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ECONOMIC DEVELOPMENT
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1030 15TH STREET
SUITE 250
SACRAMENTO, CA
95814-4009

January 11, 2001

City Council
Sacramento, California

PH 916-264-7223
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Honorable Members in Session:

SUBJECT: REGIONAL SANITATION DISTRICT, LOWER NORTHWEST INTERCEPTOR

LOCATION: Citywide

RECOMMENDATION:

Staff recommends that the City Council adopt the attached Resolution endorsing Sacramento Regional County Sanitation District's decision to route the Lower Northwest Interceptor along the Reclamation District 900 (RD900) route.

CONTACT PERSON: Michael Luken, Economic Development Specialist, 264-5450
Kristan Otto, Manager, Citywide Economic Dev., 264-7948

COUNCIL MEETING: January 16, 2001

SUMMARY:

The Sacramento Regional County Sanitation District (SRCSD) is in the advanced stages of planning the route of the Lower Northwest Interceptor (LNWI). Three routes have been proposed and refined (Attachment 1). The three routes include one through the City of West Sacramento in Yolo County, one partially through West Sacramento and the City of Sacramento, and one entirely within the City of Sacramento. After much research and analysis, the SRCSD preference became the route through the City of West Sacramento along the RD900 drainage system. The City of West Sacramento conducted several community meetings and Council hearings and, on January 10, 2001, approved the routing along the RD900 drainage system. West Sacramento is currently at or very near capacity for its wastewater treatment system. Routes that go through West Sacramento allow the City of West Sacramento to connect to the Regional Sanitation District, avoiding the construction of a new sewage treatment plant in West Sacramento. Alternative routes through the City of Sacramento have a much greater impact upon businesses and residents in Sacramento.

COMMITTEE/COMMISSION ACTION: Not Applicable

BACKGROUND INFORMATION:

The Lower Northwest Interceptor is a large sewer pipeline that will serve the rapid growth in the northern part of the City of Sacramento, the City of Citrus Heights and the County of Sacramento,

and the City of West Sacramento. The SRCSD is responsible for implementing this project. In October 1999, a committee with elected officials from SRCSD, the City of West Sacramento and the City of Sacramento was formed to facilitate a decision regarding the routing of SRCSD's proposed LNWI. The LNWI route selection hinged, to a great extent, on the decision of the City of West Sacramento to connect to SRCSD.

This committee provided the policy-level discussion essential to determine whether there was potential to arrive at mutually agreeable terms for connecting West Sacramento flows to SRCSD. The committee met five times over the course of the last six months and included review and discussion of:

- ◆ Routing study results
- ◆ Financial comparison of City of West Sacramento's expansion of the South River Road Wastewater Treatment Plant (WWTP) to West Sacramento's joining SRCSD
- ◆ Impacts of the alternatives on the general public, businesses, and the citizens served by the SRCSD and/or WWTP

Current sewer flows in all areas except the City of West Sacramento are accommodated by existing interceptors and pump stations managed by SRCSD. Since significant growth is projected in North Natomas and other nearby areas, SRCSD staff anticipates that a new interceptor, the Lower Northwest Interceptor, must be in place by 2007 to avoid potential sewer overflows and/ or curtailment of development. A route study by Montgomery-Watson has been underway since spring 1999 and has narrowed its focus to three alternative routes:

1) *The Sacramento Route*

Enters in North Natomas, travels east along San Juan Road, south along the East Drainage Canal and then east along West El Camino Avenue, then south on Northgate Boulevard, south across the American River, and then primarily along 24th Street

2) *The River Route*

Enters in North Natomas, travels south through South Natomas crossing West El Camino Avenue west of Interstate 5, crosses the Sacramento River, goes through the City of West Sacramento and then reenters Sacramento at approximately Sutterville Road, travels east to the abandoned railroad tracks, then travels south to the Waste Treatment Plant in south Sacramento County

3) *The Reclamation District 900 Route*

Enters in North Natomas at San Juan Road and travels west into the County of Sacramento, turns south and crosses the Sacramento River, proceeds south through the City of West Sacramento, and eventually is routed along the RD900 drainage easement. It crosses back into Sacramento County south of the City of Sacramento limits.

