



**Special Bond Implementation Committee
Summary**

June 3, 2009

8:30 a.m.

Conference Room 391

Committee Members Present: Hancock, Faatz, Lehmann, Garcia

Committee Members Absent: None

Other Council Present: Lopez, Nevitt

Agenda: Amendments to the Bond Companion Ordinance

1. Amend Bond Companion Ordinance concerning Transportation project funding

Committee Action

The Committee approved filing the following amendments to Ordinance 426, Series of 2007, the Better Denver Bond Companion Ordinance:

Move funds within Purpose 6 (Streets, Transportation and Public Works system facilities):

Broadway at I-25 and Mississippi Avenue	\$5,175,000	BECOMES
Broadway at I-25 and Mississippi Avenue	\$0	
Central Park Blvd interchange with I-70	\$10,000,000	BECOMES
Central Park Blvd interchange with I-70	\$30,175,000	
I-25 and Broadway interchange	\$15,000,000	BECOMES
I-25 and Broadway interchange	\$0	

Summary of Discussion

Bill Vidal, Manager, Department of Public Works, and Bar Chadwick, Finance Department, explained the reasons for the proposed movement of funding.

- Interchange at I-70 & Central Park Blvd is a key access point for Stapleton and further economic development, particularly north of I-70.
- Due in part to the project's multiplier effect on economic stimulus, Denver received \$12M for the interchange through DRCOG's process to allocate \$55 M in federal stimulus funds.
- Additional funding for the \$70M project is available: \$8M in other federal funding, \$10M in Better Denver bond funds, and funds from Forest City, the developer, and Park Creek Metro District.
- Transferring the \$20,175,000 from the two Broadway bond projects completes the funding for the project, which is necessary to leverage the \$12M in stimulus funds.

In response to questions about the status of the Broadway projects, Mr. Vidal said:

- Broadway & I-25 interchange is to receive funding from Cherokee and Lionstone, owners of adjacent properties, and the metro district created to serve the Cherokee development. These funds are to be available by 2013.
- The City will issue the RFP for design this summer, on schedule, to ensure the project keeps moving forward and is ready for construction. It will be in a good position to leverage other federal funds.
- Denver will receive \$5M a year under the state's FASTER program, and these funds will be used to backfill the original bond funds. These funds can be bonded against if necessary to finance the Broadway projects.
- It is a prudent way to utilize all funding sources, get I-70 & Central Park Blvd. out of the ground, and keep the I-25 & Broadway interchange project moving forward.

Councilman Nevitt said he supports the proposal due to the importance to the of the I-70 project whole city. He also wants to protect his district's interests, and he asked Mr. Vidal how he would respond to someone concerned that he's giving away funds that were committed to Broadway & I-25.

Mr. Vidal said we will get the I-25 & Broadway interchange completed. It is incredibly important to the region's transportation system and future development and redevelopment. The Broadway transit station is the second most important in the FasTracks system, after Denver Union Station. The proposed plan utilizes the \$20M for another important project but will not slow down the I-25 project. The design will take at least a year, and that will get started by fall. The FASTER funding will add up to the \$20M in 4 years.

Councilwoman Lehmann asked about reauthorization of the federal transportation act, since we are counting on federal funding allocation under that act, and why I-25 & Broadway isn't a CDOT priority. Mr. Vidal responded that federal funds for "high priority" projects will continue to flow even if Congress doesn't complete the reauthorization process this year. He added that the federal stimulus funds have not all been allocated, and the Secretary of Transportation, Ray LaHood, has about \$1.5B to distribute under guidelines that the I-25 project might meet. He said I-25 is a priority for CDOT; it simply has too many other high priority projects.

Councilwoman Faatz was troubled by the suggestion of bonding against the FASTER funds for a bond project as that would create debt upon debt. She also expressed concern about securing the private matching funds from developers. Mr. Vidal said it might be advantageous to issues bonds in the future, and he would not want to preclude the option. Karen Aviles, Assistant City Attorney, said the Broadway & I-25 project planning had included developer and district funding from the beginning, and there is always some risk involved in that arrangement.

Councilman Garcia said the I-70 & Central Park Blvd. project meets the tough standards for the federal funding, and the DRCOG Board strongly supported the project during the allocation process.

Work on the bridge over I-70 and two off-ramps should be underway late this summer or early fall with funds from the developer and the \$10M in bond funds, as originally planned. Construction prices are low and it is a good time to get started, and we anticipate costs will be under the estimates. The proposed transfer of funds allows the work to be done at one time rather than phasing, which means cost savings.

Construction work on S. Broadway will be underway this summer as part of the annual CIP program (\$20M), and this work will support moving into the larger projects.

2. Amend Bond Ordinance to Update and Correct references

Committee Action

The Committee approved filing proposed “housekeeping” amendments to Ordinance 426, Series of 2007, the Better Denver Bond Companion Ordinance. These amendments will be contained in the same bill as the funding transfers described above.

Summary of Discussion

Don Hunt, Manager, Better Denver Bond Program, explained the two proposed “housekeeping” amendments, as indicated below.

Updates the reference to one of the FasTracks station locations in Purpose 6 (Streets, Transportation and Public Works System facilities) due to the plan being fine-tuned. The location moves about 8 blocks.

40th and 40th Station Infrastructure BECOMES

38th and Blake Station infrastructure

Corrects a typographical error in the list of the Fire Stations in Purpose 5 (Public Safety System Facilities).

Fire Stations (Nos. 11, **16**, 23, 24, 25) BECOMES

Fire stations (Nos. 11, **6**, 23, 24, 25)