

Seeking funds through Mega, INFRA, and Rural

Currently seeking a 2022–2023 RAISE Grant

PROJECT SPONSOR

City of Moorhead, Minnesota (Moorhead)
Minnesota Department of Transportation
(MnDOT)

2022

Downtown Moorhead

SAFETY, MOBILITY
and LIVABILITY

RAIL GRADE SEPARATION PROJECT



TOTAL PROJECT COST
\$114.7M

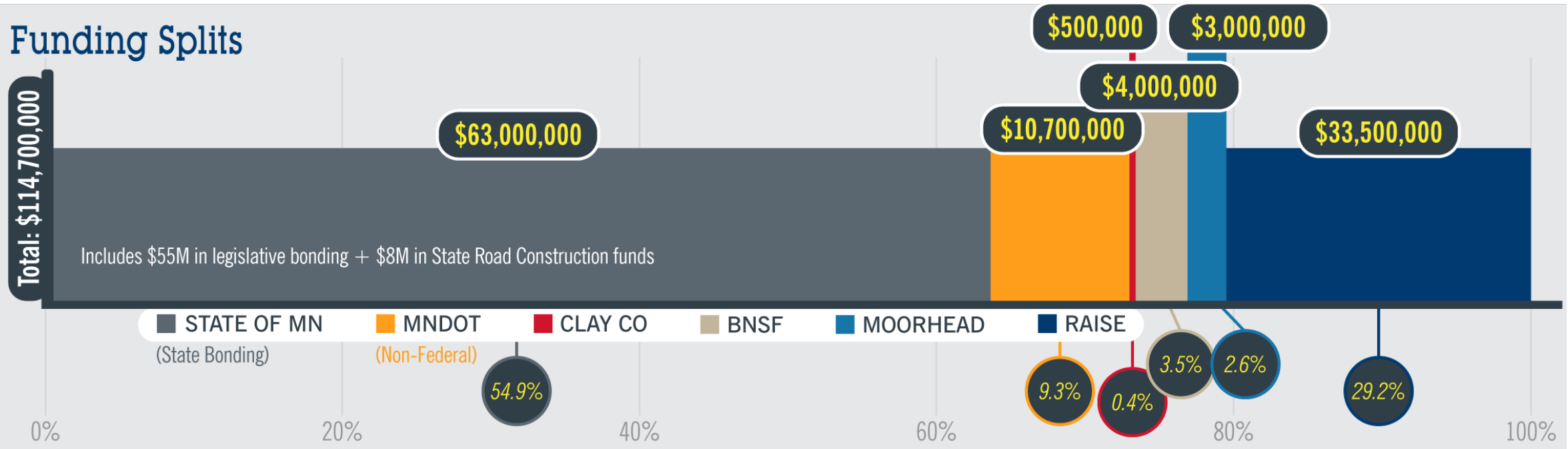


TOTAL MPDG REQUEST
