



REQUEST FOR PROPOSAL (RFP) 10/13/2025

Project Name: Hogback Ridge Fire Break Project

Project Lead (PL) & Primary Contact: Jeff Enos, jeff@napafirewise.org 707.333.4332

PROJECT GRANT: Hogback Ridge Fire Break Project (NCFF FS23-SFA CDS)

Project ID: MVFSC21.20

Proposal Submission Deadline: Wednesday, November 12th, 2025, 5PM

Project Summary: This project will provide maintenance, fuel reduction, and improvements to the existing 200' wide shaded-fuel break that connects State Highway 12 to Trinity Road at the Napa/ Sonoma County boundary. Some work along the County Road will require Sonoma County approved traffic control. This shaded fuel break utilizes vineyards as fuel breaks when it is feasible. Two access points will have 50' fuel reductions included in this Project. The footprint is 251 acres over 12.2 miles with varied topography and fuels. The design of the polygon is optimized for air support. Multiple landowners have collaborated to allow access to the main fuel break and access roads.

FUNDING: Funding for this project is provided in whole by a grant from the Cooperative Fire Program of the U.S. Forest Service (USFS), Department of Agriculture, Pacific Southwest Region, under the authority of the Consolidated Appropriations Act of 2023, P.L. 117-328. The Federal Assistance Listing (formerly Catalog of Federal Domestic Assistance - CFDA) number and name are 10.730 Community Project Funds- Congressionally Directed Spending. The federal grant award number is 23-DG-11052012-184.

A contract awarded under this grant will be subject to OMB guidance in subparts A through F of 2CFR 200 as adopted and supplemented by the USDA in 2 CFR Part 400.

Electronic copies of the CFRs can be obtained at the following site: www.ecfr.gov.

In accordance with federal law, NCFF is prohibited from discriminating on the basis of race, color, national origin, sex, age or disability. Not all prohibited bases apply to all programs. NCFF is an equal opportunity provider and employer.

Mandatory Bid Walks: (weather permitting)

October 21st through October 22nd 2025, 8-5PM.

Bid Walk will span two days if needed. Agile off-road vehicles are required such as a light 4x4, UTV, or SUV with off-road tires. Do not bring heavy trucks with dually axle or two-wheel drive that are wide or may lose traction on steep dirt. Bid walk will include arduous hiking to examine conditions. There will be no access to the Project Site outside of this bid walk. Be prepared to take all notes, explore polygons, track lines, and collect

photographs during the bid walk. Bring your own water and food. Be advised that restrooms are not available in this remote area. Please be self-sufficient.

The meeting will begin at 8am promptly on October 21st at Wall Road x Dry Creek Road, Napa County.

Division A, B, C, E, F on the 21st

Division D on the 22nd if we cannot get to it on the first day.

You must RSVP to Jeff Enos for bid walk for logistics and if dates change due to weather.

Bid walk for Division F will require make, color, number of vehicle occupants.

Q&A: Additional questions are due to Jeff Enos via email by **October 31st, 2025**. All questions and responses will be published by **Wednesday, November 5th, 2025**.

Proposal due: Wednesday, November 12th, 2025, 5PM

Work schedule: All work must be completed by February 20th, 2026, including all work detailed in the Task Order and required environmental kick off meeting(s) with our Registered Professional Forester (RPF). This grant funded project is time-sensitive and there are no extensions. Note: There are possible nesting bird season limitations starting February 1st, 2026. Survey should be performed during nesting bird season.

Prevailing wage project: NO

Total, contractable, “Do Not Exceed” Budget explanation: \$1,050,000.00 which equates to an AVERAGE of \$4500/ acre. Each Division has different topography, fuel loads, and difficulties which is why we have assigned different \$/acre budgets. Some divisions have consistently heavy fuel loads; others incorporate many vineyards or grasslands that do not receive treatment. (See chart below.)

