

Port of Seattle – City of Seattle
Interlocal Agreement
for
Stormwater Utility Operations

CRUEDA Committee
September 16, 2016

ILA Background and Need

1. Port formed a drainage utility to serve Port-owned land within City limits.
 - Created in December 2015
 - Port was SPU's 2nd largest drainage customer
 - Several discussions with Mayor's Office and Port on timing of their departure as a customer
 - No tax revenue loss for the General Fund; City can charge a Utility Tax to the Port
2. Port and SPU concur a drainage operating agreement would be useful since the systems interconnect.

Port of Seattle Facilities



Port of Seattle
Seattle-Tacoma
International Airport
27 Miles N

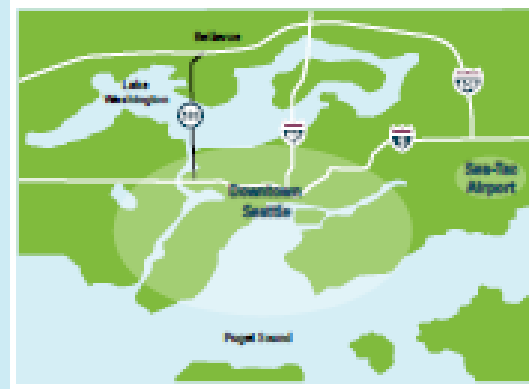
West Valley
Club/Golf Course
27 Miles S

Color Key

Container Terminals	Cruise Facilities	Industrial & Commercial Properties
General Purpose Marine/Cargo Terminals; Commercial Moorage	Fishing/Workboat, Commercial & Recreational Moorage	Parks

Legend of Map Symbols

Interstate	Recreational Moorage	Freeway
State Highway	Public Shoreline Access & Parks	Primary Road
		Secondary Road
		Railroad



Key ILA Legal Points

- City excludes Port-owned property from requirement to pay drainage fees.
- City retains authority to enforce City ordinances, rules and regulations.
- Port still follows City process to connect to City system.
- City will need to enter into a Connection Agreement with Port for any new connections.
- Indemnification, other legal provisions

Key ILA Financial Points

- Port pays \$3.99M settlement to SPU – equivalent of Port 2015 drainage fees
- Terminates a \$100k drainage credit from City to Port
- Port and City agree not to charge one another for drainage, except where City is a Port tenant.
- City will charge utility tax to Port (same rate as SPU)
- If City is creating problems for Port, City may need to contribute to solutions

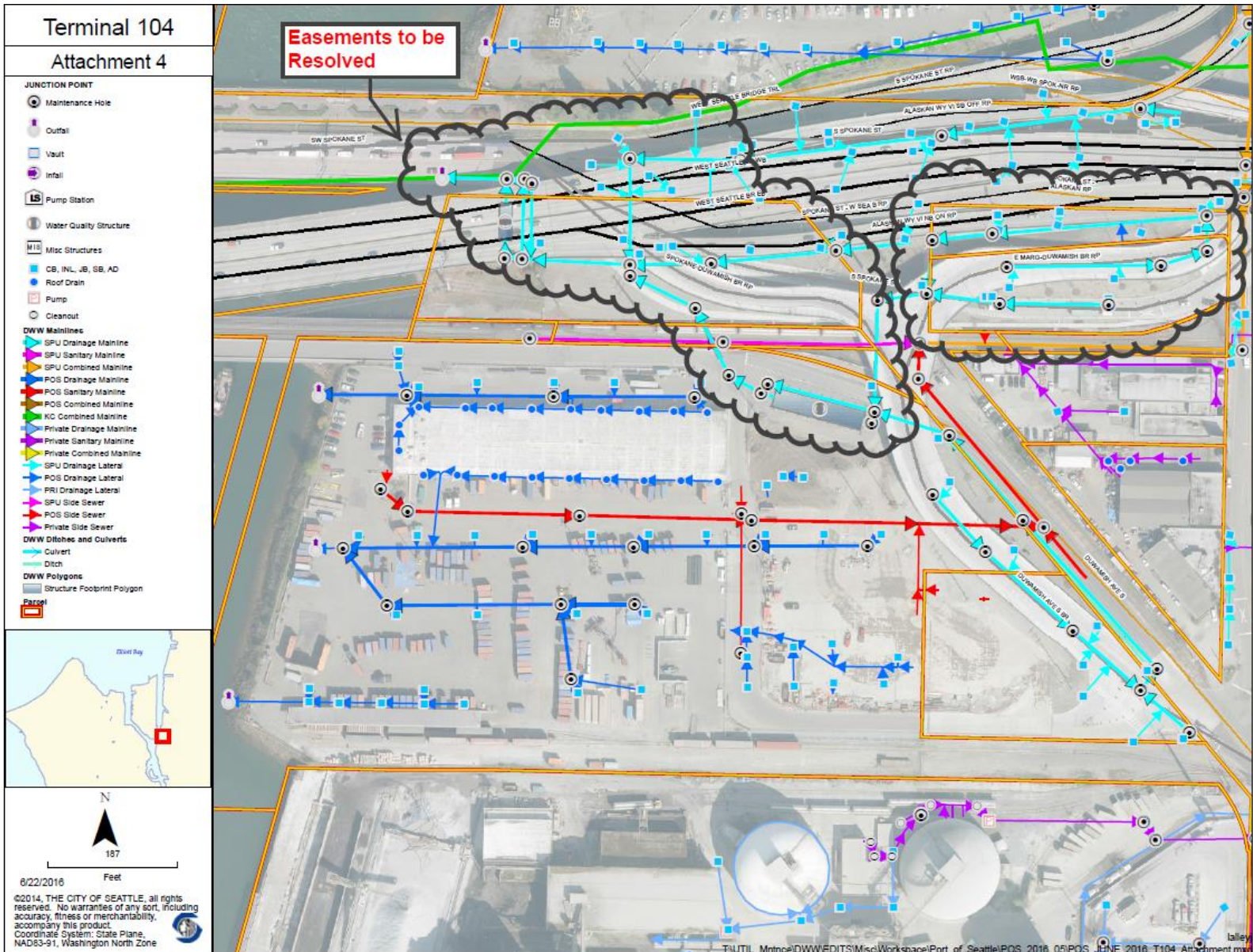
Key ILA Coordination Points

- Infrastructure ownership and connection points
- Water quality, including with Port tenants
- Work cooperatively to resolve potential issues
 - Sites with benchmarks limits
- Access:
 - Easements, permits; site access
- Points of contact
- Annual coordination meeting
- Dispute resolution

