



STAFF REPORT

Meeting Date: November 13, 2012
Agenda Item #10A

Agency: City of Belmont

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Agenda Title: UPDATE ON SOUTH BAYSIDE SYSTEM AUTHORITY CAPITAL IMPROVEMENT PROGRAM AND DISCUSSION AND DIRECTION ON SITING FOR THE NEW BELMONT PUMP STATION

Agenda Action: DISCUSSION AND DIRECTION

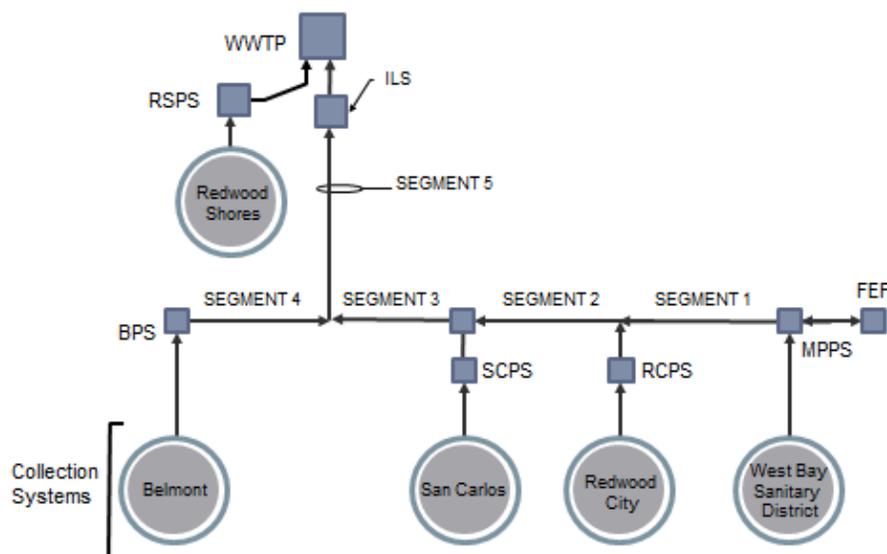
Recommendation

Discuss the proposed criteria for the selection of location for the new Belmont Pump Station and provide direction to staff.

Background

The South Bayside System Authority's Conveyance System Master Plan (Master Plan) was completed in 2011 and laid out preliminary plans for replacing all force mains and pump stations in the Authority's (SBSA) conveyance system. The Master Plan identified the need to replace the entire length of force main, rebuild the flow equalization facility, construct new treatment plant headworks, construct three new pump stations, and rehabilitate one additional pump station.

SBSA Conveyance System



2

The force main was divided into five (5) segments for design and construction. Segment 2 is being fast-tracked due to frequent leaks. The design and construction for the remaining 4 segments is expected to begin in mid-2014 with construction of the last segment to be completed by 2019. Design for the Flow Equalization Facility has begun with design and construction expected to be completed in 2015. The predesign of the pump stations is underway with a target of having construction completed by the end of 2016. The headworks will be the last project undertaken with design expected to start in mid-2017.

Schedule for Implementing CSMP

	12	2013	2014	2015	2016	2017	2018	2019
Segment 2 - 48" Force Main Design and Const.								
Segment 3/3 - 63" Force Main Design and Const.								
Segment 4 - 28" Force Main Design and Const.								
Segment 1 - 33" Force Main Design and Const.								
Flow Equalization Facility Design and Construction								
Predesign for Pump Stations								
Redwood City PS Final Design and Construction								
Belmont PS Final Design and Construction								
San Carlos PS Final Design and Construction								
Menlo Park PS Final Design and Construction								
Plant Headworks Design and Construction								

The implementation of these capital projects prompted the SBSA Commission to review the existing cost allocation method as the existing Agreement did not discuss the distribution of capital costs beyond the construction of original facilities (Stage 1) and improvements to increase the treatment capacity to 29 MGD (Stage 2). As the current cost allocation method is based on the percent ownership in the Joint Exercise of Powers Agreement which is not clearly documented, the SBSA Commission was interested in ensuring a fair and appropriate cost sharing program that would contain a clear rationale, and be easily understood to future Commissioners and staff.

The SBSA Technical Advisory Committee (TAC) comprised of representatives from each member agency explored different options and proposed one preferred option based on total capacity rights (Stage 1 and Stage 2) of each agency. The SBSA Commission supported the TAC's recommendation and adopted Supplemental Agreement VI by resolution on June 14, 2012. Staff is planning to bring Supplemental Agreement VI for Council consideration at the November 27, 2012 Council meeting.

Analysis

The Master Plan identified the need for new Belmont, Redwood City and San Carlos Pump Stations and called for the rehabilitation of the Menlo Park Pump Station. The Master Plan identified locations for the Redwood City and San Carlos Pump Stations and initially evaluated potential sites for the Belmont Pump Station. In February 2012, Belmont and SBSA Staff met and identified 7 locations for analysis, and in May 2012, staff identified 3 more alternatives to evaluate. The study and site information are available in the Public Works Department for review.

The pump stations are being replaced before most of the force mains based on reliability concerns at the existing pump stations, and the operational requirements for different pump sizes due to the new force main hydraulic needs. The construction of a new Belmont Pump Station should be completed before the completion of the force main in order to ensure that Belmont wastewater can enter the new force main. This is especially a concern during wet weather flows as the existing pump station cannot generate the pressure needed to enter the new force main at high storm flow.

For this reason, finalizing the recommended and preferred location of the Belmont Pump Station by the end of November is critical to meeting the schedule. Under the terms of JPA the member agencies own the underlying pump station property, and SBSA own and operate the pump station facility. To evaluate the alternative sites SBSA and City staff worked together to assure that design criteria and desired facility features incorporate community concerns and operational needs, with a focus on minimizing life cycle costs and potential risks. Design criteria to be considered in expediting and finalizing the preferred site will include:

- a. Minimizing environmental and neighborhood impacts;
- b. Economic considerations;
- c. Providing pump capacity and configuration capable of handling the City's wastewater flow conditions; and
- d. SBSA Operational criteria, allowing for safe and efficient operation and maintenance of installed equipment.

Staff is requesting Council's direction to allow SBSA to enter into discussions and negotiations with the property owners of the sites in order to finalize the site selection as soon as possible. Once a site is finalized, SBSA and staff will return to Council for the acquisition process and approval.

Alternatives

1. Provide direction to staff.
2. Take no action

Attachments

None

Fiscal Impact

- No Impact/Not Applicable
- Funding Source/Used:

Source:

- Council
- Staff
- Citizen Initiated
- Other*

Purpose:

- Statutory/Contractual Requirement
- Council Vision/Priority
- Discretionary Action
- Plan Implementation*

Public Outreach:

- Posting of Agenda
- Other*

*South Bayside System Authority Conveyance System Master Plan