\$33,500,000

Funding Partnership



Funding Splits



Focus on the Benefits



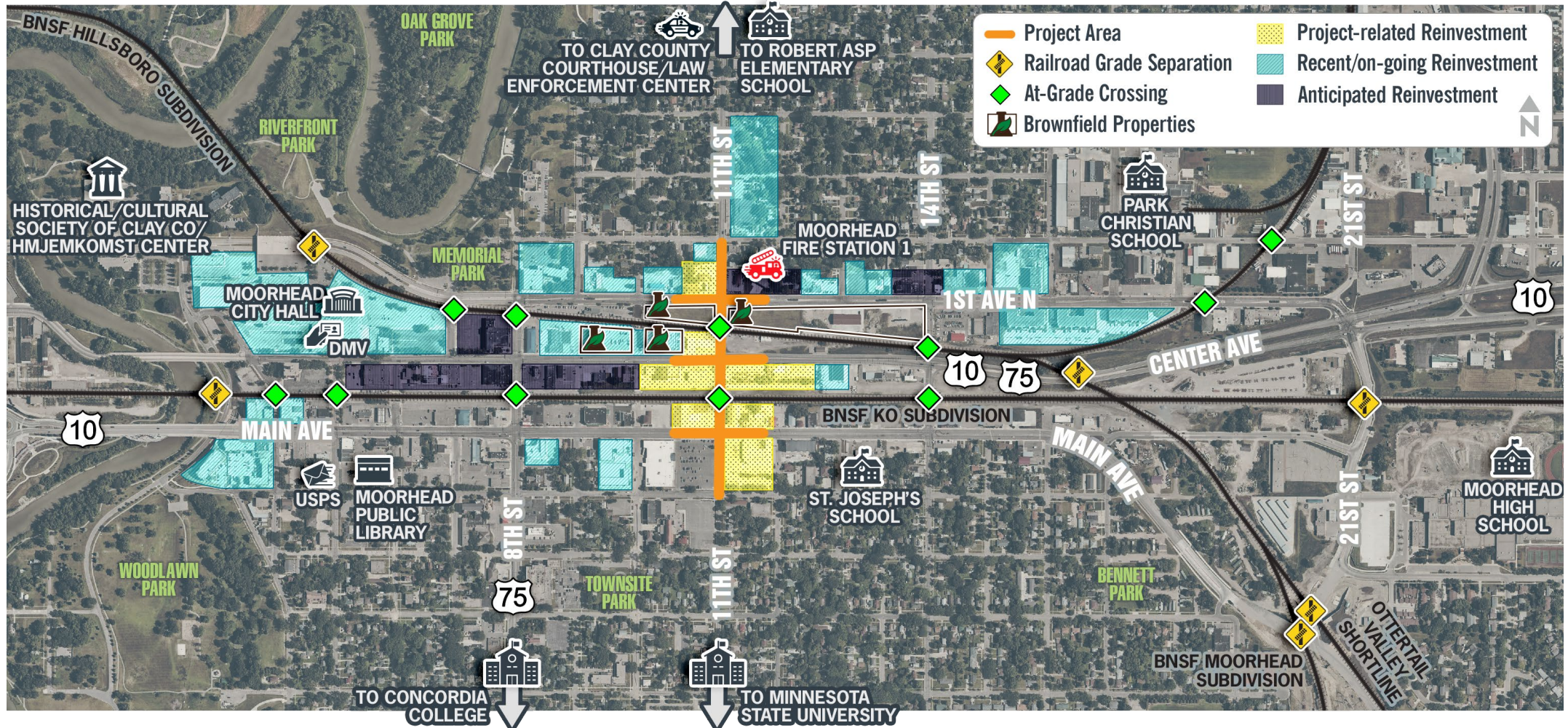
Merit Criteria Key Benefits Map



Linkages to Other Plans



Downtown Moorhead Area Reinvestment Map

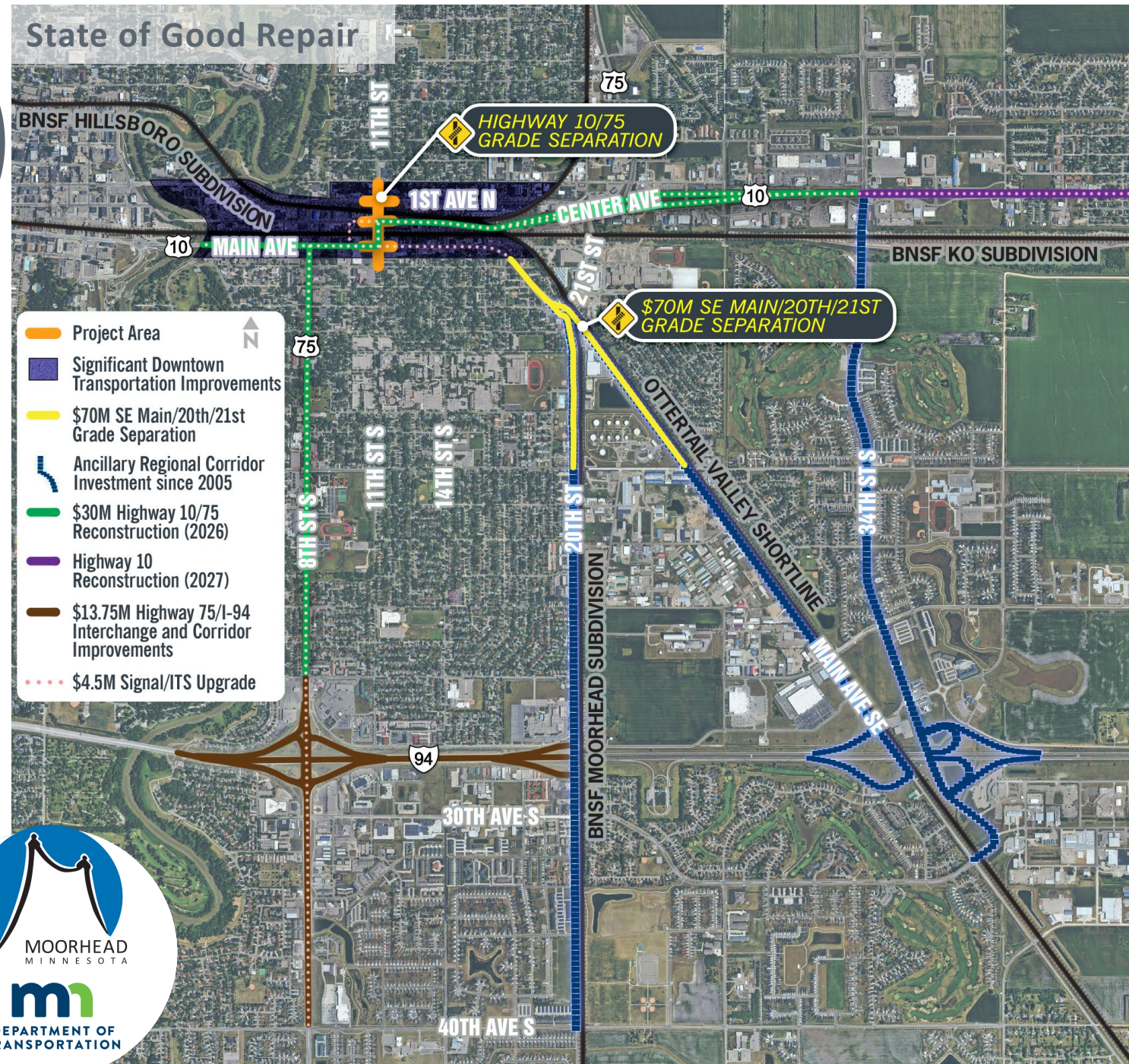


Investment Linkages / State of Good Repair

Continued Investment in the surrounding project area.

