

- **Board of Directors**  
**Engineering and Operations Committee**

October 14, 2003 Board Meeting

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**9-1**

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**Subject**

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Appropriate \$9.15 million and authorize an agreement with the city of Los Angeles for the Santa Monica Feeder Relocation Project (Approp. 15405)

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**Description**

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The city of Los Angeles (City) is constructing major street improvements on Santa Monica Boulevard between the San Diego (405) Freeway and the city of Beverly Hills. Metropolitan's Santa Monica Feeder runs underneath Santa Monica Boulevard for approximately two miles from Moreno Avenue to Camden Avenue. The Santa Monica Feeder is a cast iron pipe that was originally installed in 1941. The feeder distributes treated water to the cities of Glendale, Burbank, Los Angeles, Beverly Hills, and Santa Monica. The feeder extends 24 miles in a southwesterly direction starting at the Eagle Rock Control Tower and terminating in the city of Santa Monica. The city of Los Angeles' street improvements will reduce the effective cover over the existing pipeline and new landscaping will place deep-rooted trees and shrubs adjacent to the existing 28-inch diameter pipeline. The relocation project is necessary to protect the structural integrity of the feeder in order to continue to supply water reliably to our member agencies.

In February 2003, Metropolitan's Board appropriated \$1.1 million and authorized preliminary and final design necessary to relocate two miles of the Santa Monica Feeder within Santa Monica Boulevard. The previous action also authorized staff to begin negotiations with the City for an agreement that would ultimately provide for the City's existing construction contractor to install the relocated pipe. Since February 2003, Metropolitan has coordinated with the City and prepared final design drawings and specifications for the Santa Monica Feeder relocation. In June 2003, Metropolitan staff submitted the final design package to the City. Negotiations between the City and Metropolitan are complete and staff recommends that this portion of the Santa Monica Feeder be relocated by the City's contractor for an amount of \$7.7 million plus authorization, consistent with Metropolitan's Administrative Code, which permits the CEO to execute change orders not to exceed 5 percent of the agreement amount. This action appropriates funds and authorizes the Chief Executive Officer to enter into an agreement with the City to relocate two miles of the Santa Monica Feeder within Santa Monica Boulevard. A detailed report is provided in [Attachment 1](#). The estimated project costs are shown in [Attachment 2](#). A vicinity map is shown in [Attachment 3](#).

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**Policy**

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Metropolitan Water District Administrative Code § 5108: Capital Appropriations  
Metropolitan Water District Administrative Code § 8118(a): Relocation Agreements  
Metropolitan Water District Administrative Code § 8115: Negotiated Contracts

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**California Environmental Quality Act (CEQA)**

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CEQA determination for Options #1 and #2:

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the Los Angeles County Metropolitan Transportation Agency, acting as the CEQA Lead Agency, and the Federal Highway Administration, acting as the Lead Agency for compliance with the National Environmental Policy Act, prepared and processed an Environmental Assessment/Final Environmental Impact Report (EA/FEIR) for the Santa Monica Boulevard Transit Parkway Project (Project).

The environmental analysis covered the construction of major improvements along Santa Monica Boulevard as presented in **Attachment 1**. Related activities, such as landscaping and utilities, were evaluated in the EA/FEIR including Metropolitan's easement and facilities within this site. The EA/FEIR was certified and the overall Project was approved by the Lead Agency on July 29, 1999. The Lead Agency also approved at that time the Findings of Fact, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program. Metropolitan, as a Responsible Agency under CEQA, reviewed and considered the information in the certified EA/FEIR and adopted the Lead Agency's findings on February 11, 2003. The present proposed board actions are solely based on providing funds and authorizing Metropolitan to enter into an agreement with the City to relocate a portion of the Santa Monica Feeder and not on any changes to the approved Project. Hence, the previous environmental documentation taken by the Board fully complies with CEQA and the State CEQA Guidelines with regards to the pipeline relocation activities at the site. Accordingly, no further CEQA documentation is necessary for the Board to act with regards to the proposed actions.

