be considering an intergovernmental agreement between CDOT and BRRTA on Aug. 17 regarding state reimburse-



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ment for privately-owned revenue bond financing of Baptist Road interchange improvements.

On Aug. 28, 2006 BRRTA unanimously certified the language for the November ballot initiative for a temporary one-cent BRRTA sales tax to finance the I-25 Baptist Road expansion and unanimously approved an intergovernmental agreement for the CDOT to reimburse BRRTA for its proposed revenue bond financing of Baptist Road interchange improvements.

BRRTA voters approved a \$21.5 million sales tax revenue bond issue financed by a temporary 20-year one-cent sales tax within the BRRTA service area in the Nov. 6, 2006 election.

Originally, the new PPRTA service area in unincorporated El Paso County surrounded but excluded the BRRTA service area. When BRRTA later annexed additional service area to capture sales taxes from adjacent new developments where property owners would be using Baptist Road heavily, PPRTA and BRRTA created an intergovernmental agreement (IGA) to split revenues 50-50 for these overlapping areas that was approved on March 27, 2008.

These BRRTA tax revenue bonds were finally sold by BRRTA's bond agent in June 2008 and the temporary one-



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cent sales tax was initiated in July 2008 even though all the needed right of way had not yet been transferred to BRRTA. At that time the expected interest costs over the full 20 years were about \$17 million, for a total BRRTA bond debt cost of \$38.5 million.

During a special meeting on Oct.3, 2008 the BRRTA board voted unanimously to select the \$12.6 million bid from Lawrence Construction Co., of Littleton, for the expansion of the I-25 Baptist Road interchange to widen the ramps and bridge over the interstate. Lawrence had previously expanded the I-25 Highway 105 interchange at Exit 161. The state's existing two-lane Baptist Road bridge over I-25 was demolished to make room for the county's eastbound span after construction of the county's westbound span was completed.

All aspects of the expansion of the state's Baptist Road interchange had to be approved by CDOT even though the department did not pay for the bridge and ramp widening. The state would not accept ownership for the new interchange bridge until after construction was completed due to a lack of any available state highway maintenance funds throughout the expansion construction period. The costs for resolving all construction-related contingencies, which the state would have borne as a cost of construction if CDOT had actually constructed the bridge itself, were added to the basic total Lawrence contract cost for a total estimated construction cost of about \$16 million, which the state then formally agreed to pay to BRRTA in a May 2008 CDOT-BRRTA reimbursement IGA.

After the I-25 Baptist Road interchange expansion was completed by Lawrence in the spring of 2010, it was formally approved by CDOT as meeting state standards. BRRTA and the county then transferred ownership of the interchange to the state.

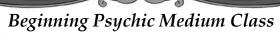
Recent progress in BRRTA-CDOT negotiations

During a special meeting of the BRRTA board that was held on June 29, 2015 at the Colorado Department of Transportation (CDOT) offices in Denver, BRRTA representatives asked CDOT representatives to provide a more definitive state reimbursement schedule for the \$16 million that BRRTA paid for the construction of the state's expanded I-25 Baptist Road interchange. (ocn.me/v15n8. htm#brrta0729)

At the Aug. 14, 2015 BRRTA meeting, Johnsen said she had next met with CDOT Project Manager Dan Hunt, CDOT's project engineer and manager for coordinating the Baptist Road interchange expansion with BRRTA and the county, to figure out the bottom line reimbursable construction cost. (ocn.me/v7n1.htm#brrta, ocn.me/v15n9. htm#brrta0814)

At the Dec. 28, 2015 BRRTA meeting, Johnsen noted that the directors needed to approve the final CDOT reimbursement agreement as negotiated on Oct. 25, 2015 by CDOT staff and BRRTA's county staff before the amended 2016 BRRTA budget and appropriation could be approved in a public hearing. She stated that every vendor for the I-25 Baptist Road Interchange expansion has been paid and every other requirement has been covered. Therefore, the total cost of the expansion project has been fully defined

Andrew then also reported to the BRRTA directors in his letter of Nov. 23, 2015 that on Oct. 25, 2015 an agreement "was obtained on the final pending payments that will satisfy the balance owed from CDOT to BRRTA. It was also understood that the final payments described below are sufficient to pay off the remaining Revenue Bonds in conjunction with current revenue sources and revenues



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