

METRO Gold Line Executive Change Control Board (ECCB)

Meeting Agenda

August 28, 2024, 9:30 AM – 10:00 AM

Time/Location: Gold Line Project Office – Large Conference Room

Metro Square, 121 7th Place East, Suite 102, St. Paul, MN 55101

Discussion Topics

1. Welcome/Announcements
2. Action Items
 - a. 2024-ECCB-08: Approve April 24, 2024, Meeting Minutes
 - b. 2024-ECCB-09: Approval for the use of project contingency for the METRO Gold Line BRT for Change Order 144 to Civil Contract #21P320 with Ames Construction for Heat Trace in an amount not to exceed \$320,000.
3. Next meeting – Sept 25, 2024
4. Adjourn

METRO Gold Line Executive Change Control Board (ECCB)

Meeting Agenda

April 24, 2024

Gold Line Project Office

Metro Square, 121 7th Place East, Suite 102, St. Paul, MN 55101

CALL TO ORDER

Chair Zelle called to order the Executive Change Control Board (ECCB) meeting at 9:30 a.m.

MEMBERS PRESENT: Stan Karwoski – Washington County Commissioner
Rafael Ortega - Ramsey County Commissioner, ECCB Vice Chair
Chai Lee – Metropolitan Council, Council Member
Michelle Clasen – Washington County Commissioner
Victoria Reinhardt – Ramsey County Commissioner

MEMBERS ABSENT: Charles Zelle

OTHERS PRESENT: Alicia Vap, Morgan Abbott, Steve Barrett, Mike Roger, John Ristad, Jordan Preuss, Steve Schwahn, Sara Allen, Mary Richardson, Liz Sund

DISCUSSION TOPICS

1. WELCOME/ANNOUNCEMENTS

Commissioner Karwoski welcomed everyone to an in-person meeting of the board. He provided an overview of the ECCB guidelines. Quorum was met.

2. ACTION ITEMS

- a. **2024-ECCB-06:** Approve March 27, 2024, Meeting Minutes

Commissioner Karwoski called for edits. There were no edits.

Commissioner Ortega made a motion to approve the draft minutes from the March 27, 2024, meeting, seconded by Commissioner Reinhardt. **Motion carried.**

- b. **2024-ECCB-07:** Approval for the use of project contingency for the METRO Gold Line BRT for Change Order 45 to Civil Contract #21P320 with Ames Construction for 4th Street Bridge Temporary Utility Supports in an amount not to exceed \$850,000. This amount includes the previously authorized amount of \$240,000.

Commissioner Reinhardt made a motion to approve, seconded by Commissioner Clasen. **Motion carried.**

QUESTIONS SOLICITED.

Commissioner Ortega asked if the cost could exceed that amount. Steve Barrett responded that it depended on the time and materials, but they had estimated it higher to minimize the potential of exceeding the amount.

QUESTIONS SOLICITED.

Alicia Vap provided an update on electric buses, stating that we will have to use diesel buses at first because of the delayed delivery of the charging equipment. Clausen asked how many buses the Gold Line will have. Vap responded that we have five electric buses.

NEXT MEETING – MAY 2024

ADJOURNMENT

Business completed; Commissioner Karwoski adjourned the meeting at 9:45 AM.

Liz Sund, Recording Secretary

Executive Change Control Board

For the ECCB Meeting: August 28, 2024

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|----------------------------------|--|
| Subject: | Approval for the use of project contingency for the METRO Gold Line BRT for Change Order 144 to Civil Contract #21P320 with Ames Construction for Heat Trace |
| Staff Prepared/Presented: | Steve Barrett, Gold Line Construction Manager |

Proposed Board Action

Approval for the use of project contingency for the METRO Gold Line BRT for Change Order 144 to Civil Contract #21P320 with Ames Construction for Heat Trace in an amount not to exceed \$350,000.

Resolution

BE IT RESOLVED that the Executive Change Control Board hereby approves the use of contingency funds in an amount not to exceed \$350,000 as needed for the Heat Trace Change Order 144 under Gold Line Civil Construction Contract #21P230 with Ames Construction.