The Sacramento Route is the route identified in SRCSD's 1994 Master Plan. Although the Sacramento Route is the slightly less-expensive alternative, it is also the most disruptive to residences and businesses. However, using an analysis methodology that utilized several weighted criteria,

primarily cost, neighborhood disruption, schedule, and environmental impacts and operations and maintenance, the route study determined that the West Sacramento Reclamation District 900 Route was the preferred route. A summary of the impacts of the three routes is as follows:

Sacramento Route Impacts

The Sacramento Route will impact residential and commercial properties along San Juan Road, West El Camino Avenue, Northgate Boulevard, 24th Street, and intersections along the entire length of the Sacramento Route. This route would also cross a large section of the American River Parkway.

River Route Impacts

The West Sacramento Route travels along the Main Drainage Canal and crosses the Sacramento River and enters West Sacramento. The West Sacramento Route will impact areas planned for urban development by West Sacramento including the Lighthouse Marina project, residential and commercial properties along 5th Street, industrial and undeveloped properties along South River Road, undeveloped land owned by the Port of Sacramento, and some amount of future residential and commercial properties in the Southport Area. This route would impact relatively few property owners in the City of Sacramento.

Reclamation District 900 Route Impacts

The Reclamation District 900 Route starts in North Natomas at San Juan Road and travels west into the County of Sacramento, turns south and crosses the Sacramento River entering West Sacramento, and follows a drainage easement along most of its route moving south. By following the existing reclamation easement within the City of West Sacramento, this route reduces the impacts on West Sacramento residents and businesses. SRCSD and City Staff will work closely with Natomas residents and property owners during the finalization of the route and environmental impact report to ensure that impacts upon that area are minimized.

During the past few years, staff of the City of West Sacramento and the SRCSD staff have discussed the option of the City of West Sacramento having its wastewater needs addressed by the SRCSD. There are potential benefits and opportunities for both jurisdictions should this occur.

SRCS and City of West Sacramento staff have determined that it is in the best interest of the District and the City of West Sacramento for West Sacramento to join the District and to choose the Reclamation District 900 Route, since business and neighborhood disruption is much lower, compared to the Sacramento Route or River Route. SRCSD and West Sacramento staff conducted a joint analysis to compare the short- and long-term financial effects of West Sacramento joining the District or upgrading its plant. On September 14, 2000 SRCSD adopted a resolution encouraging the City of West Sacramento to adopt the Reclamation District 900 Route for the Lower Northwest Interceptor (Attachment 2). West Sacramento agreed to support the Reclamation District 900 Route on September 20, 2000 for the Lower Northwest Interceptor but delayed the decision on whether to participate in the SRCSD (Attachment 3).

FINANCIAL CONSIDERATIONS:

The Sacramento Route could have an undetermined temporary negative impact on sales tax generation in the City of Sacramento by decreasing sales to businesses along the urbanized route. The River Route could have an undermined impact upon development along the riverfront area of West Sacramento. The Reclamation District 900 Route will have the least financial impact on both Sacramento and West Sacramento.

POLICY CONSIDERATIONS:

The Reclamation District 900 Route would have the least impact upon businesses and residents within the City of Sacramento. If the City of West Sacramento decides to participate in the SRCSD at some point in the future, West Sacramento would be granted a seat on the SRCSD Board.

ENVIRONMENTAL CONSIDERATIONS:

The Sacramento Regional Sanitation District (SRCSD) is the lead agency for this project and will be initiating environmental review for the Reclamation District 900 Route. The City will have the opportunity to comment on this document and proposed mitigation measures to minimize impacts on Sacramento businesses and residents. Many unforeseen business and neighborhood impacts in the City of Sacramento should be minimized, due to the speed of construction of the sewer pipeline in any one street section.

