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](https://www.transportation.gov/buildamerica/financing/program-guide)**.**

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

[x]  **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.

# 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

1. **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.
	1. Name and Title: Bhooshan Karnik, Deputy Director/Chief Engineer
	2. Email Address:Bhooshan.karnik@greeleygov.com
	3. Telephone Number: 970-573-0331
	4. 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
2. **Applicant Information**.
	1. Chose an entity type: Local Government
	2. If “Other”: Click or tap here to enter text.
	3. Freight railroads, please identify your revenue class: Choose a Class.
	4. 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/
	5. Provide an organizational chart showing the leadership structure as Attachment A-1. List financial, legal, and other advisors for the Project, as applicable.
3. 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](https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/buildamerica/319346/sponsor-payment-letter-template.docx).

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**

1. **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**

1. **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.
	1. Identify the legal name and principal business address of the JV eligible applicant:
	Click or tap here to enter text.
	2. Identity the JV eligible applicant’s entity type:
	Choose the JV eligible entity type
	3. 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.
	4. Provide a hyperlink to the JV eligible applicant’s web site, if available. Click or tap here to enter text.
	5. 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.
	6. 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.
	7. 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.
	8. 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](https://www.transportation.gov/buildamerica/programs-services/tifia/program-guide).

[ ]  **TIFIA State Infrastructure Bank Projects:** Check this boxif 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](https://www.transportation.gov/buildamerica/programs-services/tifia/program-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**.
	1. 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.
	2. 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
	3. ☐ 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](https://www.transportation.gov/buildamerica/programs-services/tifia/program-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.

1. **Project Description.**
	1. 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.

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 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.

* 1. Provide a link to the project web site, if any: <https://greeleygov.com/merge>
	2. 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

* 1. ☐ 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.
	2. If you are requesting expedited processing, explain why your Application and Project are suitable candidates for expedited processing. See the [Credit Programs Guide](https://www.transportation.gov/buildamerica/programs-services/tifia/program-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.
	3. 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
	1. 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>

1. **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 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.
2. **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)](https://www.codot.gov/library/studies/us-34-planning-and-environmental-linkages-pel-study) study was completed in 2019 by CDOT and followed by an [Interchange Selection Report (ISR)](https://greeleygov.com/docs/default-source/public-works/merge/reduced-isr0d39e9a3-42be-4188-8135-d1d0d8553920.pdf?Status=Master) 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.
	1. 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

* 1. 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.

1. If available, provide the proposed amortization schedule for the Bureau credit assistance requested.
Click or tap here to enter text.
2. 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.
3. 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](https://www.transportation.gov/buildamerica/programs-services/tifia/program-guide) for more information on non-subordination requirements.
Click or tap here to enter text.
4. 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**

1. **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
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 Programs Guide](https://www.transportation.gov/buildamerica/programs-services/tifia/program-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.

## 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**](https://www.transportation.gov/buildamerica/programs-services/tifia/program-guide).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](https://www.transportation.gov/buildamerica/programs-services/tifia/program-guide) for further information with respect to exceptions to this requirement as well time and method of payment for such services.