

METRO Gold Line Executive Change Control Board (ECCB)

Meeting Agenda

Time/Location: October 28, 2026, 9:30 AM – 10:00 AM

Washington County License & Service Center - Woodbury

1261 Woodlane Dr, Woodbury, MN 55125

Consistent with Minn. Stat. 13D.02, one or more commissioners may participate in this meeting by interactive technology.

Discussion Topics

1. Welcome/Announcements
2. Action Items
 - a. 2026-ECCB-01: Approve December 18, 2025, Meeting Minutes
 - b. 2026-ECCB-02: Approval for the use of project contingency for the METRO Gold Line BRT for Right-of-Way Settlements for a total amount not to exceed \$5,091,435. (Steve Barrett)
3. Information Items
 - a. Project Update (Steve Barrett and Morgan Petersen)
4. Next meeting – TBD
5. Adjourn

**METRO Gold Line Executive Change Control Board (ECCB)
Meeting Minutes
December 18, 2025**

Washington County License & Service Center - Woodbury
1261 Woodlane Dr, Woodbury, MN 55125

CALL TO ORDER

Chair Hutcheson called to order the Executive Change Control Board (ECCB) meeting at 9:32 a.m.

MEMBERS PRESENT: Robin Hutcheson – Metropolitan Council Chair
Mai Chong Xiong – Ramsey County Commissioner, ECCB Vice Chair
Rafael Ortega - Ramsey County Commissioner
Chai Lee – Metropolitan Council Councilmember
Stan Karwoski – Washington County Commissioner
Michelle Clasen – Washington County Commissioner

MEMBERS ABSENT: Anne Burt, Stan Suedkamp, Cheniqua Johnson, Rebecca Cave, Khani Sahebjam, Kevin Zabel, Lesley Kandaras, Darrell Paulsen, Mary Brandt

OTHERS PRESENT: Morgan Abbott, Steve Barrett, Nick Thompson, Liz Sund, Mike Rogers, Sara Allen, Lyssa Leitner, Mary Richardson, Patrick Collins, Aaron Zellmer, Scott Schwahn, Hoang Truong, Brian McClung, Jordan Preuss

DISCUSSION TOPICS

1. WELCOME/ANNOUNCEMENTS

Chair Hutcheson welcomed everyone to an in-person meeting of the board. She provided an overview of the ECCB purpose and guidelines. Quorum was met.

2. ACTION ITEMS

- a. **2025-ECCB-04:** Approve the April 23, 2025, Meeting Minutes

Commissioner Karwoski made a motion to approve the draft minutes from April 23, 2025 meetings, seconded by Commission Xiong. **Motion carried.**

- b. **2025-ECCB-05:** Approval for the use of project contingency for the METRO Gold Line BRT for closeout Change Orders to Civil Contract #21P320 with Ames Construction for a combined total amount not to exceed \$1,800,000.00.

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

QUESTIONS SOLICITED.

Commissioner Xiong asked if the change orders would put us over budget. Steve Barrett, Project Director, confirmed no. The net is .7% of the original contract. Commissioner Karwoski noted the project is \$30 million under budget and on time.

3. INFORMATION ITEMS

a. Project Update

Steve Barrett, Project Director, provided a project update covering construction progress along the route, vehicle procurement, real estate acquisitions, and ridership. He noted that electric bus chargers and switchgear have been delivered and installed, but delivery and testing of electric buses are delayed due to a federal safety recall. Seventeen parcels are currently in the condemnation process, and November ridership is down, likely due to holiday and weather impacts.

4. QUESTIONS SOLICITED.

Commissioner Xiong asked if there are any other obligations for the electric buses. Nick Thompson, Deputy General Manager - Planning & Capital Programs, stated that New Flyer is required to fix the buses. They haven't found a solution yet, but they must meet Buy America requirements, and they are having difficulty finding products.

Commissioner Clasen asked if the FTA is requiring us to do anything about the electric bus recall and asked if we could buy used electric buses in the meantime. Morgan responded that FTA is not requiring us to do anything because we can use our diesel buses and have the capacity.

Chair Hutcheson noted this is a Nationwide issue and Commissioner Karwoski noted public wanted electric buses.

Additionally, Clasen asked if the Kellogg Bridge and if the flood sealing is part of the contract. Steve Barrett said the Kellogg bridge is being built by the City of St. Paul.

Commissioner Clasen asked if the \$30 million will be used for the Gold Line Extension and expressed safety concerns after hearing that Woodbury police have asked residents about transit use. Morgan replied no, citing FTA requirements. Commissioner Clasen inquired about the landscaping warranty and who is responsible for maintenance and payment after it expires. Steve Barrett explained that landscaping is covered under a separate two-year contract, with maintenance in the first year, assessment and replanting as needed, and final payment contingent on plant condition. Nick noted that agreements vary by agency, and Lyssa Leitner clarified that the county is not responsible.

