

CITY OF GREELEY, COLORADO
RESOLUTION NO. 29, 2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GREELEY, COLORADO,
IN SUPPORT OF THE GREELEY DEPARTMENT OF PUBLIC WORKS TO SUBMIT
FUNDING AND FINANCING APPLICATIONS TO THE UNITED STATES DEPARTMENT
OF TRANSPORTATION TO CONSTRUCT A REGIONAL MOBILITY HUB
INTEGRATED WITH PROPOSED INTERCHANGES AT US HIGHWAY 34 ON 35TH
AND 47TH AVENUES IN THE CITY OF GREELEY**

WHEREAS, the Greeley City Council has identified the construction of the regional mobility hub integrated with the proposed interchanges at US Highway 34 on 35th and 47th Avenues (MERGE) project as a high priority due to the need for integrated regional mobility hub and two of the region's busiest and most dangerous intersections on a regional significant corridor and two major street corridors in the City of Greeley; and

WHEREAS, From 2010 to 2020, the population of the Greeley metropolitan statistical area (MSA), which spans all of Weld County, increased from 252,825 to 328,981 people and this 30.1% increase makes it the fastest-growing metro area in Colorado and the fourth fastest-growing metro area in the country and in the City of Greeley, 96% of this growth was among people of color and the median age in Greeley is 31.5 years old, significantly lower than the national average of 38 years old and, 50% of the jobs in Weld County are located in City of Greeley; and

WHEREAS, the City of Greeley recognizes the provision of safer, more efficient, and more sustainable transportation infrastructure is critical to improving, and maintaining quality of life, and local and regional mobility; and

WHEREAS, the City Council of the City of Greeley has committed \$31.5 million in matching funds for this project; and

WHEREAS, the United States Department of Transportation provides numerous grant and other financing opportunities to reduce the burden for state and local applicants and increase the pipeline of "shovel-worthy" projects; and

WHEREAS, the City of Greeley desires to participate in these funding opportunities to construct the MERGE project to deliver a diversified multimodal transit-oriented transportation for users of the US Highway 34, the City of Greeley, the region at large; and the State of Colorado; and

WHEREAS, the Public Works Department in partnership with the Colorado Department of Transportation will provide adequate oversight for the project should the funds be awarded.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREELEY, COLORADO:

Section 1: The City Council demonstrates its support for the submittal of funding applications to the United States Department of Transportation to construct the MERGE Project in the City of Greeley

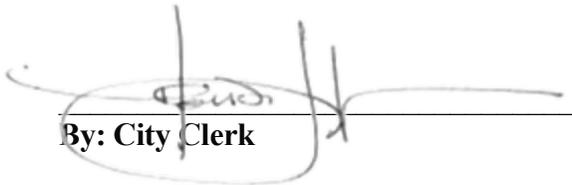
Section 2: This Resolution shall be effective following its adoption by the City Council.

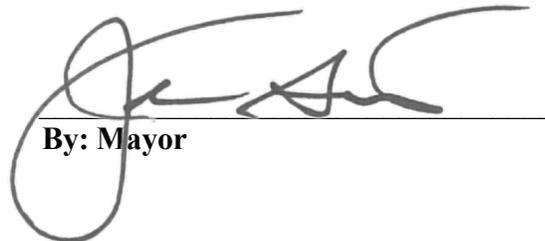
PASSED AND ADOPTED, SIGNED AND APPROVED this 15th day of AUGUST 2023.

ATTEST

THE CITY OF GREELEY, COLORADO




By: City Clerk


By: Mayor

Resolution #TC-2023-04-08

Resolution for Adoption of the Fiscal Year 2024-2027 Statewide Transportation Improvement Program (STIP).

Approved by the Transportation Commission on May 18, 2023.

WHEREAS, the Fiscal Year 2024-2027 Statewide Transportation Improvement Program has been prepared in accordance with 23 CFR Parts 450.210 and 450.216; and

WHEREAS, the Fiscal Year 2024-2027 Statewide Transportation Improvement Program is consistent with the 2045 Statewide Transportation Plan; and

WHEREAS, 23 CFR Part 450.210 requires public comment on the proposed Statewide Transportation Improvement Program, which was solicited between April 5, 2023 and May 10, 2023, and

WHEREAS, 23 USC Part 128 requires state transportation departments to hold a public hearing for transportation plans, which was convened by the Transportation Commission on April 20, 2023; and

WHEREAS, 23 CFR Part 450.104 defines fiscal constraint as a demonstration that the projects in the STIP can be implemented using committed, available, or reasonably available resources with reasonable assurance that the federally supported transportation system is being adequately operated and maintained; and

WHEREAS, CDOT staff has included fiscal constraint validation in the STIP document and, per Transportation Commission guidance, submits a program to maintain and improve the existing state transportation system; and

WHEREAS, the CDOT Executive Director has signed the Self-Certification document stating that CDOT has abided by all federal regulations pertaining to the development and public process for the STIP; and

WHEREAS, Further, the updated MPO TIP for the Grand Valley MPO (GVMPO) was adopted by their Board on April 24, 2023, and it is anticipated that it will be signed and approved by the Governor by June 30, 2023. The updated TIP will be incorporated into the STIP administratively at that time; and

WHEREAS, The Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) are on a different update cycle and will not be updating their TIPs until August and September 2023, respectively; and

WHEREAS, The current DRCOG TIP is currently inclusive of fiscal years 2022 – 2025, and the NFRMPO TIP is currently inclusive of fiscal years 2023 – 2026, the FY2024 – 2027 STIP will not include projects for DRCOG for fiscal years 2026 and 2027, and will not include projects for NFRMPO for fiscal year 2027. Projects for these years will be incorporated into

the FY2024 – 2027 STIP once the updated TIPs have been adopted by their respective MPO Boards and signed by the Governor.

WHEREAS, the Fiscal Year 2024-2027 Statewide Transportation Improvement Program is being adopted by the Transportation Commission and released for approval by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, this Fiscal Year 2024-2027 Statewide Transportation Improvement Program will become effective July 1, 2023, and cover the period from that time until June 30, 2027.

NOW, THEREFORE BE IT RESOLVED, that the Colorado Transportation Commission adopts the Fiscal Year 2024-2027 Statewide Transportation Improvement Program and directs staff to submit the Fiscal Year 2024-2027 Statewide Transportation Improvement Program to the Federal Highway Administration and the Federal Transit Administration for approval.

Herman
Stockinger

Digitally signed by
Herman Stockinger
Date: 2023.05.19
09:16:12 -06'00'

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

Bhooshan Karnik

From: Paddock - CDOT, Heather <heather.paddock@state.co.us>
Sent: Friday, September 30, 2022 11:09 AM
To: Bhooshan Karnik; Paul Trombino; Will Jones; Anna Rose Cunningham
Cc: Richard Christy - CDOT
Subject: [EXTERNAL] Funding for Transit Service and Capital on US34
Attachments: R4 - 10 yr list of projects - Sept22.pdf; tc_res_2022_09_12-10-year-plan.pdf; US34 transit fact sheet.pdf

Paul,

Please see the attached resolution from TC regarding their approval and commitment of the funding and list of projects in the 10 year plan. I have also attached Region 4 10-year plan list of projects, highlighting the funding for US34 at \$13.2M. The commitment is \$8M towards a mobility hub at Centerplace, the remaining funds will go to other planning, design and capital transit needs on the corridor and/or starter service.

--

Thanks,

Heather Paddock, PE
Region 4 Director

Proud Member of Team CDOT



O [970-350-2321](tel:970-350-2321) | F [970-350-2181](tel:970-350-2181)
10601 10th St. - Greeley, CO 80634

heather.paddock@state.co.us | www.cdot.gov | www.cotrip.org

CAUTION: This email is from an **external** source. Ensure you trust this sender before clicking on any links or attachments.

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	10 Year Plan ID	Funding Program	Fund Source	Fund Type	FY2024	FY2024 Rolled	FY2025	FY2026	FY2027	Future
							L	LO		222				
							S	MTF		466				
						SMS	L	L	102					
							S	GENF	581					
			SR47007.028	25299-US34 Mobility Hub		CNF	F	AQC			1,593			
							L	L			331			
						MMM	L	L	135	3,333				
							L	LO		14,199				
							S	MTF	406	5,000				
			SR47007.029	25389-Owl Canyon (LCR70) Shoulder Widening		MMA	F	ARP			206			
						MMM	L	L			333			
							S	MTF			793			
			SR47007.030	25383-30th St Complete Imp. CO119 to CO7		MMA	F	ARP	380	120				
						TDR	F	TAP	300					
							L	L	75					
			SR47007.031	25380-CO42 Multimodal Improvements		10C	F	STBG			384			
						7PX	S	267		1,154				
						MMA	F	ARP	800	431				
							L	L	200	600				
			SR47007.032	25384-Nederland Multimodal Transportation Plan		6CB	F	CRP	76					
							L	L	15					
							L	LO	7					
						MMA	F	ARP	74	25				
			SR47007.033	25379-SW Weld County Trail Study		6CB	F	CRP			400			
							L	L			83			
							L	LO			16			
						MMA	F	ARP	400	100				
			SR47007.034	25381-Bike/Ped Imp. Main St & 21st Ave		CDR	F	AQC	79					
							L	L	16					
							L	LO	4					
						ICD	F	AQC			320			
							L	L			67			
							L	LO			13			
						MMM	S	MTF	100		400			



August 9, 2022

Paul Trombino III
City of Greeley
2835 10th Street
Greeley, CO 80631

Rich Christy
Colorado Department of Transportation
10601 W. 10th St.
Greeley, CO 80634

Dear Mr. Trombino and Mr. Christy :

The North Front Range Metropolitan Planning Organization (NFRMPO) is pleased to notify you of the Multimodal Transportation and Mitigation Options Fund (MMOF) award to the City of Greeley and the Colorado Department of Transportation (CDOT) for the *MERGE US 34 Regional Mobility Hub Project* project.

The Scoring Committee reviewed and scored MMOF applications for the NFRMPO FY2022 Call for Projects on June 14, 2022. The NFRMPO Planning Council approved the recommended projects on August 4, 2022 with **Resolution 2022-23**. Recommended projects will be programmed in the FY2023-2026 Transportation Improvement Program (TIP) with the August Amendment. The NFRMPO Planning Council has approved your project as follows:

Funding	FY 2022 (Federal)	FY 2023 (State)	Total
MMOF	\$0	\$5,000,000	\$5,000,000
Local Match - Greeley*	\$0	\$833,333	\$833,333
Local Match – CDOT**	\$0	\$2,500,000	\$2,500,000
Local Overmatch	\$0	\$16,666,667	\$16,666,667
Total	\$0	\$25,000,000	\$25,000,000

*Local match is equal to 25 percent

**Local match is equal to 50 percent

The purpose of the MMOF program is to complete a multimodal and integrated transportation system. Projects receiving partial awards must ensure the all elements being completed with the awarded funding align with the original scope of the project and align with the goals of the MMOF funding



program. Questions regarding this matter may be directed to the NFRMPO TIP manager (arcunningham@nfrmpo.org).

Project funds should be moved to obligation during the year programmed. As a recipient of funding through the NFRMPO Call for Projects, the project is subject to the NFRMPO TIP Project Delay Procedure (“TIP delay policy”) as defined in the TIP Narrative. Per the TIP delay policy, this project must go to advertisement by June 30, 2023 to meet the milestone deadline and avoid becoming delayed.

The next step is to contact Bryce Reeves with the CDOT Region 4 Local Agency Unit (bryce.reeves@state.co.us) to set up the initial project meeting. At the initial meeting your agency’s Project Manager will need to provide their contact information, a copy of the project application, and Project Conceptual Plans (if applicable and available).

The federal project funding process requires a significant amount of time to implement and complete; you are encouraged to engage with CDOT as soon as possible. Please remember the expenditure of any funds prior to fully executing the Intergovernmental Agreement (IGA) and funds encumbering option letter (OL) with CDOT will not be reimbursed and those funds are not eligible for inclusion in the IGA project budget. The NFRMPO requests project sponsors notify NFRMPO staff once the IGA has been completed for tracking purposes.

Please contact AnnaRose Cunningham at (970) 818-9497 or arcunningham@nfrmpo.org if you have any questions or concerns.

Cordially,

Suzette
Mallette

Digitally signed by Suzette
Mallette
Date: 2022.08.09 14:26:15
-0600

Suzette Mallette
Executive Director

Encl: Project Application
Planning Council **Resolution 2022-23**

CC: Bhooshan Karnik, City of Greeley
Josie Hadley, CDOT Region 4
Whitney Holcomb, CDOT Region 4
Bryce Reeves, CDOT Region 4
Jake O’Neal, CDOT Region 4
Michael Snow, CDOT
Becky Karasko, NFRMPO
AnnaRose Cunningham, NFRMPO

Title:	11th St Multimodal Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Windsor	Federal	MMOF	-	450	-	-	-	-	450	-
STIP ID:	SR47007.026	Federal	CRP - 6CG	-	290	-	-	-	-	290	-
TIP ID:	2023-014	Local	L-MMOF	-	450	-	-	-	-	450	-
Type:	Multimodal Improvements	Local	L-CRP	-	60	-	-	-	-	60	-
Air Quality:	Exempt from Conformity Analysis	Local	LOM	-	230	-	-	-	-	230	-
			Total	-	1,481	-	-	-	-	1,481	-
Description:	Construct new buffered bike facilities, add bicycle lane signage, roadway striping enhancements, existing RRFB modifications, raised concrete medians and bulb-outs, and ADA-compliant ramp improvements along 11th St from Greeley No. 2 to Sagewood Dr										

Title:	COLT Route Expansion	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	State	MMOF	-	462	-	-	-	-	462	-
STIP ID:	SST7077.060	Local	L	-	462	-	-	-	-	462	-
TIP ID:	2023-016		Total	-	923	-	-	-	-	923	-
Type:	Transit										
Air Quality:	Exempt from Conformity Analysis										
Description:	Operating funds for four years to add one new COLT route.										