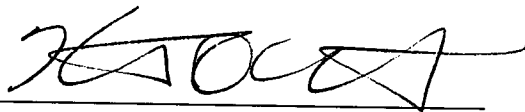
The planning and construction of the LNWI will be impacted by the resolution and restructuring of the Natomas Basin Habitat Conservation Plan. The Habitat Conservation Plan is not expected to have an impact upon the timing and construction of the LNWI.

ESBD CONSIDERATIONS:

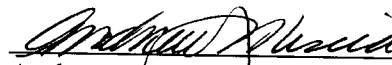
The SRCSD is administering this project. No goods or services are being purchased by the City.

Respectfully Submitted,

APPROVED:

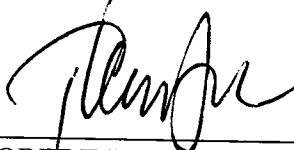


Kristan Otto, Manager
Citywide Economic Development



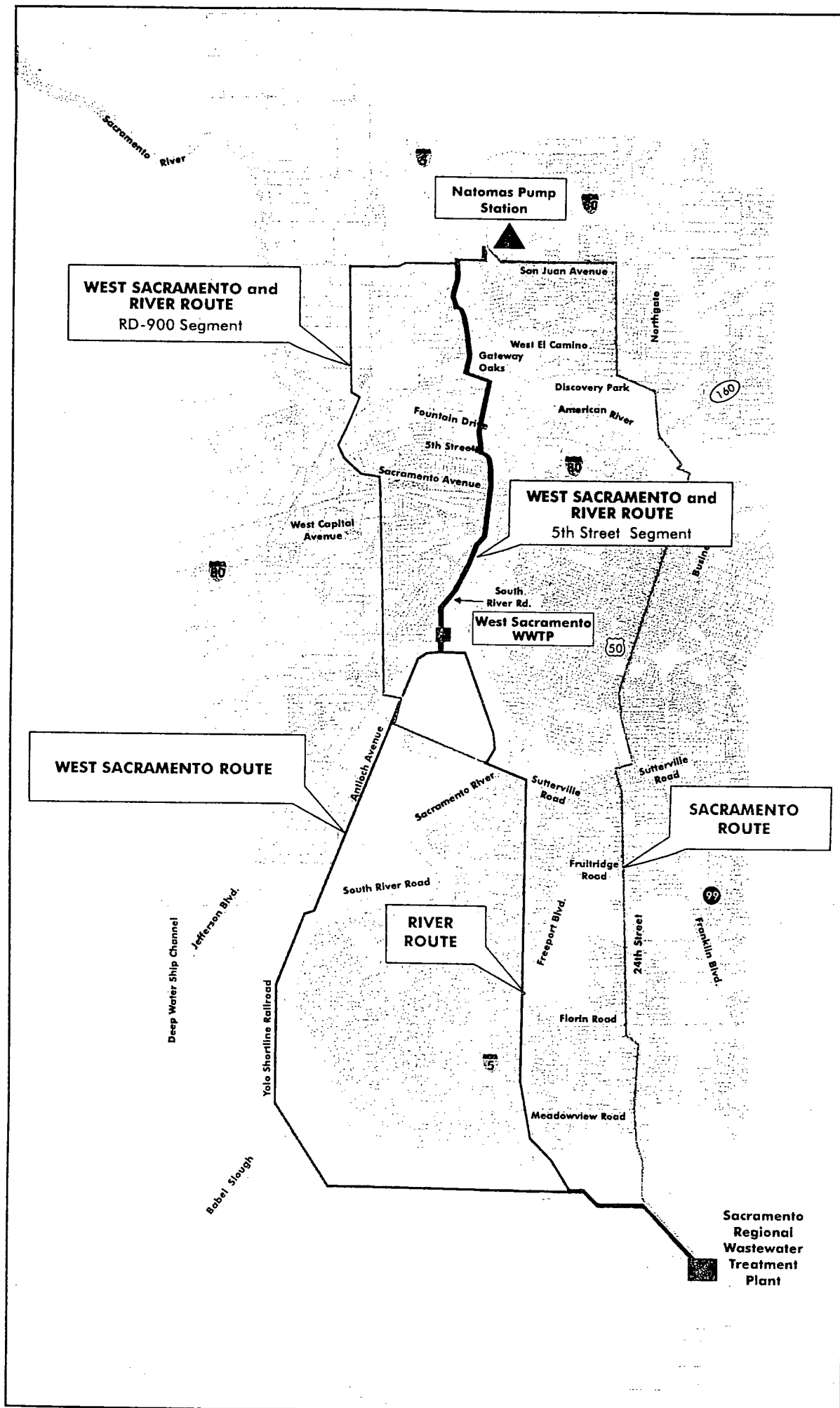
Andrew J. Plescia
Economic Development Director

