



DATE: February 24, 2025

TO: Honorable Mayor and Members of the City Council through City Manager

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SUBJECT: Resolution Adopting an Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Primary Influent Pump Station Parallel Force Main Project (C66502032)

RECOMMENDATION

It is recommended that the City Council adopt the attached Resolution Adopting an Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Primary Influent Pump Station (PIPS) Parallel Force Main project (C66502032).

BACKGROUND

The City of Petaluma operates the Primary Influent Pump Station (PIPS), located on Hopper Street, which collects approximately 98% of the City's sewage and delivers it to the Ellis Creek Water Recycling Facility (ECWRF) via a 36-inch-diameter steel force main. Built in 1972, the force main runs parallel to Lakeville Highway, near the edges of Alman Marsh and Shollenberger Park, before reaching the ECWRF (see Attachment 2 - Location Map). Due to its age, the existing force main is approaching the end of its useful life and requires a redundant force main to improve the resiliency of the City's wastewater system. Adding a parallel force main would also allow for the rehabilitation of the existing force main while maintaining continuous operations of the City's sewage system.

In June 2013, Caltrans constructed the new Highway 101 Petaluma River Bridge over the force main. During the construction of the bridge project, staff determined that one of the highway supports was constructed too close to the force main. Due to the critical nature of the force main, the City required Caltrans to develop a contingency plan. The plan concluded that shutting down the force main and dewatering the pipe for repairs was not feasible. This significant constraint, combined with the vulnerability of the force main, prompted staff to initiate contingency planning

and begin the Capital Improvement Program (CIP) process to install a redundant parallel force main and add emergency storage at PIPS.

Between 2014 and 2019 the City contracted with Nute Engineering to develop a contingency plan for an emergency shutdown of the PIPS force main, as well as conduct a routing study to determine alternative alignments for the proposed parallel force main. Nute Engineering analyzed multiple pipeline route alternatives and determined that using the existing easements for the existing 36-inch force main would be the most economical, appropriate, and feasible alternative for the new parallel force main. In 2019, Nute Engineering prepared a Preliminary Engineering memorandum that outlined potential permitting issues, environmental constraints, construction methods, material selection, and easement obstacles of the proposed pipeline alternative.

Between 2019 and 2020 the City requested proposals for design services for a new parallel force main. The scope of work included design expertise in wastewater force mains, trenchless construction methods, environmental clearance, geotechnical investigation, surveying, and land acquisition and easement evaluation. Following this process, the Council, via Resolution No. 2020-130 N.C.S., awarded a contract to Woodard and Curran to begin the design of the PIPS Parallel Force Main Project.

DISCUSSION

The PIPS Parallel Force Main Project is unique due to its magnitude and the numerous elements involved with the design effort. The City contracted with Woodard and Curran in 2020 to prepare construction documents, permits, easement acquisitions, and assist with obtaining California Environmental Quality Act (CEQA) compliance for the project. Project design is progressing toward final construction documents, and easement acquisitions and permitting applications are underway.

In addition to the parallel force main, this project will also construct a new multi-use pathway that connects the Marina to Rocky Memorial Dog Park. This pathway will provide an alternative route for pedestrians and cyclists to access the dog park and nearby Shollenberger Park without having to travel along Lakeville Highway, a busy four-lane road that does not have bike lanes or continuous sidewalks. The project would fulfill a crucial linkage in the Petaluma River Trail, a long-held vision to connect people with and along a six-mile stretch of the Petaluma River that runs through and defines the City's natural landscape. While not located directly along the river, this section will bypass Alman Marsh, which is a challenging area to build a paved multi-use pathway due to environmental constraints. See Attachment 2 – Location Map for an overview of the new parallel force main alignment and the pathway.

One of the major milestones of this project is fulfilling CEQA compliance. The City of Petaluma, serving as the CEQA Lead Agency, prepared an Initial Study (IS) to address the project's potential effects on the environment for the parallel force main and the pathway. The IS was completed in accordance with the CEQA and identified all potentially significant environmental impacts. Due to the potential impacts on the environment, the IS culminated in a Mitigated Negative Declaration (MND). The IS/MND is informed by an Aquatic Resources Delineation Report and a Biological Resources Report. For all potentially significant impacts on the environment, mitigation measures

reducing their severity to a less than significant level were developed and are reinforced by Best Management Practices set forth in the Mitigation Monitoring and Reporting Program (MMRP).

The IS/MND was circulated for a 30-day public review period from October 21, 2024, to November 19, 2024. In accordance with the requirements of CEQA, a Notice of Availability of an MND was provided to the public, responsible agencies, trustee agencies, the Sonoma County Clerk, and the State Clearinghouse. A notice in the Argus-Courier was published on October 18, 2024, and the notice was posted at the Sonoma County Clerk's office for a period of at least 30 days. The IS/MND was also posted on the City's CIP website and was submitted to the State Clearinghouse for review by state agencies, and to agencies with jurisdiction by law over resources affected by the project. No comments were received during the 30-day public review period, so the IS/MND was finalized and the MMRP was prepared. A Notice of Intent to Adopt the IS/MND and MMRP was provided to the public and posted in the Argus-Courier on February 14, 2025.