Title:	US34 Regional Mobility Hub	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley, CDOT	Federal	CMAQ	-	-	-	1,594	-	-	1,594	-
STIP ID:	SR47007.028	State	MMOF	-	5,000	406	-	-	-	5,406	-
TIP ID:	2023-017	Local	L-CMAQ	-	-	-	331	-	-	331	-
Type:	Transit Capital	Local	L-MMOF	-	3,333	135	-	-	-	3,469	-
Air Quality:	Exempt from Conformity Analysis	Local	LOM	-	14,200	-	-	-	-	14,200	-
			Total	-	22,533	542	1,925	-	-	25,000	-
Description:	Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass, EV charging stations, and locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.										

Title:	Phemister Bridge and Trail	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Larimer County	State	MMOF	-	467	-	-	-	-	467	-
STIP ID:	SR47007.027	Local	L	-	156	-	-	-	-	156	-
TIP ID:	2023-018	Local	LOM	-	222	-	-	-	-	222	-
Type:	Bike and Ped		Total	-	845	-	-	-	-	845	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construction of a pre-fabricated bridge (65-75' span) over Spring Creek and construct a 1,320 linear foot trail connecting the Prospect Road Underpass to the City of Fort Collins Gardens at Spring Creek.										

From: [Bhooshan Karnik](#)
To: [Ryan Davis](#); [Madison Burke](#)
Cc: [Steven Younkin](#)
Subject: FW: Draft LOIs received for TIFIA Credit Assistance & Upcoming Meeting with City of Greeley Delegation
Date: Wednesday, July 26, 2023 3:33:37 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)

Email-COG



Bhooshan Karnik, PE*, PMP

Deputy Director/Chief Engineer

Public Works Department

2835 10th Street, Greeley, CO 80631

Cell: (970) 573-0331 | bhooshan.karnik@greeleygov.com

www.greeleygov.com

(*CO, IA, MO, VA)

From: Harrison, Nefretiti (OST) <Nefretiti.Harrison@dot.gov>
Sent: Tuesday, July 25, 2023 9:21 AM
To: Bhooshan Karnik <Bhooshan.Karnik@Greeleygov.com>
Cc: Staycie Coons <Staycie.Coons@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>; Patel, Arvind (FHWA) <arvind.patel@dot.gov>
Subject: RE: Draft LOIs received for TIFIA Credit Assistance & Upcoming Meeting with City of Greeley Delegation

Good morning Bhooshan,

I wanted to touch base on the draft LOI submissions. I believe we discussed this during our initial consultation back in May, that given the timeline of each of the Projects we are very early in the process for seeking TIFIA – which is a good thing!

I think the best plan at this time would be to schedule regular check-in meetings where we discuss the progression of each Project through the NEPA process etc., and then as we get about a year out from when you'd need financing in place (let's see 18 months out) that's when we can start working on obtaining the documents that would be required to begin the credit review process.

We can use these check-in meetings to deal with any issues/challenges that come up during

the project development phase and to answer any questions you may have.

If this sounds reasonable to you, let's look at the calendar and find a time that works for both the City and our side to schedule a recurring meeting. I'm thinking maybe meeting once per month would be good at this stage, and we can either increase/decrease the frequency of these meetings as needed.

It would probably be easiest for scheduling if you send me some options that work on your end, and I can coordinate with the Team here at DOT. Let me know what you think!

Best,

Nef

Nefretiti Harrison | Project Development Lead
Mobile: 202.366.3063 | nefretiti.harrison@dot.gov



Subscribe to our [newsletter](#) and news releases!

Visit the [DOT Navigator](#) to view helpful resources when applying for federal funding and to access DOT's technical assistance programs. [+ [ahora están disponibles en español!](#)]

From: Bhooshan Karnik <Bhooshan.Karnik@Greeleygov.com>

Sent: Monday, July 3, 2023 7:39 PM

To: Harrison, Nefretiti (OST) <Nefretiti.Harrison@dot.gov>

Cc: Staycie Coons <Staycie.Coons@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>

Subject: RE: Draft LOIs received for TIFIA Credit Assistance & Upcoming Meeting with City of Greeley Delegation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Nef,

Thank you for your email. The City of Greeley delegation will be visiting DC on July 11th and 12th.

DOT attendees include:

Jean Roehrenbeck, Acting Assistant Secretary

Roger Bohnert, Director, Office of Outreach
Landon Bailey, Governmental Special Assistant
Toiyriah Turner, Governmental Affairs Specialist
Elena Joa, Congressional Affairs Specialist

The delegation will also be meeting separately with Shailen Bhatt, FHWA; and some of the infrastructure implementation team as well.

Regarding TIFIA, Paul will inform the group that the City has submitted for TIFIA funding for the MERGE, 8th Avenue and the 9th & 10th Streets projects, since we feel it is important for the attendees to know that these projects are a critical need for the City and we will be using TIFIA, if approved for these projects. This is also important as it illustrates the need for federal funding for these projects to be completed in a timely manner. Any questions that might come up from the attendees regarding TIFIA, Paul will be able to answer.

I look forward to working with you on the TIFIA process.

Thank you for all you do.
Regards and Happy 4th,
Bhooshan



Bhooshan Karnik, PE*, PMP
Deputy Director/Chief Engineer
Public Works Department
2835 10th Street, Greeley, CO 80631
Cell: (970) 573-0331 | bhooshan.karnik@greeleygov.com
www.greeleygov.com
(*CO, IA, MO, VA)

From: Harrison, Nefretiti (OST) <Nefretiti.Harrison@dot.gov>
Sent: Monday, July 3, 2023 8:54 AM
To: Bhooshan Karnik <Bhooshan.Karnik@Greeleygov.com>
Subject: Draft LOIs received for TIFIA Credit Assistance & Upcoming Meeting with City of Greeley Delegation

Good morning Bhooshan,

I wanted to let you know that I've received the draft LOI and materials that were uploaded to the secure file transfer site for the 8th Avenue Project, 9th & 10th Street Projects, 35th Avenue Interchange, 47th Avenue Interchange, and the Mobility Hub.

I'll be following up within the next week or so to schedule a check-in call before I make a formal presentation to the CRT to advance each of the projects to the Project Development Phase.

I also wanted to check-in because I understand that a delegation from the City will be in town next week meeting with various representatives from the Department to discuss their intent to submit an application for the recently released Multimodal Project Discretionary Grant Opportunity (MPDG) (see below & attached).

I'll be on business travel next week and unable to participate, but the Director of Outreach and Project Development may be able to participate. I wanted to check in with you to see if there are any TIFIA specific questions that may come up during the visit or would the conversation be solely focused on the newly released NOFO for the MPDG grant?

Any guidance you can provide would be helpful to that we can properly prepare for the discussion.

Thank you!

Nef

Nefretiti Harrison | Project Development Lead
Mobile: 202.366.3063 | nefretiti.harrison@dot.gov



Subscribe to our [newsletter](#) and news releases!

Visit the [DOT Navigator](#) to view helpful resources when applying for federal funding and to access DOT's technical assistance programs. [+ [ahora están disponibles en español!](#)]

From: Staycie Coons <Staycie.Coons@Greeleygov.com>
Sent: Thursday, June 1, 2023 11:04 AM
To: SecretaryScheduler (OST) <SecretaryScheduler19@dot.gov>
Subject: Meeting Request

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do

not click on links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

The City of Greeley, Colorado will again be applying for funding under the Multimodal Project Discretionary Grant Opportunity (MPDG) for our Mobility Enhancements for Regional Growth and Equity (MERGE) project. The award of discretionary funding will advance the construction of this desperately needed project that will change to multimodal transportation and interchange connections.

During our trip last summer, the Secretary was unable to meeting due to scheduling conflicts. However, we will be in DC July 10-14 this year and would very much appreciate the opportunity to meet with Secretary Buttigieg to further introduce our project. The meeting would be attended by myself, Greeley City Manager, Raymond Lee and our Director of Transportation, Paul Trombino – and we ask for just a brief window of time.

Many of Colorado’s state and elected officials – including Governor Polis, local government, community organizations, and businesses are enthusiastically united in support of this project. Like the City of Greeley, they recognize that the provision of safer, more efficient, and more sustainable transportation infrastructure is critical to improving, and maintaining, local and regional mobility.

Thank you for taking the time to consider discussing a project that will provide tremendous improvement and benefit to not only the City’s community, but the Northern Colorado region for decades to come.

Sincerely,



Stacy M. Coons

Intergovernmental Affairs Officer
City Manager’s Office

1000 10th Street Greeley, CO 80631

970.381.1495 | Stacy.Coons@Greeleygov.com

www.greeleygov.com



Letter of Interest for RRIF and TIFIA Credit Assistance ***Fiscal Year 2022 - 2026***

Under the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2105-0569. The Department estimates that it will generally take applicants fewer than twenty (20) hours to assemble a single LOI. A party seeking credit assistance under both Bureau programs may submit a single completed form for both credit programs, except under certain circumstances.

All responses to this collection of information are **required** by 23 U.S.C. § 602(a)(1)(A) which specifically states that a party seeking TIFIA credit assistance **must** submit an LOI to the Bureau as a prerequisite to submission of a credit application (“Application”). A party seeking RRIF credit assistance **is encouraged to** submit an LOI to the Bureau to present information about its organization and proposed project prior to submitting an Application.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, OST-Build America Bureau, Z-1, 1200 New Jersey Avenue, SE, Washington, DC 20590.

The Bureau may request additional supporting evidence, clarifying or quantifying details, or updates to previously submitted information at any time during the LOI review process. The party submitting this form will be referred to herein as the “Applicant.” The party proposed to enter into the credit instrument will be referred to herein as the “Borrower.”

The Build America Bureau (the “Bureau”) administers the application processes for the Railroad Rehabilitation and Improvement Financing (“RRIF”) and Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) credit programs. The Bureau has developed this form to be used as the letter of interest (“LOI”) to be used by persons seeking credit assistance from the Department.

Before submitting an LOI, however, a party seeking credit assistance from the Department should work with one of the Bureau’s project development leads, or “PDLs,” who will assist the party in determining project needs and the specific ways in which the Bureau can provide TIFIA and RRIF credit assistance. After a party has completed the initial consultation process with a PDL, and if the proposed project appears reasonably likely to be able to satisfy the eligibility requirements of the applicable credit program, the Department will request a final executed LOI for the project.

Additional information about the application process is included as Appendix 1 to this form.

DETAILED GUIDANCE WITH RESPECT TO SPECIFIC SECTIONS OF THIS LOI FORM IS AVAILABLE IN THE BUREAU CREDIT PROGRAMS GUIDE. THE CREDIT PROGRAMS GUIDE CAN BE DOWNLOADED [HERE](#).

If you still have questions regarding how to complete this form, please contact the PDL assigned to your project or the Bureau at (202) 366-2300 or BuildAmerica@dot.gov.

Summary Information

Applicant Name: City of Greeley, Colorado

Project Name: 35th Avenue Reconstruction (the “Project”)

Project Location: City of Greeley, Colorado

TIFIA **Amount Requested:** \$23,583,210
Estimate of Eligible Project Costs: \$ 48,129,000
Credit Instrument Requested: Direct (secured) loans

RRIF **Amount Requested:** \$ Click or tap here to enter text.
Estimate of Eligible Project Costs: \$ Click or tap here to enter text.
Credit Instrument Requested: Click or tap here to enter text.

Duplicate this box as necessary for master credit agreement requests.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

Section A: Applicant Information

Provide the following information about the Applicant.

Check this box if the Applicant is different from the Borrower and duplicate Section A to provide information for the Borrower, to the extent known.

1. Legal Name and Principal Business Address:

City of Greeley – 1001 10th Street, Greeley, CO 80631

2. Authorized Point of Contact: Provide the name, title, and contact information of the person authorized to be the point of contact for all matters related to this LOI.

- a. Name and Title: Bhooshan Karnik, Deputy Director/Chief Engineer
- b. Email Address: Bhooshan.karnik@greeleygov.com
- c. Telephone Number: 970-573-0331
- d. Mailing Address (if different from principal business address) – include for both U.S. mail and courier purposes (i.e., no P.O. Box) address:
Public Works Department, 2835 W. 10th St, Greeley, CO 80631

3. Applicant Information.

- a. Chose an entity type: Local Government
- b. If “Other”: Click or tap here to enter text.
- c. Freight railroads, please identify your revenue class: Choose a Class.
- d. Identify the date and place of incorporation or organization, legal and organizational structure, ownership structure, as applicable, and the state(s) or territory(ies) in which the Applicant does business. Provide a hyperlink to the Applicant’s web site, if available:
City of Greeley, Incorporated in 1885, County Seat Weld County, Colorado - <https://greeleygov.com/>
- e. Provide an organizational chart showing the leadership structure as Attachment A-1. List financial, legal, and other advisors for the Project, as applicable.
Raymond C. Lee III – City Manager
Don Tripp – Deputy City Manager
Paul Trombino III – Director, Public Works
Tammy Hitchens – Interim Director, Finance
Doug Marek – City Attorney

4. If the Applicant is different from the Borrower, explain why the Applicant is submitting this form instead of the Borrower:
N/A

5. Sponsor Payment Arrangement. The Bureau uses a sponsor payment arrangement for its legal advisors' fees whereby the Borrower and any other entity responsible for the payment of legal fees provide a Sponsor Payment Letter (SPL) to the legal advisor. The SPL obligates the Borrower and, if applicable, any sponsor(s), to pay all legal fees and expenses of the Bureau's outside legal counsel in connection with the Project. The Borrower and any other entity responsible for the payment of legal fees are expected to sign the SPL, unless they are prohibited from doing so as a matter of law. For a form of the SPL, see the Bureau [website](#).



