

- **Board of Directors**
Asset, Real Estate and Infrastructure Policy Committee

December 9, 2003 Board Meeting

8-2

Subject

Appropriate \$170,000 and amend an agreement with Moffatt & Nichol Engineers to provide consulting services for design of a planned extension to the Diamond Valley Lake East Marina boat ramp (Approp. 15401)

Description

In March 2003, Metropolitan's Board awarded a construction contract for Phase I of the Diamond Valley Lake (DVL) East Marina. A multi-phase approach has been adopted to construct recreation facilities at DVL; Phase I was limited to those facilities necessary to meet the scheduled opening date. On October 3, 2003, DVL was opened to the public with an 11-lane ramp facility and four 80-foot-long boarding docks. Additionally, a series of precast concrete panels were placed under water over a length of 120 feet to accommodate short-term lake fluctuations. These panels were designed to be reused so that as lake elevations dropped, they could be removed and repositioned.

Presently, the DVL surface elevation is near the mid-point of the 120-foot-long precast concrete panel section. However, lake elevations continue to fluctuate based on system demands, supply availability, and weather. When lake surface elevations drop to the lower end of the precast panel section, there will be an opportunity to reposition a significant number of panels, thus increasing the serviceability range of the ramp. Since estimating future lake elevations can be unpredictable, staff recommends that plans be in place to move quickly if lake elevations drop below the boat launch serviceability range. The subject action authorizes preparation of a specific design package proactive for the ramp extension. This design package would then be available for advertisement of construction services without delay. The alternative to this approach would be to include the ramp extension work within the East Marina Phase II final design, scheduled through 2004, thus potentially missing a lake draw-down cycle.

In July 2002, Metropolitan issued a Request for Proposals (RFP No. 581) to solicit proposals from outside consulting firms to perform preliminary and final design of marina facilities. A qualifications-based selection process which was in accordance with Metropolitan's policies and procedures identified a number of qualified respondents to perform the work. At the October 2002 board meeting, Moffatt & Nichol Engineers (MNE), a consultant with extensive marina design experience, was awarded an agreement for design of the facilities. In April 2003, the Board authorized an increase in MNE's agreement for Phase II preliminary design.

This action authorizes final design and an amendment to the existing agreement with MNE to provide consulting services for a ramp extension contingency design for the DVL East Marina. The amount of the agreement will be increased by \$77,750 for a new not-to-exceed total of \$1,127,250. This amount will ultimately be credited against estimates for Phase II final design since this portion of final design will already have been accomplished. A detailed financial statement is included as [Attachment 1](#). Subsequent authorization and funding will be required for final design and construction of Phase II facilities.

Policy

Metropolitan Water District Administrative Code § 5108: Capital Project Appropriation

Metropolitan Water District Administrative Code § 8117: Professional and Technical Consultants

Metropolitan Water District Administrative Code § 8115(a): Requires board action for contract amounts that may exceed \$250,000 over the contract term

California Environmental Quality Act (CEQA)

CEQA determination for Option #1:

To comply with CEQA and the State CEQA Guidelines, Metropolitan as the Lead Agency prepared a Mitigated Negative Declaration (MND) for Phases I and II of the Diamond Valley East Marina Project (Project) that included an environmental analysis on the design, construction, and operation of the boat ramp. The MND was distributed for a 30-day public review period that began on December 24, 2002, and ended on January 22, 2003. The Board later adopted the MND and the mitigation monitoring and reporting program (MMRP) on February 11, 2003. The current board actions would not result in any new significant environmental impacts nor result in substantial changes to the approved Project. Hence, the previously adopted environmental documentation in conjunction with the current board actions fully complies with CEQA and the State CEQA Guidelines. Accordingly, no further environmental documentation is necessary for the Board to act on with respect to the proposed actions.

The CEQA determination is: Determine that the proposed actions have been previously addressed in the 2003 adopted MND and its MMRP and that no further environmental analysis or documentation is required.

CEQA determination for Option #2:

None required

Board Options/Fiscal Impacts

Option #1

Adopt the CEQA determination and

- a. Appropriate \$170,000 and authorize final design of the ramp extension contingency plan for the Diamond Valley Lake East Marina; and
- b. Authorize an amendment of \$77,750 to an existing agreement with Moffatt & Nichol Engineers, for a new not-to-exceed total of \$1,127,250.

Fiscal Impact: \$170,000 in budgeted CIP funds under Appropriation No. 15401.

Option #2

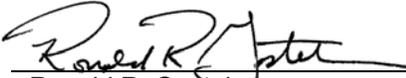
Do not authorize an amendment to the existing agreement with Moffatt & Nichol Engineers at this time. This action can be retained as part of the final design proposal, scheduled to be presented for consideration and approval at a later time. However, should lake elevations drop in the interim, there exists a potential that recreational operations will be impacted.

Fiscal Impact: Potential lost revenue from Marina operation if lake elevation drops below launch serviceability range.

Staff Recommendation

Option #1

	11/21/2003
Roy L. Wolfe Manager, Corporate Resources	Date

	11/21/2003
Ronald R. Gastelum Chief Executive Officer	Date

Attachment 1 – Financial Statement

BLA #2634

Financial Statement for Diamond Valley East Marina Program

A breakdown of Board Action No. 6 for Approp. No. 15401 for design of the ramp extension contingency plan for the Diamond Valley East Marina is as follows:

	Previous Appropriated Amount (Apr. 2003)	Current Board Action No. 6 (Dec. 2003)	New Total Appropriated Amount
Labor			
Owner Costs (Specifications preparation and program management)	\$ 570,000	\$ 67,200	\$ 637,200
Construction Inspection and Support	400,000	0	400,000
Materials and Supplies	475,000	0	475,000
Incidental Expenses	28,000	3,300	31,300
Professional/Technical Services	1,503,900	77,750	1,581,650
Equipment Use	2,000	0	2,000
Contracts	5,125,000	0	5,125,000
Remaining Budget	1,055,600	21,750	1,077,350
Total	\$ 9,159,500	\$ 170,000	\$ 9,329,500

Funding Request

Program Name:	Diamond Valley East Marina		
Source of Funds:	Construction Funds (General Obligation, Revenue Bonds, Pay-As-You-Go)		
Appropriation No.:	15401	Board Action No.:	6
Requested Amount:	\$ 170,000	Capital Program No.:	15401-S
Total Appropriated Amount:	\$ 9,329,500	Capital Program Page No.:	N/A
Total Program Estimate:	\$ 40,868,000	Program Goal:	Stewardship