



Seven Pages



Ann Stewart of Minneapolis talked with Earl Rogers, recruiter for Summit Academy OIC, at the Construction Workforce Diversity and Inclusion Mixer on May 20 at the Wilder Center in St Paul. About 300 people attended. The purpose of the mixer was to give the public a chance to meet representatives from 22 construction training organizations and more than 20 construction and building trade companies.

Meeting at Lao Family will focus on LRT construction jobs

In August, the Metropolitan Council and three Hmong organizations will hold a business and workforce opportunity session featuring the Central Corridor Light Rail Transit project.

This is the Met Council's fourth large community meeting in less than a year for minority-owned, women-owned and small businesses or job seekers to learn about job opportunities on the biggest public works project in state history.

The latest session is targeted at Hmong business owners and Hmong workforce advocates who have an interest in ensuring Hmong inclusion in the Central Corridor LRT line's construction, which will begin in late summer 2010.

The meeting will begin at 6 p.m. August 12 at Lao Family Community of Minnesota Inc. at 320 W. University Ave. in St. Paul. To register, contact Lu Hang at the Hmong Chamber of Commerce by August 6 at lu.hang@hmongchamber.com or 651-645-6777

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Meeting will focus on . . .

The Hmong Chamber of Commerce, the Hmong American Partnership and Lao Family Community of Minnesota Inc. are sponsoring the event with the Met Council.

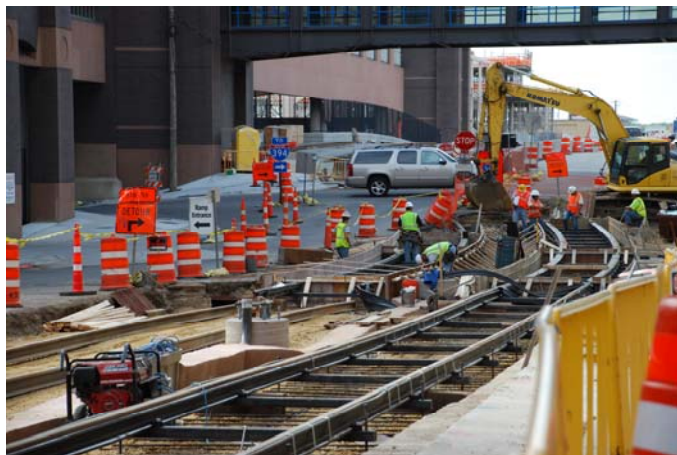
The session will highlight what the Disadvantaged Business Enterprise (DBE) program is and how firms may become DBE certified, the construction bid packages that will be forthcoming and the range of construction trades that will be used on the project.

“The inclusion of Hmong business owners and construction workers on the project is vital particularly given their significant role in the revitalization of University Avenue. This offers us an opportunity to directly engage business owners about the role that they want to play in the project’s construction,” said Roderic Southall, lead staff on the Central Corridor LRT Project for the Met Council’s Office of Diversity.

The Met Council’s Office of Diversity plans to conduct more specialized business and workforce opportunity sessions with various communities in the near future.

The Met Council held meetings in September 2008 for minority-owned, women-owned and small businesses to learn what they need to do to qualify for project construction work. In February, the Met Council held a meeting for general contractors and DBEs to learn about the construction bidding schedule. In May, the Met Council and other governmental agencies held a Construction Workforce Diversity and Inclusion Mixer for people to meet representatives from 22 construction training and apprenticeship programs and learn about construction opportunities on this project and other upcoming public projects.





Types of work on this project

Civil Contracts

- Track
 - Bridges
 - Retaining walls
 - Stations
 - Electrical systems
 - Roadway, curb, gutter, sidewalks
- Traffic signals, striping and signage

Operations & Maintenance Facility

- Shop, administrative and storage buildings
 - Site work
 - Track
- Mechanical, electrical, plumbing

Water and Sewer

Systems

- Train signal systems
 - Communications systems
- Traction power/electrical systems

