



COUNTY OF SONOMA

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

SUMMARY REPORT

Agenda Date: 10/21/2025

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

Supervisory District(s): First

Title:

First Amendment to the Arnold Drive Bike Lane Design Professional Services Agreement.

Recommended Action:

Approve and authorize the Director of the Department of Sonoma Public Infrastructure (SPI) to execute a First Amendment to the Professional Services Agreement with GHD Inc. for the design of the Arnold Drive Bike Lane Project (C18122), increasing the contract by \$227,495 for a new, total, not-to-exceed value of \$822,309, including contingency, and extending the term from July 13, 2021 through December 31, 2028.

Executive Summary:

Sonoma County Public Infrastructure (SPI) requests Board approval of a first amendment to the Professional Services Agreement ("Agreement") with GHD Inc. to provide additional engineering and environmental services, not included in the original scope, necessary to complete the preliminary engineering phase of the Arnold Drive Bike Lane Project (C18122).

Discussion:

The Arnold Drive Bike Lane Project (C18122) represents the fourth of five planned phases of corridor improvements along Arnold Drive, designed to establish a continuous Class 2 Bike Lane from Petaluma Avenue to Madrone Road in Sonoma Valley. Previous phases widened shoulders both north and south of this segment, creating six-foot paved shoulders functioning as bike lanes. The current project closes the remaining gap, extending Class 2 Bike Lanes from Petaluma Avenue through the former Sonoma Developmental Center site in Eldridge. The improvements are designed to meet the needs of bicyclists and pedestrians with minimal impact to trees adjacent to Arnold Drive.

On March 15, 2011, The Board approved Cooperative Agreement M30310 with the Sonoma County Transportation Authority (SCTA) for Arnold Drive Area Improvements, a five-phase program of road widening and shoulder upgrades to create continuous Class 2 Bike Lanes and improve safety for bicyclists and pedestrians.

On January 10, 2017, the Board allocated \$250,000 from the County's General Fund to initiate a feasibility study for widening Arnold Drive between Country Club Drive and Madrone Road, including bike/pedestrian lanes in both directions, and to pursue a funding agreement between the County and SCTA.

On October 8, 2019, the Board approved a cooperative funding agreement with SCTA, utilizing \$250,000 in Measure M funds to support consultant and staff costs for the feasibility study. The study, completed in FY 2019-20 by SPI's (formerly TPW) consultant TY Lin, provided preliminary cost estimates and identified potential barriers to completing the project.

On March 4, 2021, based on the results of the feasibility study, SPI issued a Request for Proposals (RFP), inviting qualified civil engineering firms to submit proposals for the design and engineering phase of the proposed project.

On July 13, 2021, following a competitive process, the Board awarded a contract to GHD Inc. for \$594,814 (including a 10% contingency), with a term ending July 13, 2026, for design and engineering services. The project scope, developed from the feasibility study, identified two culverts requiring lengthening, which was expected to add three new retaining walls and related structural modifications.

However, during preliminary design and site investigations, six box culverts were identified within the project area. Further engineering analysis determined that four of these culverts require lengthening, increasing the total to eight new retaining walls instead of the three originally anticipated. These changes triggered additional environmental review, require revisions to technical reports to evaluate potential impacts to natural and cultural resources, additional stormwater facilities, additional permitting requirements, and an update to the initial Mitigated Negative Declaration. On October 8, 2024, the Board adopted a Mitigated Negative Declaration and Mitigation Monitoring Program for the Arnold Drive Bike Lane Project.

The proposed First Amendment expands the contract scope to include additional engineering and environmental services necessary to complete the design phase as a result of this expanded scope. This amendment increases the contract by \$227,495, bringing the new, not-to-exceed total to \$822,309, including contingency, and extends the term by two years through December 31, 2028. SPI has secured up to \$2,000,000 in Measure M reimbursement funding through SCTA for this project. During the design phase, staff will also work to secure additional funding needed to complete construction.

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 3: Invest \$5 million by 2024 on new pedestrian and bicycle facilities, and adopt maintenance guidelines on roads to consider bicyclists and pedestrians.

Racial Equity:

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

No

Prior Board Actions:

Agenda Date: 10/21/2025

10/8/2024- Board adopted Mitigated Negative Declaration and Mitigation Monitoring Program
7/13/2021 - Board approved Original Agreement with GHD Inc.
10/8/2019 - Board approved Measure M Cooperative Funding Agreement.
1/10/2017 - Board approved use of \$250,000 in General Fund for TPW to initiate the Arnold Drive Bike Lane study.
3/15/2011 - Board approved Cooperative Agreement M30310 with Sonoma County Transportation Authority (SCTA) for Arnold Drive Area Improvements.

FISCAL SUMMARY

Expenditures	FY25-26 Adopted	FY26-27 Projected	FY27-28 Projected
Budgeted Expenses	\$75,832	\$75,832	\$75,831
Additional Appropriation Requested			
Total Expenditures	\$75,832	\$75,832	\$75,831
Funding Sources			
General Fund/WA GF			
State/Federal			
Fees/Other (SCTA/Measure M Grant)	\$75,831	\$75,831	\$75,831
Use of Fund Balance			
General Fund Contingencies			
Total Sources	\$75,831	\$75,831	\$75,831

Narrative Explanation of Fiscal Impacts:

Appropriations associated with this contract amendment are included in the FY 2025-26 Roads Capital (11051-34010103) budget. Future expenses will be included in the FY 2026-27 and FY 2027-28 Roads Capital (11051-34010103) Recommended budgets. SPI has secured Measure M reimbursement funding through SCTA for up to \$2,000,000. To date, \$187,460 has been expended, leaving \$1,812,540 in available grant funding which is the total project's budget to date. Any required local match or costs exceeding this amount will be proposed to be covered by traditional Road funding sources, including the Highway User Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (SB1).

Narrative Explanation of Staffing Impacts (If Required):

None.

Attachments:

First Amendment, Exhibit A

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

Original Agreement