB contract and noted that, given the complexity of the alternatives, additional information may be needed for the Committee and Board to make decisions regarding the alternatives. Commissioner Moulton-Peters suggested that smaller subcommittees with local knowledge may help narrow the options and requested additional details, including TAC weighting and clearer explanations of the issues each project is intended to address. Commissioner Moulton-Peters also expressed support for the proposed 0.5% reallocation from Interchange Studies to the Crossing Guard Program.

Chair Lucan sought clarification regarding the Alameda del Prado/Nave project, asking whether the multi-use path was included in the project scope. Staff confirmed that it is included, noting two path components: an east-west path using reallocated lanes on the overcrossing and a north-south path under Highway 101 and Nave Drive. Chair Lucan also asked about cost estimates and staff clarified

differences related to environmental document requirements. Chair Lucan further commented on the potential future need to consider additional interchanges not included in the current study, noting updated housing plans and changes in Board composition; and lastly, commented that, given the number and cost of alternatives at the other locations, it may be worth exploring whether reducing alternatives at Freitas Parkway and Tiburon Boulevard could allow Alameda del Prado to advance through the PA&ED phase as well.

Chair Lucan asked if any members of the public wished to speak.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for alternatives that include grade-separated bicycle and pedestrian crossings, noting their safety and mobility benefits. Mr. Wells commented on the importance of thoughtful design that does not require significant out-of-direction travel and stated that MCBC is not committed to any one alternative at this stage but will look favorably on options that improve safe, separated crossings of US 101.

WTB-TAM Director of Planning Matthew Hartzell expressed support for the progress made thus far on the interchange alternatives; and encouraged the agency to ensure grade-separated bicycle and pedestrian options remain under consideration as alternatives are narrowed, emphasizing their safety, connectivity, and long-term value.

Commissioners and staff discussed next steps for refining the interchange alternatives, expressing support for smaller, focused meetings with affected jurisdictions to gather more detailed input, along with a high-level presentation to the Board outlining tradeoffs, including those related to Crossing Guard funding.

Commissioner Dowling moved to approve staff recommendations and refer them to the TAM Board for approval, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 5:18 p.m.



DATE: January 12, 2026

TO: Transportation Authority of Marin
Administration, Projects and Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Audrey Veysiere, Assistant Project Delivery Manager

SUBJECT: Actions Associated with RM3 Funding for State Route 37 (Action), Agenda Item No. 5

RECOMMENDATION

Staff recommends the Administration, Projects and Planning (AP&P) Executive Committee refer the following actions to the TAM Board for approval:

1. Execute TAM Resolution No. 2026-01 (Attachment A) authorizing the Executive Director to enter into a Cooperative Agreement to transfer \$25 million in Regional Measure 3 (RM3) funding to Caltrans for construction capital for Phase I of the SR 37 Flood Reduction Project.
2. Execute TAM Allocation Request Resolution No. 2026-02 (Attachment B), required by the Metropolitan Transportation Commission (MTC), authorizing the Executive Director to execute and submit an allocation request in the amount of \$25,000,000 in Regional Measure 3 (RM3) funds for Phase I of the SR 37 Flood Reduction Project.

BACKGROUND

State Route 37 (SR 37) is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, SR 37 has been the subject of numerous planning studies conducted by a number of transportation agencies and organizations, including the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans). Staff and elected officials from these various agencies have been in discussion over the past several years about how to advance improvements in the corridor.

The corridor is divided into eight segments. Segments 1, 2, and 3 are in Marin County. Each segment has unique challenges and varies in how those challenges can be met in regard to mobility, sea level rise and flooding.

A Policy Committee that includes representatives from Marin, Sonoma, Solano, and Napa Counties, as well as elected officials and State, Regional, and Tribal representatives was formed in 2015 to provide direction. A Memorandum of Understanding (MOU), in place since October 2015 and amended once, was established to define the structure of the Policy Committee and its supporting Executive Steering Committee (ESC) and Policy Leadership Team (PLT). The primary focus of the committees has been to develop and deliver the Resilient State Route 37 Program.

The MOU also defines the expenditure plan for the \$100 million in RM3 funds available to the corridor, which are allocated among various eligible subprojects.

The Policy Committee recently prioritized the eight segments, and Segment 2 over Novato Creek was determined to be the top priority, mostly due to flooding potential. The Novato Creek Bridge Project (officially known as the Flood Reduction Project Phase 1), currently in design phase, will construct a new structure at the ultimate elevation to clear the potential 100-year flood event and is expected to begin construction in 2027. The Bridge will return to the current roadway profile until sufficient funds are obtained to construct the full elevated causeway in Segments 1 and 3. At that time, the Bridge will be widened to the ultimate width.

A funding package for the construction phase of the Novato Creek Bridge was recently completed by Caltrans by putting additional State Highway Operation and Protection Plan (SHOPP) funds towards the project, and work by staff was done to negotiate with other stakeholders a greater share of RM3 funding being allocated to Marin to complete the multi-modal aspects of the Project.

