

Summary of Engineering and Planning (E&P) Subcommittee January 7, 2016 Meeting for MWPAAC General Meeting on January 27, 2016

Side Sewer Insurance Information

One of the strategies to reduce infiltration/inflow (I/I) that the E&P's I/I Reduction Task Force discussed last year was educating customers about private insurance policies that may help them repair leaky side sewers that contribute to I/I. National Water Company, based in Moses Lake WA, presented information about the policies they offer (<http://nationalwatercompany.com>). This year, WTD plans to further discuss such insurance programs with E&P.

History of Infiltration/Inflow

King County staff described the history of the I/I program, which began in 1999 as part of the Regional Wastewater Services Plan (RWSP) to "...reduce I/I [so that King County can] reduce, delay, or eliminate the need for expensive capital projects". The information derived from modeling, thirteen early pilot studies from south Snohomish County to south King County, draft standards and policies, and the two Skyway I/I reduction projects were used in evaluating the cost effectiveness of future I/I projects, and another key finding was that most I/I originates on private property. During 2016, WTD plans to discuss with E&P a scope of work for evaluating system-wide I/I reduction concepts such as sewer and side sewer standards, standardized inspection programs, private side sewer rehabilitation programs, and local agency education/funding. More information about the program is available at <http://www.kingcounty.gov/services/environment/wastewater/ii.aspx>.

Joint Project Agreement for Ship Canal Water Quality Project (joint topic with Rates and Finance Subcommittee)

King County and Seattle Public Utilities negotiated an agreement to build and operate a joint facility for combined sewer overflow (CSO) control along the north side of the Ship Canal in the Fremont/Ballard area, with Seattle as the lead agency for planning, design, construction, and operation. Each agency has existing overflow locations in the area, and each agency planned to build facilities that would store combined stormwater/sewage until it can be treated at the Westpoint Treatment Plant. By combining Seattle's and King County's projects into a single 14-foot diameter, 2.7 mile long storage tunnel project, the construction will cause fewer construction disruptions, have less impact on the neighborhoods, allow the storage facility to be operated as a single system, and share the capital and operating costs between the two agencies. Construction is scheduled to begin in 2018 and be completed by 2025. The project is estimated to cost \$423 million, of which \$382 are shared costs between the two agencies (\$41 million is Seattle's cost alone). King County's share of the \$382 million is \$134 million (35%), which is about equal to the cost that King County would have spent building its own Ship Canal CSO projects independent of Seattle. Seattle has approved the agreement; the King County Council will be considering the agreement during the 1st Quarter 2016.

Questions?

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