Today’s Topics

• SWLRT Project Scope and Cost Presentation
• Communication and Outreach Update
  ❆ Freight Rail Open Houses/Community Meetings
  ❆ BAC and CAC Report
• SWLRT Project Scope and Cost Discussion
• Adjourn
Project Scope and Cost Estimates
# Ridership Refresh

<table>
<thead>
<tr>
<th>Description</th>
<th>2030 Ridership</th>
</tr>
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<tbody>
<tr>
<td>LPA</td>
<td>29,660</td>
</tr>
<tr>
<td>LPA Refresh*</td>
<td>34,000 – 36,000</td>
</tr>
</tbody>
</table>

*Ridership drivers:
- 2010 Census data
- 2010 On-board survey
- Regional socio-economic forecasts
Project Scope and Cost Estimate

- Project scope refinement during Project Development
  - Reflects input and coordination:
    - DEIS comments – received 900+ public comments
    - City/Agency input – held 100+ Issue Resolution Team meetings
    - Project advisory input - BAC, CAC, SWCMC
    - Public input received from 15 public open houses (2000+ attendees and 1100+ public comments) and 155+ community/stakeholder meetings
    - TSAAP coordination
  - Follows guiding principles for major scoping decisions
  - Establishes scope for Municipal Consent Plans
  - Provides context for continued discussions with stakeholders as project moves forward
SWLRT Project Development Technical Issues

Revision 04: 28 May 2013

Technical Issues:

1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road & TH 212 Crossing
5. City West Station & TH 62 Crossing
6. Opus Station
7. Opus Hill/Minnetonka-Hopkins Bridge
8. Shady Oak Station

9. PEC West/PEC East Interface Point

10. Downtown Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Coordination
21. Freight Rail Co-location/Relocation Alternatives

System-wide Technical Issues (not shown):

22. Traction Power Substation and Signal Bungalow Locations
23. Operation & Maintenance Facility (OMF) Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination
SWLRT PD Technical Issues
Principles for SWLRT Major Scoping Decisions (see handout)

• **Purpose**

  - Establish a set of decision-making principles that are clear and transparent
  - Address concerns raised in the DEIS public comment process
  - Evaluate project elements in a consistent manner
Project Scope and Cost Rollout

• Design adjustments and cost estimates
  ß Technical Issues (TI) #2 – 20, 22, 24 and 25
  ß Big three TI’s
    o TI #23 Operations and Maintenance Facility (OMF)
    o TI #1 Eden Prairie Alignment
    o TI #21 Freight Rail Co-location/Relocation
Overall Cost Estimate Methodology

- Cost Estimates
  - Total Project costs include capital improvements, ROW acquisition, contingency and design related costs
  - Based on 2013 Costs
  - Costs are cited in Year of Expenditure ($YOE)
Technical Issues
#2 – 20, 22, 24 and 25
**TI #2: 9-Mile Creek Crossing**

- **Design adjustment:**
  - Bridge structure over Flying Cloud Drive
- **Benefits:**
  - Minimizes property acquisition
  - Avoids modifications to Flying Cloud Drive and impacts to charter school
- **Revised design cost estimate:** $33 M (LPA Δ +$17 M)
- **Primary cost driver:**
  - Bridge structure over Flying Cloud Drive
TI #2: 9-Mile Creek Crossing
TI #3: Golden Triangle Station

- Design adjustments:
  - Station platform
  - P&R: 275 surface spaces

- Benefits:
  - Station location accommodates future development

- Revised design cost estimate: $15 M (LPA Δ +$3 M)

- Primary cost drivers:
  - Land bridge for track/station over soft soils
  - ROW acquisition
TI #3: Golden Triangle Station
TI #4: Shady Oak Road & TH 212 Crossings

• Design adjustment:
  ß Change in type and location of LRT crossing of Shady Oak Road and TH 212

• Benefits:
  ß Coordinates with City-led Shady Oak Road improvements
  ß Combines Shady Oak Road and TH 212 crossings into single bridge
TI #5: City West Station & TH 62 Crossing

• Design adjustments:
  ∙ Station and alignment location
  ∙ TH 62 crossing to cut and cover tunnel
  ∙ P&R: 190 surface spaces

• Benefits:
  ∙ At-grade station provides improved access and capital cost savings over LPA
  ∙ Tunnel preserves future opportunities for development infill within Opus
  ∙ Tunnel provides capital cost savings over LPA bridge
TI #5: City West Station & TH 62 Crossing
TI #4: Shady Oak Road & TH 212 Crossings
TI #5: City West Station & TH 62 Crossing