The total cost of the Flood Reduction Project Phase 1 is \$270 million. This will be funded by \$155 million from the Infrastructure Investment and Jobs Act (IIJA), \$75 million from the SHOPP, and \$15 million that TAM received from Senator McGuire's office by way of Assembly Bill (AB) 179. The final \$25 million will be provided from the RM3 funding.

DISCUSSION/ANALYSIS

To access the RM3 funding, at its October 2025 meeting, the TAM Board agreed to the new funding distribution in the MOU and to enter into an agreement with Caltrans to fund the construction capital. Previously, some of the RM3 funds were being held for Marin and Sonoma projects that would be defined later. Over the last several years, the Novato Creek Bridge project has been developed, along with other aspects of the corridor program, and the MOU signatories are now in a position to confirm the funding distribution to these more specific projects. The other parties to the MOU also took these changes to their respective Boards for consideration this past fall and winter. The MOU is now circulating for signature.

Notably, for the Novato Creek Bridge project, with Caltrans as the project sponsor and implementing agency of the primarily SHOPP-funded project, TAM will not be responsible for cost overruns during construction.

At its October 2025 meeting, the TAM Board also authorized the Executive Director to enter into a Cooperative Agreement to transfer \$25 million in Regional Measure 3 (RM3) funding to Caltrans for construction capital for Phase I of the SR 37 Flood Reduction Project and amendments to the approved FY2025-26 TAM Budget to account for the Caltrans invoices and RM3 reimbursements. Caltrans also requires a resolution to be approved by the Board authorizing the Executive Director to sign the Cooperative Agreement (Attachment A).

To obtain the RM3 Funding, TAM has requested an allocation of RM3 funds in the amount of \$25,000,000 for the construction capital phase. The attached TAM Resolution No. 2026-02 (Attachment B) is a standard resolution required by MTC to accompany all RM3 Allocation Requests. The resolution primarily asserts that TAM will comply with RM3 Policies and Procedures and applicable state and federal laws, demonstrate a full funding plan for the phases requested, has no legal impediments that can adversely affect the proposed project, and other miscellaneous requirements. MTC staff anticipates processing TAM's allocation request for the SR37 Flood Reduction Project Phase 1 Project in February 2026.

As the project is delivered, the RM3 funds will be invoiced in an initial deposit of \$2 million followed by a series of \$1 million invoices from Caltrans and then reimbursed by MTC as the manager of the RM3 Program.

RELATIONSHIP TO CTP

State Route 37 improvements address the Regional Connectivity and Adaptation to Climate Change strategies defined in the CTP.

FISCAL CONSIDERATION

This action will be neutral for TAM budgeting as the amounts paid to Caltrans will be immediately presented to MTC for payment from the RM3 Program. The funds will be transferred over 13 months. These amounts will be shown as part of the year in which the transfers are expected to occur.

NEXT STEPS

MTC is expected to process the RM3 Funding Allocation in February 2026.

Staff will continue to work with the SR 37 partners and actively participate in the projects and studies.

ATTACHMENTS

Attachment A – Caltrans Resolution (TAM Resolution No. 2026-0)

Attachment B – MTC Resolution (TAM Allocation Request Resolution No. 2026-02). *(Attachments referenced in Resolution No. 2026-02 are pending and will be provided prior to the January 2026 TAM Board meeting.)*

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TAM RESOLUTION NO. 2026-01

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE TRANSPORTATION AUTHORITY OF MARIN AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A COOPERATIVE AGREEMENT TO TRANSFER \$25 MILLION IN REGIONAL MEASURE 3 (RM3) FUNDING TO CALTRANS FOR CONSTRUCTION CAPITAL FOR PHASE I OF THE STATE ROUTE (SR) 37 FLOOD REDUCTION PROJECT.

WHEREAS, The Transportation Authority of Marin (TAM) has routinely partnered with the California Department of Transportation (Caltrans) for projects involving the state's highway facilities; and,

WHEREAS, Partners are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130; and,

WHEREAS, Phase I of State Route 37 Flood Reduction Project (PROJECT) will enter in the construction phase; and,

WHEREAS, In order for TAM to contribute a fixed amount toward the PROJECT, the state requires that TAM and Caltrans enter into a cooperative agreement which defines the work and establishes the responsibilities and financial commitments of each partner; and,

WHEREAS, TAM staff has negotiated a cooperative agreement with Caltrans, with fair terms that protect the interests of TAM, in a not-to-exceed amount of \$25,000,000; and,

WHEREAS, Caltrans is responsible for completing all work for the PROJECT; and,

WHEREAS, TAM will request a \$25 million RM3 Allocation to fund the construction capital of the PROJECT; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to enter into a cooperative agreement to transfer \$25 million in Regional Measure 3 (RM3) funding to Caltrans for construction capital for phase I of the SR 37 Flood Reduction Project.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 22nd day of January 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eric Lucan, Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board

TAM RESOLUTION NO. 2026-02

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE TRANSPORTATION AUTHORITY OF MARIN AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AND SUBMIT AN ALLOCATION REQUEST FOR THE CONSTRUCTION PHASE WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR REGIONAL MEASURE 3 (RM3) FUNDS IN THE AMOUNT OF \$25 MILLION FOR PHASE I OF THE STATE ROUTE (SR) 37 FLOOD REDUCTION PROJECT

