All wastewater systems experience I/I, and while it cannot be totally eliminated, it can be reduced. During the 1997 public involvement process, people said that I/I should be controlled and that everyone should pay for it. But reducing I/I is difficult. It is expensive to find and fix the leaky parts of the system and no single entity in King County controls the entire conveyance system. King County is able to control I/I within its own system, however it has little control over I/I from local systems where 95 percent of I/I occurs. To address I/I in local systems, this plan proposes a two-part program.

Cost Sharing to Find and Fix Leaky Pipes

The first part of this program, beginning in the year 1998, would provide financial incentives in the form of cost sharing with the 32 local service providers to (1) define current levels of I/I in local conveyance systems and establish what portion of that I/I is cost effective to remove, and (2) construct cost effective control projects that would help alleviate regional system capacity constraints. King County would commit $31 million as its initial share of the cost of this incentive-based program. Of this $31 million:

- Approximately $8 million would be made available to the local service providers to assess I/I in their systems and define cost-effective projects that are regionally significant. These funds would be made available on a 50/50 cost share basis.
- Approximately $23 million would pay for planning, designing, and constructing specific control projects through the year 2003. King County would cost share with local service providers to design and construct these projects. The cost share amounts would vary and be established by assessing the benefits these projects have to the King County regional system.

Developing a Surcharge on Excessive I/I

The second part of this program would design and implement a surcharge on excessive I/I, and complete additional I/I control projects. King County would work with local service providers to develop a surcharge on excessive I/I. The surcharge would be formulated based on agency-specific I/I characteristics identified during the first part of the program. The surcharge would be tailored to the unique conditions found within each individual conveyance system and the amount of I/I that could be cost effectively removed from them. In this manner, the surcharge would be fairly and equitably allocated to not place undue burden on any single service provider. Once the provisions of the surcharge are established, contracts with local service providers would be modified to reflect the implementation of this surcharge. This surcharge would go into effect no later than the year 2010.

Between the years 2003 to 2010, King County would plan, design, and construct additional local system I/I projects. These projects, defined as cost effective and regionally significant, would also be funded by a cost share between King County and local service providers. The cost share percentages would be determined on a project by project basis depending upon the potential benefit the project would have to the King County regional system. Funding for these projects would be secured from the cost savings realized from reducing flows to the regional