Money spent outside of this project/Kept preliminary engineering going.





Spent a lot of time on state of good repair nearby, this project became a logical next step.



Hire an Expert / Emphasize the BCA



BCA Matrix – 20 Years Post-Construction

Areas of Evaluation	Description	Inputs	Value (\$2020)	Monetized Value Discount Rate 7%	CO ₂ Monetized Value Discount Rate 3%	Combined Discounted Monetized Value
 SAFETY	Crash reduction	Reductions in crashes caused by traffic congestion due to train crossing delays <ul style="list-style-type: none"> • Reduction in 161 property damage only crashes • Reduction in 65 possible injury crashes • Reduction in 31 non-incapacitating crashes • Reduction in 1 incapacitating crashes 	\$ 10,947,808	\$ 3,735,140		\$ 3,735,140
	Reduction to loss of property and life	Improved EMS response time due to reduced train crossing delays	\$ 28,215,455	\$ 9,917,831		\$ 9,917,831
 ENVIRONMENTAL SUSTAINABILITY	Pollution reduction savings	<ul style="list-style-type: none"> • 23,000 reduced metric tons of CO₂ • 34 reduced metric tons of NO_x • 0.2 reduced metric tons of PM_{2.5} 	\$ 2,420,608	\$ 281,263	\$ 945,554	\$ 1,226,817
 MOBILITY & CONNECTIVITY	Active Transportation Users	<ul style="list-style-type: none"> • Project will add 350 feet of new 6-foot sidewalk and will increase width by 3 feet for 300 feet • All three intersections will include marked crosswalks and update signal systems 	\$ 1,296,799	\$ 456,030		\$ 456,030
 ECONOMIC COMPETITIVENESS	Travel time savings	7.4 million motor VHT saved	\$ 219,710,876	\$ 75,928,131		\$ 75,928,131
	Transit user time savings	36,117 hours saved by reducing missed transit runs caused by train delays	\$ 702,944	\$ 248,137		\$ 248,137
	Fuel Savings	2.43 million gallons of gasoline and 0.14 million gallons of diesel saved from reduced idle time	\$ 8,858,750	\$ 3,061,425		\$ 3,061,425
Detailed Public Benefits			\$ 272,153,240	\$ 93,627,928	\$ 945,554	\$ 94,573,512
Residual Value		At end of 20-year analysis period	\$ 64,576,105	\$ 11,119,714		\$ 11,119,714
Operation and Maintenance			\$ 2,620,000	\$ 1,653,187		\$ 1,653,187
Total Benefits			\$ 339,349,344	\$ 106,400,859	\$ 945,554	\$ 107,346,414
Total Costs			\$ 99,329,264	\$ 76,088,982		\$ 76,088,982
NET PRESENT VALUE				\$31,257,431		
BENEFIT COST RATIO				1.41		

Show Readiness



Risk Matrix

Potential Risk Area	Risk Type	Current Status/Proposed Mitigation	Risk Level
TECHNICAL FEASIBILITY	✓ FEASIBILITY	This project has been deemed technically feasible by multiple groups including MnDOT, City of Moorhead, Clay County, and BNSF. Project vetted through MnDOT Major Project Leadership Team (MPLT).	Low
PARTNER APPROVALS	🕒 SCHEDULE	Coordination has occurred with the City of Moorhead, Federal Highway Administration (FHWA), Clay County, and BNSF, including local economic development and community organizations.	Low
LOCAL JURISDICTION APPROVALS	🕒 SCHEDULE	City of Moorhead and Clay County have agreed on project specifics, including local match and cost share elements.	Low
ENVIRONMENTAL APPROVALS	💰 COST, 🕒 SCHEDULE	NEPA documentation pending completion for October 2022.	Low
PUBLIC & STAKEHOLDER SUPPORT	💰 COST, 🕒 SCHEDULE	Meetings completed through corridor study, environmental document, and downtown planning have demonstrated support and relevance of the project within the project area.	Low
CONSTRUCTION	💰 COST, 🕒 SCHEDULE	MnDOT updated its cost and schedule for the project through close coordination with key activity owners and its MPLT. The duration for each activity have been updated for the specific scope of this project and to reduce project float as of April 2022.	Low



Thank You!



Blake Wilcox
KLJ Engineering
Government Relations Specialist
Blake.Wilcox@kljeng.com