

Metropolitan Council/Hennepin County

Meeting of the SWLRT Executive Change Control Board
Friday, June 12, 2026

Members Present: Dr. Tyronne Carter Heather Edelson
 Debbie Goettel Marion Greene

1. Welcome and Call to Order

Dr. Tyronne Carter, Metropolitan Council member, called the meeting of the Executive Change Control Board (ECCB) to order at 9:33AM.

2. Minutes from March 13, 2026

Debbie Goettel, Hennepin County Commissioner, moved to approve the draft minutes from the March 13, 2026 ECCB meeting. The motion was seconded by Heather Edelson, Hennepin County Commissioner. Following a vote, the minutes were officially approved.

3. Resolution 26-ECCB-004

- **Approval of the use of Project Contingency funds in the amount of \$14,571,036.67 for Change Order 181 to the Systems Tunnel Facilities Contract with Aldridge-Parsons, a Joint Venture, for claims resolution costs associated with an extension of time to the contract, and for Systems maintenance activities.**

Jim Alexander, Project Director, requested approval to use project contingency funds in the amount of \$14,571,036.67 to execute Change Order 181 to the Systems Tunnel Facilities Contract with APJV for claims resolution costs associated with an extension of time to the contract and for Systems maintenance activities. This will address the impact to the Systems contract due to Civil construction delays related to secant construction for the Kenilworth tunnel. Approval of this change will resolve all known issues related to impacts to the Systems contract due to Civil construction delays. This board previously approved the use of up to \$285M in contingency funds to address impacts to the Civil construction contract due to the Civil construction delays; costs related to the delays known to date have been resolved within the authorized contingency amount.

Commissioner Goettel moved to approve the item. Commissioner Edelson seconded the motion. The resolution was approved.

4. Resolution 26-ECCB-005

- **Approval of the use of Project Contingency in the amount of \$1,759,180.03 for Change Order 175 to the Systems and Tunnel Facilities (STF) Contract with Aldridge Parsons, a Joint Venture (APJV) to construct the systems elements of the Hopkins pocket track.** Nic Dial, Deputy Project Director, requested approval to use project contingency funds in the amount of \$1,759,180.03 for Change Order 175 to the STF Contract with APJV to construct the systems elements of the Hopkins pocket track. Originally, the Project included one pocket track to store LRVs off of the alignment. The results of an operations evaluation determined that a second pocket track is needed to meet daily operation requirements. This is

the Systems portion for the Change and components will be installed by APJV. Additional Civil work will need to be completed; the contracts are listed in the business item.

Commissioner Goettel asked if having pocket tracks would help with maintenance. Alexander replied that it will allow us to move vehicles off the mainline for maintenance.

Dr. Carter asked how many pocket tracks exist on the current Green Line, and Alexander said we have a tail track at Target Field Station, and one pocket track on the west end of the Green Line Extension.

Commissioner Edelson moved to approve the item. Commissioner Goettel seconded the motion. The resolution was approved.

5. Resolution 26-ECCB-006

- **Approval of the use of Project Contingency in the amount of \$420,000 for Change Order 170 to the Systems and Tunnel Facilities (STF) Contract with Aldridge Parsons, a Joint Venture (APJV) to furnish and install cameras, emergency telephones, card readers, and associated cabling in the Beltline Boulevard Station parking ramp.** The Green Line Extension Project includes 268 stalls in a nearly 600 stall parking ramp that is constructed by the City of St. Louis Park's developer. The 268 stalls are for transit use. This change order will provide safety and security elements for the transit portion of the ramp.

Commissioner Goettel 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 0354: This is for detectable warning tiles and door position indicators (\$397,798.03). This was approved by the ECCB on September 12, 2025 as 25-ECCB-009.

Civil Change Order 0864: This is a credit for a reduction to the Shady Oak Station north parking lot, resulting in a deduction of scope (-\$379,238.77).

Civil Change Order 0963: This is for vertical circulation building controls at Bassett Creek Valley, Bryn Mawr, and West Lake Street stations VCs (\$186,116.96).

Civil Change Order 1023: This is a credit for coordination with the D-Line project (-\$133,351.08).

Civil Change Order 1066: This is for modifications to the BNSF D Signal near Cedar Lake Parkway (\$129,825.97).

Civil Change Order 1144: This is for various changes along the Cedar Lake Trail due to a light foundation in conflict with the geofoam and fencing, as well as the presence of a haul road and an Xcel Energy fence (\$185,670.26).

