



## SUMMARY REPORT

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**Agenda Date:** 3/14/2023

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**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

**Supervisorial District(s):** Fifth

**Title:**

Agreement for the Wohler Road at Mark West Creek Mitigation Planting and Monitoring Project (M22003)

**Recommended Action:**

- A. Approve and authorize the Chair to execute a ten-year professional services agreement with WRA Landscape Restoration, Inc. for the Wohler Road at Mark West Creek Mitigation Planting and Monitoring Project in an amount not to exceed \$980,134.96 (including 10% contingency).
- B. Delegate authority to the Director of Sonoma County Public Infrastructure to execute amendments to the agreement to extend the contract term for up to two additional years at no additional cost should more time be needed to complete the work.

**Executive Summary:**

Sonoma County Public Infrastructure (SPI) is requesting approval and authorization for the Chair to execute a ten-year Professional Services Agreement (PSA) with WRA Landscape Restoration, Inc. for an amount not to exceed \$980,134.96 (\$891,031.78 plus a 10% contingency of \$89,103.18). Staff are also requesting authorization to delegate authority to the director of SPI to execute amendments to the agreement to extend the term for up to two additional years at no additional cost should more time be needed to complete the work.

**Discussion:**

**Background:** Sonoma County Public Infrastructure (SPI) completed construction of a new two-lane bridge (Bridge Number 20C-139) at Wohler Road and Mark West Creek in 2022. As part of the Wohler Road Bridge Replacement Project (awarded by the board on 4/21/20), the environmental agencies required plants, trees, and shrubs to be planted to mitigate the environmental impacts of the bridge construction. In addition, the agencies are requiring subsequent monitoring and reporting of such planting efforts for a minimum of ten years. SPI issued a Request for Proposals (RFP) to solicit proposals for these services and recommends awarding a Professional Services Agreement to the highest ranked proposer, WRA Landscape Restoration, Inc.

**Request for Proposals:** The RFP was advertised from September 29 to October 20, 2022, and one proposal was received. After careful review and evaluation of the only received proposal, staff determined that WRA Landscape Restoration, Inc. is well qualified, responsible and responsive company. Furthermore, WRA's proposal exceeds the Disadvantage Business Enterprise (DBE) goal for the RFP, and has demonstrated experience performing similar planting and restoration work with municipal agencies including the Boyes Bridge Mitigation Planting, Plant Establishment Work and Monitoring Project with the County of Sonoma. SPI

recommends awarding an agreement to WRA Landscape Restoration, Inc. for the Wohler Road at Mark West Creek Mitigation Planting and Monitoring Project.

The proposed scope of work would include mitigation planting, plant establishment work, site irrigation, as well as replanting and erosion repair, if necessary. In addition, WRA Landscape Restoration, Inc. will be responsible for the overall site monitoring and environmental reporting for a minimum of five years after the initial planting. Work for years six to ten includes post-storm inspections, erosion repairs or replanting needs, and WRA's assistance in preparing the final monitoring report in year ten.

The services to be performed under the proposed agreement (with the exception of erosion repair work) are eligible for 100 percent federal funding, with 88.53% through the Federal Highway Bridge Program and the remaining 11.47% local agency match requirement offset with available Toll Credits. Toll Credits, also known as transportation development credits, are a transportation funding tool that can be utilized by states as a means of meeting local and state matching requirement for federal funding. State credits are accrued when capital investments are made in federally-approved toll facilities, including toll roads and bridges. These credits can be used as a "soft match" meaning they do not represent an actual source of funding but reduce the amount of funding a State or local agency must contribute and allow some projects to be funded with 100% Federal funds versus the traditional 88.53% / 11.47% split between Federal and State/local funding sources. SPI were able to secure federal funds covering a portion of costs and continues to pursue Caltrans approval for additional federal funds for this project.

This is the final phase of the Wohler Road Bridge Replacement at Mark West Creek Project. Construction of the replacement bridge was completed; however, the County is required by State and Federal environmental permitting agencies to restore plant and vegetation impacted by the bridge construction and monitor for 5-10 years.

**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 4: Identify and retrofit bridges in County that are at high risk for damage during earthquakes.

**Prior Board Actions:**

5/12/2020: Award construction management services agreement to PreScience Corporation for Wohler Road Bridge Replacement at Mark West Creek project.

4/21/2020: Award construction contract to Steelhead Constructors Inc. for Wohler Road Bridge Replacement at Mark West Creek project.

8/20/2013: Approve agreement with Biggs Cardosa Associates for engineering design work for Wohler Road

Bridge Replacement at Mark West Creek project.

**FISCAL SUMMARY**

<b>Expenditures</b>	<b>FY 22-23 Adopted</b>	<b>FY23-24 Projected</b>	<b>FY 24-25 Projected</b>
Budgeted Expenses	\$315,538	\$104,351	\$85,460
Additional Appropriation Requested			
<b>Total Expenditures</b>	\$315,538	\$104,351	\$85,460
<b>Funding Sources</b>			
General Fund/WA GF			
State/Federal	\$279,346	\$92,382	\$75,658
Fees/Other (Toll Credits)	\$36,192	\$11,969	\$9,802
Use of Fund Balance			
Contingencies			
<b>Total Sources</b>	\$315,538	\$104,351	\$85,460

**Narrative Explanation of Fiscal Impacts:**

Appropriations for this agreement are include in the Fiscal Year 2022-23 Roads Division Maintenance (11051-34010102) budget and will be requested in future Roads Division annual budgets. The estimated fiscal year breakdown of costs is detailed above and does not include contingencies. Caltrans has authorized a portion of funds to date. The Department is currently pursuing additional reimbursement of eligible expenses from Caltrans (88.53% through the Highway Bridge Program with the 11.47% local match requirement offset from Toll Credits) for this project. Non-eligible expenses would include erosion repair-related work. As for the non-eligible expenditures, traditional Road Maintenance funding sources including the State Highway Users Tax (HUTA) and the Road Maintenance and Rehabilitation Act (SB1) will be utilized to cover the remaining expenses.

**Narrative Explanation of Staffing Impacts (If Required):**

None.

**Attachments:**

Agreement with WRA Landscape Restoration, Inc.

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

None.