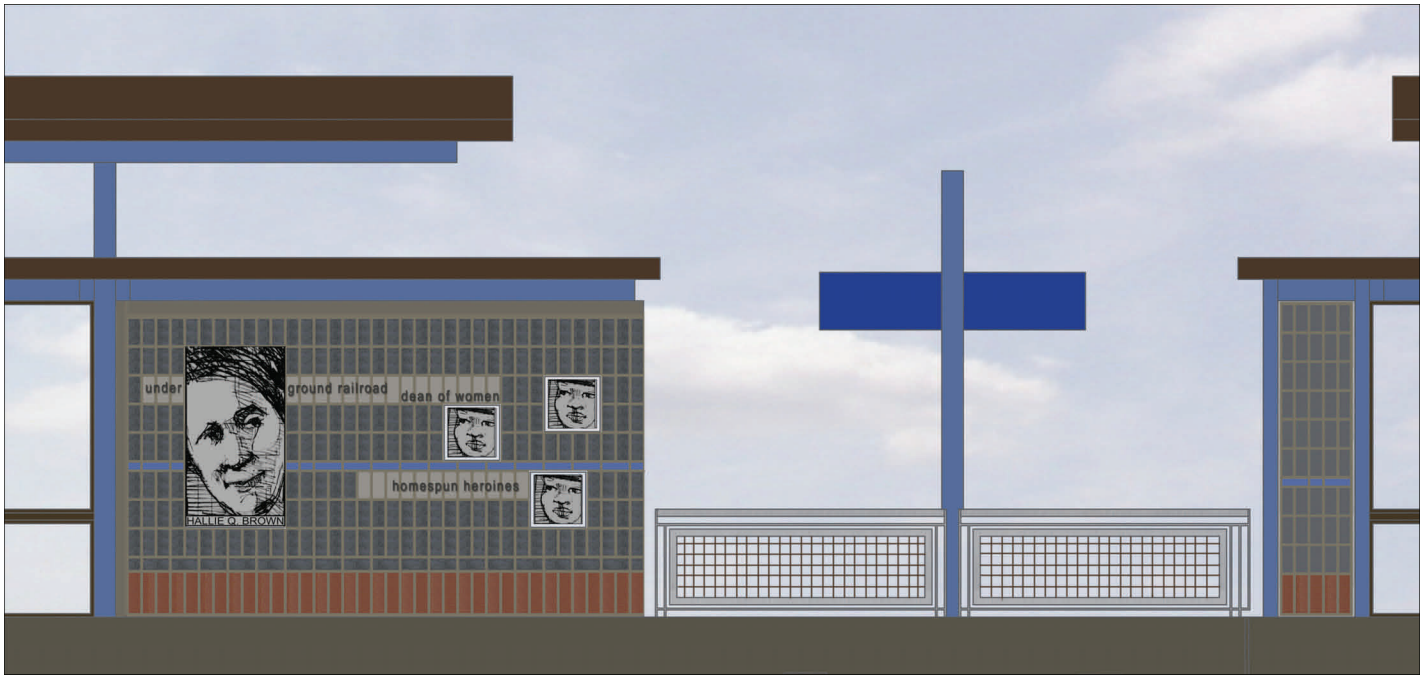


Making Tracks

Jan.-Feb.
2012



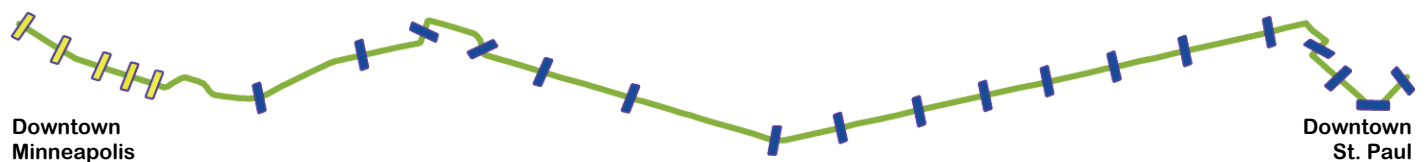
Portraits in this rendering are examples only and not intended for final inclusion.

At least 10 to represent Faces of Rondo at Victoria Street Station

At least 10 people will be the Faces of Rondo, an art installation at the Victoria Street Station.

Community activists, artists, a foster mother, a teacher, athletes and officeholders are among those chosen by the station art committee from among about 50 individuals nominated for the honor.

