

Metropolitan Council/Hennepin County

Meeting of the SWLRT Executive Change Control Board

Friday, March 14, 2025

Members Present: Deb Barber Heather Edelson
 Robert Lilligren Debbie Goettel

1. Welcome and Call to Order

Deb Barber, Metropolitan Council Member, called the meeting of the Executive Change Control Board (ECCB) to order at 11:04AM.

2. Minutes from January 15, 2025

Heather Edelson, Hennepin County Commissioner, moved to approve the draft minutes from the January 15, 2025 ECCB meeting. The motion was seconded by Council Member Barber. Following a vote, the minutes were officially approved.

3. Resolution 25-ECCB-002

- **Approval of the use of Project Contingency in the amount of \$948,597 for Amendment No. 3 to the Communications System Contract with Wabtec Transportation Systems, LLC for the METRO Green Line Extension Project.** Nic Dial, Deputy Project Director, requested approval to use contingency funds in the amount of \$948,597 for Amendment No. 3 to the Communications System contract, which includes SCADA (Supervisory Control and Data Acquisition). Amendment No. 3 is required to address cost impacts including escalated costs for delayed work and extended project management time due to the delay to the Civil construction. Amendment No. 1 was executed to deduct scope in the amount of approximately \$17K that was determined to be no longer required. Amendment No. 2 added approximately \$334K to address initial costs for project management related to the delay. Amendment No. 3 is for approximately \$3.5M; \$2.5M was budgeted for this amendment resulting in the need for \$948,597 in project contingency.

This includes factory acceptance testing, training and support, field testing verification, warranty extensions, SCADA turnover, changes that were made at SouthWest Station, as well as project management and Systems integration testing management.

Debbie Goettel, Hennepin County Commissioner, asked if this was all due to extending the project, or do we have to update it again because of the age of the equipment and the timing it took to get going? She also asked if there are really two costs here. Dial said the majority of the cost is due to the extension of the project and the project management services for the extension of time. The Systems contract handles the hardware installation and the project has not encountered much obsolescence issues with equipment. Dial said we are anticipating the Communications contractor will complete its work in February 2028, which is the end of the warranty period.

Commissioner Goettel moved to approve the item. Robert Lilligren, Metropolitan Council Member, seconded the motion. The resolution was approved.

4. Resolution 25-ECCB-003

- **Approval of the use of Project Contingency in the amount of \$479,678.57 for Change Order 0143 with Aldridge Parsons, a Joint Venture (APJV) to address material escalation costs for Traction Power Substation (TPSS) site conduit.** Nic Dial, Deputy Project Director, requested approval to use project contingency funds totaling \$479,678.57 for Change Order 0143 with Aldridge Parsons, Joint Venture (APJV).

Dial explained this Change Order is essentially for material escalation for conduit. This material escalation was excluded from Change Order 0069, noted in the background for this change, due to the cost volatility of conduit material coming out of COVID. Staff determined that it would be more cost effective to hold on purchasing conduit until it was needed to allow time for the market to stabilize. The cost for conduit did come down over time.

Change Order 0036 was previously executed in the amount of \$114,000 for five TPSS sites that required procurement due to the project schedule. This change is to purchase remaining conduit for the TPSS locations.

Commissioner Goettel asked if this was budgeted or if we needed more conduit than what we budgeted for. Alexander said it was planned, but it was more about timing to minimize the escalation of material costs. Dial said these costs were vetted very thoroughly by our outside cost consultants. Goettel asked how much more material escalation we have left, and Dial said we are nearly done, and estimated about 20% materials are remaining to be procured for the project.

Commissioner Edelson moved to approve the item. Council member Lilligren seconded the motion. The resolution was approved.

5. Resolution 25-ECCB-004

- **Approval of the use of Project Contingency in the amount of \$725,000 for Part One Change Order 1136 with Lunda McCrossan Joint Venture (LMJV) for modifications to the crack sealing specifications for the Kenilworth LRT Tunnel.** Nic Dial, Deputy Project Director, requested approval to use contingency funds in the amount of \$725,000 for Part One Change Order 1136 with Lunda McCrossan Joint Venture (LMJV) for modifications to the crack sealing specifications for the Kenilworth LRT Tunnel.