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

- Attachment 1 – Lower Northwest Interceptor Route Alternatives Map
- Attachment 2 – Sacramento Regional Sanitation District Resolution SR-1700, September 13, 2000
- Attachment 3 – City of West Sacramento Resolution No. 00-62



**RESOLUTION REQUESTING ASSISTANCE OF THE CITY OF WEST SACRAMENTO IN
ROUTING THE LOWER NORTHWEST INTERCEPTOR**

WHEREAS, the Sacramento Regional County Sanitation District has determined the need to design and construct the Lower Northwest Interceptor by 2007 to continue to provide reliable sewer service to areas in the northern part of Sacramento County; and

WHEREAS, the City of West Sacramento and the Sacramento Regional County Sanitation District support the "RD-900" route for the Lower Northwest Interceptor consisting of the "RD-900" segment north of the Barge Canal and the "West Sacramento" segment south of the Barge Canal;

WHEREAS, the City of West Sacramento will assist in facilitating steps required for implementation of this route; and

WHEREAS, the assistance required from the City of West Sacramento includes, but is not limited to engineering analyses of local West Sacramento issues, such as wastewater pump station operation and "RD-900" drainage issues; assistance in identifying and coordinating contacts with local utilities; assistance in coordinating contacts with local property owners, agencies, etc.; help in contact with Yolo County staff and Board of Supervisors; and

NOW, THEREFORE, IT IS RESOLVED AND ORDERED, that the District Engineer be and is hereby authorized and directed on behalf of the SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT, a sanitation district organized under laws of the State of California, to request City of West Sacramento assistance to locate the Lower Northwest Interceptor along the designated "RD-900" alignment through the City of West Sacramento. Further, requests City's decision to assist the District be made at the September 20, 2000, Council meeting to facilitate project development and allow the District to continue to provide reliable sewer service.

On a motion by Director Yee, seconded by Director Johnson, the foregoing resolution was passed and adopted by the Board of Directors of the Sacramento Regional County Sanitation District this 13th day of September by the following vote, to wit:

- AYES: Directors Johnson, MacGlashan, Niello, Nottoli, Scheraga
- NOES: Directors None
- ABSENT: Directors Aceituno, Collin
- ABSTAIN: Directors None

In accordance with Section 25103 of the Government Code of the State of California, a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on SEP 14 2000

SEP 13 2000

By Kay Johnson
Deputy Clerk, Board of Supervisors

Ray Dickinson

Chair of the Board of Directors of Sacramento Regional County Sanitation District, a sanitation district organized under the laws of the State of California



Cindy H. Turner

Clerk of the Board of Supervisors of Sacramento County, California, and ex-officio Secretary of the Board of Directors of Sacramento Regional County Sanitation District

FILED

SEP 13 2000

BOARD OF DIRECTORS

By Cindy H. Turner
Clerk of the Board

RESOLUTION 00-92

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST SACRAMENTO APPROVING THE PRINCIPLES OF AGREEMENT BETWEEN THE CITY OF WEST SACRAMENTO AND SRCSD AND DIRECTING STAFF TO PURSUE LEGISLATION AS REQUIRED TO IMPLEMENT THE PRINCIPLES OF AGREEMENT AND TO PREPARE A CONTRACT FOR SEWER SERVICES AND AN OPERATING AGREEMENT WITH SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

