## REVISED STAFF REPORT

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| **Agenda Item:** | 9 | **Name:** | John Resha |
| **Proposed No**.: | 2016-0016.2 | **Date:** | June 21, 2016 |

**COMMITTEE ACTION**

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| ***Proposed Substitute Ordinance 2016.0016.2, which would authorize the Executive to execute a Joint Partnership Agreement with the City of Seattle, passed out of committee on June 21, 2016, with a “Do Pass” recommendation. The ordinance was amended in committee with Amendment 1 to effectuate a number of technical changes and clarifications.*** |

**SUBJECT**

An ordinance authorizing the Executive to sign a Joint Partnership Agreement with the City of Seattle for construction and maintenance of the ship canal combined sewer overflow project.

**SUMMARY**

Adoption of Proposed Ordinance 2016-0016 would authorize the Executive to sign an agreement that would:

Provide for the City of Seattle to construct a water quality project that would meet King County obligations related to Department of Ecology, EPA and King County negotiated Consent Decree[[1]](#footnote-1) (for this geographic area).

Provide for the City of Seattle to maintain the water quality project and provide King County with 40 percent of the capacity of the project.

King County will generally be responsible for 35 percent of project construction and operational costs, though some cost categories, as identified in Exhibit D, have different cost sharing methodologies.

The agreement is an ongoing agreement (in perpetuity) with a detailed dispute resolution process, referred to as the One Team approach.

There is a draft amendment, attached to this staff report, which would effectuate technical changes and clarifications.

**BACKGROUND**

The Transportation, Economy and Environment Committee has been briefed in February and April regarding this proposed legislation and project. Additional background is available in previous staff reports.

**Project Description**

The Ship Canal WQ Project would provide storage of combined wastewater in a deep storage tunnel constructed between the Ballard and Wallingford CSO areas, on the north side of the Seattle Ship Canal that connects Lake Union and Elliott Bay. The Project would control SPU’s Ballard CSO basins (Outfalls 150,151 and 152), Fremont (Outfall 174) and Wallingford CSO basins (Outfall 147), King County’s DNRP 3rd Avenue West Regulator (DSN008), and 11th Avenue NW Regulator (DSN004) by the end of year 2025.

The Ship Canal WQ Project would include the storage tunnel and appurtenances, conveyance facilities to convey SPU and DNRP CSO flows into the tunnel, and a pump station and force main to drain flows from the tunnel. A detailed description of the project (including Figure 1 showing a plan view of the Ship Canal WQ Project location and components) can be found in Exhibit A to the JPA. The following is a summary of the key components of the project:

The storage tunnel and appurtenances, as proposed, would include:

* + - A minimum 15.24 million gallon (MG) offline[[2]](#footnote-2) storage tunnel. The tunnel is expected to have a 14-foot inside diameter and be approximately 14,000 feet long[[3]](#footnote-3) (2.7 miles).
      * The stored combined sewage in the storage tunnel will flow from the Wallingford CSO Outfalls westward to an effluent pump station located near the Ballard CSO Outfalls 150 and 151.
      * The tunnel route is planned to be generally in street right-of-way along the north side of the Ship Canal.
    - Seven diversion structures for diverting influent CSO flow away from existing CSO outfalls to the tunnel.
    - Four drop structures (each with odor control) to convey influent CSO flow into the storage tunnel.
    - A pump station would be located at the West tunnel Portal as defined during the design phase of the project, with a minimum peak capacity of 32 MGD to empty the storage tunnel in approximately 12 hours.

Conveyance facilities would include a:

* + - Gravity sewer line to convey flows from SPUs diversion structure at Fremont Outfall 174 to the tunnel drop shaft;
    - Gravity sewer line to convey flows from DNRPs diversion structure at 3rd Ave. W (under the Ship Canal) to the tunnel drop shaft;
    - Gravity sewer line to convey flows from DNRPs diversion structure at 11th Ave. NW to the tunnel drop shaft; and a
    - Force main to convey flows from the tunnel pump station to DNRPs existing Ballard Siphon wet-weather barrel forebay.

**ANALYSIS**

As a result of previous briefings, Councilmembers have focused on understanding the risks and project management in the proposed Joint Partnership Agreement. Key areas of focus have been:

* Construction estimation and change costs;
* Decision making and King County's ability to affect the project or project costs; and
* Understanding the cost sharing model.

This focus has led to the development of Draft Amendment 1.

**AMENDMENT**

Draft Amendment 1, as adopted:

* Effectuated a number of technical clarifications and changes;
* Modified Section XVII.1 to clarify the role of Exhibit D and dispute resolution related to both construction and operational costs;
* Modified Exhibit D to clarify construction costs methodology; and
* Added twice yearly reporting.

**ATTACHMENTS**

none

**INVITED**

* Gunars Sreibers, Acting Division Director, Wastewater Treatment Division
* Madeline Fong Goddard, P.E., Deputy Director, Seattle Public Utilities

1. The Consent Decree was adopted via Ordinance 17514. [↑](#footnote-ref-1)
2. “Offline” meaning the storage isn’t in a conveyance pipe [↑](#footnote-ref-2)
3. These dimensions could be changed during the design phase of the project. [↑](#footnote-ref-3)