Early roadway improvements

- Curb, gutter, sidewalks
- Traffic signals, striping and signage

Washington Avenue Bridge

- Structural steel
- Roadway deck replacement

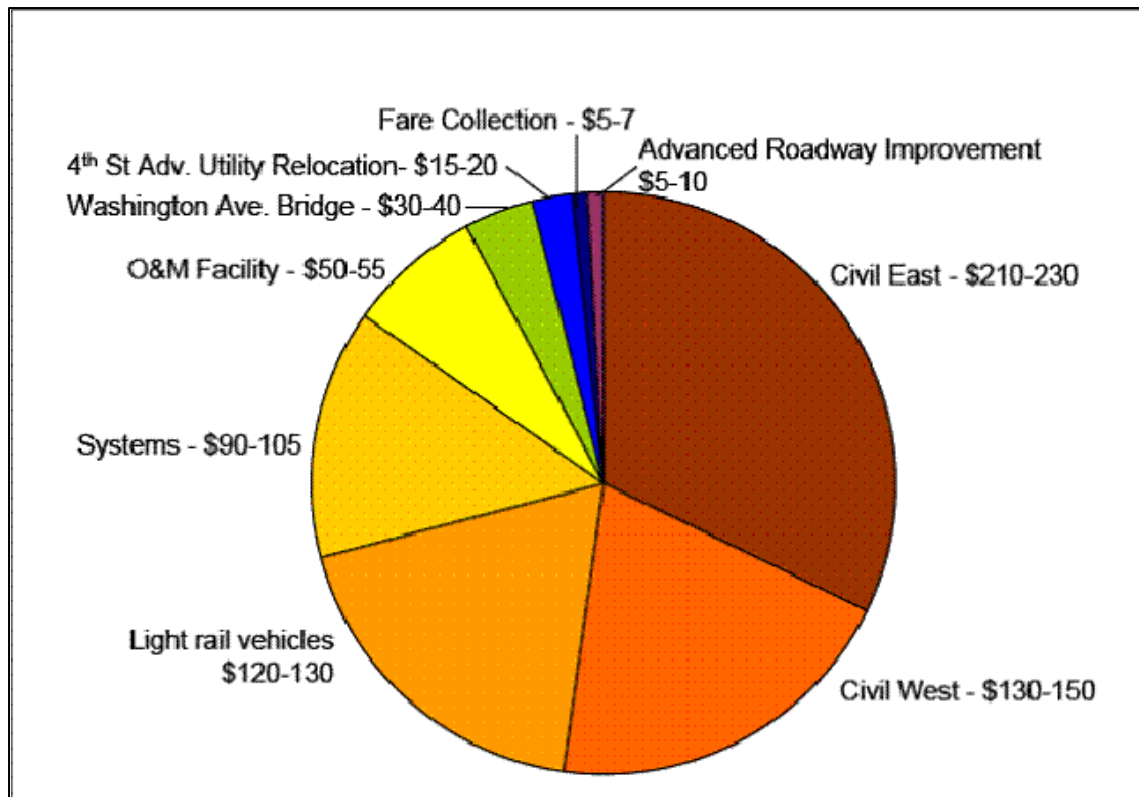
Fare Collection

- Furnish and install

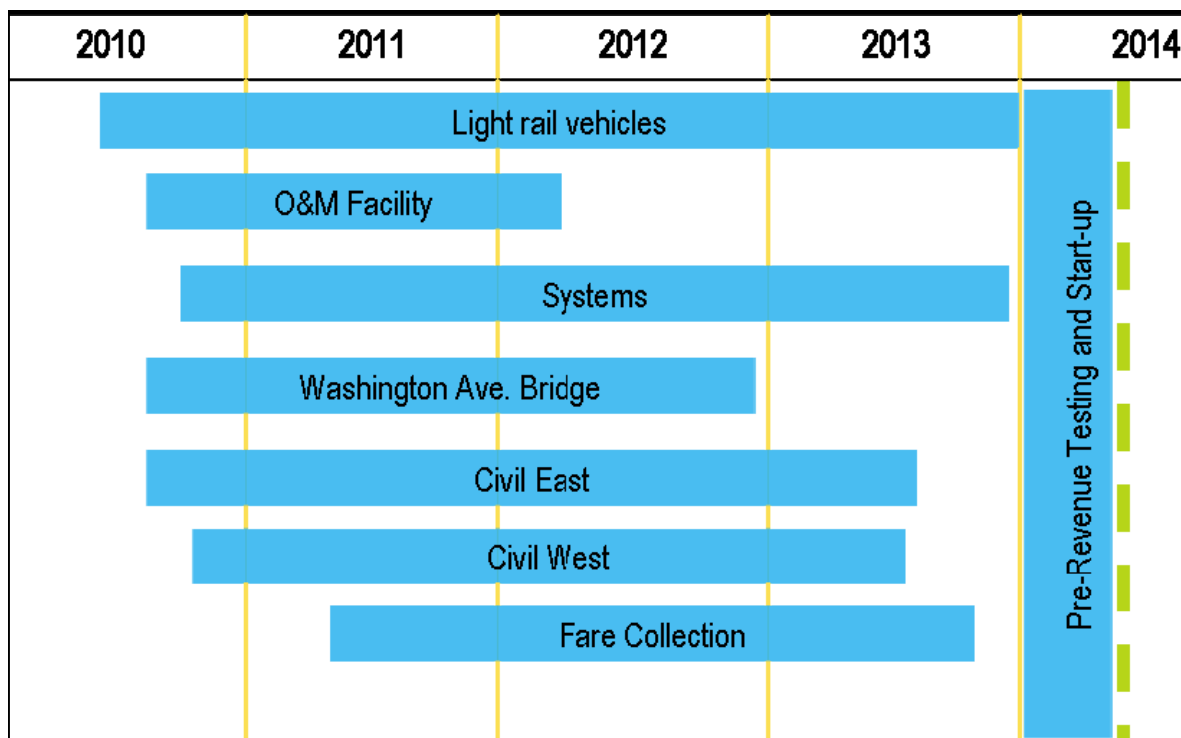
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Anticipated Contracts



Estimated Construction Schedule



More

Downtown
Minneapolis

Downtown
St. Paul

Messages from Roderic Southall

CCLRT uses the Design, Bid, Build Model

The Central Corridor LRT is different from the Hiawatha LRT in a number of ways. One important difference between the two is the project delivery model they employ. Unlike the Hiawatha LRT, the Central Corridor LRT will use the project delivery system known as design-bid-build.