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

X Check this box to confirm that the Borrower reviewed the SPL and to certify that the Borrower and any other entity responsible for the payment of legal fees can and will enter into the SPL.

If the above box is not checked, please provide a brief description of the reason the Borrower and any other entity responsible for the payment of legal fees cannot enter into the SPL:

[Click or tap here to enter text.](#)

TIFIA Applicants Only

6. **Private entities seeking TIFIA credit assistance** must provide the name, and a brief description of, the public entity sponsoring the Project for state/local planning purposes, as required by Federal planning and programming requirements. See Section B.5 for more information.

N/A

RRIF Joint Venture Applicants Only – N/A

7. **If you selected “Joint Venture” in Section 3.a, provide the following information about the Joint Venture party that is eligible to apply for a RRIF loan (referred to in this section as the “JV eligible applicant”).** See the Credit Programs Guide for more information.

- a. Identify the legal name and principal business address of the JV eligible applicant:
[Click or tap here to enter text.](#)
- b. Identify the JV eligible applicant’s entity type:
Choose the JV eligible entity type
- c. Identify the date and place of incorporation or organization, legal and organizational structure, ownership structure, as applicable, and the state(s) or territory(ies) in which the JV eligible applicant does business.
[Click or tap here to enter text.](#)
- d. Provide a hyperlink to the JV eligible applicant’s web site, if available. [Click or tap here to enter text.](#)
- e. Provide an organizational chart showing the leadership structure of the JV eligible applicant as Attachment A-2. List financial, legal, and other advisors for the Project, as applicable.
[Click or tap here to enter text.](#)
- f. Provide the name, title, and contact information of the person authorized to be the point of contact for all matters related to this LOI.
[Click or tap here to enter text.](#)
- g. Describe the nature of the Joint Venture relationship and any documentation supporting the existence of the Joint Venture relationship.
[Click or tap here to enter text.](#)
- h. If your Joint Venture includes parties other than the Applicant and the JV eligible applicant, please describe them here.
[Click or tap here to enter text.](#)

Section B: Project Information

Check this box if requesting a **master credit agreement** and duplicate this Section B for each project to be covered under the master credit agreement. For information about master credit agreements, see the [Credit Programs Guide](#).



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

TIFIA State Infrastructure Bank Projects: Check this box if the Borrower will be a state infrastructure bank (SIB) seeking to capitalize or fund a rural projects fund with the proceeds of a secured TIFIA loan. See the [Credit Programs Guide](#) for more information about SIB projects. SIB Borrowers must provide the information required of this Section B for each project that the SIB anticipates offering a loan.

1. Project Name. Assign a short name to the Project, for purposes of identification.

35th Avenue Reconstruction

2. Project Location.

a. Describe the location of the Project. Wherever possible, identify: each city and/or county, Metropolitan Statistical Area (MSA), if applicable, and state in which the Project is located; the cities and/or counties and MSA that the Project will serve; any major highways, rail or transit routes intersecting the Project; and the Congressional districts impacted by the Project. If the Project will cross state lines, please provide the above information for each state impacted.

Greeley, Colorado. Weld County. The project is located at US Highway 34 and 35th Avenue. The project limits are approximately 3300 feet east and 4000 west as well as 1000 feet to the south and 2000 feet to the north of the US 34 & 35th Avenue intersection.

b. Attach a vicinity map or, if available, a shapefile, showing the Project’s location and major design elements, impacted cities and/or counties and states, and all major highways, rail or transit routes as Attachment B-1. Shapefile and Project Location Map attached.

c. Check this box if the Project is located wholly or partially outside of an urbanized area with a population greater than 150,000 individuals, as determined by the U.S. Census Bureau. Provide the geographic coordinates or, if available, a shapefile of the location of the Project so that the Bureau can verify information about the area in which the Project will be implemented.

Project is in rural area as per the Rural Eligibility map provided by the Bureau.

3. Eligible Project Costs. Bureau credit assistance is available to cover only eligible project costs. See the [Credit Programs Guide](#) for a detailed discussion of eligible costs for each credit assistance program.

a. Provide an estimate for the total project cost **and** the eligible project cost, including any project development activities, professional services, and financing costs, as applicable, and costs incurred to date:
\$ 48,129,000 / \$48,129,000

b. Provide a project budget as Attachment B-2 that identifies the eligible project costs associated with all major work activities. Include a breakout of costs incurred prior to submission of an Application for Bureau credit assistance (For example, project development or right-of way acquisition activities). The project budget should be included as a Microsoft Excel, or similar spreadsheet software file that allows for analysis by Bureau staff (ie, not PDF or other text based software).

No costs have been prior incurred.

4. Project Description.

a. Provide a detailed project scope, inclusive of all major functional elements and operations and maintenance. Describe all features to be constructed. Identify the anticipated useful life of the Project, the method of project delivery, and the name of the entity or entities responsible to implement the Project.

This project is part of the MERGE project which includes two interchanges and a mobility hub as shown in the Project Map. The projects while along the same corridor and adjacent to each other, also qualify as “Independent Utility” per NEPA regulations. It is the intent of the City to treat each project as an Independent Utility, but the projects will be tied together for purposes of efficiencies in project delivery, scheduling and overall cost of the entire MERGE project.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026***

The City's proposed 35th Avenue Reconstruction project will include the conversion of at-grade intersections with US34 and 35th Avenue into a grade-separated interchange. The project is approximately 3300 feet east and 4000 feet west as well as 1000 feet to the south and 2000 feet to the north of the US 34 & 35th Avenue intersection. This interchange includes the addition of auxiliary lanes in both directions along the regional connector. US34 and 35th Avenue include the construction of a tight diamond configuration with a partial cloverleaf on-ramp in the southwest quadrant of the interchange. The project will alleviate the separation between north and south portions of the City of Greeley.

In addition to improving north-south efficiency on 35th Ave, the 35th Avenue Reconstruction project will eliminate a significant north-south mobility barrier and safety concerns for active transportation users (the existing at-grade crossings are heavily used by students walking or biking to schools) which, when coupled with other multi-modal improvements, will further enhance overall corridor mobility. The construction of a regional bus station within the center of US34 between the interchanges will encourage and facilitate a higher level of shared commuting including connections to local transit routes as well as a future regional premium transit routes which will connect to other interregional express services such as Bustang (connecting to Denver) and Flex (connecting to Boulder).

Sustained growth and economic development along the corridor have increased the need to enhance multimodal safety, eliminate barriers to jobs, reduce recurring congestion, and improve regional mobility. The project is vital to the realization of these important outcomes for the City of Greeley and will bring about a continuity of free flow travel conditions along this key mobility corridor. The successful implementation of the project will result in faster travel times throughout the entire corridor; a decrease in recurring and nonrecurring congestion (where idle times can exceed 220 seconds during peak times); and improved safety conditions resulting in a reduction in crashes, property damage, injuries, and potential fatalities. The results will be true for personal vehicles, freight, transit, bicyclists, electric vehicles (EV), scooters, pedestrians, and any other mode of transportation in the City of Greeley. Furthermore, construction and operation of the project will improve active transportation mobility and safety for students and those seeking recreation while also enabling the future expansion of regional and local transit services. In addition to safer transportation for the students, this project will provide better opportunities for lower income residents through greater accessibility to employment, health services, essential services, and recreational activities.

The Colorado Department of Transportation and City of Greeley will be responsible for the maintenance and operation of the project following completion. The project comprises the delivery of a complex mix of infrastructure components including new auxiliary lanes, improved exits and entrances to the highway, transit elements, and micro mobility options. Coupled with the provision of the other infrastructure elements of the project, this key corridor to regional and local mobility will be in a good state of repair. Maintenance activities for the new infrastructure will be limited to preventative maintenance for at least the first ten years of operation, leading to less vehicle delays during these activities. Given the asset lives of major elements of the project (bridges, ramps, concrete lanes, retaining walls), the project will also deliver approximately \$6M in discounted residual value benefits at the end of the assessment period.

The project will be utilizing CDOT approved alternative project delivery processes. One of the key considerations on this project is the schedule. The City of Greeley in partnership with CDOT will implement applicable alternative project delivery process(es) which provides the best opportunity to optimize project delivery with minimal impacts to traveling public and right-of-way. The alternative project delivery method allows for continuous value engineering and real-time feedback on design costs and provides critical input on constructability, real-time industry costs and phasing. In terms of innovative financing options, the City of Greeley is and will continue to evaluate availability of Federal and State grant programs and intergovernmental agreements with surrounding cities and Weld County to help offset the City's match on this project.

The project is part of a PEL study done by CDOT. CDOT anticipates the project to be covered under an Individual Categorical Exclusion. As seen from the schedule in the following pages, the City will have clearances under NEPA before the project is scheduled for construction in accordance with CDOT and Federal regulations.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026***

- b. Provide a link to the project web site, if any: <https://greeleygov.com/merge>
- c. Provide a high-level project schedule, including milestones related to: planning, environmental review, design, procurement, construction, start of revenue service and anticipated receipt of any Federal financial assistance, including the credit instrument requested. Indicate the status of the Project within the schedule.
MPDG Anticipated Award: 11/1/23 – 12/30/23
Owner's Representative Selection: 1/30/24 – 4/1/24
Environmental Concurrence: 3/28/24 – 12/11/24

Preliminary Design: 9/15/24 – 1/10/25
ROW Acquisition: 12/12/24 – 4/30/26
Alternative Delivery Process: 1/12/25 – 6/27/25
NTP Selected Team: 6/27/25 – 6/27/25
Phase 1 Design/Construction: 5/1/26 – 5/20/27
Phase 2 Design/Construction: 12/04/26 – 12/23/27
Project Closeout: 12/24/27 – 4/14/28
Project Complete: 4/14/28 – 4/14/28
- d. Check this box if the Project is anticipated to be delivered as a **public-private partnership**. Describe the value-for-money (or comparable) analysis undertaken before deciding to advance the Project as a public-private partnership. [Click or tap here to enter text.](#)
- e. If you are requesting expedited processing, explain why your Application and Project are suitable candidates for expedited processing. See the [Credit Programs Guide](#) for more information.
The project is of critical importance to the community and has been identified as a Priority 1 project by the NFRMPO for the region. The project meets all the criteria such as sustainability, serving environmental justice areas and reconnecting communities. This project will significantly reduce GHG emissions which will help in contributing to removing area from being identified as a non-attainment area. The City has local funding required as a match already budgeted and each year the project gets delayed is an additional cost to the community in terms of safety, inflationary pressures, and environmental justice. As a result, the City requests expedited processing of this application. The City is also applying for other Federal grants and an expedited processing and approval of credit will be significant to meet the statutory obligation and project completion dates imposed by those grants.
- f. Identify all entities that are anticipated to contribute funding, real property, design or construction of discrete elements of project scope, or other valuable consideration to the Project. Identify all entities currently entitled or anticipated to be entitled in the future to utilize the Project after substantial completion and the anticipated level of usage and maintenance responsibilities. Provide documentation and evidence of such contributions as Attachment B-3.
The following are entities who will be contributing to the project financially and their evidence of support can be viewed in Attachment B-3:
- City of Greeley
- g. Provide conceptual design plans for all project elements as Attachment B-4.
See Attachment B-4 for a JPG of the project concept A video detailing the concept of the project can be viewed here: <https://www.youtube.com/watch?v=2iumWsssMFU>

- 5. Transportation Planning and Programming Process Approvals.** Indicate whether the Project has been included in the current long-range transportation plan, metropolitan transportation improvement program (TIP), and statewide transportation improvement program (STIP) of each state affected by the Project, as required by Federal planning and programming requirements. Information relating to state freight plans and state rail plans should also be discussed, if applicable. Provide any supporting documentation as Attachment B-5. **Only the cover page and project page for**



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

each document should be provided.

The project is currently programmed in the MPO Long Range Transportation Plan and State Long Range Transportation Plan. The NFRMPO is currently in the process of preparing an updated TIP. This project will be included in the updated TIP which will be available by the end of 2023. See Attachment B-5 for documentation.

6. **Environmental Review.** Describe the status of the environmental review of the Project. If known, identify the lead Federal agency and lead local agency responsible for the environmental review. If completed, identify the final environmental decision document for the Project and attach as Attachment B-6.

The proposed improvements will not only decrease travel times but will also decrease greenhouse gas emissions due to less idling time for vehicles. Using the reported NOx and CO2 emissions in SimTraffic and the USDOT recommended emission reduction monetized value, an environmental benefit was calculated.

A [Planning and Environmental Linkages \(PEL\)](#) study was completed in 2019 by CDOT and followed by an [Interchange Selection Report \(ISR\)](#) in 2021 for the 35th and 47th interchanges. Thirty percent plans have been completed for the interchange work and it is anticipated that the environmental analysis will be expected to arrive at a Finding of No Significant Impact leading to the required level of documentation anticipated to be an Individual Categorical Exclusion (ICE).