Background

The Gold Line Civil Construction Contract was executed on July 18, 2022, with Ames Construction for an original contract amount of \$247,954,229.63. The contract's substantial completion date is October 25, 2024.

This contract included the construction of twenty-nine station platforms along the Gold Line route. During the contractor submittal review process, Metro Transit operations staff identified a need for heat trace in the roof and station drainage systems and requested that it be added to the project. Heat trace is an electrical system that uses cables to heat pipes and other components to raise their temperature. The cables are installed within the gutters and contain a resistive element that heats up when electricity passes through it, generating heat that warms the surroundings and prevents freezing. The request is based on recent experience with freeze thaw damage observed at other transit stations and facilities which has led to station damage and costly repairs. Gold Line construction staff worked with the project designers to add the heat trace systems to the construction plans. The resulting design is in accordance with the Metro Transit operations request. Incorporating the heat trace systems into the stations during construction is preferable to retrofitting later.

The cost of this change order will be a negotiated lump sum. The Council is currently finalizing negotiations with the construction contractor. An independent cost estimate was done by the Council. The-not-to exceed \$350,000 is an estimate and the final negotiated amount is anticipated to be less than the not-to-exceed amount.

This change order has been discussed with county staff at the project's weekly change order meetings.

Budget Summary

| Contingency Use Summary | | |
|--|--------------|-------|
| <i>FTA Contingency Hold Point at 60% construction completed</i> | | 6.0% |
| Total Contingency before proposed actions | \$40,323,057 | 7.98% |
| Total Contingency after proposed action 2024-ECCB-09, Change Order 144 to the Civil Contract #21P320 with Ames Construction for Heat Trace | \$39,973,057 | 7.91% |

ECCB Guiding Principles:

Section 3.0.B. of the ECCB Operating Procedures provides that when considering the use of contingency funds, the ECCB may consider relevant factors, including but not limited to:

- a. Known and potential project costs or schedule risks
- b. Safety
- c. Operational reliability
- d. Current circumstances
- e. The potential need for contingency funds to complete the project
- f. The amount of remaining contingency and known or potential competing demands for the funds

The following summarizes the impacts of the proposed use of contingency in the amount of \$350,000 for the Heat Trace Change Order, considering the above factors:

- a. **Known and potential project costs or schedule risks.** This action item is to approve the change order. The scope of the remaining work is estimated not to exceed \$350,000. No known or potential schedule risk has been identified. The remaining work is a conservative estimate and is not anticipated to exceed the do not exceed amount of \$350,000.
- b. **Safety.** The identified work will prevent a slip hazard at the stations and reduce a potential maintenance hazard by preventing icing of the downspouts, which could result in damage.
- c. **Operational Reliability.** NA.
- d. **Current circumstances.** Metro Transit operations staff identified a need for heat trace in the roof and station drainage systems and requested that it be added to the project. The request is based on recent experience with freeze thaw damage observed at other transit stations and facilities which has led to station damage and costly repairs. Incorporating the heat trace systems into the stations during construction is preferable to retrofitting later.
- e. **The potential need for contingency funds to complete the project.** At this stage of construction (50% work complete), FTA recommends that the project budget include total contingency funds equaling 7% of the project budget to mitigate future risk. The unallocated use of this contract will change the total project contingency to 7.91% contingency remaining.
- f. **The amount of remaining contingency and known or potential competing demands for the funds.** The one remaining construction contract for installation of electric bus chargers at the East Metro bus garage that is not yet executed, but the Notice of Award with a set cost will be sent in the coming weeks. No other anticipated uses of unallocated contingency are known at this time. Ten percent of the construction contract totals have committed allocated contingency and are reserved for changes which are processed through construction change orders. All change orders are subject to the change order approval process.

- g. **Other factors.** Project staff are continuing to participate in a monthly risk management process, continuing to keep close track of change orders through weekly change order meetings, meeting monthly with county financial staff, and continuing to monitor active contracts on a monthly basis.

Recommendation: Council and County staff recommend that the ECCB approve the use of project contingency for the METRO Gold Line BRT for Change Order 144 to Civil Contract #21P320 with Ames Construction for Heat Trace in an amount not to exceed \$350,000.