Sponsor Agency: Transportation Authority of Marin
Project Title: State Route 37 Improvements
Subproject Title: Phase I of State Route 37 Flood Reduction

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the Transportation Authority of Marin is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, Phase I of State Route 37 Flood Reduction Project, a subproject of Project 23 State Route 37 Improvements is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the Transportation Authority of Marin is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that the Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that the Transportation Authority of Marin certifies that Phase I of State Route 37 Flood Reduction Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that the Transportation Authority of Marin approves the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that the Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that the Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and, be it further

RESOLVED, that the Transportation Authority of Marin is authorized to submit an allocation request for Regional Measure 3 funds for Phase I of State Route 37 Flood Reduction Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that the Transportation Authority of Marin certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to the Transportation Authority of Marin making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the Transportation Authority of Marin to deliver such project; and be it further

RESOLVED, that the Transportation Authority of Marin indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or

indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. The Transportation Authority of Marin agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that the Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that the Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that the Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$25,000,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and be it further

RESOLVED, that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin allocation request referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 22nd day of January 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eric Lucan, Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board



DATE: January 12, 2026

TO: Transportation Authority of Marin
Administration, Projects and Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Audrey Veysiere, Assistant Project Delivery Manager

SUBJECT: Accept Update of Program/Project Management and Oversight (PMO) Services Contract (Action), Agenda Item No. 6

RECOMMENDATION

Staff recommends the Administration, Projects and Planning (AP&P) Executive Committee refer the PMO Update to the TAM Board for approval.

BACKGROUND

Since inception, TAM has been using consultant support to augment staff in project and program oversight support. This approach is likely to continue as the best approach to meet varying project workloads. The use of consultant support services on an as-needed basis enables TAM to deliver its projects and programs without bringing on additional full-time staffing, which is more cost-effective over the long run and allows access to specialized skills. The support services are funded by various local, regional, state and federal funding sources, depending on the project/program.

The on-call contract allows TAM to utilize expertise when it is needed and creates access to a variety of services depending on the circumstances. Often, the expertise is needed for a limited period. Having a team ready to respond quickly has proven to be very effective. Work proceeds on a task order basis after the TAM Board approves funding for the overall work element.

The on-call contract authorizes work through a Task Order System with associated scope, deliverables, schedule and not to exceed amount. Task Orders are only issued after a source of funds has been identified for the proposed work and it is listed in the approved TAM budget. The work product is either listed in the budget as an individual item or part of the PMO budget line. Task Orders can be amended as situations evolve.

The Task Order Manager is responsible for verifying that sufficient funds are available and authorizes payment for the individual Task Order. The Task Order Manager also manages the scope and schedule of the Task Order. The Contract Manager has the responsibility for scope, schedule, and budget for the overall contract as well as verifying rates and required insurance.

Note that major efforts in planning or project delivery are typically managed through separate Requests for Qualification (RFQ) or Requests for Proposals (RFP) processes.

TAM staff committed to providing periodic updates to the Board as to task orders issued under the contract, which is the purpose of this item. No new contract authorizations are being sought at present for the PMO contract.

DISCUSSION/ANALYSIS

In early 2022, TAM staff released a Request for Qualifications (RFQ) for Program/Project Management, Construction Management and Oversight Services for Various Projects in Marin County.

Staff estimated work needs based on projected workload through 2027. Actual work scope and expenditure were based on program and project needs. The expected scope of services was kept intentionally broad as shown in Attachment B.

At its May 2022 meeting, the TAM Board awarded a not-to-exceed amount of \$3 million contract to the team headed by T.Y. Lin International, which is set to expire in June of 2027.

T.Y. Lin International has the capabilities to offer many services in-house. In addition, they also offer a very robust team of sub-consultants with expertise in various areas as listed below.

Convey, Inc.	Communications and Outreach
Advance Project Delivery	Crossing Guard and Local Agency Support
Parisi Transportation Consulting	Planning, Program Management, Design, and Local Agency Support
Sam Schwartz	Planning and Grant Support
Fremier Enterprises, Inc.	Program, Project, and Construction Management
Integral Group	Design
Ross & Baruzzini	Planning and Design
Towill, Inc.	Design and Surveying

Since the execution of the contract, Parisi Transportation Consulting was acquired by Parametrix in 2023. Sam Schwartz formally became TY Lin in 2024 and is no longer considered a subconsultant. As needs progressed, two team members were added for their specialized knowledge. Traffic Data Service CA LLC assists in traffic data collection; and SS Consultants support Planning Staff.

The prime consultant T.Y. Lin International provides overall Program Management, Contract Management, and Project Delivery. The designated point of contact is Michael F. Pyrz, currently serving as Vice-President - Sector Manager, Roads and Highways - Northern California for T.Y. Lin International.

FINANCIAL CONSIDERATION

The amount paid (through December 10, 2025) to each team consultant are shown below:

T.Y. Lin International	\$ 384,973.57
T.Y. Lin Sam Schwartz	\$ 132,118.16
Convey, Inc.	\$ 17,842.04
Advance Project Delivery	\$ 26,559.65
Parametrix	\$ 294,959.56
Traffic Data Service CA LLC	\$ 21,880.00
SS Consultants, LLC	<u>\$ 24,605.00</u>
Total	\$ 902,937.98

The total amount authorized for the task orders issued to date is \$1.271 million. This amount is well within the overall contract not to exceed amount. Note: a breakdown of the Task Orders is shown in Attachment C.