RRIF Applicants Only

7. Indicate whether the Project will meet the prerequisites for assistance required by 49 U.S.C. § 822(g).

Check this box to certify that the Project is reasonably expected to meet the prerequisites for RRIF credit assistance.

Section C: Financial Plan

Check if requesting a **master credit agreement** and modify each response accordingly to address all projects proposed to be covered under the master credit agreement.

1. Specify the type of Bureau credit assistance (RRIF, TIFIA, or both), total dollar value of credit assistance, and the type of credit instrument requested.

TIFIA \$23,583,210, Direct (secured) Loan

2. Specify the value of Bureau credit assistance requested as a percentage of the total eligible project costs.

49%

3. Identify the value of other Federal financial assistance requested (e.g., grants or other loans), separately identifying the non-Federal share for each instance of such assistance.

\$24,545,790 City of Greeley Local Match Funds

4. Identify the total value of all anticipated Federal financial assistance, including Bureau credit assistance requested, as a percentage of the total eligible project costs.

80%

5. Describe the sources and uses of funds for the Project.

The project will utilize funds from the City of Greeley, and, if awarded, MPDG federal funds for the design and construction of the project.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

- a. Indicate the status of commitments (e.g., approved, budgeted, appropriated, applied for, etc.) of each source. Discuss, as necessary, any additional approvals required to ensure availability of each source of funds for the Project.
\$24,545,790 City of Greeley funds – budgeted
\$14,919,990 MPDG funds – will be applied for
- b. Uses should include a high-level description of major work activities included as eligible project costs (e.g., right-of-way, site work, rolling stock, systems, etc.).
All funds will be used for any project need (Right-of-way, Engineering, Bidding and Construction). No funds are limited to just a certain phase of the project.

6. If available, provide the proposed amortization schedule for the Bureau credit assistance requested.
Click or tap here to enter text.

7. Indicate, as applicable, whether the Bureau credit assistance requested will be under a new or existing indenture, resolution, or collateral agency agreement.
Click or tap here to enter text.

8. Identify the lien priority for the requested Bureau credit assistance. Except in certain circumstances, the Bureau credit assistance may not be subordinated to the claims of holders of project obligations in the event of bankruptcy, insolvency, or liquidation of the obligor. See the [Credit Programs Guide](#) for more information on non-subordination requirements.
Click or tap here to enter text.

9. Explain how the Bureau credit assistance requested will benefit the Project. Discuss how the Project would be impacted if the requested financial assistance were unavailable or available in lowered amounts.
The City has local funding dedicated for this project. Availing the TIFIA, in addition to other federal grants will enable the City to use the limited funds to ensure the project is completed at the earliest. Approval of the TIFIA credit, will also allow the City to budget for additional funding, should MPDG funding not be available. The City is committed to completing this project per the schedule above. If TIFIA funding is made available in lowered amounts, this will likely cause impacts to overall project schedule which will create additional costs due to inflationary pressures and additional burdens to the traveling public.

TIFIA Applicants Only

10. Applicants seeking TIFIA credit assistance to refinance long-term project obligations or Federal credit instruments must explain how the refinancing provides additional funding capacity for the completion, enhancement, or expansion of a project that is selected under 23 U.S.C. § 602 or otherwise meets the requirements of 23 U.S.C. § 602.
Click or tap here to enter text.

Section D: Creditworthiness

Check if requesting a **master credit agreement** and modify each response accordingly to address all projects proposed to be covered under the master credit agreement.

1. Provide an overview of the Borrower’s key business lines, if available. Attach cash flows for such business lines for the last five years as Attachment D-1.
Click or tap here to enter text.

2. Describe the source(s) pledged to repay the requested Bureau credit assistance.
City will make annual allocations in the budget to repay the Bureau credit assistance



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

- 3. Provide the details of any proposed flow of funds and any accompanying escrow or trust agreements that would govern the repayment of requested Bureau credit assistance.
Click or tap here to enter text.

- 4. Provide the most recent corporate rating for the Borrower, if available.
Standard and Poors AA+, Moody: Aa2

- 5. Identify all outstanding or anticipated obligations against the proposed source of repayment. For all such outstanding obligations, provide credit ratings, if available, as Attachment D-2.
Click or tap here to enter text.

- 6. Describe the economic impact of the Project and any market or feasibility report, ridership/traffic study, engineering/technical report, insurance report or other study that has been or will be prepared for the Project by the Borrower or on behalf of lenders to the Project.
Click or tap here to enter text.

TIFIA Applicants Only

- 7. Indicate when preliminary ratings for the proposed senior project debt (if any) and TIFIA credit assistance will be available.
Click or tap here to enter text.

RRIF Applicants Only

- 8. Indicate whether the Borrower intends to provide a rating on the requested Bureau credit assistance as a basis for determining any credit risk premium. See the Credit Programs Guide for more information about the credit risk premium.
Click or tap here to enter text.
- 9. To the extent applicable, provide information concerning any physical collateral offered as security for requested Bureau credit assistance. (Add rows as needed.)

Collateral Description	Value	Basis of Evaluation	Year of Evaluation
	\$ Click or tap here to enter text.		Click or tap here to enter text.
	\$ Click or tap here to enter text.		Click or tap here to enter text.
	\$ Click or tap here to enter text.		Click or tap here to enter text.

E. General Terms and Certifications

Fees. Except in certain circumstances, the Applicant or Borrower will be responsible to pay costs incurred for services duly provided by the Department’s legal, financial or other third-party advisors involved with the evaluation of the Letter of Interest, evaluation of an Application, and negotiation of any TIFIA/RRIF credit agreement and related transactional documentation, in each case as applicable, irrespective of whether a credit agreement is executed. Please refer to the [Credit](#)



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

[Programs Guide](#) for further information with respect to exceptions to this requirement as well time and method of payment for such services.

Lobbying. The undersigned certifies, to the best of his or her knowledge and belief, that: (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; (2) if any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. (3) the undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. See 31 U.S.C. § 1352; 49 C.F.R. part 20; Appendix A to Part 20.

Debarment and Suspension. The Applicant shall timely make all disclosures required of 2 C.F.R. 180.335.

Default/Delinquency. The undersigned certifies that the Applicant: 1) is not currently in default or delinquent on any debt or loans provided or guaranteed by the Federal Government, and 2) does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Reporting Subaward and Executive Compensation. The undersigned certifies that the Applicant has the necessary processes and systems in place to comply with the reporting requirements under the Federal Funding Accountability and Transparency Act of 2006 (Pub. L. 109-282; 31 U.S.C. § 6101 note), as amended by the Government Funding and Transparency Act (Pub. L. 110-252, title VI, § 6202(a)), and the related regulations at 2 C.F.R. Part 170, should the undersigned be approved to receive credit assistance from the Department.

Signature. By signature below, the undersigned: (i) acknowledges and agrees to the general terms and conditions identified in this Section E; (ii) certifies that the facts stated and the certifications and representations made in this LOI are, to the best of the his or her knowledge and belief after due inquiry, true, and the Applicant has not omitted any material facts; and (iii) certifies that he or she is authorized by the Applicant to submit this Application, bind the Applicant to the terms and conditions acknowledged and agreed, and make the certifications made by submission of this LOI.

Legal Name of Applicant: City of Greeley, Colorado

By:

Name and Title: Raymond C. Lee III, City Manager

Date: Click or tap to enter a date.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026*****APPENDIX 1
INFORMATION ABOUT THE APPLICATION PROCESS**

DETAILED GUIDANCE WITH RESPECT TO THE SPECIFIC SECTIONS OF THIS LOI FORM IS AVAILABLE IN THE BUREAU CREDIT PROGRAMS GUIDE. THE CREDIT PROGRAMS GUIDE CAN BE DOWNLOADED [HERE](#). If you still have questions regarding how to complete this form, please contact the PDL assigned to your project or the Bureau at (202) 366-2300 or BuildAmerica@dot.gov.

This Letter of Interest (“LOI”) form requires the Applicant to describe its project, describe the Borrower’s ability to meet DOT’s creditworthiness requirements, detail how applicable statutory eligibility requirements are met, and outline the proposed financial plan, including the amount and type of requested Bureau credit assistance. **Letters of Interest should not be submitted to the Bureau until the Applicant has completed the initial consultation process with a PDL, as discussed on page 1 of this form and in the Credit Programs Guide.** Unless the Bureau directs otherwise, completed LOIs will be submitted electronically. The Bureau will provide Applicants detailed instructions on how to transmit the LOI files to the Department.

Federal Requirements. Projects receiving Federal financial assistance, including Bureau credit assistance, must comply with certain Federal requirements. Applicants should discuss applicable Federal requirements with the Bureau during the initial consultation process.

Supplemental Information. After an LOI is received and is considered complete, DOT will conduct a preliminary creditworthiness review, which involves an evaluation of the plan of finance, the financial model, the feasibility of the anticipated pledged revenue, and the sufficiency of any collateral pledged. In connection with these reviews, the Bureau may ask Applicants to provide additional materials, as necessary.

Creditworthiness. If the Department determines that the Project appears to satisfy statutory eligibility criteria, including the preliminary creditworthiness review, the Bureau will seek information necessary to proceed with the credit review process. TIFIA Applicants will be required to provide a preliminary rating opinion letter from at least one nationally recognized statistical rating organization. All Applicants for Bureau credit assistance will be asked to provide an oral presentation on their Project and plan of finance. Finally, if the Department determines that the Project has met statutory eligibility requirements, including a full creditworthiness review, the Borrower will be invited to submit an Application and supporting materials. Please note that an invitation by the Department to submit an Application does not guarantee that the Project will receive Bureau credit assistance, which remains subject to the Project’s continued eligibility and final approval by the Secretary.

Requests for Information. If an Applicant or Borrower desires that any information submitted in its LOI, or any supplement thereto, not be released by the Department upon request from a member of the public or otherwise be made publicly available, the Applicant must specifically identify the information requested to be withheld and set forth any reasons why such information should not be released, including details as to any competitive harm which would potentially result from the release of such information. The Department will keep such information confidential to the extent permitted by law.

Fees. Except in certain circumstances, the Borrower will be responsible to pay costs incurred for services duly provided by the Department’s legal, financial or other third-party advisors involved with the evaluation of the LOI and Application and negotiation of any TIFIA/RRIF credit agreement and related transactional documentation, in each case as applicable, irrespective of whether a credit agreement is executed. Please refer to the [Credit Programs Guide](#) for further information with respect to exceptions to this requirement as well time and method of payment for such services.



Letter of Interest for RRIF and TIFIA Credit Assistance Fiscal Year 2022 - 2026

Under the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2105-0569. The Department estimates that it will generally take applicants fewer than twenty (20) hours to assemble a single LOI. A party seeking credit assistance under both Bureau programs may submit a single completed form for both credit programs, except under certain circumstances.

All responses to this collection of information are **required** by 23 U.S.C. § 602(a)(1)(A) which specifically states that a party seeking TIFIA credit assistance **must** submit an LOI to the Bureau as a prerequisite to submission of a credit application (“Application”). A party seeking RRIF credit assistance **is encouraged to** submit an LOI to the Bureau to present information about its organization and proposed project prior to submitting an Application.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, OST-Build America Bureau, Z-1, 1200 New Jersey Avenue, SE, Washington, DC 20590.

The Bureau may request additional supporting evidence, clarifying or quantifying details, or updates to previously submitted information at any time during the LOI review process. The party submitting this form will be referred to herein as the “Applicant.” The party proposed to enter into the credit instrument will be referred to herein as the “Borrower.”

The Build America Bureau (the “Bureau”) administers the application processes for the Railroad Rehabilitation and Improvement Financing (“RRIF”) and Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) credit programs. The Bureau has developed this form to be used as the letter of interest (“LOI”) to be used by persons seeking credit assistance from the Department.

Before submitting an LOI, however, a party seeking credit assistance from the Department should work with one of the Bureau’s project development leads, or “PDLs,” who will assist the party in determining project needs and the specific ways in which the Bureau can provide TIFIA and RRIF credit assistance. After a party has completed the initial consultation process with a PDL, and if the proposed project appears reasonably likely to be able to satisfy the eligibility requirements of the applicable credit program, the Department will request a final executed LOI for the project.

Additional information about the application process is included as Appendix 1 to this form.

DETAILED GUIDANCE WITH RESPECT TO SPECIFIC SECTIONS OF THIS LOI FORM IS AVAILABLE IN THE BUREAU CREDIT PROGRAMS GUIDE. THE CREDIT PROGRAMS GUIDE CAN BE DOWNLOADED [HERE](#).

If you still have questions regarding how to complete this form, please contact the PDL assigned to your project or the Bureau at (202) 366-2300 or BuildAmerica@dot.gov.

Summary Information

Applicant Name: City of Greeley, Colorado

Project Name: 47th Avenue Reconstruction (the “Project”)

Project Location: City of Greeley, Colorado

TIFIA **Amount Requested:** \$ 21,741,790
Estimate of Eligible Project Costs: \$ 44,371,000
Credit Instrument Requested: Direct (secured) loans

RRIF **Amount Requested:** \$ Click or tap here to enter text.
Estimate of Eligible Project Costs: \$ Click or tap here to enter text.
Credit Instrument Requested: Click or tap here to enter text.

Duplicate this box as necessary for master credit agreement requests.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

Section A: Applicant Information

Provide the following information about the Applicant.

Check this box if the Applicant is different from the Borrower and duplicate Section A to provide information for the Borrower, to the extent known.

