

- **Board of Directors**  
**Engineering and Capital Programs Committee**

October 14, 2008 Board Meeting

---

7-3

---

**Subject**

---

Authorize reimbursable agreement for relocation of the Sepulveda Feeder for the Interstate 405 Sepulveda Pass Widening Project

---

**Description**

---

This action authorizes the General Manager to enter into a cooperative agreement with the Los Angeles County Metropolitan Transportation Authority (LACMTA), substantially on the terms outlined in this letter, to relocate and protect the Sepulveda Feeder within the Sepulveda Pass. No funds are required in this action, as all costs incurred by Metropolitan for the relocation will be reimbursed by LACMTA.

**Background**

Metropolitan's Sepulveda Feeder is a prestressed concrete cylinder pipeline (PCCP) installed in 1970. The pipeline extends approximately 42 miles, commencing at the Jensen treatment plant in Granada Hills and terminating at the Palos Verdes Reservoir in Rolling Hills. It varies in diameter from 82 to 150 inches. (See [Attachment 1](#)).

LACMTA's Interstate 405 Sepulveda Pass Widening Project will improve a 10-mile-long corridor of the San Diego Freeway between Interstate 10 (the San Bernardino/Santa Monica Freeway) and US Highway 101 (the Hollywood/Ventura Freeway). LACMTA is in the process of advertising a design/build contract which includes all final design and construction improvements. Award of the design/build contract is scheduled for January 2009.

Metropolitan's participation in the \$950-million Sepulveda Pass Widening Project includes the protection and/or relocation of Metropolitan pipelines, structures, equipment, and facilities impacted by the improvements. Based on LACMTA's schedule, staff anticipates that preliminary design will commence in October 2008, while construction would be completed by mid-2013.

**Sepulveda Feeder Protection and Relocation (No funds required)**

Following board authorization, Metropolitan will enter into a cooperative agreement with LACMTA for protection and relocation of the Sepulveda Feeder. All costs incurred by Metropolitan will be reimbursed by LACMTA. Under the agreement, Metropolitan staff will perform preliminary and final design, and will prepare construction plans and specifications. LACMTA will retain a contractor to perform the work, via a design/build contract, using the construction documents provided by Metropolitan. Construction inspection will be performed by Metropolitan staff. The full extent of relocation and protection required for the Sepulveda Feeder has not yet been determined; however, some of the proposed relocation areas coincide with PCCP pipe segments previously identified as being of concern. Any relocated portions of the pipeline would most likely be constructed of welded steel pipe, which may reduce the likelihood of a pipeline failure. Three to six areas of the Sepulveda Feeder may need to be either relocated, protected, or modified based on site-specific information, and on Metropolitan's design requirements. As a result, the current estimated cost of the Sepulveda Feeder Protection and Relocation work ranges from \$15 million to \$25 million.

This action authorizes the General Manager to execute an agreement with LACMTA substantially on the terms outlined in this letter and in a form approved by the General Counsel, for relocation and protection of the Sepulveda Feeder. This project is consistent with Metropolitan's goals for sustainability by enhancing the reliability of the existing distribution system, in order to maintain reliable water deliveries in the future.

## Policy

---

Metropolitan Water District Administrative Code Section 8122 (a): Relocation Agreements

### California Environmental Quality Act (CEQA)

---

CEQA determination for Option #1:

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the California Department of Transportation, as a funding partner, is acting as Lead Agency, prepared and processed a Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the Interstate 405 Sepulveda Pass Widening Project (State Clearinghouse Number 2002011017). The EIR/EIS also evaluated relocation of utilities as part of the widening project. The Final EIR/EIS was certified and the overall project was approved by the Lead Agency on May 1, 2008. The Lead Agency also approved the Findings of Fact (findings), the Statement of Overriding Considerations (SOC), and the Mitigation Monitoring and Reporting Program (MMRP). The Los Angeles County Metropolitan Transportation Agency (LACMTA) is authorized to use a design-build process for the project that would widen this segment of I-405. Metropolitan and LACMTA are proposing to enter into a reimbursable agreement for the relocation of Metropolitan's Sepulveda Feeder. Metropolitan, as a Responsible Agency under CEQA, is required to certify that it has reviewed and considered the information in the certified Final EIR/EIS and adopt the Lead Agency's findings, SOC, and MMRP prior to approval of the formal terms and conditions of the agreement with the LACMTA for relocation of portions of the Sepulveda Feeder. The environmental documentation is available in the Board Executive Secretary's Office for review.

The CEQA determination is: Review and consider information provided in the certified 2008 Final EIR/EIS and adopt the Lead Agency's findings, SOC, and MMRP related to the agreement.

CEQA determination for Option #2:

None required

### Board Options

---

#### Option #1

Adopt the CEQA determination and authorize the General Manager to execute an agreement with the Los Angeles County Metropolitan Transportation Authority for relocation of the Sepulveda Feeder.

**Fiscal Impact:** None. All project costs are fully reimbursable by LACMTA.

**Business Analysis:** This option will preserve Metropolitan's distribution system reliability because the new LACMTA project overlying this section of line could impact the structural integrity of the existing pipe.

#### Option #2

Do not authorize the agreement with LACMTA.

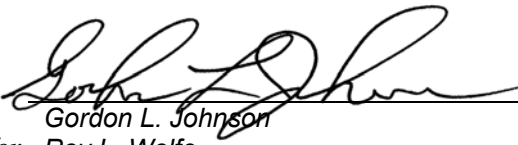
**Fiscal Impact:** Potential litigation costs, and additional relocation and repair costs.

**Business Analysis:** The proposed Interstate 405 Sepulveda Pass Widening Project will impact Metropolitan's Sepulveda Feeder. Without the reimbursement agreement, LACMTA may pursue litigation to relocate the Sepulveda Feeder. In this case, reimbursement of Metropolitan's costs would be subject to determination by the courts.

**Staff Recommendation**

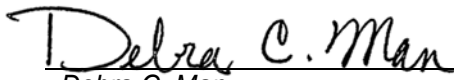
---

Option #1

  
Gordon L. Johnson  
for Roy L. Wolfe  
Manager, Corporate Resources

---

9/26/2008  
Date

  
Debra C. Man  
for Jeffrey Kightlinger  
General Manager

---

9/30/2008  
Date

**Attachment 1 – Location Maps**

BLA #6287