The CEQA determination is: Determine that the proposed actions have been previously addressed in the Lead Agency's 1999 certified EA/FEIR and that no further environmental analysis or documentation is required.

**Board Options/Fiscal Impacts**

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**Option #1**

Adopt the CEQA determination and

- a. Appropriate \$9.15 million;
- b. Authorize entering into an agreement with city of Los Angeles in an amount of \$7.7 million for the relocation of two miles of the Santa Monica Feeder; and
- c. Authorize the CEO to amend the agreement up to five percent to cover changes during construction.

**Fiscal Impact:** \$9.15 million of budgeted CIP funds

**Option #2**

Adopt the CEQA determination and competitively bid a construction contract per Administrative Code § 8103 for the relocation of two miles of the Santa Monica Feeder.

**Fiscal Impact:** A competitively bid contract would probably increase costs in excess of \$9.15 million because of additional construction management, administrative costs, and construction coordination and logistics impacts.


**Staff Recommendation**

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Option #1

  
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 Roy L. Wolfe  
 Manager, Corporate Resources

9/26/2003  
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 Date

  
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 Ronald R. Gastelum  
 Chief Executive Officer

9/30/2003  
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 Date

**Attachment 1 – Detailed Report**

**Attachment 2 – Financial Statement for Santa Monica Feeder Relocation Project**

**Attachment 3 – Santa Monica Feeder Relocation Vicinity Map**

## Detailed Report

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### *Background/Purpose*

The Santa Monica Transit Parkway project is a cooperative effort of the Metropolitan Transportation Authority, (MTA), city of Los Angeles (City), county of Los Angeles, and California Department of Transportation. The MTA served as the lead agency through the environmental planning process. The city of Los Angeles is serving as the lead agency for design and construction. All of the above agencies are participating in the project's funding. The total project budget is \$68.5 million.

The Santa Monica Transit Parkway project provides a major transportation improvement of Santa Monica Boulevard between the San Diego Freeway (I-405) and the Beverly Hills city limit at Moreno Drive. The project's objectives are to: (1) relieve existing and future congestion and improve mobility along the corridor; (2) improve the aesthetics along the corridor through urban design, landscape improvements, and billboard removal; (3) minimize the impacts of traffic in the corridor on adjacent residential neighborhoods; (4) enhance safety for drivers, pedestrians and bicyclists; (5) create an environment that is complementary to existing and future land uses along the corridor; and (6) promote alternative modes of transportation through enhanced transit service, carpool incentives and improved non-motorized transportation alternatives.

The Santa Monica Feeder was originally installed in 1941. The feeder distributes treated water to the cities of Glendale, Burbank, Los Angeles, Beverly Hills, and Santa Monica. The feeder extends approximately 24 miles in a southwesterly direction starting at the Eagle Rock Control Tower and terminating at SMN-1 service connection in the city of Santa Monica. The feeder varies in size, beginning at 84 inches and reducing in stages to 28 inches at its terminus.

Metropolitan's Santa Monica Feeder runs underneath Santa Monica Boulevard for approximately two miles from the Beverly Hills city limit at Moreno Avenue to Camden Avenue near the San Diego Freeway. A map is shown in Attachment 3. Proposed street improvements will reduce the effective cover over the pipeline, and new landscaping will place trees and shrubs adjacent to the pipeline. The Santa Monica Feeder was placed in the already existing road right-of-way pursuant to Section 142 of Metropolitan's Enabling Act. State law holds that Metropolitan is responsible for the cost of protecting or relocating the pipeline to make way for reasonable street improvements by the City. Since the street was first in time, it therefore has priority. The relocation is necessary to protect the structural integrity of the feeder in order to continue to supply water reliably to our member agencies.

The city of Los Angeles awarded the construction contract for the Santa Monica Transit Parkway project on December 24, 2002. The project construction phase began in January 2003 and will be completed in July 2005. To minimize business, residential, and traffic disruption, the construction contract duration was shortened to two and a half years with an incentive clause for early completion. The project will be completed in phases.