NEXT STEPS

TAM staff may return later to update continued use to the PMO/On-Call contract. Annual budgets will continue to show the PMO authorized expenditures.

ATTACHMENTS

- Attachment A – PPT Presentation
- Attachment B – Scope of Services
- Attachment C – PMO Task Orders

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Update of Program/Project Management and Oversight Services Contract

Transportation Authority of Marin

Administration, Projects and Planning
Executive Committee

January 12, 2026

Why a PMO and On-Call Contract?

Since inception, TAM has been using consultant support to augment staff in project and program oversight support. This approach is likely to continue as the best approach to meet varying project workloads.

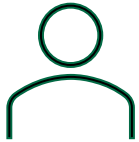
- Deliver projects and programs without bringing on additional full-time staffing
- Access to a variety of services and specialized skills for a limited period
- Have a team ready to respond quickly
- Respond to peak workload issues in a timely manner
- Keep a variety of projects/programs on schedule

Task Order System



Contract Manager

- Responsible for the scope, schedule, and budget for the overall contract
- Invoicing requirements
- Required insurance



Task Order Manager

- Verifies that sufficient funds are available
- Authorizes payment for the individual Task Order
- Manages Task Order scope, schedule and deliverables



Task Orders

= + Deliverables + Schedule + Budget – not to exceed amount

- Can be amended as situations evolve
- Only issued after a source of funds has been identified for the proposed work and it is listed in the approved TAM budget

Note that major efforts in planning or project delivery are typically managed through separate Request for Proposals (RFP) processes.

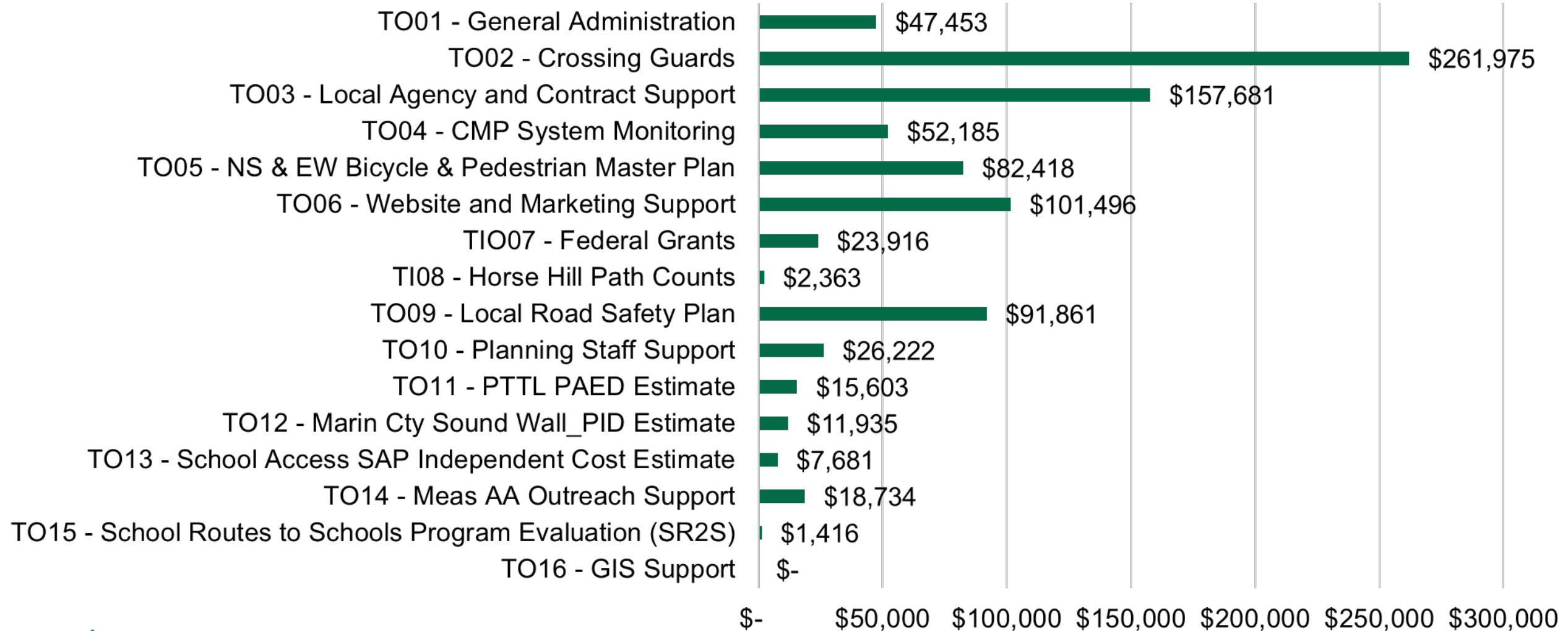
TAM's current PMO contract with TY Lin

- Executed in June 2022
- Not-to-exceed \$3,000,000 amount
- A robust team of sub-consultants with expertise in various areas
- 16 Task Orders: 8 open – including 6 ongoing - and 8 closed
- \$ 902,937,98 paid up-to-date

