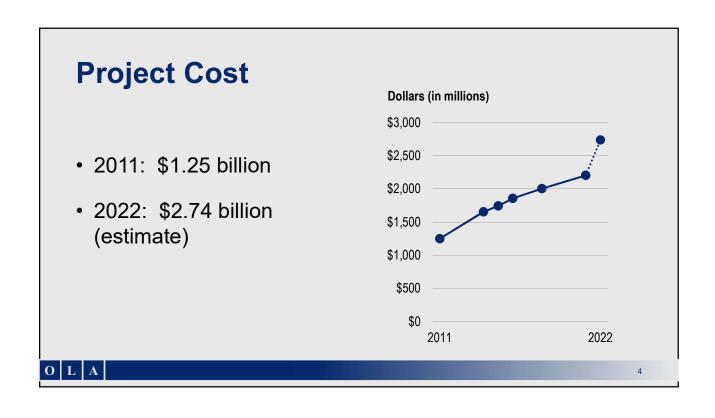


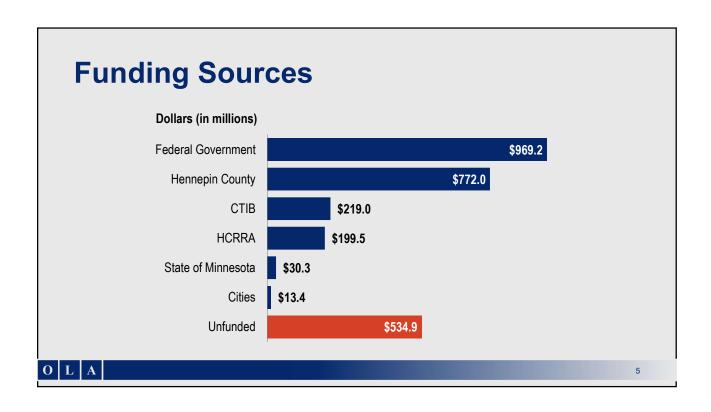
### **Overview**

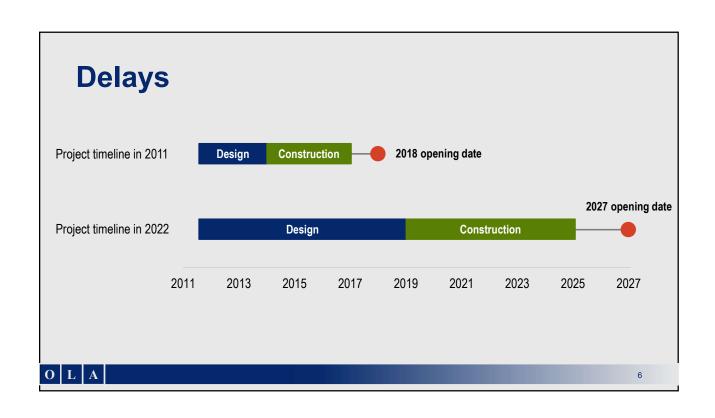
- Background
- Key drivers of cost increases and project delays

O L A

# Will connect Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie Metropolitan Council is responsible for overseeing the project Key drivers are related to the proximity to existing freight rail lines O L A Will connect Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie Wooddle Ave Unidan Ave Park May 21st St. Basestt Creek Valley Woods Ave Unidan Ave Park May 21st St. Basestt Creek Valley Woods Ave Unidan Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley Woods Ave Unidan Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park May 21st St. Basestt Creek Valley University Station Council is Royalton Ave Park Valley University Station Council







# **Key Drivers of Cost Increases and Project Delays**

- Uncertainty about the final location of freight rail
- The light rail tunnel in Minneapolis's Kenilworth Corridor
- The concrete barrier wall between freight rail and light rail traffic

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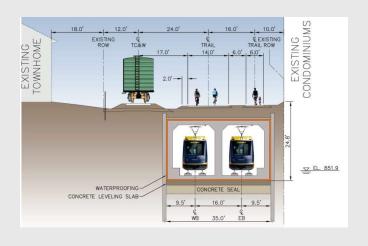
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## **Key Driver #1: Final Location of Freight Rail**

- Prior to 2011, the Southwest LRT project's scope did not include planned freight rail relocation
- In 2014, the Metropolitan Council decided to colocate freight rail and light rail in Minneapolis and St. Louis Park
- The time to get to this decision added years to the project's schedule

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## **Key Driver #2: Kenilworth Tunnel**



- September 2021: new construction method
- \$30 million change
- Required different crews, equipment, and construction plan

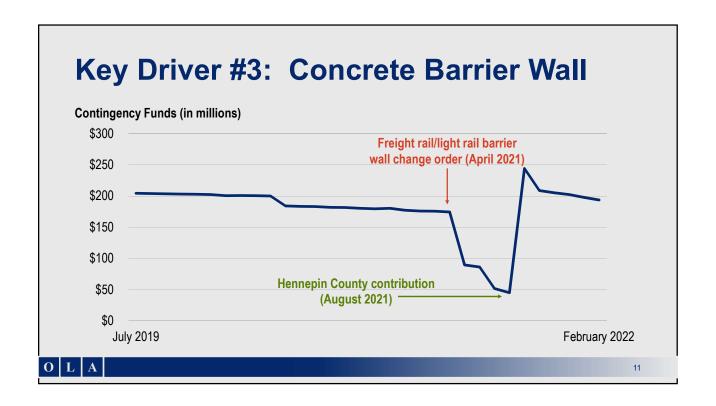
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## **Key Driver #3: Concrete Barrier Wall**

- Negotiations with BNSF resulted in the extension of a concrete barrier wall
- April 2021: \$83 million change

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## **Key Driver #3: Concrete Barrier Wall**

- The change was expected when the Council opened the civil construction contract for bids
- OLA's program evaluation plans to examine this change and others further

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