- Revised design cost estimate: $94 M (LPA Δ -$2 M)
- Primary cost savers:
  - Tunnel under TH 62
  - ROW acquisition
  - Platform at-grade
TI #6: Opus Station

• Design adjustments:
  - Station location
  - Trail connections
  - P&R: 90 surface spaces

• Benefits:
  - Station location accommodates future development

• Revised design cost estimate: $13 M (LPA Δ +$0 M)
TI #6: Opus Station

[Map of the Opus Station area showing various elements such as proposed access lane, grade separated trail crossing (trail below), sloped walk to trail, existing grade separated trail (trail below), potential park-and-ride (surface parking), potential shuttle bus stop, existing trail to remain, and parking areas adjacent to the station.]
TI #7: Opus Hill

• Design adjustments:
  ▶ Track alignment
  ▶ Roadway connection at Feltl Road and Smetana Road

• Benefits:
  ▶ Avoids wetland
  ▶ Improves crossing at Smetana Road
TI #7: Opus Hill
TI #7: Minnetonka/Hopkins Bridge

• Design adjustment:
  § Define bridge type

• Benefits:
  § Efficient and simple construction
TI #7: Minnetonka/Hopkins Bridge
TI #7: Minnetonka/Hopkins Bridge
TI #7: Opus Hill & Minnetonka/Hopkins Bridge

• Revised design cost estimate: $74 M (LPAΔ -$13 M)
• Primary cost saver:
  - Bridge structure over CP’s Bass Lake Spur tracks and wetlands
TI #8: Shady Oak Station

- Design adjustments:
  - Adjust alignment and station
  - Extends 17th Avenue South
  - P&R: 500 surface spaces

- Benefits:
  - Station location accommodates future development

- Design adjustment cost estimate: $49 M (LPA Δ -$6 M)

- Primary cost saver:
  - ROW acquisition
TI #8: Shady Oak Station
TI #9: PEC-West & PEC-East Interface

- Design adjustments:
  - No adjustments; engineering coordination point
TI #10: Downtown Hopkins Station

• Design adjustments:
  ð Bus facilities
  ð Preserves space for civic plaza

• Benefits:
  ð Provides convenient connection to downtown Hopkins
TI #10: Downtown Hopkins Station
TI #11: Excelsior Boulevard Crossing

• Design adjustment:
  ✐ Location of freight rail tracks and LRT tracks

• Benefits:
  ✐ Allows stations east of Excelsior Boulevard to be located on south side of corridor
TI #11: Excelsior Boulevard Crossing
TI #12: Blake Station

• Design adjustments:
  - Location of freight rail tracks and LRT tracks
  - P&R: 445 structured spaces

• Benefits:
  - Station and P&R location accommodate future/joint development
TI #12: Blake Station

**SITE DATA**

- **SITE AREA:** 2.91 ACRES
- **PARKING STRUCTURE:**
  - AT 3 LEVELS = 359 SPACES
  - AT 4 LEVELS = 477 SPACES
- **POTENTIAL DEVELOPMENT:** 29,000 SQ. FT.
  - FOOTPRINT
  - PARKING PROVIDED UNDER BUILDING
TI #10: Downtown Hopkins Station
TI #11: Excelsior Boulevard Crossing
TI #12: Blake Station

• Revised design cost estimate: $85 M (LPA Δ +$22 M)
• Primary cost drivers:
  ✽ Structured parking and ROW acquisition for Blake Station P&R
  ✽ Longer bridge structure over Excelsior Boulevard to swap freight rail and LRT
TI #13: Louisiana Station

• Design adjustments:
  Æ Location of freight rail tracks and LRT tracks
  Æ Grade of station location
  Æ P&R: 225 surface spaces

• Benefits:
  Æ Station located closer to hospital and housing
  Æ Provides better access to station
TI #13: Louisiana Station

SITE DATA

SITE AREA: 4.8 ACRES
SURFACE PARKING: 477 SPACES

*PARKING REQUIRED TO BE DETERMINED BY NUMBER OF PARK-AND-RIDE LOCATIONS AND POTENTIAL DEVELOPMENT

SOUTHWEST LIGHT RAIL
ST. LOUIS PARK
LOUISIANA STATION 4 - CO-LOCATION

IRT #13
Rev 1
05/21/2013

SOUTHWEST
Green Line LRT Extension

EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS
TI #13: Louisiana Station

