

Mobility Enhancements for Regional Growth & Equity (MERGE) Project

Multimodal Project Discretionary Grant Opportunity (MPDG) Grant Application May 2024

MERGE Project Highlights:

- To date, the project has received multiple “Highly Recommended” and “Medium-High” ratings from previous RAISE and MPDG pursuits.
- The 35th & 47th Avenue crossings in the project are used heavily by students and families walking, rolling, and biking.
- The 35th & 47th Avenue interchanges would realize immediate safety benefits by reducing approximately 40% of the crashes through the elimination of signals at the at-grade section.
- Given the asset lives of major elements of the project, approximately \$6M in discounted residual value benefits will be delivered.
- The 2050 population forecast for the state is 7.48M, with 6.3M along the Front Range (Greeley’s region), or 85% of the total population.
- The project will increase travel time reliability for freight movement through the City of Greeley.
- Construction will result in the creation of 1,000 job years.
- A reduction of 40% of air pollutants is expected as a result of the project.
- GHG emission reductions will result in a benefit of \$6,957,000 for a 7% discount rate over 20-years.
- School bus service is not provided within 3 miles of high schools or 2 miles of middle schools in the district, making walkability and the public transit heavily used by students.
- The entire micro-transit fleet will be 100% powered through solar arrays located at the mobility hub.
- The project is expected to have an Individual Categorical Exclusion (ICE).



Project Budget



Project Budget

The combined total share of the project cost that the City of Greeley is committed to spending is \$66,239,800 which is 51% of the project cost.

The City of Greeley is the applicant for MPDG grant funding and will contribute a majority of the non-federal funding match toward the program of works described in this application. CDOT and the NFRMPO have also provided funding for the mobility hub which is included in the local match. Additionally, the City of Greeley will use TIFIA funding. In June 2023, the City of Greeley applied for individual TIFIA loans for the proposed 35th Avenue interchange, proposed 47th Avenue interchange, and new mobility hub. The draft LOIs can be viewed on the [project website](#). On July 25, 2023, the Build American Bureau (BAB) indicated that the LOIs and supporting documents are acceptable and regular check-in meetings will occur throughout the design process. The BAB indicated that the City of Greeley is early in the process and soon will begin conversations to begin the credit review process. While the LOIs for the MERGE project request approval to utilize the full TIFIA loan amount, through the City of Greeley's many grant pursuits, the City does not expect to utilize the entire credit available through TIFIA.

Throughout the course of project development, the City of Greeley will continue to coordinate with the BAB, FHWA, CDOT, and others as necessary to obtain the permits and approvals needed. The City of Greeley appreciates and sincerely thanks the many parties and partners who have pledged support to the City of Greeley's MERGE Project including Federal, State and Local representatives, businesses, schools, who unanimously support this project.

The CDOT Region 4 Director, Heather Paddock has expressed her support for the project: "Colorado DOT Region 4 considers the MERGE project to be a high priority for regional premium transit throughout the north front range of Colorado. The City of Greeley's pursuit to better connectivity throughout Colorado is critical for safety, economic development, and equality for all."

The total estimated MERGE project budget is approximately \$131.2 million. This cost includes engineering, construction, and property acquisition. **This 2024 MPDG grant proposal requests \$50 million from MPDG**, approximately \$35 million from TIFIA and approximately \$45 million would be from State and local sources including \$31.5 million of the \$45 million from the City of Greeley. As mentioned previously, in June 2023, the City of Greeley has applied for individual TIFIA loans for the proposed 35th Avenue interchange, proposed 47th Avenue interchange, and new mobility hub totaling \$35 million.

The approximate total share of the project costs are broken out as follows:

- City of Greeley (Local Funds + TIFIA Loan) **\$67 million**
- Federal grants (CMAQ + MPDG) **\$51.6 million**
- Colorado DOT **\$8 million**
- North Front Range MPO **\$5.4 million**

The budget is broken down by fiscal year and funding source in **Table 1**. Fiscal Years are set as October 1 - September 30 of the next year in accordance with the Federal Fiscal year limits.