Civil Change Order 1171: This is for LRT curve alignment adjustments at seven locations (\$414,821.44). This was approved by the ECCB on January 9, 20026 as 26-ECCB-001.

Civil Change Order 1198: This is a credit for the deletion of remaining Northstar Tail Track elements from the project scope of work (-\$585,243.48).

Civil Change Order 1215: This is for angle removals (\$277,842.98).

Civil Change Order 1244: Per NCR 623, this is a credit for 2,870 tons of direct cell contaminated soil disposal at the most recent negotiated unit rate, deducted as a lump sum (-\$91,208.60).

HRSF Change Order 017: This is for a storage rack, which was approved by the ECCB on March 13, 2026 as 26-ECCB-003 (\$408,609.67).

STF Change Order 0169: This is for modifications to the Intrusion Detection System at the Glenwood Avenue bridge (\$146,922.37).

STF Change Order 0174: This is a credit for medium voltage cable pulling at the Kenilworth Tunnel (-\$80,711.31). Dial explained how this is related to Civil Change Order 1240; we acted as the intermediary and directed the Civil Contractor (LMJV) to install a portion of the Systems Contract work. Commissioner Goettel asked if it was damaged when it was delivered. Dial stated no, the issue was that the two contractors could not come to an agreement on pricing, and the work was completed by the Civil Contractor.

STF Change Order 0175: This is for the Hopkins Tail Track (26-ECCB-006); a Part 1 Change Order was initiated to procure materials (\$324,000.00).

STF Change Order 0177: This is to move monitoring of buildings adjacent to the Kenilworth Tunnel from the Civil Contract to the Systems Contract (\$345,000.00). Commissioner Goettel asked about the timeframe, and Alexander explained that the monitoring will continue until the Project is in revenue service.

STF Change Order 0180: This is to furnish and install battery racks in signal houses (\$239,726.76).

Bren Road Change Order 002: This is a no cost change to extend substantial and final completion dates from late 2025 to early 2026.

Kenilworth Landscaping Change Order 001: This is for erosion blanket removal to complete permanent landscaping and plantings between West Lake Street Station and Cedar Lake Parkway, and between Cedar Lake Parkway and the east end of the Project (\$147,232.80).

Dr. Carter asked how the Change Orders affect the planning for new projects. Dial responded that staff has created Lessons Learned from this Project, which are shared with the Blue Line Extension (BLE) staff. Project staff is also helping with reviewing plans and coordinating with the BLE design team.

Commissioners Greene and Goettel inquired about the testing trains. Dial stated that the Contractor has completed Systems Integration Testing (SIT) between SouthWest Station and Louisiana Avenue Station, and the portion has been handed over to Metro Transit Operations for operational testing. Later this fall, emergency safety testing will be conducted along the alignment to prepare for pre-revenue operations. Phase 2 of SIT has started and includes the portion between Target Field Station and Bryn Mawr Station; point-to-point testing is in progress, which is ensuring that each device on the line is communicating with the Rail Control Center (RCC). Next week, that portion of the Project will be energized for testing with LRVs. The testing continues to be on schedule.

Dr. Carter requested a motion to receive the report. Commissioner Greene moved the motion. Commissioner Goettel seconded the motion. The report was received.

7. Project Financial Status Report

Jim Alexander, Project Director, provided the quarterly financial status report for the period of 12/31/2025 – 5/31/2026. Approximately \$3M in contingency has been expended over the reporting period. This included approximately \$1M in Civil Change Orders and approximately \$1M in deductive Civil Change Orders, approximately \$2.3M in Systems Change Orders, roughly half of which was for the warehouse lease extension that was approved by the ECCB on November 14, 2025 (25-ECCB-015). For Professional Services, a contract for flagging that was worth about \$800,000 was closed, and an amendment was executed for Ballard Spahr to support freight rail agreement related work for approximately \$286,000.

Dr. Carter asked about the standard contingency percentage on a project. Alexander said it depends on the phase and complexity of the project.

Dr. Carter asked for a motion to receive the report. Commissioner Greene moved the motion. Commissioner Goettel seconded the motion. The report was received.

8. Adjourn

Dr. Carter asked for a motion to adjourn. Commissioner Edelson moved to adjourn the meeting and Commissioner Goettel seconded the motion. The meeting was adjourned at 10:12AM.

Respectfully Submitted,

Emily Getty, Recording Secretary