

# Making Tracks

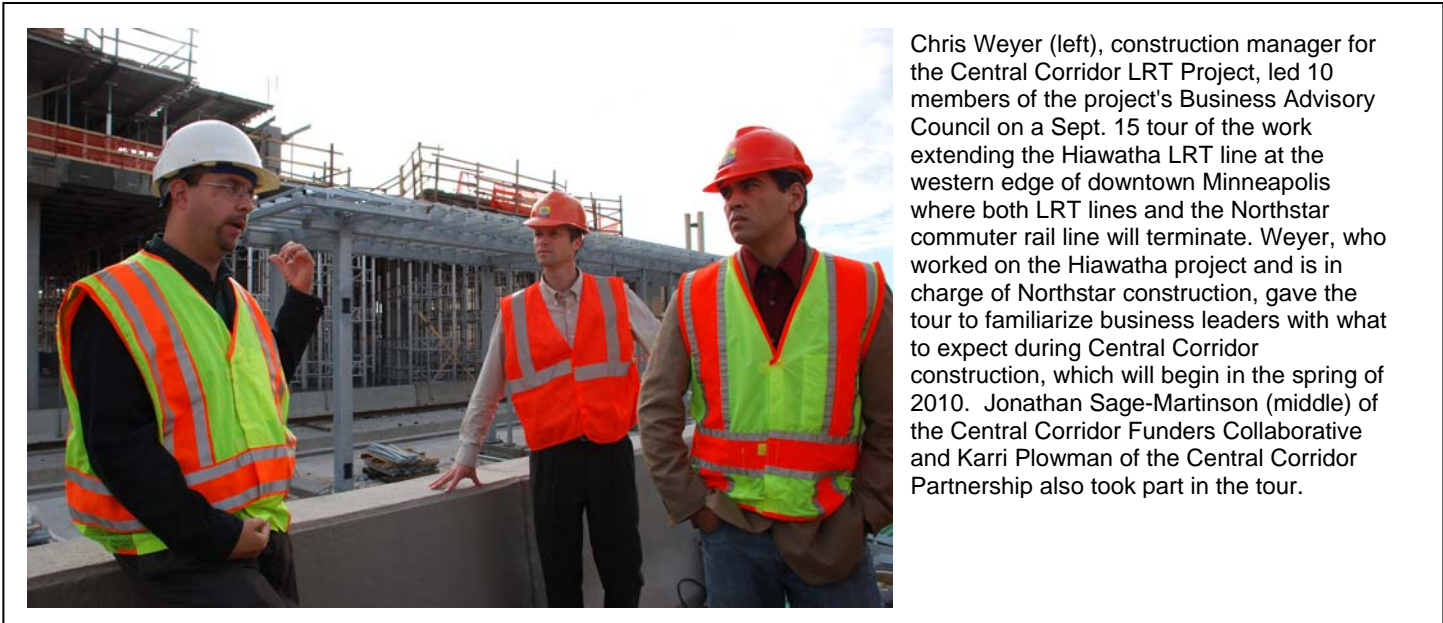


Sept./Oct. 2008

Three Pages

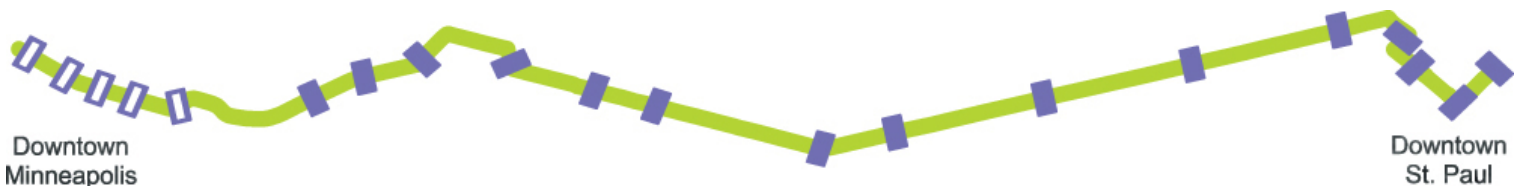
## Business leaders view LRT construction on walking tour of Hiawatha extension work

**Chris Weyer**, who will be construction manager for the Central Corridor LRT Project, led 10 members of the project's Business Advisory Council on a walking tour Sept. 15 of the work to extend the Hiawatha LRT line from the Warehouse District Station to the new Minneapolis Multimodal Station. The extension will open in late 2009 to coincide with the opening of the Northstar commuter rail line from Big Lake, which also will terminate at the same station adjacent to the new Minnesota Twins ballpark at the western edge of downtown Minneapolis. Central Corridor LRT trains will run the last mile in downtown Minneapolis over Hiawatha tracks to this new station, too, when the Twin Cities' second LRT line opens in 2014. Members of the BAC said Weyer's experience on the Hiawatha and Northstar projects gives them a lot of confidence in the Central Corridor project's ability to accommodate business needs during construction. Those on the tour included **Jonathan Sage-Martinson** of the Central Corridor Funders Collaborative and Learning Network and **Karri Plowman** of the Central Corridor Partnership. The funders collaborative and the partnership were established to help businesses weather construction, which will begin in 2010.