Table 1: MERGE – Project Budget (In Millions)

Items	Itemized Totals	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	% of Total Cost
Pre-Alternative Delivery Tasks	\$19.0	\$0.9	\$1.1	\$4.5	\$7.7	\$4.8	14%
ROW Acquisition	\$4.7	\$0.0	\$0.0	\$0.0	\$4.7	\$0	4%
Mobility Hub	\$22.8	\$0.0	\$0.0	\$4.6	\$17.1	\$1.1	17%
35 th Avenue Interchange	\$46.9	\$0.0	\$0.0	\$0.0	\$39.9	\$7.0	36%
47 th Avenue Interchange	\$37.8	\$0.0	\$0.0	\$0.0	\$18.9	\$18.9	29%
Total	\$131.2	\$0.9	\$1.1	\$9.1	\$88.3	\$31.8	100%
Funding Sources							
City of Greeley	\$31.5	\$0.9	\$1.1	\$1.6	\$14.0	\$13.8	24%
Colorado DOT	\$8	\$0.0	\$0.0	\$2.5	\$5.5	\$0.0	6%
North Front Range MPO	\$5.4	\$0.0	\$0.0	\$1.6	\$3.8	\$0.0	4%
CMAQ	\$1.6	\$0.0	\$0.0	\$1.6	\$0.0	\$0.0	1%
TIFIA	\$34.7	\$0.0	\$0.0	\$0.9	\$27.6	\$6.2	27%
MPDG Application	\$50.0	\$0.0	\$0.0	\$0.9	\$37.3	\$11.8	38%
Total	\$131.2	\$0.9	\$1.1	\$9.1	\$88.3	\$31.8	100%

Table 2 presents the budget showing the breakdown of the \$131.2M project cost by each category and Federal Fiscal Year. The detailed engineer’s estimate of probable cost can be found on the [project website](#).

Table 2: Funding by Category and Year

Funding Source	FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		Total	
Pre-Alt Delivery Tasks	\$0.9	0.7%	\$1.1	0.9%	\$4.5	3.4%	\$7.7	5.9%	\$4.8	3.6%	\$19.0	14.5%
ROW Acquisition	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$4.7	3.6%	\$0.0	0.0%	\$4.7	3.6%
Mobility Hub	\$0.0	0.0%	\$0.0	0.0%	\$4.6	3.5%	\$17.1	13.0%	\$1.1	0.9%	\$22.8	17.4%
35 th Avenue Interchange	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$39.9	30.4%	\$7.0	5.4%	\$46.9	35.8%
47 th Avenue Interchange	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$18.9	14.4%	\$18.9	14.4%	\$37.8	28.8%
Total	\$0.9	0.7%	\$1.1	0.9%	\$9.1	6.9%	\$88.3	67.3%	\$31.8	24.2%	\$131.2	100%

The MERGE project borders multiple Census Tracts; however, all of the construction of the project is located within 2020 & 2010 Census Tract 14.09 as shown in **Table 3**

Table 4: Census Tract Cost Breakdown

Census Year	Name	Project Cost per Census Tract
2020	14.09	\$131,200,000
2010	14.09	\$131,200,000

The project cost estimate includes a contingency of 15% (\$19,680,000) for the MERGE project. Cost estimates can be viewed on the [project website](#). This contingency amount was determined to be sufficient since the project estimates also include a 3% cost escalation based on the project schedule and will be constructed in accordance with the CDOT's accelerated project delivery processes.

These project costs were estimated based on preliminary design of the 35th Avenue and 47th Avenue interchanges and recent bid tabs from CDOT. No fees for the preliminary design have been included in the cost estimate. **All costs shown in the tables above are for future project costs** that will not occur until after grant agreements are signed, should funding be awarded to the MERGE project.