Commissioner Karwoski inquired about the opening of the Kellogg Bridge and requested information on marketing the line and tracking ridership after the bridge opens. He noted that ICE may be affecting ridership and asked about policing, specifically how often security is on buses and checks for tickets. Chair Hutcheson emphasized the importance of passengers feeling safe and noted that relevant data can be shared with members, including fare evasion and security information. Concerns were raised about homelessness at Woodbury Park & Ride. Operators have protocols for reporting issues, and Morgan Abbott stated that the agency holds quarterly meetings with Woodbury, coordinates services for those individuals, and works with shelters.

Chair Hutcheson reported the Gold Line received second place in the Roads and Bridges design award.

Nick Thompson reported that a new Route 345 has been introduced, connecting Woodbury to the airport and the Mall of America.

Commissioner Karwoski expressed thanks to the team for their work.

5. NEXT MEETING – January 28, 2025, AS NEEDED

6. ADJOURNMENT

Business completed; Chair Hutcheson adjourned the meeting at 10:13 AM.

Liz Sund, Recording Secretary

Executive Change Control Board

For the ECCB Meeting: October 29, 2026

Subject:	Approval for the use of project contingency for the METRO Gold Line BRT for Right-of-Way Settlements.
Staff Prepared/Presented:	Steve Barrett, Gold Line Director

Proposed Board Action

Approval for the use of project contingency for the METRO Gold Line BRT for Right-of-Way Settlements for a total amount not to exceed \$5,091,435.

Resolution

BE IT RESOLVED that the Executive Change Control Board hereby approves the use of contingency funds solely within SCC 60.01 in an amount not to exceed \$5,091,435 as needed for Right-of-Way Settlements.

Background

On July 11, 2022, the ECCB Board approved board action 2022-ECCB-02 100% Scope, Schedule, and Budget. The current right-of-way budget based on appraised values totals \$39,408,565.

Based on a per-parcel risk assessment which takes condemnation into account, the contingency budget for settlements has been estimated as a not-to-exceed amount of \$5,091,435. This would bring the total authorized right-of-way spending to \$44,500,000.

The Project team is requesting authorization from the ECCB to utilize the allocated and unallocated project contingency of \$5,091,435 within Standard Cost Category (SCC) 60.01 for potential settlements of remaining parcels.

Budget Summary

Contingency Use Summary			
<i>FTA Contingency Hold Point at Revenue Service</i>			<i>1%</i>
Total Contingency before proposed actions		\$32,900,000	6.52%
Total Contingency after proposed action 2026-ECCB-02 for Right-of-Way Settlements	<i>Allocated</i>	\$4,029,705	5.52%
	<i>Unallocated</i>	\$1,061,730	
	<i>Total Proposed Contingency</i>	\$5,091,435	
	Remaining Contingency	\$27,800,000	

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:

- Known and potential project costs or schedule risks
- Safety
- 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 impact of the proposed use of contingency in an amount not to exceed \$5,091,435 for Right-of-Way settlements, considering the above factors:

- a. **Known and potential project costs or schedule risks.** This action item is to approve the use of contingency to pay right-of-way settlements. The scope of the remaining work is estimated not to exceed \$44,500,000. No known or potential schedule risk has been identified. The scope of the remaining work is estimated to be within the revised budgeted amount of \$44,500,000. If this is not approved the project may not be able to finalize the litigation on the remaining parcels and will open the project up to possible retaliatory litigation from the remaining property owners.
- b. **Safety.** NA
- c. **Operational Reliability.** NA.
- d. **Current circumstances.** There is ongoing coordination and legal proceedings for 12 remaining parcels. Having approval for this use of contingency now will avoid any delay in issuing final payments to property owners with known costs, as well as bring the approved budget to account for updated estimates of remaining parcels.
- e. **The potential need for contingency funds to complete the project.** At this stage of the project (revenue service), FTA recommends that the project budget include total contingency funds equaling 1% of the project budget to mitigate future risk. The use of contingency will change the total project contingency to 5.52% remaining contingency.
- f. **The amount of remaining contingency and known or potential competing demands for the funds.** No other anticipated uses of unallocated contingency are known at this time.
- g. **Other factors.** Project staff are continuing to update county staff on the closeout of project related contracts and work.

Recommendation: Council and County staff recommend that the ECCB approve the use of project contingency solely within SCC 60.01 for the METRO Gold Line BRT for Right-of-Way Settlements for a total amount not to exceed \$5,091,435 is APPROVED.