



COUNTY OF SONOMA

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

SUMMARY REPORT

Agenda Date: 11/1/2022

To: Board of Supervisors

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

Staff Name and Phone Number: Johannes J. Hoevertsz, 707-565-2231

Vote Requirement: Majority

Supervisory District(s): Fourth

Title:

Professional Services Agreement with MGE Engineering, Inc. for the Russian River Bank Stabilization Project (C21900).

Recommended Action:

Award and authorize the Chair to execute a three-year professional services agreement with MGE Engineering, Inc. in an amount of \$980,311 plus a 10% contingency of \$98,031 for a total not-to-exceed amount of \$1,078,342 to provide design, engineering, environmental review, and permitting services for the Russian River Bank Stabilization Project (Fourth District).

Executive Summary:

Since 2003 there has been active, ongoing bank erosion on the Russian River along River Road (Road # 09018) northeast of the town of Geyserville. During the flood events of 2019, bank erosion accelerated rapidly and now threatens County infrastructure as well as adjacent property and structures. In September 2021, Sonoma County Public Infrastructure (SPI - formerly known as the Department of Transportation and Public Works and the General Services Department), applied for a Federal Emergency Management Agency (FEMA) Hazard Mitigation (HGMP) grant for design, engineering, environmental review, and permitting services to prevent further bank erosion. In April 2022, FEMA awarded \$968,550 in grant funding (\$1,291,400 total cost) for this phase of the project, and SPI is recommending the Board award of a three year professional services agreement to MGE Engineering for a not to exceed amount of \$1,078,342 to complete this work.

Discussion:

Over time, the Russian River northeast of the community of Geyserville has migrated eastwards into an area that includes River Road - a county-maintained road (Road # 09018), riparian forests, and agricultural land. Aerial photos show the river migrating eastwards over the last three decades with dramatic shifts occurring during flood events beginning in 2005. During the 2005 flood as much as 150 feet of bank retreat occurred. Since that event, which removed much of the protective riparian forest between the river and the surrounding areas (including road infrastructure), bank retreat has occurred at an average rate of 5 to 20 feet per year depending on location. Twenty-two acres of riparian forest has been lost since the aerial photos taken before the 2005 flood. The 2019 flood event washed out another 40 feet of bank and necessitated emergency rock slope protection by placing boulders along the bank to protect River Road. The river is currently at the edge of the road and also threatens adjacent property and structures.

In order to reduce future erosion and protect County infrastructure, SPI hired consultants in 2019 to perform

hydrological and biological studies as an initial step in the design and environmental permitting process required for a permanent repair. Based on these studies, as well as other preliminary engineering work performed at the site, SPI applied for a FEMA Advance Assistance HMGP in September 2021. In April 2022, FEMA awarded \$968,550 in grant funding (HMGP DR-4344-270-072R) for design, engineering, environmental review, and permitting services and requires a 25% local match from the recipient. Based on this local match requirement, the maximum total cost for this phase of the project is \$1,291,400.

A Request for Proposals was published on the County Purchasing portal on June 1, 2002. Three firms responded including:

1. MGE Engineering, Inc.
2. HDR | WRECO
3. FlowWest

After review by SPI staff, MGE Engineering, Inc. was selected as the highest-ranking proposer based on their understanding of the scope of work, experience with similar projects, overall qualifications of the firm, and qualifications of their selected sub-consultants. After clarification of the scope of work and final negotiations, SPI staff is recommending the Board award a three-year professional services agreement to MGE Engineering for a not to exceed amount of \$1,078,342. By awarding the contract now, the Board will enable the County to fulfill the grant requirement of completing this work before January 8, 2025.

MGE Engineering will work with the SPI project team to select an option for bank repair and stabilization. The consultant will provide services for project design, engineering, environmental review and permitting, as well as optional services as requested. The consultant will also review the impacts to the riverbank from gravel accumulation in the main river channel. The goal would be to consider what actions could be taken in the main channel to assist in restoring river function, while reducing the impact to the riverbank and other infrastructure in the area.

Strategic Plan:

This item directly support 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.

Prior Board Actions:

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

FISCAL SUMMARY

Expenditures	FY 22-23 Adopted	FY23-24 Projected	FY 24-25 Projected
Budgeted Expenses	\$350,000	\$500,000	\$228,342
Additional Appropriation Requested			
Total Expenditures	\$350,000	\$500,000	\$228,342
Funding Sources			
General Fund/WA GF			
State/Federal	\$262,500	\$375,000	\$171,256
Fees/Other	\$87,500	\$125,000	\$57,086
Use of Fund Balance			
Contingencies			
Total Sources	\$350,000	\$500,000	\$228,342

Narrative Explanation of Fiscal Impacts:

Costs for this contract are estimated at \$350,000 for FY 2022-23, and appropriations were included in the FY 2022-23 Roads Capital Adopted Budget (11051-34010103). Future contract costs will be included in subsequent budget requests. Funding sources include FEMA HMGP DR-4344-270-072R grant for \$808,756 (75%) and traditional Roads Fund revenue sources for the local match of \$269,586(25%) including State Highway Users Tax (HUTA) and Road Maintenance and Rehabilitation Account (SB1).

Narrative Explanation of Staffing Impacts (If Required):

None

Attachments:

Location Map
Professional Services Agreement with MGE Engineering, Inc.

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

Scope and Cost
CalOES Approval Letter