1. Legal Name and Principal Business Address:

City of Greeley – 1001 10th Street, Greeley, CO 80631

2. Authorized Point of Contact: Provide the name, title, and contact information of the person authorized to be the point of contact for all matters related to this LOI.

- a. Name and Title: Bhooshan Karnik, Deputy Director/Chief Engineer
- b. Email Address: Bhooshan.karnik@greeleygov.com
- c. Telephone Number: 970-573-0331
- d. Mailing Address (if different from principal business address) – include for both U.S. mail and courier purposes (i.e., no P.O. Box) address:
Public Works Department, 2835 W. 10th St, Greeley, CO 80631

3. Applicant Information.

- a. Chose an entity type: Local Government
- b. If “Other”: Click or tap here to enter text.
- c. Freight railroads, please identify your revenue class: Choose a Class.
- d. Identify the date and place of incorporation or organization, legal and organizational structure, ownership structure, as applicable, and the state(s) or territory(ies) in which the Applicant does business. Provide a hyperlink to the Applicant’s web site, if available:
City of Greeley, Incorporated in 1885, County Seat Weld County, Colorado - <https://greeleygov.com/>
- e. Provide an organizational chart showing the leadership structure as Attachment A-1. List financial, legal, and other advisors for the Project, as applicable.

- 4.** Raymond C. Lee III – City Manager
Don Tripp – Deputy City Manager
Paul Trombino III – Director, Public Works
Tammy Hitchens – Interim Director, Finance
Doug Marek – City Attorney

- 5.** If the Applicant is different from the Borrower, explain why the Applicant is submitting this form instead of the Borrower:
N/A

- 6. Sponsor Payment Arrangement.** The Bureau uses a sponsor payment arrangement for its legal advisors' fees whereby the Borrower and any other entity responsible for the payment of legal fees provide a Sponsor Payment Letter (SPL) to the legal advisor. The SPL obligates the Borrower and, if applicable, any sponsor(s), to pay all legal fees and expenses of the Bureau's outside legal counsel in connection with the Project. The Borrower and any other entity responsible for the payment of legal fees are expected to sign the SPL, unless they are prohibited from doing so as a matter of law. For a form of the SPL, see the Bureau [website](#).



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

X Check this box to confirm that the Borrower reviewed the SPL and to certify that the Borrower and any other entity responsible for the payment of legal fees can and will enter into the SPL.

If the above box is not checked, please provide a brief description of the reason the Borrower and any other entity responsible for the payment of legal fees cannot enter into the SPL:

[Click or tap here to enter text.](#)

TIFIA Applicants Only

7. **Private entities seeking TIFIA credit assistance** must provide the name, and a brief description of, the public entity sponsoring the Project for state/local planning purposes, as required by Federal planning and programming requirements. See Section B.5 for more information.

N/A

RRIF Joint Venture Applicants Only – N/A

8. **If you selected “Joint Venture” in Section 3.a, provide the following information about the Joint Venture party that is eligible to apply for a RRIF loan (referred to in this section as the “JV eligible applicant”).** See the Credit Programs Guide for more information.

- a. Identify the legal name and principal business address of the JV eligible applicant:
[Click or tap here to enter text.](#)
- b. Identify the JV eligible applicant’s entity type:
Choose the JV eligible entity type
- c. Identify the date and place of incorporation or organization, legal and organizational structure, ownership structure, as applicable, and the state(s) or territory(ies) in which the JV eligible applicant does business.
[Click or tap here to enter text.](#)
- d. Provide a hyperlink to the JV eligible applicant’s web site, if available. [Click or tap here to enter text.](#)
- e. Provide an organizational chart showing the leadership structure of the JV eligible applicant as Attachment A-2. List financial, legal, and other advisors for the Project, as applicable.
[Click or tap here to enter text.](#)
- f. Provide the name, title, and contact information of the person authorized to be the point of contact for all matters related to this LOI.
[Click or tap here to enter text.](#)
- g. Describe the nature of the Joint Venture relationship and any documentation supporting the existence of the Joint Venture relationship.
[Click or tap here to enter text.](#)
- h. If your Joint Venture includes parties other than the Applicant and the JV eligible applicant, please describe them here.
[Click or tap here to enter text.](#)

Section B: Project Information

Check this box if requesting a **master credit agreement** and duplicate this Section B for each project to be covered under the master credit agreement. For information about master credit agreements, see the [Credit Programs Guide](#).



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

TIFIA State Infrastructure Bank Projects: Check this box if the Borrower will be a state infrastructure bank (SIB) seeking to capitalize or fund a rural projects fund with the proceeds of a secured TIFIA loan. See the [Credit Programs Guide](#) for more information about SIB projects. SIB Borrowers must provide the information required of this Section B for each project that the SIB anticipates offering a loan.

1. Project Name. Assign a short name to the Project, for purposes of identification.

47th Avenue Reconstruction

2. Project Location.

- a. Describe the location of the Project. Wherever possible, identify: each city and/or county, Metropolitan Statistical Area (MSA), if applicable, and state in which the Project is located; the cities and/or counties and MSA that the Project will serve; any major highways, rail or transit routes intersecting the Project; and the Congressional districts impacted by the Project. If the Project will cross state lines, please provide the above information for each state impacted.
Greeley, Colorado. Weld County. The project is located at US Highway 34 and 47th Avenue. The project limits are approximately 2300 feet east and west as well as 1200 feet to the south and 1900 feet to the north of the US 34 & 47th Avenue intersection.
- b. Attach a vicinity map or, if available, a shapefile, showing the Project’s location and major design elements, impacted cities and/or counties and states, and all major highways, rail or transit routes as Attachment B-1. Shapefile and Project Location Map attached
- c. Check this box if the Project is located wholly or partially outside of an urbanized area with a population greater than 150,000 individuals, as determined by the U.S. Census Bureau. Provide the geographic coordinates or, if available, a shapefile of the location of the Project so that the Bureau can verify information about the area in which the Project will be implemented.
Project is in rural area as per the Rural Eligibility map provided by the Bureau.

3. Eligible Project Costs. Bureau credit assistance is available to cover only eligible project costs. See the [Credit Programs Guide](#) for a detailed discussion of eligible costs for each credit assistance program.

- a. Provide an estimate for the total project cost **and** the eligible project cost, including any project development activities, professional services, and financing costs, as applicable, and costs incurred to date:
\$ 44,371,000 / \$44,371,000
- b. Provide a project budget as Attachment B-2 that identifies the eligible project costs associated with all major work activities. Include a breakout of costs incurred prior to submission of an Application for Bureau credit assistance (For example, project development or right-of way acquisition activities). The project budget should be included as a Microsoft Excel, or similar spreadsheet software file that allows for analysis by Bureau staff (ie, not PDF or other text based software).
No costs have been prior incurred.

4. Project Description.

- a. Provide a detailed project scope, inclusive of all major functional elements and operations and maintenance. Describe all features to be constructed. Identify the anticipated useful life of the Project, the method of project delivery, and the name of the entity or entities responsible to implement the Project.

This project is part of the MERGE project which includes two interchanges and a mobility hub as shown in the Project Map. The projects while along the same corridor and adjacent to each other, also qualify as “Independent Utility” per NEPA regulations. It is the intent of the City to treat each project as an Independent Utility, but the projects will be tied together for purposes of efficiencies in project delivery, scheduling and overall cost of the entire MERGE project.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026***

The City's proposed 47th Avenue Reconstruction project will include the conversion of at-grade intersections with US34 and 47th Avenue into a grade-separated interchange. The project is approximately 2300 feet east and west as well as 1200 feet to the south and 1900 feet to the north of the US 34 & 47th Avenue intersection. This interchange includes the addition of auxiliary lanes in both directions along the regional connector. US34 and 47th Avenue includes the construction of a diverging diamond interchange. The project will alleviate the separation between north and south portions of the City of Greeley.

In addition to improving north-south efficiency on 35th, the 47th Avenue Reconstruction project will eliminate a significant north-south mobility barrier and safety concerns for active transportation users (the existing at-grade crossings are heavily used by students walking or biking to schools) which, when coupled with other multi-modal improvements, will further enhance overall corridor mobility. The construction of a regional bus station within the center of US34 between the interchanges will encourage and facilitate a higher level of shared commuting including connections to local transit routes as well as a future regional premium transit routes which will connect to other interregional express services such as Bustang (connecting to Denver) and Flex (connecting to Boulder).

Sustained growth and economic development along the corridor have increased the need to enhance multimodal safety, eliminate barriers to jobs, reduce recurring congestion, and improve regional mobility. The project is vital to the realization of these important outcomes for the City of Greeley and will bring about a continuity of free flow travel conditions along this key mobility corridor. The successful implementation of the project will result in faster travel times throughout the entire corridor; a decrease in recurring and nonrecurring congestion (where idle times can exceed 220 seconds during peak times); and improved safety conditions resulting in a reduction in crashes, property damage, injuries, and potential fatalities. The results will be true for personal vehicles, freight, transit, bicyclists, electric vehicles (EV), scooters, pedestrians, and any other mode of transportation in the City of Greeley. Furthermore, construction and operation of the project will improve active transportation mobility and safety for students and those seeking recreation while also enabling the future expansion of regional and local transit services. In addition to safer transportation for the students, this project will provide better opportunities for lower income residents through greater accessibility to employment, health services, essential services, and recreational activities.

The Colorado Department of Transportation and City of Greeley will be responsible for the maintenance and operation of the project following completion. The project comprises the delivery of a complex mix of infrastructure components including new auxiliary lanes, improved exits and entrances to the highway, transit elements, and micro mobility options. Coupled with the provision of the other infrastructure elements of the project, this key corridor to regional and local mobility will be in a good state of repair. Maintenance activities for the new infrastructure will be limited to preventative maintenance for at least the first ten years of operation, leading to less vehicle delays during these activities. Given the asset lives of major elements of the project (bridges, ramps, concrete lanes, retaining walls), the project will also deliver approximately \$6M in discounted residual value benefits at the end of the assessment period.

The project will be utilizing CDOT approved alternative project delivery processes. One of the key considerations on this project is the schedule. The City of Greeley in partnership with CDOT will implement applicable alternative project delivery process(es) which provides the best opportunity to optimize project delivery with minimal impacts to traveling public and right-of-way. The alternative project delivery method allows for continuous value engineering and real-time feedback on design costs and provides critical input on constructability, real-time industry costs and phasing. In terms of innovative financing options, the City of Greeley is and will continue to evaluate availability of Federal and State grant programs and intergovernmental agreements with surrounding cities and Weld County to help offset the City's match on this project.

The project is part of a PEL study done by CDOT. CDOT anticipates the project to be covered under an Individual Categorical Exclusion. As seen from the schedule in the following pages, the City will have clearances under NEPA before the project is scheduled for construction in accordance with CDOT and Federal regulations.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026***

- b. Provide a link to the project web site, if any: <https://greeleygov.com/merge>
- c. Provide a high-level project schedule, including milestones related to: planning, environmental review, design, procurement, construction, start of revenue service and anticipated receipt of any Federal financial assistance, including the credit instrument requested. Indicate the status of the Project within the schedule.
MPDG Anticipated Award: 11/1/23 – 12/30/23
Owner's Representative Selection: 1/30/24 – 4/1/24
Environmental Concurrence: 3/28/24 – 12/11/24

Preliminary Design: 9/15/24 – 1/10/25
ROW Acquisition: 12/12/24 – 4/30/26
Alternative Delivery Process: 1/12/25 – 6/27/25
NTP Selected Team: 6/27/25 – 6/27/25
Phase 1 Design/Construction: 5/1/26 – 5/20/27
Phase 2 Design/Construction: 12/04/26 – 12/23/27
Project Closeout: 12/24/27 – 4/14/28
Project Complete: 4/14/28 – 4/14/28
- d. Check this box if the Project is anticipated to be delivered as a **public-private partnership**. Describe the value-for-money (or comparable) analysis undertaken before deciding to advance the Project as a public-private partnership. [Click or tap here to enter text.](#)
- e. If you are requesting expedited processing, explain why your Application and Project are suitable candidates for expedited processing. See the [Credit Programs Guide](#) for more information.
The project is of critical importance to the community and has been identified as a Priority 1 project by the NFRMPO for the region. The project meets all the criteria such as sustainability, serving environmental justice areas and reconnecting communities. This project will significantly reduce GHG emissions which will help in contributing to removing area from being identified as a non-attainment area. The City has local funding required as a match already budgeted and each year the project gets delayed is an additional cost to the community in terms of safety, inflationary pressures, and environmental justice. As a result, the City requests expedited processing of this application. The City is also applying for other Federal grants and an expedited processing and approval of credit will be significant to meet the statutory obligation and project completion dates imposed by those grants.
- f. Identify all entities that are anticipated to contribute funding, real property, design or construction of discrete elements of project scope, or other valuable consideration to the Project. Identify all entities currently entitled or anticipated to be entitled in the future to utilize the Project after substantial completion and the anticipated level of usage and maintenance responsibilities. Provide documentation and evidence of such contributions as Attachment B-3.
The following are entities who will be contributing to the project financially and their evidence of support can be viewed in Attachment B-3:
- City of Greeley
- g. Provide conceptual design plans for all project elements as Attachment B-4.
See Attachment B-4 for a JPG of the project concept A video detailing the concept of the project can be viewed here: <https://www.youtube.com/watch?v=2iumWsssMFU>

- 5. Transportation Planning and Programming Process Approvals.** Indicate whether the Project has been included in the current long-range transportation plan, metropolitan transportation improvement program (TIP), and statewide transportation improvement program (STIP) of each state affected by the Project, as required by Federal planning and programming requirements. Information relating to state freight plans and state rail plans should also be discussed, if applicable. Provide any supporting documentation as Attachment B-5. **Only the cover page and project page for**



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

each document should be provided.

