

APPROVED
By the Board of Directors of
The Metropolitan Water District
of Southern California
at its meeting held

41646

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METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Karen E. Duff
EXECUTIVE SECRETARY

October 24, 1995

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

From: General Manager

Subject: Authorization to Execute an Agreement for Relocation of a Portion of the Orange County Feeder

RECOMMENDATIONS:

(1) That the Board state that it and any advisory committees acting upon this request have considered the environmental effects of the proposed action, as described in the final Environmental Impact Report/Statement prior to reaching a decision on this request.

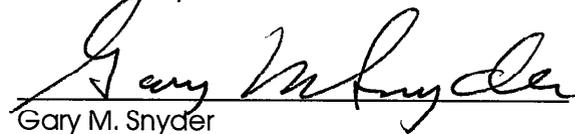
(2) That the Board find that any changes or alterations to the project to mitigate or avoid significant environmental effects of the proposed action are within the responsibility and jurisdiction of the California Department of Transportation (Caltrans); and that such changes have been adopted by that agency, or that they can and should be adopted by that agency.

(3) That the General Manager be authorized to execute an agreement with Caltrans substantially on the terms outlined in this letter, and in form approved by the General Counsel, for relocation of approximately 832 feet of Metropolitan's 34-inch-inside-diameter Orange County Feeder.

(4) That the General Manager be authorized to quitclaim portions of Permanent Easement Parcel Nos. 1423-10-2, 1423-10-5, 1423-10-9, 1423-10-10, 1423-10-18, 1423-10-20 and 1423-10A-1A to record owners in exchange for Caltrans conveying to Metropolitan an alternate Permanent Easement/Joint Use Agreement, at no cost to Metropolitan, containing substantially the same rights now held by Metropolitan; such conveyance documentation to be in a form approved by the General Counsel.

John R. Wodraska
General Manager

Submitted by:


Gary M. Snyder
Chief Engineer

Concur:



John R. Wodraska
General Manager

JIM:cj/rev3
(ofc-rel.doc/10245)

PROJECT DESCRIPTION:

The California Department of Transportation (Caltrans) has requested that Metropolitan relocate a portion of its Orange County Feeder to accommodate the construction of the proposed Santa Ana Freeway (I-5) widening project at Lewis Street in the City of Anaheim.

In accordance with the terms and conditions set forth in the Utility Agreement 12-UT-12255, approximately 832 linear feet of existing 34-inch-inside-diameter welded steel pipe must be abandoned and replaced with approximately 890 linear feet of new 35-inch-inside-diameter welded steel pipe on a new alignment. The increase in pipe diameter is required to maintain the hydraulic equivalence in the relocated pipe section.

The portion of pipe to be relocated is within Metropolitan's Permanent Easement Parcel Nos. 1423-10-2, 1423-10-5, 1423-10-9, 1423-10-10, 1423-10-18, 1423-10-20 and 1423-10A-1A. Caltrans would provide, at no cost to Metropolitan, all temporary construction and permanent rights-of-way and/or Joint Use Agreement required for construction and operation of the relocated pipeline. In exchange, Metropolitan would quitclaim to record owners a portion of its existing permanent easement (i.e., Parcel Nos. 1423-10-2, 1423-10-5, 1423-10-9, 1423-10-10, 1423-10-18, 1423-10-20 and 1423-10A-1A). The Permanent Easement/Joint Use Agreement provided to Metropolitan by Caltrans would contain comparable rights as those presently held by Metropolitan in the portions of the quitclaimed Permanent Easement.

Under the terms of the proposed agreement with Caltrans, all costs incurred by Metropolitan for the work associated with the freeway widening construction shall be reimbursed by the State, except for an allowance for depreciation of the pipe and Metropolitan's share of the total project cost due to the portion of the Orange County Feeder installed under permits from the State. The General Counsel has advised that since a portion of the pipe crossed the I-5 freeway under an encroachment permit from the State, Metropolitan must pay its share for that portion of the relocation work. Metropolitan's share due to the State's prior rights is estimated to be approximately 7 percent of the total project cost. The total estimated cost of the project is \$1,650,000. Metropolitan's total share of the cost, including an allowance for depreciation of the pipe, is estimated to be \$125,000.

Funds for Metropolitan's share of project costs are available under Appropriation No. 713, capital projects costing less than \$250,000 during fiscal year 1995/96.

Design, preparation of specifications, and contract administration for the pipeline relocation would be accomplished by Metropolitan personnel. The relocation of the pipeline would be accomplished by a contractor selected by Metropolitan, using competitive bidding procedures. Recommendation for award of contract will be submitted to your Board for action.

BENEFIT:

This project is necessary to accommodate the freeway widening project and to allow for continued operation of the feeder.

CEQA COMPLIANCE / ENVIRONMENTAL DOCUMENTATION:

Pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a joint Environmental Impact Report/Statement (EIR/EIS) has been prepared by Caltrans and the U.S. Department of Transportation/Federal Highway Administration (FHA) acting as Lead Agency for the Santa Ana Freeway (I-5) widening from State Route 22 to State Route 91. The environmental effects of the proposed action are described in the EIR/EIS which is available in your Board's Executive Secretary's office.

Metropolitan, as a "Responsible Agency," has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the overall project which it decides to carry out, finance, or approve (State CEQA Guidelines, Section 15096 (g) (1)). In this case, the EIR/EIS indicates that alterations to the Project, to avoid or mitigate environmental impacts, have been adopted by Caltrans and FHA and that the Project, as such, satisfies the provisions of CEQA. Since Caltrans has adopted the required changes and mitigation measures, your Board's only remaining responsibility under CEQA is to state that it has considered the information contained in the EIR/EIS prepared by Caltrans prior to reaching a decision on this project. Advisory committees of your Board acting on this letter are also required to consider this information.

The EIR/EIS does not specifically discuss impacts associated with the relocation of the Orange County Feeder. Given the scope of impact of Caltrans' I-5 widening project, the impacts associated with this relocation are not significant. Since Caltrans' EIR/EIS addresses the environmental effects of the entire project, as a whole, including any additional minor impacts, and since Caltrans has adopted mitigation measures required for the proposed relocation project, no further environmental documentation is necessary for your Board to act.