Project staff are in the process of contacting others chosen or their descendants for permission to cast their images in low-relief sculpted portraits made out of precast concrete and terracotta. The likenesses will be permanently attached to the station walls. Work to build the station will begin this year.



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Faces of Rondo (continued from page 1)...

Project staff began meeting last May with community members around the station to seek input on the area’s history and culture that would inform the art. The public suggested honoring the history of Rondo, the community where Interstate 94 was built, causing families to relocate after their homes were bought and demolished.

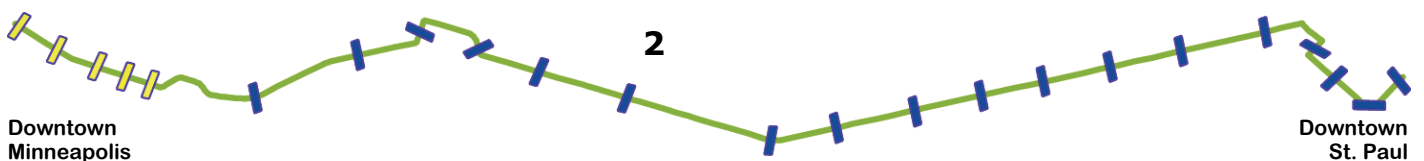
Foster Willey, the artist chosen to design the station’s art, suggested creating low-relief sculpted portraits of individuals who have made a positive impact on the Rondo community.

“People responded very positively to it. They liked not only using faces of community leaders but representations of buildings that may not exist in the neighborhood anymore,” said Shoua Lee, acting manager of public involvement for the Central Corridor LRT Project.

The four station art committee members are community activist Veronica Burt, Model Cities staffer Kizzy Downie, Anna Heitland of Western Bank and Keith Johnson, who works on University Avenue providing employment training for people with disabilities.

The 10 people for whom permission has been received to be the Faces of Rondo are:

- Pearla Mae Barnes
- Lou Bellamy
- Dorothea Burns
- Charles Crutchfield Sr.
- Mahmoud El-Kati
- Beverly Oliver Hawkins
- Katie McWatt
- Debbie Montgomery
- Rhoda Stroud
- Billy Williams





The repowered motor grader that was used on University Avenue in 2011.

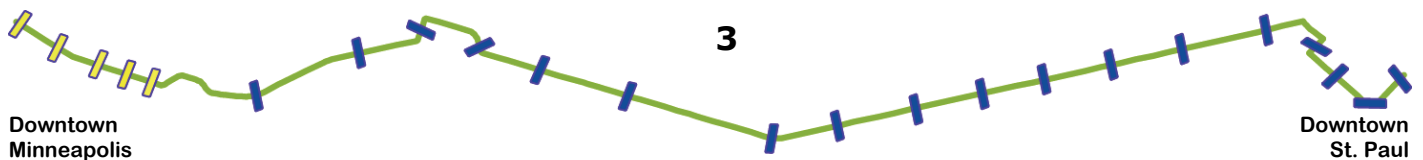
Construction equipment going greener

Veit & Co., a Central Corridor LRT Project subcontractor, partnered with Project Green Fleet to replace the engine in its 140G motor grader with a new engine certified to a more stringent set of emission standards.

The repowered motor grader, which prepared subgrade on University Avenue for paving in 2011, operates cleaner with this new engine, said Steve Lehn, Veit's executive manager of fleet maintenance.

Funding for the engine replacement came from Environmental Initiative, which was awarded a \$977,242 grant from the U.S. Environmental Protection Agency for Project Green Fleet, said Eric David, senior environmental project associate with the nonprofit organization in Minneapolis. This grant includes funding specifically prioritized for vehicles and equipment working on the Central Corridor LRT Project.

Veit paid 25 percent while EPA grant funding through Project Green Fleet paid 75 percent of the approximately \$35,000 cost of repowering the motor grader. The motor grader's repowering resulted in a lowering of its emission level by at least 33 percent. The other equipment Veit used on University Avenue already have newer technology with lower emission levels.



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Construction equipment (continued)...

Project Green Fleet is also working with Ames Construction to install multiple diesel oxidation catalysts (DOCs) on its dump trucks working on the Central Corridor. These DOCs are no maintenance muffler replacements and are similar to catalytic converters, helping to reduce tailpipe emissions.