The project is currently programmed in the MPO Long Range Transportation Plan and State Long Range Transportation Plan. The NFRMPO is currently in the process of preparing an updated TIP. This project will be included in the updated TIP which will be available by the end of 2023. See Attachment B-5 for documentation.

6. **Environmental Review.** Describe the status of the environmental review of the Project. If known, identify the lead Federal agency and lead local agency responsible for the environmental review. If completed, identify the final environmental decision document for the Project and attach as Attachment B-6.

The proposed improvements will not only decrease travel times but will also decrease greenhouse gas emissions due to less idling time for vehicles. Using the reported NOx and CO2 emissions in SimTraffic and the USDOT recommended emission reduction monetized value, an environmental benefit was calculated.

A [Planning and Environmental Linkages \(PEL\)](#) study was completed in 2019 by CDOT and followed by an [Interchange Selection Report \(ISR\)](#) in 2021 for the 35th and 47th interchanges. Thirty percent plans have been completed for the interchange work and it is anticipated that the environmental analysis will be expected to arrive at a Finding of No Significant Impact leading to the required level of documentation anticipated to be an Individual Categorical Exclusion (ICE).

RRIF Applicants Only

7. Indicate whether the Project will meet the prerequisites for assistance required by 49 U.S.C. § 822(g).

Check this box to certify that the Project is reasonably expected to meet the prerequisites for RRIF credit assistance.

Section C: Financial Plan

Check if requesting a **master credit agreement** and modify each response accordingly to address all projects proposed to be covered under the master credit agreement.

1. Specify the type of Bureau credit assistance (RRIF, TIFIA, or both), total dollar value of credit assistance, and the type of credit instrument requested.

TIFIA \$21,741,790, Direct (secured) Loan

2. Specify the value of Bureau credit assistance requested as a percentage of the total eligible project costs.

49%

3. Identify the value of other Federal financial assistance requested (e.g., grants or other loans), separately identifying the non-Federal share for each instance of such assistance.

\$ 22,629,210 City of Greeley Local Match

4. Identify the total value of all anticipated Federal financial assistance, including Bureau credit assistance requested, as a percentage of the total eligible project costs.

80%

5. Describe the sources and uses of funds for the Project.

The project will utilize funds from the City of Greeley, and, if awarded, MPDG federal funds for the design and construction of the project.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

- a. Indicate the status of commitments (e.g., approved, budgeted, appropriated, applied for, etc.) of each source. Discuss, as necessary, any additional approvals required to ensure availability of each source of funds for the Project.
\$22,629,210 City of Greeley funds – budgeted
\$13,755,010 MPDG funds – will be applied for
- b. Uses should include a high-level description of major work activities included as eligible project costs (e.g., right-of-way, site work, rolling stock, systems, etc.).
All funds will be used for any project need (Right-of-way, Engineering, Bidding and Construction). No funds are limited to just a certain phase of the project.

6. If available, provide the proposed amortization schedule for the Bureau credit assistance requested.
Click or tap here to enter text.

7. Indicate, as applicable, whether the Bureau credit assistance requested will be under a new or existing indenture, resolution, or collateral agency agreement.
Click or tap here to enter text.

8. Identify the lien priority for the requested Bureau credit assistance. Except in certain circumstances, the Bureau credit assistance may not be subordinated to the claims of holders of project obligations in the event of bankruptcy, insolvency, or liquidation of the obligor. See the [Credit Programs Guide](#) for more information on non-subordination requirements.
Click or tap here to enter text.

9. Explain how the Bureau credit assistance requested will benefit the Project. Discuss how the Project would be impacted if the requested financial assistance were unavailable or available in lowered amounts.
The City has local funding dedicated for this project. Availing the TIFIA, in addition to other federal grants will enable the City to use the limited funds to ensure project is completed at the earliest. Approval of the TIFIA credit, will also allow the City to budget for additional funding, should MPDG funding not be available. The City is committed to complete this project per the schedule above. If TIFIA funding is made available in lowered amounts, this will likely cause impacts to overall project schedule which will create additional costs due to inflationary pressures and additional burdens to the traveling public.

TIFIA Applicants Only

10. Applicants seeking TIFIA credit assistance to refinance long-term project obligations or Federal credit instruments must explain how the refinancing provides additional funding capacity for the completion, enhancement, or expansion of a project that is selected under 23 U.S.C. § 602 or otherwise meets the requirements of 23 U.S.C. § 602.
Click or tap here to enter text.

Section D: Creditworthiness

Check if requesting a **master credit agreement** and modify each response accordingly to address all projects proposed to be covered under the master credit agreement.

1. Provide an overview of the Borrower’s key business lines, if available. Attach cash flows for such business lines for the last five years as Attachment D-1.
Click or tap here to enter text.

2. Describe the source(s) pledged to repay the requested Bureau credit assistance.
City will make annual allocations in the budget to repay the Bureau credit assistance



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

- 3. Provide the details of any proposed flow of funds and any accompanying escrow or trust agreements that would govern the repayment of requested Bureau credit assistance.
Click or tap here to enter text.

- 4. Provide the most recent corporate rating for the Borrower, if available.
Standard and Poors AA+, Moody: Aa2

- 5. Identify all outstanding or anticipated obligations against the proposed source of repayment. For all such outstanding obligations, provide credit ratings, if available, as Attachment D-2.
Click or tap here to enter text.

- 6. Describe the economic impact of the Project and any market or feasibility report, ridership/traffic study, engineering/technical report, insurance report or other study that has been or will be prepared for the Project by the Borrower or on behalf of lenders to the Project.
Click or tap here to enter text.

TIFIA Applicants Only

- 7. Indicate when preliminary ratings for the proposed senior project debt (if any) and TIFIA credit assistance will be available.
Click or tap here to enter text.

RRIF Applicants Only

- 8. Indicate whether the Borrower intends to provide a rating on the requested Bureau credit assistance as a basis for determining any credit risk premium. See the Credit Programs Guide for more information about the credit risk premium.
Click or tap here to enter text.
- 9. To the extent applicable, provide information concerning any physical collateral offered as security for requested Bureau credit assistance. (Add rows as needed.)

Collateral Description	Value	Basis of Evaluation	Year of Evaluation
	\$ Click or tap here to enter text.		Click or tap here to enter text.
	\$ Click or tap here to enter text.		Click or tap here to enter text.
	\$ Click or tap here to enter text.		Click or tap here to enter text.

E. General Terms and Certifications

Fees. Except in certain circumstances, the Applicant or Borrower will be responsible to pay costs incurred for services duly provided by the Department’s legal, financial or other third-party advisors involved with the evaluation of the Letter of Interest, evaluation of an Application, and negotiation of any TIFIA/RRIF credit agreement and related transactional documentation, in each case as applicable, irrespective of whether a credit agreement is executed. Please refer to the [Credit](#)



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

[Programs Guide](#) for further information with respect to exceptions to this requirement as well time and method of payment for such services.

Lobbying. The undersigned certifies, to the best of his or her knowledge and belief, that: (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; (2) if any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. (3) the undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. See 31 U.S.C. § 1352; 49 C.F.R. part 20; Appendix A to Part 20.

Debarment and Suspension. The Applicant shall timely make all disclosures required of 2 C.F.R. 180.335.

Default/Delinquency. The undersigned certifies that the Applicant: 1) is not currently in default or delinquent on any debt or loans provided or guaranteed by the Federal Government, and 2) does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Reporting Subaward and Executive Compensation. The undersigned certifies that the Applicant has the necessary processes and systems in place to comply with the reporting requirements under the Federal Funding Accountability and Transparency Act of 2006 (Pub. L. 109-282; 31 U.S.C. § 6101 note), as amended by the Government Funding and Transparency Act (Pub. L. 110-252, title VI, § 6202(a)), and the related regulations at 2 C.F.R. Part 170, should the undersigned be approved to receive credit assistance from the Department.

Signature. By signature below, the undersigned: (i) acknowledges and agrees to the general terms and conditions identified in this Section E; (ii) certifies that the facts stated and the certifications and representations made in this LOI are, to the best of the his or her knowledge and belief after due inquiry, true, and the Applicant has not omitted any material facts; and (iii) certifies that he or she is authorized by the Applicant to submit this Application, bind the Applicant to the terms and conditions acknowledged and agreed, and make the certifications made by submission of this LOI.

Legal Name of Applicant: City of Greeley, Colorado

By:

Name and Title: Raymond C. Lee III, City Manager

Date: Click or tap to enter a date.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026*****APPENDIX 1
INFORMATION ABOUT THE APPLICATION PROCESS**

DETAILED GUIDANCE WITH RESPECT TO THE SPECIFIC SECTIONS OF THIS LOI FORM IS AVAILABLE IN THE BUREAU CREDIT PROGRAMS GUIDE. THE CREDIT PROGRAMS GUIDE CAN BE DOWNLOADED [HERE](#). If you still have questions regarding how to complete this form, please contact the PDL assigned to your project or the Bureau at (202) 366-2300 or BuildAmerica@dot.gov.

This Letter of Interest (“LOI”) form requires the Applicant to describe its project, describe the Borrower’s ability to meet DOT’s creditworthiness requirements, detail how applicable statutory eligibility requirements are met, and outline the proposed financial plan, including the amount and type of requested Bureau credit assistance. **Letters of Interest should not be submitted to the Bureau until the Applicant has completed the initial consultation process with a PDL, as discussed on page 1 of this form and in the Credit Programs Guide.** Unless the Bureau directs otherwise, completed LOIs will be submitted electronically. The Bureau will provide Applicants detailed instructions on how to transmit the LOI files to the Department.

Federal Requirements. Projects receiving Federal financial assistance, including Bureau credit assistance, must comply with certain Federal requirements. Applicants should discuss applicable Federal requirements with the Bureau during the initial consultation process.

Supplemental Information. After an LOI is received and is considered complete, DOT will conduct a preliminary creditworthiness review, which involves an evaluation of the plan of finance, the financial model, the feasibility of the anticipated pledged revenue, and the sufficiency of any collateral pledged. In connection with these reviews, the Bureau may ask Applicants to provide additional materials, as necessary.

Creditworthiness. If the Department determines that the Project appears to satisfy statutory eligibility criteria, including the preliminary creditworthiness review, the Bureau will seek information necessary to proceed with the credit review process. TIFIA Applicants will be required to provide a preliminary rating opinion letter from at least one nationally recognized statistical rating organization. All Applicants for Bureau credit assistance will be asked to provide an oral presentation on their Project and plan of finance. Finally, if the Department determines that the Project has met statutory eligibility requirements, including a full creditworthiness review, the Borrower will be invited to submit an Application and supporting materials. Please note that an invitation by the Department to submit an Application does not guarantee that the Project will receive Bureau credit assistance, which remains subject to the Project’s continued eligibility and final approval by the Secretary.

Requests for Information. If an Applicant or Borrower desires that any information submitted in its LOI, or any supplement thereto, not be released by the Department upon request from a member of the public or otherwise be made publicly available, the Applicant must specifically identify the information requested to be withheld and set forth any reasons why such information should not be released, including details as to any competitive harm which would potentially result from the release of such information. The Department will keep such information confidential to the extent permitted by law.

Fees. Except in certain circumstances, the Borrower will be responsible to pay costs incurred for services duly provided by the Department’s legal, financial or other third-party advisors involved with the evaluation of the LOI and Application and negotiation of any TIFIA/RRIF credit agreement and related transactional documentation, in each case as applicable, irrespective of whether a credit agreement is executed. Please refer to the [Credit Programs Guide](#) for further information with respect to exceptions to this requirement as well time and method of payment for such services.



Letter of Interest for RRIF and TIFIA Credit Assistance Fiscal Year 2022 - 2026

Under the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2105-0569. The Department estimates that it will generally take applicants fewer than twenty (20) hours to assemble a single LOI. A party seeking credit assistance under both Bureau programs may submit a single completed form for both credit programs, except under certain circumstances.

All responses to this collection of information are **required** by 23 U.S.C. § 602(a)(1)(A) which specifically states that a party seeking TIFIA credit assistance **must** submit an LOI to the Bureau as a prerequisite to submission of a credit application (“Application”). A party seeking RRIF credit assistance **is encouraged to** submit an LOI to the Bureau to present information about its organization and proposed project prior to submitting an Application.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, OST-Build America Bureau, Z-1, 1200 New Jersey Avenue, SE, Washington, DC 20590.

The Bureau may request additional supporting evidence, clarifying or quantifying details, or updates to previously submitted information at any time during the LOI review process. The party submitting this form will be referred to herein as the “Applicant.” The party proposed to enter into the credit instrument will be referred to herein as the “Borrower.”

The Build America Bureau (the “Bureau”) administers the application processes for the Railroad Rehabilitation and Improvement Financing (“RRIF”) and Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) credit programs. The Bureau has developed this form to be used as the letter of interest (“LOI”) to be used by persons seeking credit assistance from the Department.

Before submitting an LOI, however, a party seeking credit assistance from the Department should work with one of the Bureau’s project development leads, or “PDLs,” who will assist the party in determining project needs and the specific ways in which the Bureau can provide TIFIA and RRIF credit assistance. After a party has completed the initial consultation process with a PDL, and if the proposed project appears reasonably likely to be able to satisfy the eligibility requirements of the applicable credit program, the Department will request a final executed LOI for the project.

Additional information about the application process is included as Appendix 1 to this form.