Project Divisions shall be bid upon separately and shall be awarded separately. Your Proposal must be broken up in price by the six Divisions. We must treat all miles and acres and fulfill the prescription. Demonstrate your understanding of Project requirements in your Proposal and provide your detailed plan, schedule, staffing, and equipment used. Vendors may bid on one, some, or all Divisions. Treat each Division as an individual Project in your Proposal. Successful bidders may be awarded one, some, or all Divisions based on bid scoring and ability to complete the Project by February 20th, 2026. There are no extensions available. Your company’s Proposal must demonstrate your understanding of the treatment goals and specifications as described in the attached PSA. *The plan in your Proposal must detail if the entire prescription (Rx) will be met or if there are areas your company is declining or will not fully treat such as maximum dead tree size removal.* Division A and B will require traffic control and vendor-supplied message board (VMS) signage one week before beginning work. Full road closures are not allowed; one-way traffic controls must be in place at all times that equipment or workers are on the road.

Division and name (Total \$1,010,000):	Length in miles:	Area in acres:	Budgeted \$/acre	Do Not Exceed
Division A: Trinity Road to Speaking Tree-just County Road (50' from drivable surface.) This Division is mostly County Roadside with ladder fuel removal, strike hazard removal, and traffic control requirements.	0.6	4	\$5,500	\$22,000
Division B: Speaking Tree to Schlatter (Merryvale) access (200' total width.) This Division starts at the County Road, heads up a steep hill with various fuels requiring treatment, then across a field, then along Cavedale Road which requires traffic control. Then along a private drive, then along a vineyard, then through woods to another vineyard. Large rocks in fuels to avoid.	2.8	65	\$5,500	\$357,500
Division C: Schlatter (Merryvale) to Yates/Fisher line (200' total width.) Continuing along ridge top and down to field through thick brush. Stay 50' from cliff. Continue along existing dirt road to Mayacamas. Route then continues using many vineyards to gain acreage on the way to Redwood. (Do not treat in vineyards, keep chips out of Class III and IV WLPZ) Route continues across Yates parcel. Stop at Cowan.	4.3	118	\$4,750	\$560,500
Division D: Hudson & V. Sattui (200' total width.) Starting again at Fisher, polygon goes over final landowners of V Sattui and Hudson to terminus at a cattle guard. Mostly oak savannah.	0.5	5	\$1,500	\$7,500
Division E: Lokoya Road <i>access</i> (50' treatment, 25' off driveable surface) Starting at County Road, follow private driveway and unpaved road to main polygon. Avoid damaging road.	1	9	\$4,500	\$40,500
Division F: Mount Veeder School Road <i>access</i> (50' treatment, 25' off driveable surface.) This is a private driveway from the County Road to the main polygon. This access road meanders through vineyards mostly with some veg work needed along the road, not in vineyards.	3	50	\$500	\$25,000
Project Total:	\$1,013,000			

Full Prescription is the Project Specific Analysis (PSA) which is attached to this RFP which is a guide to the VTP and prepared by Frontier Resource management (FRM,) Jacob Harrower, RPF

TREATMENT GOALS AND SPECIFICATIONS: page 8 of PSA

Fuel breaks will generally remove more understory vegetation and retain less trees per acre (TPA) The long-term objectives for these forests are:

Increase tree spacing

Reduce fuel loading and insect/ disease infestation.

Improve wildlife habitat and continuity.

Improve tree health.

Increase forest fire and drought resilience.

Reduce and control invasive non-native species.

Create a heterogeneous forest structure.

Increase species diversity.

See also “General Treatment Specifications for all forest types:” page 8 of PSA

In addition to PSA:

Existing ground fuel, shrubs, and trees <6” DBH will be chipped... except where precluded by WLPZ or STZ. In Divisions B and C, leave healthy knob cone pines and bushes dispersed every 30 feet for habitat and shade.

Entire road prism may have fuels removed in the Unstable Area (UA,) but no fuels may be altered outside of road prism in UA.

All strike hazards such as leaning trees over road must be removed.

All fuels from 6” to 16” DBH standing and down in polygon must be chipped.

Disposal and placement of chips: Ensure no chips will slide, flow, gravitate towards any Class III or IV watercourses, culverts, roads, structures, improvements, or tree trunks. Maximum settled chip depth 6”.

Rain, wet soils: Contractors will need to follow the VTP’s BMPs regarding disturbances on native soils/ bare mineral earth that will need to be mitigated if soil saturation levels are reached. These are on page 89-90 of Attachment B listed as SPR-GEO 1-5. Erosion mitigation shall be installed where shown with flagging by PL. Further, no water bars may direct flow to unstable areas. Asphalt and rocked roads are exempt.

Attachments: Attachment A, B, C, PSA, PDF map, Contractor Commitments & Appendices