



COUNTY OF SONOMA

575 ADMINISTRATION
DRIVE, ROOM 102A
SANTA ROSA, CA 95403

SUMMARY REPORT

Agenda Date: 6/2/2026

To: Board of Supervisors

Department or Agency Name(s): Sonoma County Public Infrastructure

Staff Name and Phone Number: Johannes J. Hoevertsz, 707-565-2550

Vote Requirement: Majority

Supervisorial District(s): Fourth

Title:

Fourth Amendment to the MGE Engineering, Inc. Agreement for the River Road Bank Stabilization Project (C21900).

Recommended Action:

Approve and authorize the Director of Sonoma County Public Infrastructure to execute a Fourth Amendment to the MGE Engineering, Inc. design contract for the River Road Bank Stabilization Project (C19200), extending the contract term to June 30, 2031, at no additional cost.

Executive Summary:

Sonoma County Public Infrastructure (SPI) requests that the Board approve and authorize the Director of SPI to execute a Fourth Amendment to the MGE Engineering, Inc. design contract for the River Road Bank Stabilization Project (C21900). If approved the proposed amendment would extend the term of the agreement by five years through June 30, 2031, with no change to the contract amount.

Discussion:

Over the past three decades, the Russian River in the Alexander Valley has migrated eastward, with the most significant shifts occurring with major flood events. The section adjacent to River Road (Road #09018) northeast of Geyserville has had active bank erosion since 2003. During the 2005 flood, up to 150 feet of bank retreat occurred, resulting in the loss of protective riparian forest that previously existed between the river and adjacent infrastructure. Since that time, bank retreat has continued at an average rate of approximately 5 to 20 feet per year, with an estimated 22 acres of riparian forest lost since pre-2005 conditions. The 2019 flood event resulted in an additional loss of approximately 40 feet requiring emergency rock slope protection consisting of boulder placement to protect River Road. The river continues to threaten adjacent properties and infrastructure. The recommended permanent repair will implement a biotechnical bank reconstruction using a combination of vegetated rock structures, bendway weirs, biotechnical stabilization methods and native revegetation on the channel bank.

SPI initiated hydrologic and biological studies in 2019 as an initial step toward design and environmental permitting for a permanent solution to reduce ongoing erosion and protect County infrastructure. SPI applied for Federal Emergency Management Agency (FEMA) Advanced Assistance under the Hazard Mitigation Grant Program (HMGP) in September 2021 based on these studies and preliminary engineering work. In April 2022,

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FEMA awarded \$968,550 in HMGP funding (DR-4344-270-072R) for design, engineering, environmental review, and permitting services.

On June 1, 2022, SPI issued a request for proposals for design services. The Board awarded a contract to MGE Engineering, Inc. on November 1, 2022, in an amount not to exceed \$1,078,342, including a 10 percent contingency for design, engineering, environmental review, permitting, and construction support services, with a term of November 1, 2022, through October 31, 2025.

On January 24, 2024, SPI executed a First Amendment increasing the contract by \$5,047, with no change to the contingency for a revised not-to-exceed contract amount of \$1,083,389 and subsequently executed two no cost time extension amendments, extending term of the agreement through June 30, 2026, to allow for FEMA grant closeout activities. The HMGP grant was subsequently closed in February 2026. The project is now construction-ready, pending identification of construction funding.

The remaining scope of work includes construction support services such as, responding to requests for information, reviewing change orders, providing field support, and addressing unforeseen or changed site conditions. Retaining MGE Engineering ensures continuity of expertise and familiarity with the project should construction proceed.

SPI recommends that the Board approve and authorize the Director of SPI to execute a no-cost Fourth Amendment extending the term of the agreement through June 30, 2031, to allow sufficient time to secure construction funding and to retain MGE Engineering for potential future construction support services.

Strategic Plan:

This item directly supports the County's Five-year Strategic Plan and is aligned with the following pillar, goal, and objective.

Pillar: Resilient Infrastructure

Goal: Goal 3: Continue to invest in critical road, bridge, bicycle, and pedestrian infrastructure.

Objective: Objective 1: Continue to maintain road segments, including designated turnouts where feasible, increase efforts on vegetation removal and drainage features, and improve pavement conditions in neighborhoods.

Racial Equity:

Was this item identified as an opportunity to apply the Racial Equity Toolkit?

No

Prior Board Actions:

11/1/2022 - BOS approved design engineering contract with MGE Engineering, Inc.

4/21/2020 - Resolution 20-0133 Delegation of Authority to SPI Director to accept HMGP Grants

FISCAL SUMMARY

Expenditures	FY25-26 Adopted	FY26-27 Projected	FY27-28 Projected
Budgeted Expenses			\$153,626
Additional Appropriation Requested			
Total Expenditures			\$153,626
Funding Sources			
General Fund/WA GF			
State/Federal			\$153,626
Fees/Other			
Use of Fund Balance			
General Fund Contingencies			
Total Sources			\$153,626

Narrative Explanation of Fiscal Impacts:

There is no direct fiscal impact associated with this contract amendment. Of the total agreement amount of \$1,083,389, including contingency, \$153,626 remains for the bid and construction support phases of the project. Appropriations for these expenditures will be included in future Roads Capital (11051-34010103) Recommended Budgets.

SPI is currently working to secure funding for the construction phase of the project, which is anticipated in 2027. If additional funding is not secured, the Department would use annual allocations from traditional Road funding sources such as Highway User Tax Account (HUTA) or Road Maintenance and Rehabilitation Account (SB1) to cover incurred costs.

Narrative Explanation of Staffing Impacts (If Required):

None.

Attachments:

4th Amendment

Related Items "On File" with the Clerk of the Board:

N/A