SITE DATA

- SITE AREA: 4.8 ACRES
- SURFACE PARKING (WITH BRIDGE PIERS): 455 SPACES

*PARKING REQUIRED TO BE DETERMINED BY NUMBER OF PARK-AND-RIDE LOCATIONS AND POTENTIAL DEVELOPMENT

SOUTHWEST LIGHT RAIL

OTHER Carlson إنديانpolis  سان خوسيه يوتا سان فرانسيس كيو موراو ماينتسبورغ سان خوسيه ميننهوبولاس

EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS

41
TI #14: Wooddale Station

• Design adjustments:
  - Location of freight rail tracks and LRT tracks
  - Change in trail alignment (trail underpass not included in cost estimate)

• Benefits:
  - Accommodates future development
TI #14: Wooddale Station
TI #14: Wooddale Station
TI #15: TH 100 Crossing

• Design adjustment:
  ▶ Location of freight rail tracks and LRT tracks

• Benefits:
  ▶ Allows stations to be located on south side of corridor
  ▶ Minimizes overall project costs for both MnDOT TH 100 and SWLRT projects
TI #15: TH 100 Crossing
TI #15: TH 100 Crossing
TI 13: Louisiana Station
TI 14: Wooddale Station
TI 15: TH 100 Crossing

• Revised design cost estimate: $63 M (LPA Δ +$18 M)

• Primary cost drivers:
   ROW acquisition for P&R, station and tracks at Louisiana Station
   Louisiana Station P&R facility
   Track alignment at Louisiana Station
TI #16: Beltline Station

• Design adjustments:
  - Location of freight rail tracks and LRT tracks
  - P&R: 545 surface spaces
  - Change in trail alignment (trail bridge over Beltline Road not included in cost estimate)

• Benefits:
  - Accommodates future development
  - P&R location avoids prime corner redevelopment potential

• Revised design cost estimate: $29 M (LPAΔ +$15 M)

• Primary cost drivers:
  - ROW acquisition for P&R
  - P&R facility
TI #16: Beltline Station
TI #16: Beltline Station

SITE DATA

| SITE AREA: | 6.77 ACRES |
| SURFACE PARKING: | 630 SPACES |

*PARKING REQUIRED TO BE DETERMINED BY NUMBER OF PARK-AND-RIDE LOCATIONS AND POTENTIAL DEVELOPMENT*
TI #17: West Lake Station

• Design adjustments:
  • Bus connections/facilities

• Benefits:
  • Accommodates future Midtown Corridor
  • Flexible design to accommodate future development
TI #17: West Lake Station
TI #17: West Lake Station
TI #18: Kenilworth Corridor: Cedar Lake Parkway Crossing

• Design adjustment:
  – LRT and trail bridge crossing over Cedar Lake Parkway to underpass

• Benefits:
  – Addresses Minneapolis Park and Recreation Board concerns for Grand Rounds crossing
TI #18: Kenilworth Corridor: Cedar Lake Parkway Crossing
TI #18: Kenilworth Corridor: 21st St. Station

• Design adjustment:
  ¢ Eliminated P&R
  ¢ Station would not be included under tunnel scenarios

• Benefits:
  ¢ Provides direct access to bus connection
TI #18: Kenilworth Corridor: 21st St. Station
TI #18: Kenilworth Corridor: 21st St. Station
TI #17 : West Lake Station
TI #18: Kenilworth Corridor – Cedar Lake Parkway & 21st St. Station

• Revised design cost estimate: $48 M (LPAΔ -$4 M)
• Primary cost saver:
  § Underpass vs. bridge at Cedar Lake Parkway
TI #19: Bassett Creek Valley Corridor - Penn Station

• Design Adjustments:
  § Station location
  § Trail alignment and connections

• Benefits:
  § Provides improved pedestrian connection to Penn Avenue/I-394
TI #19: Bassett Creek Valley Corridor – Penn Station
TI #19: Bassett Creek Valley Corridor - Penn Station
TI #19: Bassett Creek Valley Corridor – Van White Station

• Design adjustments:
  ß Station location
  ß Trail alignment and connections
  ß Pedestrian vertical circulation

• Benefits:
  ß Design accommodates potential future development
TI #19: Bassett Creek Valley Corridor – Van White Station
TI #20: Royalston Station