“Although they sound similar, design-build and design-bid-build are quite different project delivery systems. In design-build, a single entity known as the design-builder is contractually responsible for the project's design and construction. Under design-bid-build, the project's design and construction are contracted separately. Professional design services for public projects are selected on the basis of qualifications by the owner with a negotiated fee. Contracts for construction services are then obtained by competitive bidding.” *Sourced from “The Information Center” at Jacobs, Carter Burgess’ publications.*



Roderic Southall is the Metropolitan Council Office of Diversity lead staffer to the Central Corridor LRT Project.

Tips for Establishing or Increasing Your Bonding Capacity

For DBEs and other small construction-related firms, the Central Corridor LRT Project may offer an opportunity to grow your firm and its capacity. Having sufficient bonding capacity will be a critical factor in taking advantage of this opportunity. While many companies have a sufficient level of bonding, some will need to increase or establish bonding capacity to participate in the construction of the Central Corridor LRT.

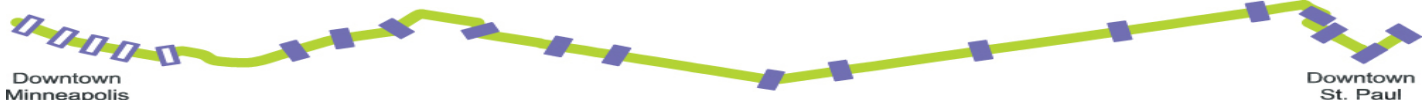
Here are tips for increasing your bonding capacity.

1. **Work with an experienced agent.**
2. **Implement construction-specific internal accounting systems.**
3. **Produce timely and accurate information.**
4. **Develop a good relationship with your banker.**

Most importantly, do not wait until the bid is on the street to apply for the bonding that you will need. Think ahead and be proactive. You should be working to establish or increase your bonding at least six months before the contract you want to participate on is due to be issued.

For more information on getting certified as a DBE and prepared to bid on this project, contact Southall at Roderic.southall@metc.state.mn.us or 651-602-1415. The Central Corridor LRT Project Website is www.centralcorridor.org

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Disadvantages Business Enterprise (DBE) Achievement Table (June 2009)

AECOM

(Contract Purpose):	The Consultant will assist Met Council in Preliminary and Advanced Preliminary Engineering and Final Design of the Central Corridor. Activities include providing support to Met Council in its project management activities, providing design support during construction of the design-bid-build elements of the project, and if a tunnel is constructed, providing services during design-build construction of this component of the project.	
Consultant:	DMJM Harris (AECOM)	
Project Manager:	Roderic Southall	
Expiration:	December 31, 2014	
Procuring Agency	Met Council	
Cost Data		
1	Contract Award Value:	\$90,990,522.00
2	Approved Contract Amendments (see 6.1.1.1 AECOM Contract Amendments)	\$1,245,193.00
3	Current Contract Value:	\$92,235,715.00
4	Metropolitan Council Authorized Amount	\$52,295,799.00
5	Payments to Date	\$33,475,957.74
6	Total DBE Payments	\$6,295,860.40
7	DBE Payments Billed / AECOM payments to-date	18.81%
8	Target DBE % Goal	17%
9	Number of DBE subcontractors	13

HDR

Description (Contract Purpose):	The Consultant will complete a Final Environmental Impact Statement and other environmental documentation, as required, to secure a Record of Decision.	
Consultant:	HDR	
Project Manager:	Roderic Southall	
Expiration:	February 28, 2009	
Procuring Agency	Met Council	
Cost Data		
1	Contract Award Value:	\$3,091,345.00
2	Approved Contract Amendments	\$627,000.00
3	Current Contract Value:	\$3,718,345.00
4	Metropolitan Council Authorized Amount	\$3,718,345.00
5	Payments to Date	\$3,461,348.58
6	Total DBE Payments	\$488,544.49
7	DBE Payments Billed / HDR payments to-date	14.11%
8	Target DBE % Goal	17%
9	Number of DBE Subcontractors	5

Actions This Period	Result
CCLRT DBE/AA Joint Committee proposed changes to the DBE and AA section of pre-bid documents.	Met Council's legal office is reviewing the proposed changes.
Met with Hmong Chamber of Commerce to discuss targeted outreach effort.	Agreed to co-host effort targeting the Hmong community in August





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 would begin in 2010 on the planned 11-mile Central Corridor line, with service beginning in 2014. The line would connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line, which will begin operation in late 2009, at the new Minneapolis Multimodal Station. The Metropolitan Council will be 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.

Questions or comments? Call 651-602-1645 or email centralcorridor@metc.state.mn.us
For more information, visit: www.centralcorridor.org