Infrastructure Ownership

- Clarified infrastructure ownership
 - Maps and table
- Follow on work
 - Shilshole Bay Marina asset resolution, easements
 - T-91, T-115, near T-104 Easements

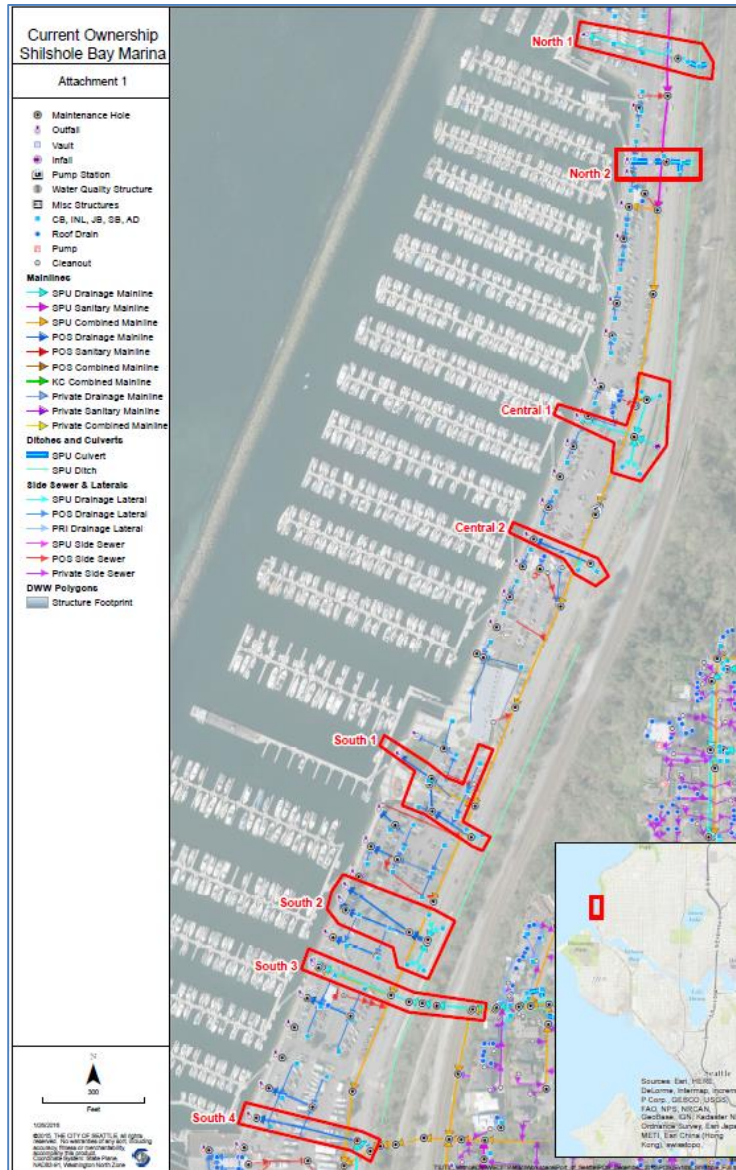
Example Connection Points



Sample from Connection Table

Port of Seattle Connection Point ID	City of Seattle Connection Point ID	Port Mapbook Page	Port Facility	COS discharge to POS pipe with a discharge limit or requirement	Other COS to Port discharge	Port discharge to COS	Further work or investigation needed?	May 2016 Next steps	Lead on next steps	May 2016 Notes
3	SBM-3	5	SBM		yes		No	See ILA Exhibit C.		
8	FT-01	7	FT			yes	Yes	Port to field verify configuration, clean and CCTV. Discuss in 2017	Port	
10	T91-01	8	T91		yes		No			SPU has offered to help contribute towards wetland revegetation if needed
12	T91-02	8	T91		yes		Yes	See ILA Exhibit C. Port to field verify connection location needed for future SPU Easement. Discuss in 2017.	Port	
13	T91-03	9	T91		yes		Yes	See ILA Exhibit C. Port to field verify connection location needed for future SPU Easement. Discuss in 2017.	Port	
15	T91-07	10	MMNO	Yes - Industrial Permit			No			
16	T91-05	10	MMNO	Yes - Industrial Permit			No			
17	T91-04	10	MMNO	Maybe - Industrial Permit			Yes	Port to field verify connection. Discuss in 2017.	Port	
18	T91-08	12	Tsubota			yes	No			
23	NA	13	T46	Yes - Industrial Permit	TBD?		Yes	SPU will confirm disconnection status when construction is complete and provide as built or other record. Discuss in 2017.	SPU	Area under construction. Likely disconnected.

Shilshole Bay Marina Issues



- Complex construction

- Railroad ??
- City: Marine View Dr.
- Port: extended

- Complex connections

- Urban waterways
- Port owns, sometimes connects
- ROW extends into Port-controlled land

- Proposed ownership

- Some shared
- Some SPU pending inspection
- Easements