Dial explained this is to add a more thorough crack sealing specification for the Kenilworth LRT Tunnel. In the base bid, there is crack sealing for cracks that are noticeable within the tunnel; this change modifies the requirement to make sure the tunnel is sealed and as waterproofed to the extent possible.

Commissioner Goettel asked if this will be ongoing for the life of the tunnel. Alexander said the intent of the specification is to control water seepage into the tunnel, but noted that it is not practical to assume that future maintenance will not be needed.

Council member Lilligren moved to approve the item. Commissioner Edelson seconded the motion. The resolution was approved.

6. Monthly Report on Change Orders

Nic Dial reviewed the monthly report of changes. The following is a summary of the discussions on the report.

Civil Change Order 1020: Dial noted this change is for removal of scope to the Civil contract for the below-deck signal communications raceway on the 7th Street bridge. It is related to 24-ECCB-008, which was for \$933,000 to add the work into the Systems contract. This change removes \$366,000 from the Civil contract and avoids impacts to roadways and private properties.

Civil Change Order 1033: This is for Kenilworth Tunnel duct bank modifications. During constructability reviews with the contractor, the contractor identified challenges with constructing per the plan; instead of bringing the TE duct banks through the sides of the tunnel, this change moves them to the top of the tunnel, which was a more appropriate engineering solution. The modifications required the addition of sleeves, manholes, and duct bank extensions, as well as trail changes and some new casings, resulting in a cost of \$311,000.

Civil Change Order 1108: This change order is related to 25-ECCB-001 for the Northstar Tail Track communication cabinet, which includes furnishing and installing additional communication and electrical wiring, which is for approximately \$403,000.

Systems Change Order 0095: Dial explained that this change order addresses an unforeseen field condition for the connection to the mainline at Target Field. Additional feeders and splices were required to tie into an existing manhole, totaling \$187,610.

Systems Change Order 0129: Dial reported this change order is for the Kenilworth LRT Tunnel fire-rated jet fan cables. This is for approximately \$232,000.

Systems Change Order 0131: This is for site modifications and rework, mainly due to the tie-in and overlap in the Civil and Systems contracts and the lack of specificity in the Civil contract, which required some rework on our Systems contract for \$146,000.

Systems Change Order 0133: This item is for TPSS manhole modifications for feeder cable pulling. Dial explained this is due to insufficient manhole sizing, for \$167,000.

Council member Barber asked if there are generally fewer change orders on the Systems contract. Dial responded yes, there are fewer changes compared to the Civil contract. He explained we are getting through a backlog of change requests at this time, but it is expected to peak this year as the Systems contractor ramps up work from the Target Field to the Kenilworth LRT Tunnel. Dan Soler, Hennepin County, said we have the same Systems contractor on this project as we did on the Central Corridor LRT project, and this particular contract and the design has incorporated many lessons learned.

Council member Barber requested a motion to receive the report. Commissioner Goettel moved the motion, Council member Lilligren seconded the motion. The report was received.

7. Quarterly Project Financial Status Report

Jim Alexander, Project Director, explained the report. Project contingency is approximately \$115M as of February, reflecting a drop of approximately \$2M from the January resolution (25-ECCB-001), in which the board approved the \$2.86B budget. This report is split broadly into the FTA cost categories, including Construction, which is the bulk of the Civil and Systems contracts. The report also includes status of ROW (right-of-way), Vehicles (LRVs and Non-Revenue), Professional Services (force account and consultants), Contingency, and Finance Charges. Going forward, we will be reporting this information on a quarterly basis. We chart this closely with the FTA as we meet with them monthly. Alexander said we continue to forecast revenue service in 2027.

Commissioner Goettel asked if we could get an update on the OLA audit report at the next ECCB meeting.

The report was accepted.

8. Adjourn

Council member Barber asked for a motion to adjourn. Council member Lilligren moved to adjourn the meeting, and Commissioner Goettel seconded the motion.

The meeting was adjourned at 11:32AM.

Respectfully Submitted,

Emily Getty, Recording Secretary

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