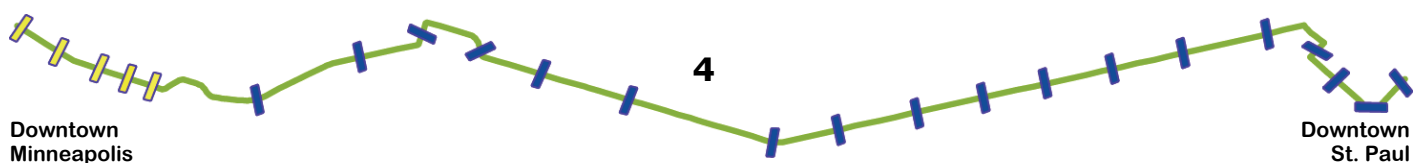
A half a dozen or more other subcontractors on the project are in the process of looking into funding from Project Green Fleet to install DOCs.

“What we’re trying to do is get emission reduction projects going as soon as we can to avoid violating federal air quality standards in the Twin Cities,” said Bill Droessler, senior director of strategic project planning at Environmental Initiative. According to a study by the Minnesota Chamber of Commerce, violating these standards could cost \$186 million annually.

Reducing diesel emissions is also a cost-effective method to improve public health. The Environmental Protection Agency estimates that every \$1 spent on these types of diesel emissions projects produces \$13 in health benefits.

The Association of General Contractors of Minnesota and the Metropolitan Council are helping get the word out about Project Green Fleet. Funding may still be available if other construction firms working on the Central Corridor project are interested in upgrading their equipment.

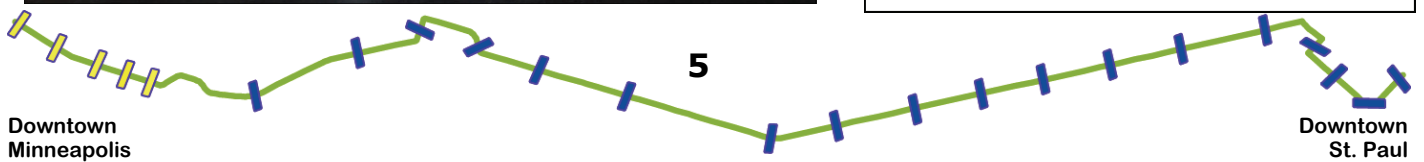
For more details, contact Eric David at 612-334-3388 ext 108, edavid@environmental-initiative.org or visit www.environmental-initiative.org



Support University Avenue businesses!



Twin City Tees between the Westgate and Raymond Avenue stations and Global Hair Salon and Spa near the Fairview Avenue Station are among 16 corridor businesses that have moved but stayed on or within a block of University Avenue since LRT construction began last March. In that time period, 57 businesses have opened on the corridor, 51 closed and seven moved off the corridor, project records show. Roller Revolution (bottom left) opened this winter near the Raymond Avenue Station.





Bus information—Visit www.metrotransit.org/construction for construction-related bus detours and bus stop closures during construction.

Weekly construction updates— Get weekly construction updates to learn how to get around during construction by entering your email address in the gray Stay Connected box at the top left of the www.centralcorridor.org homepage.

Addressees will receive updates every Friday for the sections of the corridor they choose. The updates provide a look at the week ahead with details on lane shifts, crosswalk and sidewalk closures and alternate routes and relocated bus stops. The public also can sign up to receive project newsletters such as Making Tracks and DBE News.

Construction Hotline - 651-602-1404.

Follow us at: www.twitter.com/cclrt

For general questions or comments - Call 651-602-1645 or email centralcorridor@metc.state.mn.us

About the project: The Central Corridor Light Rail Transit Project will link downtown St. Paul and downtown Minneapolis along Washington and University avenues via the state Capitol and the University of Minnesota. Construction began in late summer 2010 on the planned 11-mile Central Corridor line, and service will begin in 2014. The line will connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line at the Target Field Station. The Metropolitan Council is the grantee of federal funds. The regional government agency is charged with building the line in partnership with the Minnesota Department of Transportation. The Central Corridor Management Committee, which includes commissioners from Ramsey and Hennepin counties, the mayors of St. Paul and Minneapolis and the University of Minnesota, provides advice and oversight. Funding is provided by the Federal Transit Administration, Counties Transit Improvement Board, state of Minnesota, Ramsey and Hennepin counties' regional railroad authorities, city of St. Paul, Metropolitan Council and the Central Corridor Funders Collaborative. For more information, visit www.centralcorridor.org

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