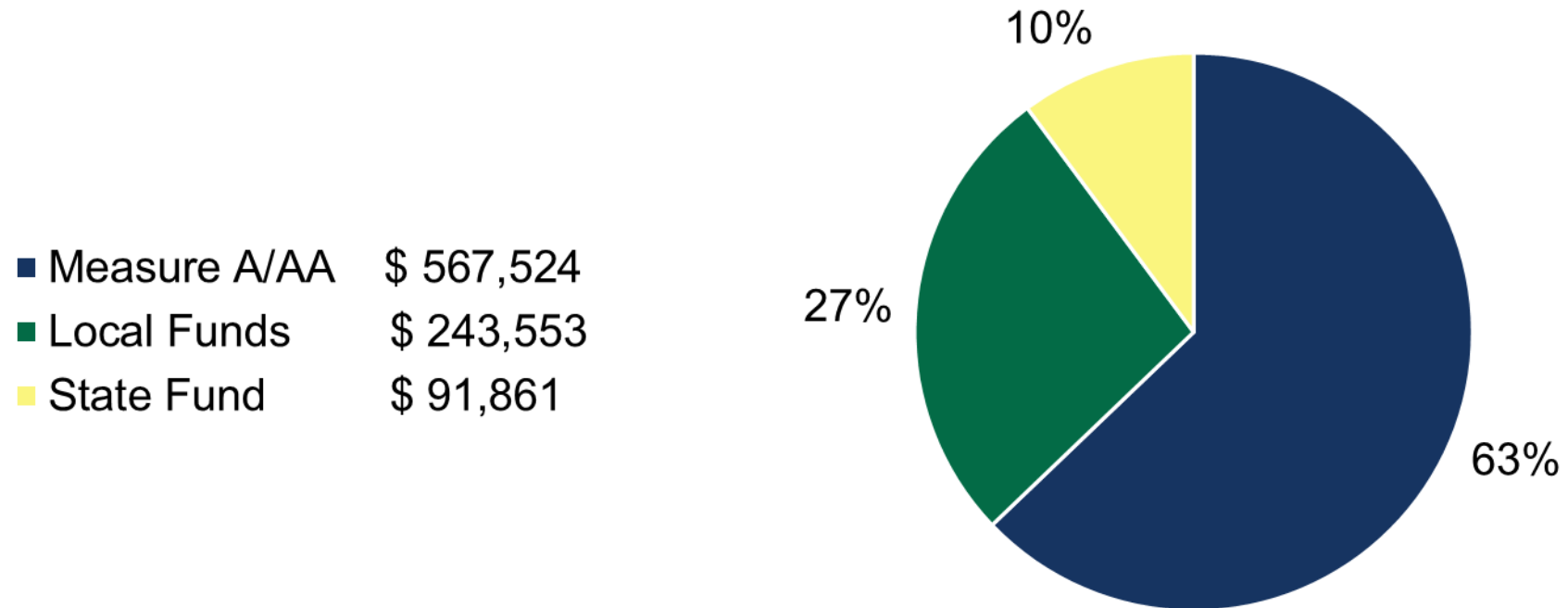
TY Lin Contract Subconsultants

Subconsultant	Purpose	Notes
Convey, Inc	Communications and Outreach	
Advance Project Delivery	Crossing Guard and Local Agency Support	
Parisi Transportation Consulting / Parametrix	Planning, Program Management, Design, and Local Agency Support	Parisi Transportation Consulting was acquired by Parametrix in 2023
Sam Schwartz	Planning and Grant Support	Sam Schwartz became TY Lin in 2024 and is no longer considered a subconsultant.
Fremier Enterprises, Inc	Program, Project, and Construction Management	
Integral Group	Design	
Ross & Baruzzini	Planning and Design	
Towill, Inc.	Design and Surveying	
Traffic Data Service CA LLC	Traffic Data Collection	Added to the team for their specialized knowledge.
SS Consultants	Planning Staff Support	Added to the team for their specialized knowledge.

