

**Worksession**

**MEMORANDUM**

April 26, 2022

TO: Transportation and Environment Committee

FROM: Keith Levchenko, Senior Legislative Analyst

SUBJECT: **Worksession: FY23-28 Capital Improvements Program: Washington Suburban Sanitary Commission (WSSC Water)<sup>1</sup> Discussion**

- I-495/I-270 Traffic Relief Plan Pipeline Relocations

PURPOSE: To discuss the I-495/I-270 Traffic Relief Plan Pipeline Relocations project

**Attachments to this memorandum include:**

- I-495/I-270 Traffic Relief Plan Pipeline Relocations Project Description Form – Revised (©1-2)

At the Committee’s March 17 review of the WSSC Water CIP, the Committee recommended approval of the FY23-28 WSSC Water CIP as proposed with the mid-cycle updates approved by the Commission. However, as part of that recommendation, the Committee tabled the I-495/I-270 Traffic Relief Plan Pipeline Relocations project pending further discussion about the project costs and assumed funding for the project.

As originally proposed by WSSC Water, the I-495/I-270 Traffic Relief Plan Pipeline Relocations Six-year total = \$182.4 million. This project provides for the planning, design, and construction of water and sewer pipe relocations necessitated by the State of Maryland's plans to expand I-495 and I-270. The completion dates of the pipeline relocations will be dependent on the developer schedules for the I-495 and I-270 work. The current total project cost estimate is \$182.6 million. The funding source is shown as “State of Maryland Contribution.”

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<sup>1</sup> Key words: #WSSCWATERCapitalBudget, Capital projects, Water and Sewer, WSSCWATER.

Based on feedback from the Committee members, WSSCWater staff prepared a revised project description form (attached on ©1-2). The revisions include the following:

- The funding schedule line has been revised to say “Contributions/Other” (instead of “State of Maryland Contribution”) to avoid implying that Maryland taxpayers would pay for this project.
- A sentence has been added saying: “Negotiations on a Framework Agreement to ensure this project poses no financial impact to ratepayers are underway.”

WSSCWater staff will be available at the Committee worksession to answer questions regarding this project.

### **Next Steps**

**If Committee members are supportive of this project based on the revised project description form, then this project (as revised) can be reviewed by the Full Council in early May as part of its review of the WSSCWater CIP. Final action on the WSSC Water CIP and Operating Budget will occur at the Bi-County meeting on May 12, 2022.**

Attachment

# I-495/I-270 Traffic Relief Plan Pipeline Relocations

A. Identification and Coding Information		
Agency Number	Project Number	Update Code
W - 000161.02		Add

PDF Date	October 1, 2022
Date Revised	

Pressure Zones	Cabin John 350A; Falls Road 552A; Montgomery High HG660A;
Drainage Basins	Cabin John 07; Muddy Branch 13; Rock Run 1; Watts Branch 16
Planning Areas	Gaithersburg & Vicinity PA 20; Potomac-Cabin John & Vicinity PA

## B. Expenditure Schedule (000's)

Cost Elements	Total	Thru FY'21	Estimate FY'22	Total 6 Years	Year 1 FY'23	Year 2 FY'24	Year 3 FY'25	Year 4 FY'26	Year 5 FY'27	Year 6 FY'28	Beyond 6 Years
Planning, Design & Supervision	23,490	120	61	23,309	2,630	6,993	6,881	4,549	2,256		
Land											
Construction	150,420	5		150,415	15,041	45,125	45,125	30,083	15,041		
Other	8,690		3	8,687	884	2,606	2,600	1,732	865		
<b>Total</b>	<b>182,600</b>	<b>125</b>	<b>64</b>	<b>182,411</b>	<b>18,555</b>	<b>54,724</b>	<b>54,606</b>	<b>36,364</b>	<b>18,162</b>		

## C. Funding Schedule (000's)

State of Maryland-Contributions/Other	182,600	125	64	182,411	18,555	54,724	54,606	36,364	18,162		
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## D. Description & Justification

### DESCRIPTION

This project provides for the planning, design, and construction of water and sewer pipe relocations necessitated by the State of Maryland's plans to expand I-495 and I-270.

### BENEFIT

Regulatory & Other Agreements: This project is required to meet regulatory requirements, multi-jurisdictional agreements, and/or consent decrees.

### JUSTIFICATION

In September 2017, the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) announced a proposed highway improvement project to widen I-495 and I-270 in Montgomery and Prince George's Counties. January 2020, the Maryland Board of Public Works set a condition that the process start with Phase I of the project, which focuses on I-495 from the George Washington Memorial Parkway in Virginia to I-270 in Maryland and on I-270 from I-495 to I-70. February 2020, MDOT SHA issued a request for qualifications for preliminary development activities for Phase I. July 2020, the Federal Highway Administration (FHWA) and MDOT SHA completed the draft environmental impact statement (DEIS). December 2020, a request for proposals was issued by MDOT and the Maryland Transportation Authority (MDTA) for a Phase I developer. January 2021, MDOT SHA recommended that Alternative 9 be identified as the preferred alternative in the DEIS. February 2021, MDOT and MDTA announced the selection of Accelerate Maryland Partners, LLC to lead the predevelopment work on Phase I. May 2021, Alternative 9: Phase I South was announced as the new recommended preferred alternative by FHWA and MDOT SHA. This alternative focuses on adding two high occupancy toll (HOT) managed lanes in each direction for I-495 from the George Washington Memorial Parkway in Virginia to east of MD 187 in Maryland, for I-270 from I-495 to I-370, and on the I-270 eastern spur from east of MD 187 to I-270. This alternative includes the construction of a new American Legion Bridge.

The preliminary plans indicate that the proposed MDOT SHA project will impact water and sewer assets owned by WSSC Water that are located in the I-495 and I-270 corridors within the WSSD. The impacted pipes range from 6 to 96-inches in diameter. WSSC Water has an existing memorandum of understanding (MOU) agreement with MDOT SHA to review and coordinate potential impacts to existing WSSC Water infrastructure to accommodate MDOT SHA highway improvement projects.

[Negotiations on a Framework Agreement to ensure this project poses no financial impact to ratepayers are underway.](#)

### COST CHANGE

Not applicable.

### OTHER

The present project scope was developed for the FY'23 CIP and has an estimated cost of \$182,600,000. The schedule and expenditure projections shown in Block B above are order of magnitude estimates based upon Alternative 9: Phase I South and are expected to change based upon site conditions and design constraints. The estimated completion date is developer dependent. No WSSC Water rate supported debt will be used for this project.

### COORDINATION

E. Annual Operating Budget Impact (000's)		FY of Impact
Staff & Other		
Maintenance		
Debt Service		
Total Cost		
Impact on Water and Sewer Rate		

## F. Approval and Expenditure Data (000's)

Date First in Program	FY'23
Date First Approved	FY'23
Initial Cost Estimate	182,600
Cost Estimate Last FY	
Present Cost Estimate	182,600
Approved Request Last FY	
Total Expense & Encumbrances	125
Approval Request Year 1	18,555

## G. Status Information

Land Status	Not Applicable
Project Phase	Design
Percent Complete	0 %
Estimated Completion Date	TBD

Growth	
System Improvement	100%
Environmental Regulation	
Population Served	
Capacity	

## H. Man

Coordinating Agencies: Maryland State Department of Transportation; Maryland State Highway Administration; Maryland-National Capital Park & Planning Commission;  
Montgomery County Government; Prince George's County Government  
Coordinating Projects: Not Applicable

MAP NOT APPLICABLE