Chris Weyer (left), construction manager for the Central Corridor LRT Project, led 10 members of the project's Business Advisory Council on a Sept. 15 tour of the work extending the Hiawatha LRT line at the western edge of downtown Minneapolis where both LRT lines and the Northstar commuter rail line will terminate. Weyer, who worked on the Hiawatha project and is in charge of Northstar construction, gave the tour to familiarize business leaders with what to expect during Central Corridor construction, which will begin in the spring of 2010. Jonathan Sage-Martinson (middle) of the Central Corridor Funders Collaborative and Karri Plowman of the Central Corridor Partnership also took part in the tour.

More



Meeting to prepare small, minority- and women-owned businesses for LRT work draws 135 people

A special mixer Sept. 25 at the Central Corridor LRT Project office drew 135 people who learned what they need to do to apply for contracts to help build the Twin Cities’ second light rail line. Although construction doesn’t begin until 2010, the Central Corridor LRT Project is already working to help firms become certified as Disadvantaged Business Enterprises and learn whether they will need to hire additional workers with special skills to qualify for contracts. Small, minority- and women-owned construction and construction-related business owners heard about job opportunities from project staff and advice on how to succeed from four DBE contractors who helped build the Hiawatha LRT line.

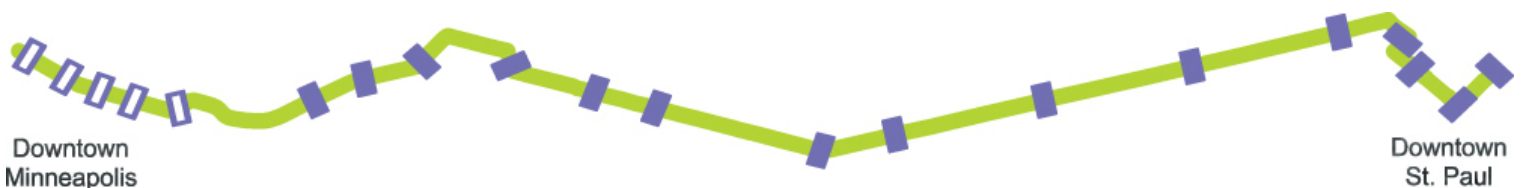


Marilyn Lievens (left) of ACT Electronics Inc., Mary Ellingsworth of Mechanical Solutions Inc. and Mona Dzwonkowski of Systems Technical Services talk with Gary Erickson, assistant project director for design and engineering, during a mixer Thursday, Sept. 25, at the Central Corridor LRT Project office for Disadvantaged Business Enterprises (DBE). The purpose of the event, which 135 people attended, was to learn about Central Corridor LRT construction job opportunities for women-owned, minority-owned and small businesses and what they need to do to qualify for the work.

The project already has hired firms with 16 women- and minority-owned and small subcontractors for the engineering and environmental analysis phase of the project, which amounts to 17 percent of the nearly \$94 million worth of contracts. The nearly \$915 million project has the capacity to employ upwards of 20 DBE firms for the construction phase, said **Roderic Southall**, the Met Council’s Office of Diversity lead staff for the Central Corridor project.

Opportunities will exist for building track, bridges, retaining walls, stations, electrical systems, roadways, curbs, gutters, sidewalks and installing traffic signals, striping and signage. Building an operation and maintenance facility in St. Paul will involve construction of a shop, administrative and storage structures, site work and track, mechanical, electrical and plumbing work. Retrofitting the Washington Avenue Bridge for LRT will involve structural steel work and replacing the roadway deck. Other work will involve furnishing and installing train signal systems, communications and traction power/electrical systems. For more information, contact Southall at [Roderic.southall@metc.state.mn.us](mailto:Roderic.southall@metc.state.mn.us)

More



**Staff enters advanced preliminary engineering while FTA reviews application to enter final design**

Project staff is advancing preliminary engineering after submitting the Metropolitan Council’s draft application on Sept. 5 for federal approval to enter final design on the Central Corridor LRT Project. The Federal Transit Administration is expected to review the 4,000-plus pages of charts, graphs, technical drawings, information on project plans, ridership projections, operating and maintenance costs and a project budget of \$914.9 million over the coming months before making a decision by early next year. The application was the result of 20 months of work, which included nearly a thousand public meetings attended by 25,000 people. Soaring costs for steel, asphalt, concrete and other materials forced modifications in August in project plans to reduce costs and meet federal cost-effectiveness requirements of \$24.49 or less. With the new budget, the project’s revised CEI is \$24.41. As proposed, the project includes 15 new stations, a transit-pedestrian mall on Washington Avenue on the University of Minnesota’s East Bank campus and the underground infrastructure for three additional stations that could be added later at Western, Victoria and Hamline on University Avenue in St. Paul.

**Alicia Vap new manager for streetscape, station design and public art**



As the new project manager for streetscape, station design and public art, **Alicia Vap** brings a wealth of experience following more than eight years with the Ramsey County Regional Rail Authority. She was a transit project manager managing planning studies for transit projects, transit-related studies and passenger rail studies. Most recently, she managed the Rush Line alternatives analysis for RCRRA.

Vap, who also has worked at the Minnesota Department of Transportation, has a master’s degree in urban planning from the University of Kansas. “I’ve worked a lot with elected officials, including county commissioners, city council members and state legislators, on several of these projects and have worked with community members and the public as well. Several of my projects were potential New Starts fixed guideway projects, so I’ve got a background in working with the Federal Transit Administration. I also have worked with Metro Transit service planning and Metropolitan Transportation Services at the Metropolitan Council,” Vap said.

**For more information about the project, visit:** <http://www.centralcorridor.org/>

**Questions or Comments?** Call the comment line at 651-602-1645 or e-mail us at [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)

