



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

8-11

August 27, 1993

To: Board of Directors (Engineering and Operations Committee--Action)

From: General Manager

Subject: Authorization to Enter into a Memorandum of Understanding (MOU) with the County of Riverside (County), Riverside County Flood Control and Water Conservation District (Flood Control), and the City of Hemet (City), to Construct Relocated Newport Road and the Salt Creek Flood Control Channel Improvements

Report

The existing Newport Road is located along the floor of the Domenigoni Valley between the proposed East and West Dams of the reservoir. Construction of the Domenigoni Valley Reservoir requires that Metropolitan relocate Newport Road prior to building of the dams. The site chosen for the road relocation by Metropolitan lies in a major drainage corridor north of the north rim of the reservoir, adjacent to the site selected for the Salt Creek Channel. It is an ideal location for a regional arterial road and major utility corridor. Because of its flood damage potential, the Salt Creek Channel is considered a high priority for improvement by the City and Flood Control.

Under the FEIR documents, Metropolitan is responsible for the design and construction of a two-lane replacement for Newport Road between Highway 79 and State Street, drainage facilities under the road to the Salt Creek Channel, and two-lane bridges over the Salt Creek Channel at Warren Road and Sanderson Avenue, and over Metropolitan's San Diego Canal. Construction of the adjacent Salt Creek Channel by the City and Flood Control ensures that the roadway will be an all-weather facility, which is consistent with the County's criteria for accepting regional roads into its transportation system. The unlined flood control channel will include a concrete section, to be constructed by Metropolitan, to protect the existing San Diego Canal siphon from potential flood damage.

Metropolitan has been working with the County, City, and Flood Control to coordinate the road and channel projects, and to achieve the financial benefits of combined

land acquisition and the use of excavated channel material for roadway fill construction. Coordinating these projects will help in minimizing costs to both projects. Combining the projects continues an effective working partnership with the County, City, and Flood Control.

The County Transportation Department has indicated its desire to construct the new roadway with additional lanes to handle anticipated future traffic. Accordingly, the County has taken steps to obtain State funding for constructing two additional lanes, concurrent with construction of the relocated two-lane road. The County has agreed, in the MOU, to form a Road and Bridge Benefit District (RBBB) to accumulate funds to construct the additional lanes, should State funding be unavailable. Should sufficient funds not be available in the RBBB by the year 2000, the MOU provides that Metropolitan will make additional funding available to complete the additional two lanes. The RBBB will reimburse Metropolitan for all costs advanced for construction of the additional two lanes within an approximate ten-year time frame following construction.

The MOU will provide for a single party (Metropolitan) to purchase lands for the roadway and channel projects. Title to lands would be held by Metropolitan for the roadway, and by the City and Flood Control District for the channel. The City and Flood Control District are providing funding for land acquisition and construction of the Salt Creek Channel portion of the project, while Metropolitan will fund land acquisition and construction of the roadway. Metropolitan will also advance funds for the siphon protective structure and any shortfall, if required, in land acquisition funding for the channel. The cost for the siphon protective structure, and any balance in land acquisition costs for the channel advanced by Metropolitan, would be reimbursed within an approximate ten-year time frame through a Drainage Benefit Assessment District to be formed by Flood Control, and from City Development Impact Fees. (Estimated cost and funding arrangements are summarized in Attachment 1).

The MOU also provides for a future agreement between Metropolitan and the State for extending the proposed widening of Highway 79 between the existing and new intersections of Newport Road and Highway 79. Any funding balance for this improvement, not available through the State, would be provided by and be reimbursed to Metropolitan. Such an agreement would be the subject of separate Board action.

The MOU provides that the Road and Bridge Benefit District and the Drainage Benefit Assessment District will be in place and operational by July 1994. Because of the integral nature of the two projects, Metropolitan will perform construction services for the combined projects through funds provided, in part, by the County, City, and Flood Control.

CEQA documentation for the two-lane Newport Road was satisfied by the Final EIR certified by your Board on October 8, 1991, and by Addendum No. 1 to the Final EIR approved by your Board on April 13, 1993. All CEQA documentation for the channel and for the additional two-lane roadway expansion is scheduled to be completed by February 1, 1994.

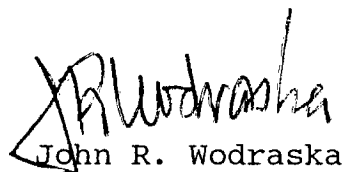
Board Committee Assignment

This letter is referred for action to the Engineering and Operations Committee because of its interest in the initiation, scheduling and contracting of construction programs, pursuant to Administrative Code Section 2431(b).

Recommendation

ENGINEERING AND OPERATIONS COMMITTEE FOR ACTION.

It is recommended that the General Manager be authorized to execute the MOU with Riverside County, the City of Hemet, and Riverside County Flood Control and Water Conservation District substantially in accordance with the terms described in this letter, in the form approved by the General Counsel for the joint construction of relocated Newport Road and the Salt Creek Channel; and that he also be authorized to approve any amendments to said MOU provided he determine such amendments to be justified.


John R. Wodraska

DGM/WAP/dhl
(Brd:MOU.NewprtRd/08253)

Attachment

Newport Road / Salt Creek Channel
 Estimated Cost and Funding Summary

Item No	Cost Description	Funding Agency	Project					
			MWD: Two Lane Paving and Grading; Drainage to Salt Creek Channel		RCTD: Additional Two Lanes Paving and Four Lanes Grading		Salt Creek Channel Hwy 79 to Cawston Ave	
1	Pavement & Base		2-lane road	\$2,410,000	Additional 2-lanes road	\$2,410,000	N/A	
2	Drainage		Drainage to Salt Creek Channel	\$13,842,000	N/A		MWD Siphon Protection	\$1,500,000
3	Bridges		San Diego Canal	\$1,133,000	San Diego Canal	\$1,133,000	N/A	
			Warren Road	\$2,130,000	N/A		N/A	
			Sanderson Avenue	\$1,094,000	N/A		N/A	
			N/A		N/A		Highway 79 Bridge	\$1,258,000
4	Earthwork		Balanced Cut/Fill	\$496,000	Balanced Cut/Fill	\$977,000	N/A	
			Road Embankment Borrow	\$2,195,000	Road Embankment Borrow	\$2,272,000	N/A	
			N/A		N/A		Channel Excavation	\$2,934,000
5	Miscellaneous Items		Miscellaneous Road Items	\$2,858,000	Miscellaneous Road Items	\$97,000	N/A	
6	Engineering Fee		N/A		N/A		Engineering Fee 5%	\$519,000
	Total Cost			\$26,158,000		\$6,889,000		\$6,211,000
	Funding Description	Source						
1	SB 300	RCTD			SB 300	\$2,985,914		N/A
2	Reservoir Project	MWD	Reservoir Project	\$26,158,000		N/A	Siphon	\$1,500,000
3	Redevelopment	City of Hemet				N/A	Redevelopment	\$3,500,000
4	Capital Project	Flood Control				N/A	Capital Project	\$2,000,000
5	Borrow by Others	Others				N/A	Borrow by Others	\$2,330,000
6	Capital Project	Caltrans				N/A	Capital Project	\$1,258,000
7	Channel Excavation & Disposal				Channel Excavation & Disposal	\$1,979,000		N/A
	Total Funding			\$26,158,000		\$4,964,914		\$10,588,000
	Balance Needed			\$0	Deficit (see note)	(\$1,924,086)	Surplus (see note)	\$4,377,000
	Note: Channel funding surplus may be used for: (1) Land Cost, and (2) Warren Road bridge, freeing MWD funds to meet RCTD deficit.							