

Risk Mitigation Table

St. Louis County has undertaken a comprehensive evaluation of potential risks associated with advancing the CSAH 100 Rail Crossing Grade Separation Project and has developed targeted mitigation strategies to ensure successful delivery in accordance with the proposed scope, schedule, and lifecycle stage. These strategies are aligned with FRA expectations regarding project readiness, including environmental review, agreement execution, right-of-way acquisition, and coordination with project partners.

Risk Category	Risk Description	Current Status	Mitigation Strategy	Residual Risk
NEPA & Environmental	NEPA not yet complete; CE anticipated	Early coordination completed; CE expected	Dedicated consultant procurement immediately upon award; 15-month NEPA schedule embedded; low-impact site conditions support CE	Low
Railroad Agreement	49 USC 22905(c) agreement not executed	Active coordination with CN; commitment indicated	Final agreement drafted during preliminary engineering; executed prior to obligation; prior working relationship reduces negotiation risk	Low–Medium
Right-of-Way (ROW)	One private parcel remaining	North parcel secured; discussions initiated with landowner	Begin acquisition immediately post-NEPA; contingency funds identified; minimal parcel impact reduces complexity	Low
Lifecycle Stage Alignment**	Construction funding requested before full design/NEPA completion	Feasibility completed; advancing to design and NEPA	County fully funds all pre-construction phases; commitment to complete all prerequisites prior to grant obligation ensures compliance with lifecycle requirements	Low–Medium

Schedule/Obligation Timing	Construction not until 2029	Detailed schedule established	Parallel processing (design + agreements + permitting); early consultant procurement; STIP inclusion accelerates obligation readiness	Low– Medium
Cost Escalation/Overruns	Inflation and construction cost volatility	Cost estimate developed from feasibility	Local match includes contingency capacity; scalable scope components; conservative cost assumptions applied	Low
Stakeholder Coordination	Multiple partners (County, City, CN, MnDOT)	Strong support, letters secured	Formal agreements (City + CN + MnDOT) executed during design phase; established coordination history reduces risk	Low
Construction Phasing/Operations	Maintaining traffic and rail operations during construction	Temporary crossing concept identified	Prior successful use of temporary crossing (2018); coordination with CN; phased construction sequencing minimizes disruption	Low

**To mitigate risks associated with the timing of Federal grant obligation, St. Louis County acknowledges that execution of a grant agreement and obligation of funds may require an extended timeframe, typically ranging from 12 to 24 months following award. To ensure the project continues to advance without delay during this period, the County is committed to fully funding and initiating all pre-construction activities using local resources. This includes completion of NEPA and associated environmental permitting, preliminary engineering, final design, and right-of-way acquisition. By advancing these prerequisite lifecycle activities independently of Federal obligation, the County will ensure the project meets all Crossing Safety Program requirements and is fully prepared to obligate and expend Federal funds efficiently upon execution of the grant agreement.