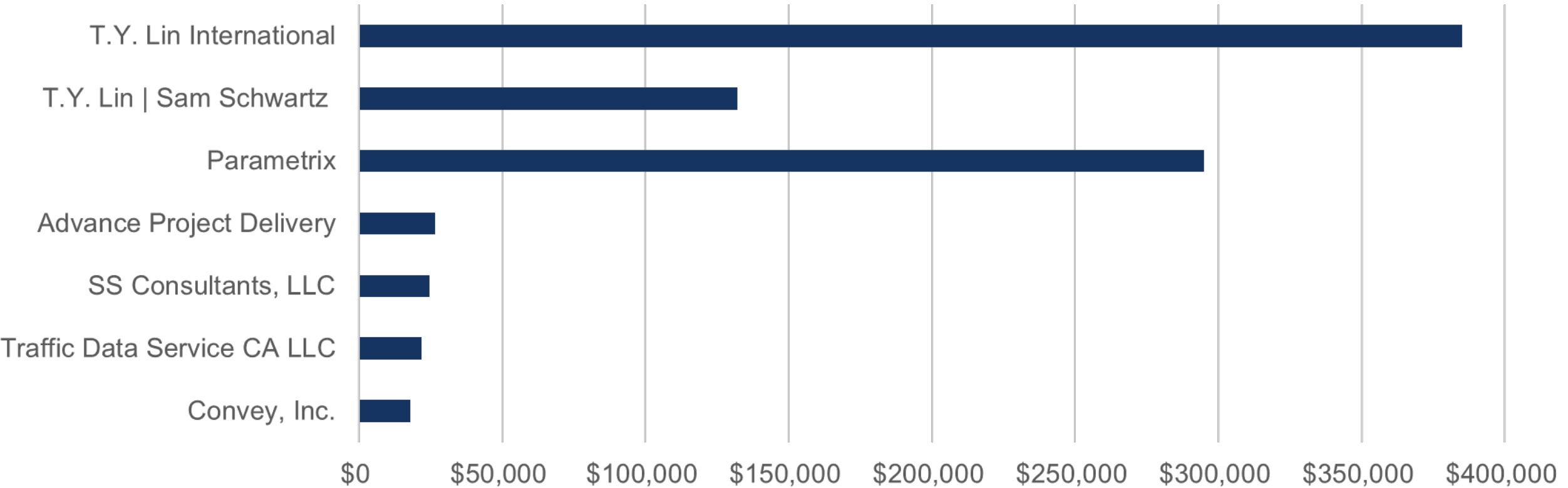
TY Lin Contract Task Orders



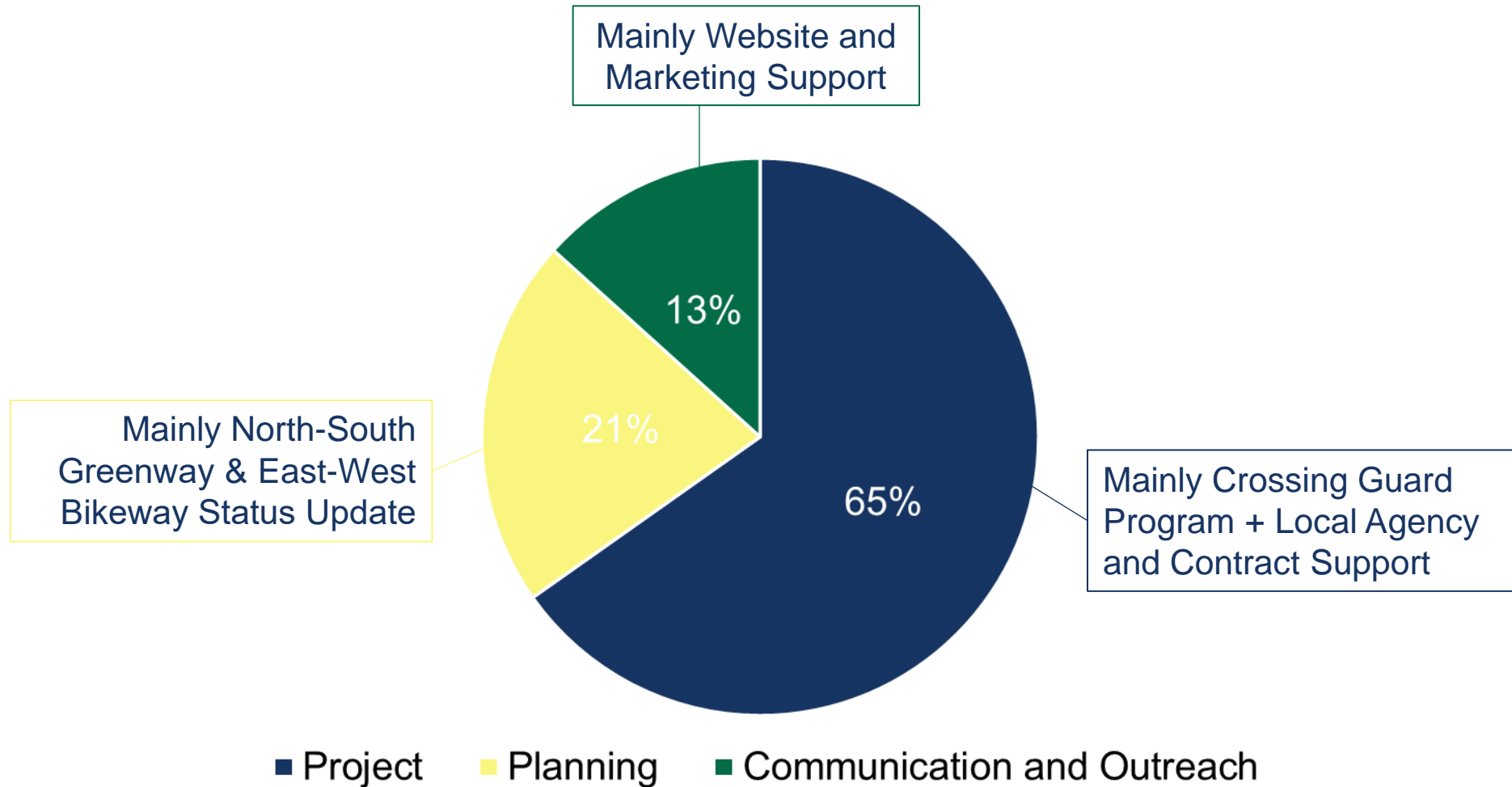
TY Lin Contract Funding Sources



TY Lin Contract Task Orders by Subconsultants



TY Lin Contract by Activities



What's Next

- Approximately \$2,000,000 remains and is not yet allocated to a Task Order
- Future PMO activities may include:
 - Recertification of the Crossing Guard Program in 2025-2026
 - 101 Interchanges Request for Proposals (RFP) support and cost estimates
 - Countywide Traffic Signal Study support
 - Alt. Fuels Program support
- A new RFP process is expected early 2027 to renew the PMO contract by June 2027

THANK YOU

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ATTACHMENT B – SCOPE OF WORK

The following is the work scope for the PMO/On-call **C-FY22-08** contract:

- Assist with the development of project controls and the overall management of program/project scope, schedule and budget;
- Assist with the development and application of criteria for project prioritization;
- Management of project delivery, and oversight of projects;
- Review of compliance with performance standards and reporting requirements for claimants;
- Assist with the development of annual revenue and expenditure updates to the Measure A/AA and Measure B Strategic Plans, as well preparation of biennial updates to the Strategic Plans as needed;
- Develop public outreach and educational programs and materials;
- Create and implement communications plans and campaigns for various project and programs;
- Provide graphic design, video production, photography, social media and media communications;
- Support in-person and virtual meetings and events including planning, promotion and facilitation;
- Assist as necessary any countywide/local transportation planning efforts;
- Development of equity plans and Community Based Transportation Plans (CBTP);
- Development and delivery of Transportation Demand Management (TDM) Programs;
- Development and delivery of adaptation planning including sea level rise, wildfire evacuation, and climate change planning and programs;
- Assist with the periodic updates required to the Measure AA and Measure B Expenditure Plans, including outreach, educational products, analysis of costs and revenues, plan development and review, and other items as needed;
- Development of grant applications, management of grant coordination among partner agencies when necessary;
- Prepare state and federal fund applications for submittal to applicable agencies as needed;
- Development of transit studies; including on-demand programs;
- Provide assistance as necessary for management of TAM's Crossing Guard Program;
- Development and delivery of electric vehicle and alternative fuel programs and planning including electric vehicle infrastructure and fleet conversion programs;
- Development and delivery of innovation programs including intelligent transportation systems, and transportation technology programs;
- Provide traffic studies including operational analysis and traffic counts;