Other utilities that require relocation because of the project are Los Angeles Department of Water Power, Southern California Edison, Pacific Bell, Verizon, and AT&T. As part of the contract, the contractor is responsible for developing a schedule. Included in the schedule are necessary utility relocations. The contractor will be responsible for coordinating all utility relocations during construction.

In February 2003, Metropolitan's Board appropriated funds and authorized preliminary and final design necessary to relocate two miles of the Santa Monica Feeder within Santa Monica Boulevard. This action also authorized staff to begin negotiations with the City for an agreement that would ultimately provide for the City's existing construction contractor to install the relocated pipe. Since February 2003, Metropolitan has coordinated with the City and prepared final design drawings and specifications for the Santa Monica Feeder relocation. In June 2003, Metropolitan staff submitted the final design package to the City. Negotiations between the City and Metropolitan are complete and staff recommends that this 2-mile portion of the Santa Monica Feeder be relocated by the City's contractor for an amount of \$7.7 million. The relocation will be between Camden and Moreno Avenues. The work includes obtaining all necessary permits; paying all fees; purchasing the pipe; installing the pipe and tie-in connections, jacking the pipe; relocating Metropolitan Service Connection LA-7; removal and

disposal of some portions of existing pipe; filling existing pipe (to be abandoned) with slurry; protecting existing utilities in place; paving; relocating air release valves and blow offs; traffic detouring; City's contract administration; and all other necessary work.

Consistent with Metropolitan's Administrative Code provisions relating to the CEO's authority to execute change orders on construction contracts, this action will permit the CEO to amend the agreement with the City by a maximum of 5 percent, to cover changes during construction.

This project has been evaluated and recommended by Metropolitan's Capital Investment Plan Evaluation Team, and funds have been included in the fiscal year 2003/04 capital budget.

The City staff will perform the contract administration and overall inspection of the street improvements, which is included in the total agreement amount. Metropolitan staff will perform inspection of the pipeline construction. The cost of pipeline inspection as a percentage of the total construction cost is less than 5 percent. The Engineering Services goal for inspection of projects with construction cost less than \$10 million is 12-15 percent.

***Project Milestones***

November 2003 – City issues Notice To Proceed

April 2005 – Completion of construction

**Financial Statement for the Santa Monica Feeder Relocation Project**

A breakdown of Board Action No. 2 for Appropriation No. 15405 to authorize an agreement for relocation of a portion of the Santa Monica Feeder is as follows:

	<b>Previous Board Action No. 1 (Feb. 2003)</b>	<b>Current Board Action No. 2 (Oct. 2003)</b>	<b>New Total Appropriated Amount</b>
Labor			
Design and Specifications	800,000	0	800,000
Owner Costs (Program management, contract administration)	140,000	132,000	272,000
Construction Inspection and Support	0	372,000	372,000
Metropolitan Forces (Shutdowns and tie-ins to existing pipeline)	0	150,000	150,000
Materials and Supplies	10,000	30,000	40,000
Incidental Expenses	10,000	10,000	20,000
Equipment Use	5,000	20,000	25,000
Contracts	0	7,700,000	7,700,000
Remaining Budget	<u>135,000</u>	<u>736,000</u>	<u>871,000</u>
<b>Total</b>	<b><u>\$1,100,000</u></b>	<b><u>\$9,150,000</u></b>	<b><u>\$10,250,000</u></b>

**Funding Request**

<b>Program Name:</b>	Santa Monica Feeder Relocation		
<b>Source of Funds:</b>	Construction Funds (General Obligation, Revenue Bonds, Pay-As-You-Go Fund)		
<b>Appropriation No.:</b>	15405	<b>Board Action No.:</b>	2
<b>Requested Amount:</b>	\$ 9,150,000	<b>Capital Program No.:</b>	15405-I
<b>Total Appropriated Amount:</b>	\$ 10,250,000	<b>Capital Program Page No.:</b>	E-66
<b>Total Program Estimate:</b>	\$ 11,244,000	<b>Program Goal:</b>	Infrastructure Reliability



**Santa Monica Feeder Relocation Vicinity Map**