DETAILED GUIDANCE WITH RESPECT TO SPECIFIC SECTIONS OF THIS LOI FORM IS AVAILABLE IN THE BUREAU CREDIT PROGRAMS GUIDE. THE CREDIT PROGRAMS GUIDE CAN BE DOWNLOADED [HERE](#).

If you still have questions regarding how to complete this form, please contact the PDL assigned to your project or the Bureau at (202) 366-2300 or BuildAmerica@dot.gov.

Summary Information

Applicant Name: City of Greeley, Colorado

Project Name: Mobility Hub (the “Project”)

Project Location: City of Greeley, Colorado

TIFIA **Amount Requested:** \$ 16,200,000
Estimate of Eligible Project Costs: \$ 35,000,000
Credit Instrument Requested: Direct (secured) loans

RRIF **Amount Requested:** \$ Click or tap here to enter text.
Estimate of Eligible Project Costs: \$ Click or tap here to enter text.
Credit Instrument Requested: Click or tap here to enter text.

Duplicate this box as necessary for master credit agreement requests.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

Section A: Applicant Information

Provide the following information about the Applicant.

Check this box if the Applicant is different from the Borrower and duplicate Section A to provide information for the Borrower, to the extent known.

1. Legal Name and Principal Business Address:

City of Greeley – 1001 10th Street, Greeley, CO 80631

2. Authorized Point of Contact: Provide the name, title, and contact information of the person authorized to be the point of contact for all matters related to this LOI.

- a. Name and Title: Bhooshan Karnik, Deputy Director/Chief Engineer
- b. Email Address: Bhooshan.karnik@greeleygov.com
- c. Telephone Number: 970-573-0331
- d. Mailing Address (if different from principal business address) – include for both U.S. mail and courier purposes (i.e., no P.O. Box) address:
Public Works Department, 2835 W. 10th St, Greeley, CO 80631

3. Applicant Information.

- a. Chose an entity type: Local Government
- b. If “Other”: Click or tap here to enter text.
- c. Freight railroads, please identify your revenue class: Choose a Class.
- d. Identify the date and place of incorporation or organization, legal and organizational structure, ownership structure, as applicable, and the state(s) or territory(ies) in which the Applicant does business. Provide a hyperlink to the Applicant’s web site, if available:
City of Greeley, Incorporated in 1885, County Seat Weld County, Colorado - <https://greeleygov.com/>
- e. Provide an organizational chart showing the leadership structure as Attachment A-1. List financial, legal, and other advisors for the Project, as applicable.
Raymond C. Lee III – City Manager
Don Tripp – Deputy City Manager
Paul Trombino III – Director, Public Works
Tammy Hitchens – Interim Director, Finance
Doug Marek – City Attorney

4. If the Applicant is different from the Borrower, explain why the Applicant is submitting this form instead of the Borrower:
N/A

5. Sponsor Payment Arrangement. The Bureau uses a sponsor payment arrangement for its legal advisors' fees whereby the Borrower and any other entity responsible for the payment of legal fees provide a Sponsor Payment Letter (SPL) to the legal advisor. The SPL obligates the Borrower and, if applicable, any sponsor(s), to pay all legal fees and expenses of the Bureau's outside legal counsel in connection with the Project. The Borrower and any other entity responsible for the payment of legal fees are expected to sign the SPL, unless they are prohibited from doing so as a matter of law. For a form of the SPL, see the Bureau [website](#).



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

X Check this box to confirm that the Borrower reviewed the SPL and to certify that the Borrower and any other entity responsible for the payment of legal fees can and will enter into the SPL.

If the above box is not checked, please provide a brief description of the reason the Borrower and any other entity responsible for the payment of legal fees cannot enter into the SPL:

[Click or tap here to enter text.](#)

TIFIA Applicants Only

6. **Private entities seeking TIFIA credit assistance** must provide the name, and a brief description of, the public entity sponsoring the Project for state/local planning purposes, as required by Federal planning and programming requirements. See Section B.5 for more information.

N/A

RRIF Joint Venture Applicants Only – N/A

7. **If you selected “Joint Venture” in Section 3.a, provide the following information about the Joint Venture party that is eligible to apply for a RRIF loan (referred to in this section as the “JV eligible applicant”).** See the Credit Programs Guide for more information.

- a. Identify the legal name and principal business address of the JV eligible applicant:
[Click or tap here to enter text.](#)
- b. Identify the JV eligible applicant’s entity type:
Choose the JV eligible entity type
- c. Identify the date and place of incorporation or organization, legal and organizational structure, ownership structure, as applicable, and the state(s) or territory(ies) in which the JV eligible applicant does business.
[Click or tap here to enter text.](#)
- d. Provide a hyperlink to the JV eligible applicant’s web site, if available. [Click or tap here to enter text.](#)
- e. Provide an organizational chart showing the leadership structure of the JV eligible applicant as Attachment A-2. List financial, legal, and other advisors for the Project, as applicable.
[Click or tap here to enter text.](#)
- f. Provide the name, title, and contact information of the person authorized to be the point of contact for all matters related to this LOI.
[Click or tap here to enter text.](#)
- g. Describe the nature of the Joint Venture relationship and any documentation supporting the existence of the Joint Venture relationship.
[Click or tap here to enter text.](#)
- h. If your Joint Venture includes parties other than the Applicant and the JV eligible applicant, please describe them here.
[Click or tap here to enter text.](#)

Section B: Project Information

Check this box if requesting a **master credit agreement** and duplicate this Section B for each project to be covered under the master credit agreement. For information about master credit agreements, see the [Credit Programs Guide](#).



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

TIFIA State Infrastructure Bank Projects: Check this box if the Borrower will be a state infrastructure bank (SIB) seeking to capitalize or fund a rural projects fund with the proceeds of a secured TIFIA loan. See the [Credit Programs Guide](#) for more information about SIB projects. SIB Borrowers must provide the information required of this Section B for each project that the SIB anticipates offering a loan.

1. Project Name. Assign a short name to the Project, for purposes of identification.

Regional Mobility Hub

2. Project Location.

- a. Describe the location of the Project. Wherever possible, identify: each city and/or county, Metropolitan Statistical Area (MSA), if applicable, and state in which the Project is located; the cities and/or counties and MSA that the Project will serve; any major highways, rail or transit routes intersecting the Project; and the Congressional districts impacted by the Project. If the Project will cross state lines, please provide the above information for each state impacted.
Greeley, Colorado. Weld County. The project location is approximately 2300 feet east of the US 34 & 35th Avenue intersection. The local mobility hub is positioned within the existing parking lot north of US 34. The regional mobility hub is positioned in the median of US34 and contains an underpass trail that connects to the local mobility hub to the north and the residential neighborhood directly south of US 34.
- b. Attach a vicinity map or, if available, a shapefile, showing the Project’s location and major design elements, impacted cities and/or counties and states, and all major highways, rail or transit routes as Attachment B-1. Shapefile and Project Location Map attached
- c. Check this box if the Project is located wholly or partially outside of an urbanized area with a population greater than 150,000 individuals, as determined by the U.S. Census Bureau. Provide the geographic coordinates or, if available, a shapefile of the location of the Project so that the Bureau can verify information about the area in which the Project will be implemented.
Project is in rural area as per the Rural Eligibility map provided by the Bureau.

3. Eligible Project Costs. Bureau credit assistance is available to cover only eligible project costs. See the [Credit Programs Guide](#) for a detailed discussion of eligible costs for each credit assistance program.

- a. Provide an estimate for the total project cost **and** the eligible project cost, including any project development activities, professional services, and financing costs, as applicable, and costs incurred to date:
\$35,000,000 / 35,000,000
- b. Provide a project budget as Attachment B-2 that identifies the eligible project costs associated with all major work activities. Include a breakout of costs incurred prior to submission of an Application for Bureau credit assistance (For example, project development or right-of way acquisition activities). The project budget should be included as a Microsoft Excel, or similar spreadsheet software file that allows for analysis by Bureau staff (ie, not PDF or other text based software).
No costs have been prior incurred.

4. Project Description.

- a. Provide a detailed project scope, inclusive of all major functional elements and operations and maintenance. Describe all features to be constructed. Identify the anticipated useful life of the Project, the method of project delivery, and the name of the entity or entities responsible to implement the Project.

This project is part of the MERGE project which includes two interchanges and a mobility hub as shown in the Project Map. The projects while along the same corridor and adjacent to each other, also qualify as “Independent Utility” per NEPA regulations. It is the intent of the City to treat each project as an Independent Utility, but the projects will be tied together for purposes of efficiencies in project delivery, scheduling and overall cost of the entire MERGE project.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026***

The regional mobility hub project will alleviate the separation between north and south portions of the City of Greeley. The project location is approximately 2300 feet east of the US 34 & 35th Avenue intersection. The local mobility hub is positioned within the existing parking lot north of US 34. The regional mobility hub is positioned in the median of US34 and contains an underpass trail that connects to the local mobility hub to the north and to the residential neighborhood directly south of US 34.

The construction of a regional bus station within the center of US34 between the interchanges will encourage and facilitate a higher level of shared commuting including connections to local transit routes as well as a future regional premium transit routes which will connect to other interregional express services such as Bustang (connecting to Denver) and Flex (connecting to Boulder).

The project will also include the construction of a new mobility hub. The new mobility hub is the key component to remove this barrier and connect the community with safe pedestrian and micro-mobility friendly movements.

Sustained growth and economic development along the corridor have increased the need to enhance multimodal safety, eliminate barriers to jobs, reduce recurring congestion, and improve regional mobility. The project is vital to the realization of these important outcomes for the City of Greeley and will bring about a continuity of free flow travel conditions along this key mobility corridor. The successful implementation of the project will result in faster travel times throughout the entire corridor; a decrease in recurring and nonrecurring congestion (where idle times can exceed 220 seconds during peak times); and improved safety conditions resulting in a reduction in crashes, property damage, injuries, and potential fatalities. The results will be true for personal vehicles, freight, transit, bicyclists, electric vehicles (EV), scooters, pedestrians, and any other mode of transportation in the City of Greeley. Furthermore, construction and operation of the project will improve active transportation mobility and safety for students and those seeking recreation while also enabling the future expansion of regional and local transit services. In addition to safer transportation for the students, this project will provide better opportunities for lower income residents through greater accessibility to employment, health services, essential services, and recreational activities.

The regional mobility hub with the local connection will also allow the City of Greeley to reconfigure its current local transit systems to be more responsive and provide flexible schedules and routes including a new micro-transit options to support the needs of the traveling residents.

The Colorado Department of Transportation and City of Greeley will be responsible for the maintenance and operation of the project following completion. The project comprises the delivery of a complex mix of infrastructure components including new auxiliary lanes, improved exits and entrances to the highway, transit elements, and micro mobility options. Coupled with the provision of the other infrastructure elements of the project, this key corridor to regional and local mobility will be in a good state of repair. Maintenance activities for the new infrastructure will be to be limited to preventative maintenance for at least the first ten years of operation, leading to less vehicle delays during these activities. Given the asset lives of major elements of the project (bridges, ramps, concrete lanes, retaining walls), the project will also deliver approximately \$6M in discounted residual value benefits at the end of the assessment period.

The project will be utilizing CDOT approved alternative project delivery processes. One of the key considerations on this project is the schedule. The City of Greeley in partnership with CDOT will implement applicable alternative project delivery process(es) which provides the best opportunity to optimize project delivery with minimal impacts to traveling public and right-of-way. The alternative project delivery method allows for continuous value engineering and real-time feedback on design costs and provides critical input on constructability, real-time industry costs and phasing. In terms of innovative financing options, the City of Greeley is and will continue to evaluate availability of Federal and State grant programs and intergovernmental agreements with surrounding cities and Weld County to help offset the City's match on this project.

The project is part of a PEL study done by CDOT. CDOT anticipates the project to be covered under an Individual Categorical Exclusion. As seen from the schedule in the following pages, the City will have clearances under NEPA before the project is scheduled for construction in accordance with CDOT and Federal regulations.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026***

- b. Provide a link to the project web site, if any: <https://greeleygov.com/merge>
- c. Provide a high-level project schedule, including milestones related to: planning, environmental review, design, procurement, construction, start of revenue service and anticipated receipt of any Federal financial assistance, including the credit instrument requested. Indicate the status of the Project within the schedule.
MPDG Anticipated Award: 11/1/23 – 12/30/23
Owner's Representative Selection: 1/30/24 – 4/1/24
Environmental Concurrence: 3/28/24 – 12/11/24

Preliminary Design: 9/15/24 – 1/10/25
ROW Acquisition: 12/12/24 – 4/30/26
Alternative Delivery Process: 1/12/25 – 6/27/25
NTP Selected Team: 6/27/25 – 6/27/25
Phase 1 Design/Construction: 5/1/26 – 5/20/27
Phase 2 Design/Construction: 12/04/26 – 12/23/27
Project Closeout: 12/24/27 – 4/14/28
Project Complete: 4/14/28 – 4/14/28
- d. Check this box if the Project is anticipated to be delivered as a **public-private partnership**. Describe the value-for-money (or comparable) analysis undertaken before deciding to advance the Project as a public-private partnership. [Click or tap here to enter text.](#)
- e. If you are requesting expedited processing, explain why your Application and Project are suitable candidates for expedited processing. See the [Credit Programs Guide](#) for more information.
The project is of critical importance to the community and has been identified as a Priority 1 project by the NFRMPO for the region. The project meets all the criteria such as sustainability, serving environmental justice areas and reconnecting communities. This project will significantly reduce GHG emissions which will help in contributing to removing area from being identified as a non-attainment area. The City has local funding required as a match already budgeted and each year the project gets delayed is an additional cost to the community in terms of safety, inflationary pressures, and environmental justice. As a result, the City requests expedited processing of this application. The City is also applying for other Federal grants and an expedited processing and approval of credit will be significant to meet the statutory obligation and project completion dates imposed by those grants.
- f. Identify all entities that are anticipated to contribute funding, real property, design or construction of discrete elements of project scope, or other valuable consideration to the Project. Identify all entities currently entitled or anticipated to be entitled in the future to utilize the Project after substantial completion and the anticipated level of usage and maintenance responsibilities. Provide documentation and evidence of such contributions as Attachment B-3.
The following are entities who will be contributing to the project financially and their evidence of support can be viewed in Attachment B-3:
- City of Greeley
 - Colorado DOT
 - North Front Range MPO
- g. Provide conceptual design plans for all project elements as Attachment B-4.
See Attachment B-4 for a JPG of the project concept A video detailing the concept of the project can be viewed here: <https://www.youtube.com/watch?v=2iumWsssMFU>

5. Transportation Planning and Programming Process Approvals. Indicate whether the Project has been included in the current long-range transportation plan, metropolitan transportation improvement program (TIP), and statewide transportation improvement program (STIP) of each state affected by the Project, as required by Federal planning and



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

programming requirements. Information relating to state freight plans and state rail plans should also be discussed, if applicable. Provide any supporting documentation as Attachment B-5. **Only the cover page and project page for each document should be provided.**

The project is currently programmed in the MPO Long Range Transportation Plan and State Long Range Transportation Plan. The mobility hub project is also included in the current TIP. See Attachment B-5 for documentation.