- Provide quick build and innovative project delivery support;
- Provide safety analysis and development of systemic safety analysis plans and designs;
- Provide legal expertise on transportation issues and other issues;
- Provide programming expertise;
- Provide assistance in preparation of Plans, Specifications & Estimates (PS&E), and other engineering evaluations for TAM or local agencies;
- Provide construction management support as needed; and
- Provide project environmental studies and various documents as required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

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PMO Contract Task Orders
May 1, 2022 to December 10, 2025

Task Order #	Task Order Name	Task Order Manager	Primary Consultant / Subconsultant	Task Order Status	Task Order Start Date	Termination Date	Authorization Amount	Paid to Date	Funding source
Task Order 1	General Administration	D. Cherrier	TY Lin International	Open	6/23/2022	ongoing	\$ 100,000	\$ 47,453	Local Funds
Task Order 2	Crossing Guards	D. Cherrier	TY Lin International	Open	6/24/2022	ongoing	\$ 380,000	\$ 261,975	Local Funds - Measure A/AA
Task Order 3	Local Agency and Contract Support	D. Cherrier	TY Lin International	Open	6/24/2022	ongoing	\$ 200,000	\$ 157,681	Local Funds - Measure AA
Task Order 4	CMP System Monitoring	D. McGill	TY Lin International	Open	7/29/2022	ongoing	\$ 55,000	\$ 52,185	Local Funds
Task Order 5	North-South & East-West Bicycle & Pedestrian Master Plan	S. McDonald	TY Lin International	Closed	9/7/2022	7/31/2023	\$ 85,000	\$ 82,418	Local Funds
Task Order 6	Website and Marketing Support	M. Graham	Parametrix	Open	10/1/2022	ongoing	\$ 125,000	\$ 101,496	Local Funds - Measure AA
Task Order 7	Federal Grants	S. McDonald	TY Lin International	Closed	5/8/2023	10/31/2025	\$ 25,000	\$ 23,916	Local Funds
Task Order 8	Horse Hill Path Counts	B. Whitney	Traffic Data Service CA LLC	Closed	5/1/2024	6/30/2024	\$ 2,500	\$ 2,363	Local Funds
Task Order 9	Local Road Safety Plan	B. Whitney	Parametrix	Closed	12/16/2022	9/30/2024	\$ 92,500	\$ 91,861	State Fund
Task Order 10	Planning Staff Support	D. McGill	SS Consultants, LLC	Open	3/21/2024	ongoing	\$ 35,000	\$ 26,222	Local Funds - Measure AA
Task Order 11	PTTL PAED Estimate	B. Whitney	TY Lin International	Closed	9/26/2024	12/31/2024	\$ 16,000	\$ 15,603	Local Funds
Task Order 12	Marin Cty Sound Wall_PID Estimate	R. Rodriguez	TY Lin International	Closed	10/17/2024	12/31/2024	\$ 12,000	\$ 11,935	Local Funds
Task Order 13	School Access Safety Action Plan Independent Cost Estimate	S. MacDonald	TY Lin International	Closed	2/6/2025	2/27/2025	\$ 8,000	\$ 7,681	Local Funds
Task Order 14	Meas AA Outreach Support	M. Graham	Convey Inc.	Open	12/5/2024	12/31/2026	\$ 30,000	\$ 18,734	Local Funds - Measure AA
Task Order 15	School Routes to Schools Program Evaluation (SR2S)	S. MacDonald	TY Lin International	Open	10/13/2025	5/31/2026	\$ 80,000	\$ 1,416	Local Funds - Measure AA
Task Order 16	GIS Support	D. McGill	TY Lin International	Open	7/14/2025	ongoing	\$ 25,000	\$ -	Local Funds
GRAND TOTAL							\$ 1,271,000	\$ 902,937.98	