• Design adjustments:
  ▶ LRT alignment and station location
  ▶ Bridge structure over North 7th Street

• Benefits:
  ▶ Accommodates truck delivery access to local businesses
  ▶ Accommodates future development
  ▶ Coordinates with HCRRRA’s Interchange Project
  ▶ Accommodates future Bottineau Project
TI #20: Royalston Station
TI #19: Bassett Creek Valley Corridor – Penn Station & Van White Station
TI #20: Royalston Station

• Revised design cost estimate: $96 M (LPAΔ+$1 M)
• Primary cost drivers:
  ✅ Vertical circulation at Van White Station
  ✅ Vertical circulation at Penn Station
  ✅ Bridge structure over North 7th Street versus LRT underpass
Technical Issue #23
Operations and Maintenance Facility
TI #23 OMF Site Location: Site Number 3/4
TI #23 OMF Site Location: Site Number 9A
## TI #23 OMF Site Location

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Name (City)</th>
<th>Cost Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4</td>
<td>City Garage (Eden Prairie)</td>
<td>• Site demolition/clearing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Yard tracks on structure</td>
</tr>
<tr>
<td>9A</td>
<td>K-Tel East (Hopkins)</td>
<td>• Site demolition/clearing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Site grading/earthwork</td>
</tr>
</tbody>
</table>
## TI #23 OMF Site Location

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Name (City)</th>
<th>OMF Site Cost Estimate</th>
<th>LPA Δ M</th>
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</thead>
<tbody>
<tr>
<td>3/4</td>
<td>City Garage (Eden Prairie)</td>
<td>$95 - $100</td>
<td>$30 - $35</td>
</tr>
<tr>
<td>9A</td>
<td>K-Tel East (Hopkins)</td>
<td>$100 - $105</td>
<td>$35 - $40</td>
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</tbody>
</table>
Technical Issue #1
Eden Prairie Alignment Adjustment
TI #1 Eden Prairie Alignment: Three Alignment Adjustment Finalists

Description

- Mitchell Station & Comp Plan Station via Technology Drive
- Mitchell Station & Singletree Station via Technology Drive
- Mitchell Station & Singletree Station via TH 212 frontage
TI #1 Eden Prairie Alignment: Mitchell Station & Comp Plan Station via Technology Drive
TI #1 Eden Prairie Alignment: Mitchell Station & Singletree Station via Technology Drive
TI #1 Eden Prairie Alignment: Mitchell Station & Singletree Station via TH 212 frontage
## TI #1 Eden Prairie Alignment

<table>
<thead>
<tr>
<th>Description</th>
<th>Primary Cost Drivers</th>
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</thead>
<tbody>
<tr>
<td>Mitchell Station &amp; Comp Plan Station via Technology Dr</td>
<td>• Bridge structure over Prairie Center Dr.</td>
</tr>
<tr>
<td></td>
<td>• Increased length of corridor by 1/3 mile</td>
</tr>
<tr>
<td></td>
<td>• ROW acquisition</td>
</tr>
<tr>
<td>Mitchell Station &amp; Singletree Station via Technology Drive</td>
<td>• Increased length of corridor by 1/3 mile</td>
</tr>
<tr>
<td></td>
<td>• ROW acquisition</td>
</tr>
<tr>
<td>Mitchell Station &amp; Singletree Station via TH 212 frontage</td>
<td>• Increased length of corridor by 1/2 mile</td>
</tr>
<tr>
<td></td>
<td>• ROW acquisition</td>
</tr>
</tbody>
</table>
## TI #1 Eden Prairie Alignment

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost Estimate (M)</th>
<th>LPA Δ M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitchell Station &amp; Comp Plan Station via Technology Drive</td>
<td>$195 - $205</td>
<td>$30 - $35</td>
</tr>
<tr>
<td>Mitchell Station &amp; Singletree Station via Technology Drive</td>
<td>$195 - $205</td>
<td>$30 - $35</td>
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<tr>
<td>Mitchell Station &amp; Singletree Station via TH 212 frontage</td>
<td>$195 - $205</td>
<td>$30 - $35</td>
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</tbody>
</table>
LRT Cost Summary
LRT Cost Drivers

- OMF
- Eden Prairie alignment adjustments
- Shift from surface to structured parking
- Shift from publicly held land to privately held land for park-n-ride facilities
- Additional bridge and tunnel structures/length
# LRT Subtotal Cost Estimate Summary