In summary, Staff recommends that the City Council adopt the attached Resolution Adopting an IS/MND and MMRP for the PIPS Parallel Force Main Project. Adopting the IS/MND and MMRP will allow staff to continue with the next steps of the project, which are to complete the permitting and easement acquisitions. Once permitting and easement acquisitions are complete, the project can move into the bidding phase. The project team is working towards putting this project out to bid in the fall of 2025, with construction starting in the spring of 2026.

PUBLIC OUTREACH

Public outreach for the project includes publishing a notice of availability and intent to adopt in the Argus-Courier and providing downloadable links to the IS/MND on the City's CIP and project website: <https://cityofpetaluma.org/pipsforcemain/>. The project team also issued two letters to property owners within 1,000 feet of the project site: the first letter informed them that the IS/MND was available for a 30-day public review, and the second letter notified them of the intent to adopt the IS/MND and MMRP.

Staff are in the process of mailing letters to property owners whose properties will be directly impacted by the construction of the parallel force main to discuss easement rights and acquisitions. Any easement acquisitions will require an ordinance for City Council's consideration. Public outreach for the construction phase will include notifications to all stakeholders within the project area. This will include mailers to property owners and tenants and frequent updates to the City's website for project information.

This agenda item appeared on the City's tentative agenda document on February 3, 2025, which was a publicly noticed meeting.

COUNCIL GOAL ALIGNMENT

The Capital Improvement Program serves as a comprehensive catalog of community needs. Each year, the Council adopts a budget for the fiscal year that allocates funds and resources to priority projects. The PIPS Parallel Force Main project (C66502032) is included in the FY2024-2025 Adopted Budget under CIP-122. The full FY2024-2025 Adopted Operating and Capital

Improvement Program Budget can be found here: <https://cityofpetaluma.org/documents/fiscal-year-2025-adopted-budget/>

CLIMATE ACTION/SUSTAINABILITY EFFORTS

The PIPS Parallel Force Main project is essential to resiliency in the City’s wastewater collection system. Resiliency will bring cost savings and energy efficiency in pumping wastewater to the ECWRF, as well as reduce the risk of catastrophic failure that could result in a major sanitary sewer overflow and costly emergency repairs to the aging existing force main.

The new multi-use pathway improvements align with Petaluma’s Blueprint for Climate Action, which outlines strategies to reduce greenhouse gas emissions, build resilience, and promote sustainable transportation options. Enhancing safety and accessibility along the Lakeville corridor will encourage more residents to choose walking, biking, and public transit over single-occupancy vehicles, directly supporting Blueprint Cornerstone Action AT-1 (Active transportation and complete street improvements) and City goals to reduce vehicle miles traveled and lower transportation emissions, which account for 66.5 percent of Petaluma’s greenhouse gas emissions.¹

ENVIRONMENTAL REVIEW

The City, as the Lead Agency, has prepared an IS/MND for the project in compliance with the requirements of CEQA and the CEQA Guidelines. Noticing and review periods required by CEQA have been satisfied. The IS/MND was completed under the direction and supervision of the City with support from their consultant team and reflects the City’s independent judgment and analysis of the potential environmental effects of the Project.

The IS/MND identified potentially significant impacts related to the environmental topics of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, Wildfire, and Mandatory Findings of Significance. Mitigation measures to avoid or reduce the potentially significant impacts to less than significant levels are identified in the IS/MND.

City staff have reviewed the information presented in the IS/MND. Acting as the CEQA Lead Agency for the project, the City has prepared an MMRP to ensure compliance with the mitigation measures proposed in the IS/MND. Based on the evaluation of the IS/MND and the absence of public comments received to date during the review period, the City has determined that, with the implementation of the required mitigation measures, the project is not expected to result in any significant adverse environmental effects. Furthermore, the project would hinder neither short-term nor long-term environmental objectives. It would not result in impacts that are individually limited but cumulatively considerable, nor would it cause substantial adverse effects on human beings, either directly or indirectly.

¹<https://rcpa.ca.gov/wp-content/uploads/2024/06/RCPA-GHG-Inventory-Update-2022-Full-Report-FINAL-2024-07-08.pdf>

FINANCIAL IMPACTS

Filing the Initial Study/ Mitigated Negative Declaration for the PIPS Parallel Force Main Project will incur a fee of \$3,018.75, which includes the county clerk filing fee and the California Department of Fish and Wildlife fee. This expense has been anticipated and included in the project budget. There are sufficient funds within the approved FY 2024-2025 project budget to cover these costs.

ALTERNATIVES

If the City Council does not authorize this resolution at this time, the City's timeline for completing design, permitting, and easement acquisitions will be delayed by a few months at a minimum and will ultimately delay construction. The project cannot move forward or be constructed without the adoption of the IS/MND and MMRP.

ATTACHMENTS

1. Resolution
 - a. Exhibit A - IS/MND for the PIPS Parallel Force Main Project
 - b. Exhibit B - MMRP for the PIPS Parallel Force Main Project
2. Location Map