

Project Budget



Mobility Enhancements for Regional Growth & Equity (MERGE) Project

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application
February 2024

Project Budget

The TOTAL estimated MERGE project budget is approximately \$131.2 million. As noted previously, the RAISE request is for only the 35th and 47th Interchanges within the MERGE project. The estimated project cost of the two interchanges is \$74.4 million. This cost includes engineering, construction, and property acquisition. This 2024 RAISE grant proposal requests \$25 million in grant funding. The remaining funding includes approximately \$24.9 million from TIFIA and approximately \$24.5 million from the City of Greeley’s capital improvement program. In June 2023, the City of Greeley applied for individual TIFIA loans for the proposed 35th Avenue interchange, proposed 47th Avenue interchange, and new mobility hub. The draft LOIs can be viewed on the [project website](#). On July 25, 2023, the Build American Bureau (BAB) indicated that the LOIs and supporting documents are acceptable and regular check-in meetings will occur throughout the design process. The BAB indicated that the City of Greeley is early in the process and soon will begin conversations to begin the credit review process. While the LOIs for the MERGE project request approval to utilize the full TIFIA loan amount (49% of the project costs), this was done to maximize the availability of credit available to the City. However, through the City of Greeley’s many grant pursuits, the City does not expect to utilize the entire credit available through TIFIA.

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

Table 1: MERGE – Project Budget (In Millions)

Items	Itemized Totals	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Pre-Alternative Delivery Tasks	\$11.6	\$0.9	\$2.1	\$2.4	\$3.7	\$2.5
ROW Acquisition	\$4.7	\$0.0	\$0.0	\$4.7	\$0.0	\$0.0
35 th Avenue Interchange	\$32.0	\$0.0	\$0.0	\$0.0	\$27.2	\$4.8
47 th Avenue Interchange	\$26.1	\$0.0	\$0.0	\$0.0	\$13.0	\$13.1
Total	\$74.4	\$0.9	\$2.1	\$7.1	\$43.9	\$20.4
Funding Sources						
City of Greeley (<i>CIP</i>)	\$24.5	\$0.9	\$2.1	\$2.1	\$9.7	\$9.7
TIFIA (<i>Loan</i>)	\$24.9	\$0.0	\$0.0	\$5.0	\$9.2	\$10.7
RAISE Application (<i>Grant</i>)	\$25.0	\$0.0	\$0.0	\$0.0	\$25.0	\$0.0
Total	\$74.4	\$0.9	\$2.1	\$7.1	\$43.9	\$20.4

Table 2 shows the amounts and percentages of non-federal and federal funding anticipated in the MERGE project. The RAISE funding request of \$25,000,000 comprises 34 percent of the total project cost. The total amount of non-federal funding in the project is \$24,500,000 which represents 33 percent of the total project cost. The remaining total cost comprises \$24,900,000 of TIFIA comprising 33 percent of the project cost. The total federal funding on this project will be 67 percent which is significantly less than the 82.79% federal funding limit for this project.

Table 2: Funding Sources

Funding Source	Amount	Percentage
RAISE Request	\$25,000,000	34%
TIFIA Funding	\$24,900,000	33%
Local Funding	\$24,500,000	33%
Total	\$74,400,000	100%

Figure 5: MERGE Independent Utility Cost

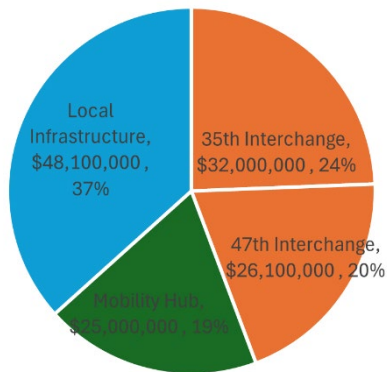


Figure 6: RAISE Percentages of MERGE

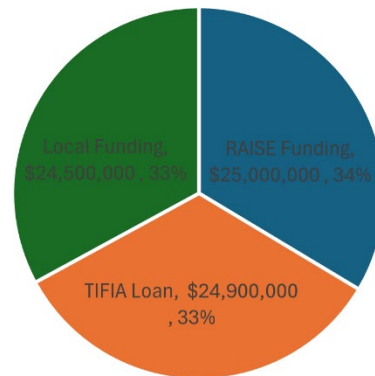


Figure 5 illustrates a detailed funding breakdown. It is to be noted that the City of Greeley is contributing \$31,500,000 which is 24 percent of the total project cost with an additional 19 percent of TIFIA credit that will be paid back to the BAB over the duration of the credit terms. As a result, **the combined total share of the project cost that the City of Greeley is contributing to the project is \$56,400,000 which is 43 percent of the project cost.** The CDOT and the North Front Range MPO are contributing 6 percent and 4 percent, respectively for a total local match of 53%.

The MERGE project is a priority project for the City of Greeley, under the unlikely circumstance that the TIFIA loan would not be fulfilled, the City is prepared to shift projects within their Capital Improvements Plan (CIP) as a contingency to fulfill the monetary and schedule obligations of the RAISE grant. This contingency plan would be a detriment to the ongoing maintenance and improvements for other infrastructure within the community, will impact the overall state of good repair for the city and only be a last-resort option to proceed forward.

Table 3 presents the budget showing the breakdown of the \$74.4M project cost by each category and Federal Fiscal Year. The detailed engineer’s estimate of probable cost can be found on the [project website](#).

Table 3: Funding by Category and Year

Funding Source	FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		Total	
Pre-Alt Delivery Tasks	\$0.9	0.1%	\$2.1	2.8%	\$2.4	3.4%	\$3.7	5.9%	\$2.5	3.6%	\$11.6	15.6%
ROW Acquisition	\$0.0	0.0%	\$0.0	0.0%	\$4.7	0.0%	\$0.0	3.6%	\$0.0	0.0%	\$4.7	6.3%
35 th Avenue Interchange	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$27.2	30.4%	\$4.8	5.4%	\$32.0	43.0%
47 th Avenue Interchange	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$13.0	14.4%	\$13.1	14.4%	\$26.1	35.1%
Total	\$0.9	0.2%	\$2.1	3.0%	\$7.1	10.0%	\$43.9	59.0%	\$20.4	27.8%	\$74.4	100%

The MERGE project borders multiple Census Tracts, however all of the construction of the project is located within 2020 & 2010 Census Tract 14.09.

Table 4: Census Tract Cost Breakdown

Census Year	Name	Project Cost per Census Tract
2020	14.09	\$74,400,000
2010	14.09	\$74,400,000

The project cost estimate includes a contingency of 15% (\$6,332,900) for the RAISE portion of the MERGE project. Cost estimates can be viewed on the [project website](#). This contingency amount was determined to be sufficient since the project estimates also include a 3% cost escalation based on project schedule and will be constructed in accordance with the CDOT’s accelerated project delivery processes.

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