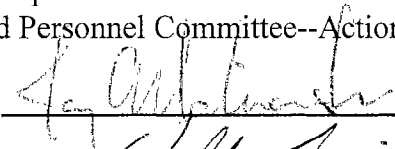



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

November 18, 1997

To: Board of Directors (Budget and Finance Committee--Action)
(Engineering and Operations Committee--Action)
(Organization and Personnel Committee--Action)

From: ^{for} General Manager 

Submitted by: Gary M. Snyder 

Subject: ^{for} Appropriate \$8,500,000 and Amend an Agreement for Post-Design Consulting Services for the Inland Feeder Program

Reference: Appropriation No. 15122 / Authorization No. 18

RECOMMENDATION(S)

To provide post-design consulting services for the Riverside Badlands Tunnel of the Inland Feeder Program, it is recommended that your Board:

1. Appropriate \$8,500,000 to finance budgeted costs for consulting services; and
2. Authorize the General Manager to amend an agreement with Daniel Mann, Johnson, & Mendenhall, in the amount of \$8,500,000 for a total agreement amount of \$16,450,000.

EXECUTIVE SUMMARY

Approval of these recommendations will authorize an amendment to Agreement No. 4531 with Daniel, Mann, Johnson, & Mendenhall (DMJM) in the amount of \$8,500,000 increasing the amount payable from \$7,950,000 to \$16,450,000. This amendment will provide post-design consulting services, groundwater monitoring, and mitigation measures previously planned and budgeted for the Riverside Badlands Tunnel of the Inland Feeder Program; and authorize an increase in Appropriation No. 15122 of \$8,500,000, including consultant oversight, to a total of \$410,527,000. The total estimated cost remains at \$1,188,000,000.

Request for Proposal (RFP) 080 for geologic/geotechnical and tunnel design consulting services contained a scope of work that consisted of three individual phases. Phase I and II included geotechnical site investigations, hydrogeological exploration, and preliminary and final designs. Phase III was for support services during the construction phase. DMJM was selected as the successful candidate for RFP 080 and your Board has approved \$7,950,000 for the Phase I and II work. This amendment will provide for the Phase III activities including: Pre-construction support, Geologic/Geotechnical support, groundwater monitoring and mitigation, tunnel lining/grouting consultation, review of contractor submittals, and clarification on construction documents and design issues.

JUSTIFICATION

The workplan for the Inland Feeder Program called for the utilization of consultants for tunnel design and associated geotechnical/geologic work during the design, construction, and post-construction phases of the project. DMJM was selected through a competitive proposal process and has performed well during the design phase. Extending the existing agreement with DMJM through construction will provide continuity and assure that project objectives are achieved.

ALTERNATIVE(S) TO PROPOSED ACTION

Use Metropolitan Staff

Metropolitan could decide not to amend the agreement and hire additional personnel not experienced in this project which would result in additional administrative costs, loss of continuity between design and construction, and possible schedule delays.

Reissue Request For Proposal

Metropolitan could reinitiate the selection of a consultant to perform this work; however, a competitive process was used and DMJM was selected as the most qualified candidate out of nine respondents. Reinitiating the process would result in increased administrative costs and DMJM has experience with the Inland Feeder Program in general and the Riverside Badlands Tunnel in particular, thus providing the continuity and consistency in a cost-effective manner.

FUNDING REQUEST

Program Name: Inland Feeder			
Source of Funds: 1996 Review Bond Construction Fund			
Appropriation No.: 15122	Authorization No.: 18	FY 97/98 Budget: \$52,677,000	
Requested Amount:	\$ 8,500,000	Capital Program No.:	15122-S
Total Appropriated Amount:	\$ 410,527,000	Capital Program Page No.:	E-46
Total Program Estimate:	\$1,188,000,000	Program Category:	Supply and Delivery Reliability

ACTIONS AND MILESTONES

1. Issue a Notice-To-Proceed in August 1998
2. Complete construction in late 2003.

CEQA COMPLIANCE / ENVIRONMENTAL DOCUMENTATION

All California Environmental Quality Act (CEQA) requirements have been satisfied for the proposed action. In February 1993, your Board certified the Final Environmental Impact Report for the Program. This action satisfied the provisions of CEQA, and no further environmental documentation or reviews are necessary for your Board to take action on these recommendations.

CONTRACT SUMMARY

Contract Status:	Amendment No. 4	Type of Selection:	Competitive Proposals, RFP No. 080
Contract Form:	Professional Services	Contractors Requesting Plans:	204
Contract Type:	Time and Materials	Proposals Submitted:	9
Evaluation Criteria:	Evaluation based on qualifications, expertise, methodology, and cost effectiveness		

MBE / WBE

As a result of the DMJM Agreement, the following Minority-Owned Business Enterprises (MBE), and Women-Owned Business Enterprises (WBE) participation goals and actual participation levels through October have been achieved:

	MBE	WBE
Goals	14.3%	4.7%
Actuals	15.3%	4.0%

DMJM has committed to maintain their original level of participation in conjunction with this agreement.

DETAILED REPORT

The Riverside Badlands Tunnel segment of the Inland Feeder consists of 8.2 miles of 12-foot-diameter tunnel that passes at depths up to 300 feet under the Crafton Hills and Badlands area crossing below Live Oak and San Timeteo canyons before exiting near Highway 60 and Gilman Springs Road in north Riverside County. Construction of this tunnel is scheduled to be completed in early-2004.