WHEREAS, the growth anticipated in the City's General Plan requires that the City provide additional wastewater treatment capacity as part of the basic services required to serve planned development; and

WHEREAS, the City Council has evaluated a range of options for providing wastewater treatment capacity to meet its future needs; and

WHEREAS, the City Council has provided for and considered public comment throughout the evaluation of the options for providing wastewater treatment capacity to meet its future needs; and

WHEREAS, Principles of Agreement dated November 30, 2000 and attached hereto have been jointly prepared by Sacramento Regional County Sanitation District and City staff that reflect the conceptual agreements that have been reached with regard to the City of West Sacramento joining the Sacramento Regional County Sanitation District; and

WHEREAS, the City Council of the City of West Sacramento concludes that the City's interest is best served by joining the Sacramento Regional County Sanitation District, a political subdivision of the State of California, to provide for regional wastewater conveyance and treatment services.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of West Sacramento hereby approves the Principles of Agreement between the City of West Sacramento and Sacramento Regional County Sanitation District and directs staff to pursue legislation as required to implement the Principles of Agreement and to prepare a Contract for Sewer Services and an Operating Agreement with Sacramento Regional County Sanitation District.

PASSED AND ADOPTED by this 6th day of December 2000 by the following vote:

AYES:

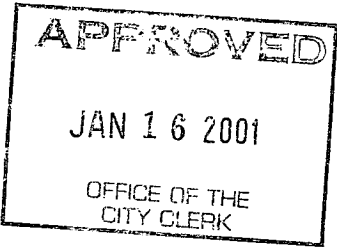
NOES:

ABSENT:

ATTEST:

Mark P. Montemayor, Mayor

Helen M. Kanowsky, City Clerk



Amended 2001-004

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**AGREEMENT TO COOPERATE WITH THE
SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT
IN ROUTING OF THE LOWER NORTHWEST INTERCEPTOR
ALONG THE RD 900 ALIGNMENT**

WHEREAS, the Sacramento Regional County Sanitation District has determined the need to design and construct the Lower Northwest Interceptor by 2007 to continue to provide reliable service to areas in the northern part of Sacramento County; and

WHEREAS, the implementation schedule for the Lower Northwest Interceptor requires that the Sacramento Regional County Sanitation District proceed with adoption of a preferred alignment and development of environmental studies for the preferred and alternative routes; and

WHEREAS, the City of Sacramento and the Sacramento Regional County Sanitation District support the RD 900 Route for the Lower Northwest Interceptor consisting of the RD 900 segment north of the Barge Canal in West Sacramento and the West Sacramento segment south of the barge Canal; and

WHEREAS, the RD 900 route would appear to minimize disruption to the cities of Sacramento and West Sacramento.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO that the City Council will support the Sacramento Regional County Sanitation District Lower Northwest Interceptor route in Yolo County along the RD 900 alignment, and request that the County Regional Sanitation District work with the City on a public process to define the Natomas/City of Sacramento portion of the alignment.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____
DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AGREEMENT TO COOPERATE WITH THE SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT IN ROUTING OF THE LOWER NORTHWEST INTERCEPTOR ALONG THE RD 900 ALIGNMENT

WHEREAS, the Sacramento Regional County Sanitation District has determined the need to design and construct the Lower Northwest Interceptor by 2007 to continue to provide reliable service to areas in the northern part of Sacramento County; and

WHEREAS, the implementation schedule for the Lower Northwest Interceptor requires that the Sacramento Regional County Sanitation District proceed with adoption of a preferred alignment and development of environmental studies for the preferred and alternative routes; and

WHEREAS, the City of Sacramento and the Sacramento Regional County Sanitation District support the RD 900 Route for the Lower Northwest Interceptor consisting of the RD 900 segment north of the Barge Canal in West Sacramento and the West Sacramento segment south of the barge Canal; and

WHEREAS, the RD 900 route would appear to minimize disruption to the cities of Sacramento and West Sacramento.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO that the City Council will support the Sacramento Regional County Sanitation District in routing the Lower Northwest Interceptor along the RD 900 alignment.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____