LRT Project Cost LPA = $1,250 M

<table>
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<tr>
<th>Description</th>
<th>Revised Design Cost Estimate (M)</th>
<th>LPA Δ M</th>
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<td>Design adjustments TI #1 – 20, 22 - 25</td>
<td>$885 - $915</td>
<td>$100 - $130</td>
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<tr>
<td>Vehicles</td>
<td>$115 - $125</td>
<td>$0 - $10</td>
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<tr>
<td>Design Related Costs</td>
<td>$350 -$360</td>
<td>$0 - $10</td>
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<td><strong>LRT Subtotal</strong></td>
<td><strong>$1,350 - $1,400</strong></td>
<td><strong>$100 - $150</strong></td>
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Technical Issue #21
Freight Rail
# TI #21 Freight Rail Design Options Summary

## Description

- Brunswick Central Freight Rail Relocation
- Kenilworth Deep Bore LRT Tunnel
- Kenilworth Shallow LRT Tunnel
Brunswick Central Freight Rail Relocation
Brunswick Central – Freight Rail Relocation

• Primary cost drivers:
  - Acquisition of homes and businesses
  - Freight rail bridge structures and retained fill/berms
  - Pedestrian underpasses
  - Lowering of TH 7 and frontage road
  - Reconfiguration of existing street network
Kenilworth Deep Bore LRT Tunnel
Kenilworth Deep Bore LRT Tunnel

• Primary cost drivers:
  - Tunnel boring machine and access pits
  - Tunnel boring operations & ground settlement control
  - Subway tunnel station at West Lake
  - Vertical circulation at West Lake station
  - Ventilation systems
  - West Lake Street bridge reconstruction
  - Ground water management systems
Kenilworth Shallow LRT Tunnel

Begin Tunnel

End Tunnel

Begin Tunnel

End Tunnel

21st Street Station

West Lake Station

Kenilworth Corridor
Owner: HCRRA
Operator: TC&W
Kenilworth Shallow LRT Tunnel

• Primary cost drivers:
  ✶ Cut and cover excavation
  ✶ Restricted construction area west of Channel Creek crossing
  ✶ Ground stabilization at Burnham Road bridge piers
Freight Rail – Cost Estimate Limits
Freight Rail Common Scope Elements:

- **Primary cost drivers:**
  - Freight rail track
  - Freight rail bridge over Minnehaha Creek
  - Freight rail bridge over Louisiana Avenue
  - CP ROW swap
  - Southerly connection (Bass Lake Spur to MN&S Spur)

- Common scope elements cost: $85M - $90M
  - Cost of common scope elements is additive to each design option
## Freight Rail Cost Estimate Summary

<table>
<thead>
<tr>
<th>Design Option</th>
<th>Freight Rail Cost Estimate (M)</th>
<th>LPA Δ M</th>
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<tbody>
<tr>
<td>Freight Rail Common Elements</td>
<td>$85 - $90</td>
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<td>Brunswick Central Freight Rail</td>
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<td>$190 - $200</td>
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<td>Kenilworth Deep Bore LRT Tunnel</td>
<td>$320 - $330</td>
<td>$320 - $330</td>
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<tr>
<td>Kenilworth Shallow LRT Tunnel</td>
<td>$150 - $160</td>
<td>$150 - $160</td>
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</table>
LRT and Freight Rail
Cost Estimate Summary
# Total Project Cost Estimate Summary (LRT + Freight)

LRT Project Cost LPA = $1,250 M

<table>
<thead>
<tr>
<th>Description</th>
<th>Revised Design Cost Estimate (M)</th>
<th>LPA Δ M</th>
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<tbody>
<tr>
<td>Design adjustment cost estimate (LRT Subtotal)</td>
<td>$1,350 - $1,400</td>
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<tr>
<td>Freight rail common costs</td>
<td>$85 - $90</td>
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<tr>
<td>Freight rail cost estimate</td>
<td>$150 - $330</td>
<td>$150 - $330</td>
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<tr>
<td>SWLRT Total Project Estimated Costs</td>
<td>$1,585 – $1,820</td>
<td>$335 - $570</td>
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Summary

- Project scope and costs reflect 1000’s of hours of stakeholder meetings and comments received from cities, agencies, businesses and the public.