In September 1993, Request for Proposal (RFP) No. 080 was advertised for Geologic/Geotechnical and Tunnel Design Consulting Services for the tunnel and included geologic/geotechnical investigations, groundwater monitoring, and preliminary design (Phase I), final design (Phase II), and construction support (Phase III). In January 1994, an agreement was

entered into with DMJM to perform Phase I and II work and \$7,950,000 has been approved by your Board for this work. Phase III work was identified and budgeted, but was not included in the initial scope of the agreement pending a more accurate understanding of the construction requirements.

This request will provide funding for Phase III activities for the Riverside Badlands tunnel, including: pre-construction support, geologic/geotechnical support, tunnel lining and grouting consultation, contractor submittal review, clarification and consultation on design issues, and groundwater monitoring and mitigation.

The Inland Feeder Final Environmental Impact Report requires groundwater monitoring be performed during design, construction, and for a period of two years following construction. This amendment is for the construction phase only. Authorization to continue groundwater monitoring for the post-construction phase will be requested from your Board at the completion of construction.

Based on a 64-month construction period, a \$8,500,000 increase in Appropriation No. 15122 is required to finance the cost of providing Phase III work on the Riverside Badlands tunnel project. The total estimated cost of the Inland Feeder Program remains at \$1,188,000,000 (see Attachment A)

BSB/aj:rev4
(DMJM_PH3)
Attachment(s)

Financial Statement
Inland Feeder Program
(Capital Program No. 15122-S)

Program Summary:**TOTAL PROJECT**

	<u>Current Budget</u>	<u>Total Appropriation</u>
Planning	\$ 8,020,000	\$ 8,020,000
Land	51,000,000	46,567,000
Mitigation	13,660,000	8,480,000
Design	75,000,000	65,828,000
Contracts/Construction	794,210,000	254,446,000
Contingency	<u>246,110,000</u>	<u>27,186,000</u>
TOTAL	<u>\$1,188,000,000</u>	<u>\$410,527,000</u>

The total cost breakdown for Authorization Nos. 17 and 18 to Appropriation No. 15122 are shown below:

	<u>Authorization No. 17</u>	<u>Authorization No. 18</u>
CONSTRUCTION CONTRACTS	\$ 170,610,000	\$ 170,610,000
LABOR:		
Study	\$ 1,510,000	\$ 1,510,000
Preliminary Engineering, Final Engineering and Preparation of Specifications	18,060,000	17,986,000
Shop Drawing Reviews, Contract Admin., Field/Fabrication Inspections, Project Mgmt.	17,986,000	18,630,000
Environmental	380,000	380,000
Right-of-Way	<u>5,318,000</u>	<u>5,318,000</u>
LABOR SUBTOTAL	\$ 43,254,000	\$ 43,254,000
Materials and Supplies	4,560,000	4,560,000
Incidental Expenses	1,976,000	1,976,000
Professional & Technical Services	70,616,000	79,116,000
Environmental Mitigation	7,900,000	7,900,000
Right-of-Way Acquisition	30,300,000	30,300,000
Operating Equipment Use	970,000	970,000
Administrative Overhead	23,860,000	23,860,000
Owner Controlled Insurance Program (OCIP)	20,795,000	20,795,000
Contingencies	<u>27,186,000</u>	<u>27,186,000</u>
TOTAL	<u>\$ 402,027,000</u>	<u>\$ 410,527,000</u>

Financial Statement
Inland Feeder Program
(Capital Program No. 15122-S)

Revision	Date	Amount
Revision No. 1	August 8, 1989	\$ 3,450,000
Revision No. 2	July 31, 1990	2,320,000
Revision No. 3	December 17, 1991	2,330,000
Revision No. 4	January 22, 1993	3,000,000
Revision No. 5	March 30, 1993	102,900,000
Revision No. 6	June 30, 1993	0
Authorization No. 7	August 20, 1996	2,200,000
Authorization No. 8	October 29, 1996	8,250,000
Authorization No. 9	October 31, 1996	19,710,000
Authorization No. 10	November 19, 1996	7,600,000
Authorization No. 11	December 10, 1996	115,500,000
Authorization No. 12	December 10, 1996	4,700,000
Authorization No. 13	March 18, 1997	17,567,000
Authorization No. 14	May 20, 1997	9,100,000
Authorization No. 15	July 29, 1997	700,000
Authorization No. 16	August 19, 1997	46,300,000
Authorization No. 17	August 19, 1997	56,400,000
Authorization No. 18	November 18, 1997	8,500,000
Remaining		<u>777,473,000</u>
Total		<u>\$1,188,000,000</u>

Source of Funds--1996 Revenue Bond Construction Fund

Capital Program for Fiscal Year 1997/98

(Program 15122-S)

Total Program Estimate	\$1,188,000,000
Program Estimate for Fiscal Year 1997/98	\$ 52,677,000

Projected Expenditures of Funds:

Through Fiscal Year 1996/97	\$ 105,174,000
Fiscal Year 1997/98	52,677,000
Fiscal Year 1998/99	161,732,000
Fiscal Year 1999/00	193,924,000
Fiscal Year 2000/01	184,397,000
Fiscal Year 2001/02	160,527,000
Fiscal Year 2002/03	66,898,000
Fiscal Year 2003/04	16,561,000
Contingency	<u>246,110,000</u>
TOTAL	<u>\$1,188,000,000</u>

Engineering Division

8-1

November 18, 1997