6. Environmental Review. Describe the status of the environmental review of the Project. If known, identify the lead Federal agency and lead local agency responsible for the environmental review. If completed, identify the final environmental decision document for the Project and attach as Attachment B-6.

The proposed improvements will not only decrease travel times but will also decrease greenhouse gas emissions due to less idling time for vehicles. Using the reported NOx and CO2 emissions in SimTraffic and the USDOT recommended emission reduction monetized value, an environmental benefit was calculated.

A [Planning and Environmental Linkages \(PEL\)](#) study was completed in 2019 by CDOT and followed by an [Interchange Selection Report \(ISR\)](#) in 2021 for the 35th and 47th interchanges. Thirty percent plans have been completed for the interchange work and it is anticipated that the environmental analysis will be expected to arrive at a Finding of No Significant Impact leading to the required level of documentation anticipated to be an Individual Categorical Exclusion (ICE). An Environmental Desktop review has been completed to include the Mobility Hub. Reference Attachment B-6

RRIF Applicants Only

7. Indicate whether the Project will meet the prerequisites for assistance required by 49 U.S.C. § 822(g).

Check this box to certify that the Project is reasonably expected to meet the prerequisites for RRIF credit assistance.

Section C: Financial Plan

Check if requesting a **master credit agreement** and modify each response accordingly to address all projects proposed to be covered under the master credit agreement.

1. Specify the type of Bureau credit assistance (RRIF, TIFIA, or both), total dollar value of credit assistance, and the type of credit instrument requested.

TIFIA \$16,200,000, Direct (secured) Loan

2. Specify the value of Bureau credit assistance requested as a percentage of the total eligible project costs.

46%

3. Identify the value of other Federal financial assistance requested (e.g., grants or other loans), separately identifying the non-Federal share for each instance of such assistance.

\$1,594,000 CMAQ, Federal / \$5,406,000 MMOF, State / \$10,703,000 CDOT / \$1,097,000 City of Greeley Funds

4. Identify the total value of all anticipated Federal financial assistance, including Bureau credit assistance requested, as a percentage of the total eligible project costs.

50.84%



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

- 5. Describe the sources and uses of funds for the Project.
The project will utilize funds from the City of Greeley, Colorado DOT, North Front Range MPO, and potentially MPDG federal funds for the design and construction of the project.
 - a. Indicate the status of commitments (e.g., approved, budgeted, appropriated, applied for, etc.) of each source. Discuss, as necessary, any additional approvals required to ensure availability of each source of funds for the Project.
\$1,097,000 City of Greeley funds – budgeted
\$2,703,000 Colorado DOT funds – approved
\$8,000,000 Colorado DOT funds – to be applied for
\$5,406,000 North Front Range MPO funds – awarded
 - b. Uses should include a high-level description of major work activities included as eligible project costs (e.g., right-of-way, site work, rolling stock, systems, etc.).
All funds will be used for any project need (Right-of-way, Engineering, Bidding and Construction). No funds are limited to just a certain phase of the project.

- 6. If available, provide the proposed amortization schedule for the Bureau credit assistance requested.
Click or tap here to enter text.

- 7. Indicate, as applicable, whether the Bureau credit assistance requested will be under a new or existing indenture, resolution, or collateral agency agreement.
Click or tap here to enter text.

- 8. Identify the lien priority for the requested Bureau credit assistance. Except in certain circumstances, the Bureau credit assistance may not be subordinated to the claims of holders of project obligations in the event of bankruptcy, insolvency, or liquidation of the obligor. See the [Credit Programs Guide](#) for more information on non-subordination requirements.
Click or tap here to enter text.

- 9. Explain how the Bureau credit assistance requested will benefit the Project. Discuss how the Project would be impacted if the requested financial assistance were unavailable or available in lowered amounts.
The City has local funding dedicated of \$3,673,200 for this project. Availing the TIFIA, in addition to other federal grants will enable the City to use the limited funds to ensure project is completed at the earliest. Approval of the TIFIA credit, will also allow the City to budget for additional funding, should MPDG funding not be available. The City is committed to complete this project per the schedule above. If TIFIA funding is made available in lowered amounts, this will likely cause impacts to overall project schedule which will create additional costs due to inflationary pressures and additional burdens to the traveling public.

TIFIA Applicants Only

- 10. **Applicants seeking TIFIA credit assistance to refinance long-term project obligations or Federal credit instruments** must explain how the refinancing provides additional funding capacity for the completion, enhancement, or expansion of a project that is selected under 23 U.S.C. § 602 or otherwise meets the requirements of 23 U.S.C. § 602.
Click or tap here to enter text.

Section D: Creditworthiness

- Check if requesting a **master credit agreement** and modify each response accordingly to address all projects proposed to be covered under the master credit agreement.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

1. Provide an overview of the Borrower’s key business lines, if available. Attach cash flows for such business lines for the last five years as Attachment D-1.
Click or tap here to enter text.

2. Describe the source(s) pledged to repay the requested Bureau credit assistance.
City will make annual allocations in the budget to repay the Bureau credit assistance

3. Provide the details of any proposed flow of funds and any accompanying escrow or trust agreements that would govern the repayment of requested Bureau credit assistance.
Click or tap here to enter text.

4. Provide the most recent corporate rating for the Borrower, if available.
Standard and Poors AA+, Moody: Aa2

5. Identify all outstanding or anticipated obligations against the proposed source of repayment. For all such outstanding obligations, provide credit ratings, if available, as Attachment D-2.
Click or tap here to enter text.

6. Describe the economic impact of the Project and any market or feasibility report, ridership/traffic study, engineering/technical report, insurance report or other study that has been or will be prepared for the Project by the Borrower or on behalf of lenders to the Project.
Click or tap here to enter text.

TIFIA Applicants Only

7. Indicate when preliminary ratings for the proposed senior project debt (if any) and TIFIA credit assistance will be available.
Click or tap here to enter text.

RRIF Applicants Only

8. Indicate whether the Borrower intends to provide a rating on the requested Bureau credit assistance as a basis for determining any credit risk premium. See the Credit Programs Guide for more information about the credit risk premium.
Click or tap here to enter text.
9. To the extent applicable, provide information concerning any physical collateral offered as security for requested Bureau credit assistance. (Add rows as needed.)

Collateral Description	Value	Basis of Evaluation	Year of Evaluation
	\$ Click or tap here to enter text.		Click or tap here to enter text.
	\$ Click or tap here to enter text.		Click or tap here to enter text.
	\$ Click or tap here to enter text.		Click or tap here to enter text.



TIFIA & RRIF Letter of Interest

Fiscal Year 2022 - 2026

E. General Terms and Certifications

Fees. Except in certain circumstances, the Applicant or Borrower will be responsible to pay costs incurred for services duly provided by the Department’s legal, financial or other third-party advisors involved with the evaluation of the Letter of Interest, evaluation of an Application, and negotiation of any TIFIA/RRIF credit agreement and related transactional documentation, in each case as applicable, irrespective of whether a credit agreement is executed. Please refer to the [Credit Programs Guide](#) for further information with respect to exceptions to this requirement as well time and method of payment for such services.

Lobbying. The undersigned certifies, to the best of his or her knowledge and belief, that: (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; (2) if any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions. (3) the undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. See 31 U.S.C. § 1352; 49 C.F.R. part 20; Appendix A to Part 20.

Debarment and Suspension. The Applicant shall timely make all disclosures required of 2 C.F.R. 180.335.

Default/Delinquency. The undersigned certifies that the Applicant: 1) is not currently in default or delinquent on any debt or loans provided or guaranteed by the Federal Government, and 2) does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Reporting Subaward and Executive Compensation. The undersigned certifies that the Applicant has the necessary processes and systems in place to comply with the reporting requirements under the Federal Funding Accountability and Transparency Act of 2006 (Pub. L. 109-282; 31 U.S.C. § 6101 note), as amended by the Government Funding and Transparency Act (Pub. L. 110-252, title VI, § 6202(a)), and the related regulations at 2 C.F.R. Part 170, should the undersigned be approved to receive credit assistance from the Department.

Signature. By signature below, the undersigned: (i) acknowledges and agrees to the general terms and conditions identified in this Section E; (ii) certifies that the facts stated and the certifications and representations made in this LOI are, to the best of the his or her knowledge and belief after due inquiry, true, and the Applicant has not omitted any material facts; and (iii) certifies that he or she is authorized by the Applicant to submit this Application, bind the Applicant to the terms and conditions acknowledged and agreed, and make the certifications made by submission of this LOI.

Legal Name of Applicant: City of Greeley, Colorado

By:

Name and Title: Raymond C. Lee III, City Manager

Date: Click or tap to enter a date.

***TIFIA & RRIF Letter of Interest******Fiscal Year 2022 - 2026*****APPENDIX 1
INFORMATION ABOUT THE APPLICATION PROCESS**

DETAILED GUIDANCE WITH RESPECT TO THE SPECIFIC SECTIONS OF THIS LOI FORM IS AVAILABLE IN THE BUREAU CREDIT PROGRAMS GUIDE. THE CREDIT PROGRAMS GUIDE CAN BE DOWNLOADED [HERE](#). If you still have questions regarding how to complete this form, please contact the PDL assigned to your project or the Bureau at (202) 366-2300 or BuildAmerica@dot.gov.

This Letter of Interest (“LOI”) form requires the Applicant to describe its project, describe the Borrower’s ability to meet DOT’s creditworthiness requirements, detail how applicable statutory eligibility requirements are met, and outline the proposed financial plan, including the amount and type of requested Bureau credit assistance. **Letters of Interest should not be submitted to the Bureau until the Applicant has completed the initial consultation process with a PDL, as discussed on page 1 of this form and in the Credit Programs Guide.** Unless the Bureau directs otherwise, completed LOIs will be submitted electronically. The Bureau will provide Applicants detailed instructions on how to transmit the LOI files to the Department.

Federal Requirements. Projects receiving Federal financial assistance, including Bureau credit assistance, must comply with certain Federal requirements. Applicants should discuss applicable Federal requirements with the Bureau during the initial consultation process.

Supplemental Information. After an LOI is received and is considered complete, DOT will conduct a preliminary creditworthiness review, which involves an evaluation of the plan of finance, the financial model, the feasibility of the anticipated pledged revenue, and the sufficiency of any collateral pledged. In connection with these reviews, the Bureau may ask Applicants to provide additional materials, as necessary.

Creditworthiness. If the Department determines that the Project appears to satisfy statutory eligibility criteria, including the preliminary creditworthiness review, the Bureau will seek information necessary to proceed with the credit review process. TIFIA Applicants will be required to provide a preliminary rating opinion letter from at least one nationally recognized statistical rating organization. All Applicants for Bureau credit assistance will be asked to provide an oral presentation on their Project and plan of finance. Finally, if the Department determines that the Project has met statutory eligibility requirements, including a full creditworthiness review, the Borrower will be invited to submit an Application and supporting materials. Please note that an invitation by the Department to submit an Application does not guarantee that the Project will receive Bureau credit assistance, which remains subject to the Project’s continued eligibility and final approval by the Secretary.

Requests for Information. If an Applicant or Borrower desires that any information submitted in its LOI, or any supplement thereto, not be released by the Department upon request from a member of the public or otherwise be made publicly available, the Applicant must specifically identify the information requested to be withheld and set forth any reasons why such information should not be released, including details as to any competitive harm which would potentially result from the release of such information. The Department will keep such information confidential to the extent permitted by law.

Fees. Except in certain circumstances, the Borrower will be responsible to pay costs incurred for services duly provided by the Department’s legal, financial or other third-party advisors involved with the evaluation of the LOI and Application and negotiation of any TIFIA/RRIF credit agreement and related transactional documentation, in each case as applicable, irrespective of whether a credit agreement is executed. Please refer to the [Credit Programs Guide](#) for further information with respect to exceptions to this requirement as well time and method of payment for such services.