- Ridership projections are trending upwards; 4,000+ additional trips by 2030; FTA reviewing refreshed forecast.
Summary

• What additional information does the committee need?
  - Scope elements?
  - Cost estimates?
Next Steps
Project Scope and Cost Rollout: Next Steps

• Present / seek input
  - SWLRT Corridor Management Committee – August 7
  - HCRRA – August 13

• Present recommended scope and cost / seek input
  - SWLRT Corridor Management Committee – August 14
  - Metropolitan Council – August 14

• Request approval on scope and cost
  - Transportation Committee – August 26
  - Metropolitan Council – August 28
A Look Ahead: Design & Engineering

• Q3 2013: Submit Municipal Consent SWLRT Plans for City and County Review

• Q4 2013: Complete Municipal Consent Approval Process

• Q1 2014: Finalize 30% Design Plans and Specs
Freight Rail Open Houses/Community Meetings

• July 17: Minneapolis
  Ò 325+ attendees
  Ò 130+ comment cards submitted

• July 18: St. Louis Park
  Ò 425+ attendees
  Ò 155+ comment cards submitted
July 17, 18 Freight Rail Community Meetings
Feedback

• Maximize preservation of parkland and trail with co-location options
• Concerns about safety and community cohesion with relocation options
• Minimize property acquisition for either co-location or relocation
• Select the best investment vs. the least costly option
July 25 Joint BAC and CAC Meeting

Key Themes:

• Strong support for SWLRT and desire to find the best long-term solution for communities moving forward because SWLRT will provide access to jobs, education for residents now and into the future.

• Strong preferences and opinions among members remain regarding the freight rail issue including safety, property acquisition, noise, visual impacts and community cohesion.

• St. Louis Park members asked for the removal of Brunswick Central from consideration as location for freight.
July 25 Joint BAC and CAC Meeting

Key Themes:

• Trails are important and should be treated equally with Park-n-Rides. Consider pedestrian access and biking environment when making decisions.

• Park-n-Ride facilities should maximize other opportunities including multi-modal connections and sustainability aspects.
## Outreach Activities

<table>
<thead>
<tr>
<th>Date</th>
<th>Event/Presentation</th>
<th>SPO Role</th>
<th>Primary Audience</th>
<th>No. of Attendees</th>
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</thead>
<tbody>
<tr>
<td>7/1/13</td>
<td>New American Academy Graduation</td>
<td>Share Project Information</td>
<td>General Public</td>
<td>50</td>
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<tr>
<td>7/4/13</td>
<td>Fourth of July Festival</td>
<td>Share Project Information</td>
<td>General Public</td>
<td>700</td>
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<tr>
<td>7/15/13</td>
<td>Hennepin County Bike Advisory Committee</td>
<td>Share Project Information</td>
<td>General Public</td>
<td>30</td>
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<td>7/16/13</td>
<td>Village in the Park</td>
<td>Share Project Information/Seek Feedback</td>
<td>General Public</td>
<td>40</td>
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<td>7/18/13</td>
<td>Truck Movements with Royalston Businesses</td>
<td>Share Project Information/Seek Feedback</td>
<td>Impacted Property Owners</td>
<td>5</td>
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<tr>
<td>7/20/13</td>
<td>Kenilworth Alliance Meeting</td>
<td>Share Project Information</td>
<td>General Public</td>
<td>20</td>
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<td>7/20/13</td>
<td>Hopkins Raspberry Festival</td>
<td>Share Project Information</td>
<td>General Public</td>
<td>150</td>
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<tr>
<td>7/22/13</td>
<td>Riley Purgatory Creek Bluff Watershed District</td>
<td>Share Project Information</td>
<td>Project Partner</td>
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<td>7/29/13</td>
<td>St. Louis Park Rotary</td>
<td>Share Project Information</td>
<td>General Public</td>
<td>38</td>
</tr>
<tr>
<td>7/29/13</td>
<td>St. Louis Park City Council and School Board</td>
<td>Share Project Information</td>
<td>Elected Officials</td>
<td>50</td>
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<tr>
<td>7/30/13</td>
<td>Costco and Emerson Rosemont</td>
<td>Share Project Information</td>
<td>Impacted Property Owners and General Public</td>
<td>8</td>
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<tr>
<td>8/1/13</td>
<td>Town Center Station Business Open house</td>
<td>Share Project Information/Seek Feedback</td>
<td>Impacted Property Owners and General Public</td>
<td>45</td>
</tr>
</tbody>
</table>

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[Footer Image: EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS]
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