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DATE: January 12, 2026

TO: Transportation Authority of Marin
Administration, Planning, & Projects (AP&P) Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Director of Project Delivery

SUBJECT: Amendment No. 4 to Caltrans Cooperative Agreement 04-2791 for the Construction of the US 101 Marin-Sonoma Narrows B7 Project (Action), Agenda Item No. 7

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee refers to the TAM Board for approval authorizing the Executive Director (ED) to negotiate and enter into Amendment No. 4 to Cooperative Agreement 04-2791 with Caltrans to provide additional funds to complete the construction capital portion of the US 101 Marin-Sonoma Narrows (MSN) B7 Project.

BACKGROUND

The MSN B7 project is the last HOV widening project on the MSN corridor and completes the HOV lane system along US 101 in Marin and Sonoma counties. Because of the scale of MSN (17 miles between Novato and Petaluma), the program has been delivered in phases in both counties, with phases completed over time as funding became available.

The MSN B7 Project is the final MSN corridor project and extends just south of the Franklin Avenue Overhead to 0.3 miles south of the Marin/Sonoma County line. The project will not only complete the MSN HOV widening but also complete the fifty-two mile HOV system along US 101 from the Richardson Bay Bridge in southern Marin County to Windsor in Sonoma County.

Stage 4 of the project is substantially complete and HOV lanes opened to traffic on September 29, 2025, however, miscellaneous work remains to be completed such as raising drainage inlets, completing erosion control and electrical work at ramps, final paving and striping and a one-year plant establishment period. The project is currently in winter suspension until weather conditions are appropriate to complete the final paving and striping in spring 2026.

DISCUSSION/ANALYSIS

In October 2020, the TAM Board authorized the Executive Director to negotiate and enter into Cooperative Agreement 04-2791 with Caltrans for the construction of the MSN B7 Project. Since that time, three amendments were issued to address changes in funding sources for the project, and to increase construction capital funding to address cost overruns. The total current funding amount is \$17,350,000 for Construction Support and \$105,146,000 for Construction Capital.

Since the last Cooperative Agreement Amendment in spring 2025, there have been additional unanticipated changes and additional funds are needed to complete construction. The largest cost increase is from the cross-slope correction work due to unexpected field issues – the additional work is anticipated to cost approximately \$1,300,000. A summary of the additional work is below:

- Cross-Slope Correction (Change in Grade Character): Grade issues required significantly more grinding and asphalt concrete (AC) replacement than planned, with multiple lifts during night closures instead of a simple overlay, increasing AC quantities and the number of lane closures
- Temporary Delineation after RHMA-G (type of asphalt): Plans do not include temporary delineation between the two final paving lifts of RHMA-G and RHMA-O. Since RHMA-O paving cannot take place until spring due to weather requirements, for safety, temporary striping is needed
- PG&E Services: Delays caused by PG&E for service connections
- Drainage Inlet Aprons: Increased quantities and changes to staging of the work
- Settlement of Outstanding Potential Claims

Based on current authorized change orders, item overruns and anticipated future change orders required to complete the project as noted above, it is estimated an additional \$2,500,000 of Construction Capital is needed to complete construction and close out of the capital portion of the project which will increase the total Construction Capital amount from \$105,146,000 to \$107,646,000.

Note that it is anticipated that additional funds for construction support will also be needed to complete mitigation and monitoring of permit requirements which will be addressed in a future cooperative amendment.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Completion of the MSN Projects is part of the Regional Connectivity section of the CTP.

FISCAL CONSIDERATION

Sufficient funding is available through state funds in the form of right of way proceeds TAM received from the sale of surplus property from the US 101 Gap Closure Project and from Measure AA Category 1 (MSN).

NEXT STEPS

The Executive Director will negotiate and execute Cooperative Agreement 04-2791 Amendment No. 4. Project final construction and closeout activities will occur over the next several years. Staff is negotiating with Caltrans to reduce the expected increases in construction support costs.

ATTACHMENTS

None.