

Edina - Public works

CSAH 158 (Vernon Avenue) Pedestrian & Multi-modal Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05259

Chad Millner

Requested: \$2,500,000

Status

Initial Review

▼ Table of Contents

General Information
Project Information
Project Funding
Document Requirements
Documents
Qualifying Requirements
Prioritizing Criteria and Measures
Evaluative Criteria
Community Considerations
Funds & Payments - Internal
Grant Requirements - Internal
ArcGIS - Internal
Review & Feedback - Internal
Dates & Financials - Internal Only
Communications & Relationships - Internal
Notes & History - Internal

What application category are you applying for.*

AT - Pedestrian Facilities

General Information

Organization Name: Edina - Public works

▼ Organization Information

Organization Name	Edina - Public works
Legal Name	Edina - Public works
Street Address	7450 Metro Blvd
Street Address 2	
City	Edina
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55428

▼ Contact Information

Contact	Full Name	Email	Phone
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▼ Project Information

Project Name* CSAH 158 (Vernon Avenue) Pedestrian & Multi-modal Improvements

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Edina

Jurisdictional Agency (if different than applicant): Hennepin County

Brief project description*

The project will reallocate space along a 0.5-mile segment of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard (MSAS 177) in the City of Edina. CSAH 158 is functionally classified as an A-Minor Arterial Reliever and currently operates as a four-lane roadway with turn lanes. The corridor is deficient in pedestrian facilities, with narrow or nonexistent sidewalks located immediately adjacent to traffic, limited crossing comfort, and gaps in the pedestrian network, creating barriers to safe access to transit, commercial areas, and nearby neighborhoods.

The project will significantly improve pedestrian safety, comfort, and accessibility by reallocating available right-of-way to include wide sidewalks with boulevards along CSAH 158, upgraded ADA-compliant curb ramps, and enhanced crossing treatments. The project also includes on-street bicycle lanes between Villa Way and south of West 53rd Street, along with transit stop accessibility improvements, to support a safer and more connected multimodal corridor while maintaining necessary roadway capacity.

Provide the project length to the nearest one-tenth of a mile* 0.5

Lead Agency* City of Edina

ZIP Code where majority of work is being performed* 55436

Approximate begin construction date (mo/yr)* 4/5/2027

Approximate end construction date (mo/yr)* 10/29/2027

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)
CSAH 158 (Vernon Avenue) Shared-Use Path and Pedestrian Improvements

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corridor)

Roadway Name* Vernon Avenue

From Cross-Street* Villa Way

To Cross-Street* Interlachen Boulevard (MSAS 177)

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1
Multiuse trail*	0
Separated bicycle facility*	0
On-street bicycle facility*	0.2
Sidewalk*	0.8
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Miles of new RBTN facilities:	0
Miles of improved existing RBTN facilities:	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	11100
Number of improved ADA ramps*	20
Number of intersection improvements*	3
Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Park and ride, etc.)*	Shared-Use Path, Sidewalk, ADA Pedestrian Ramps, Pedestrian Crossings, On-Street Bicycle Facilities, Roadway Reconfiguration (Grading, Aggregate Base, Bituminous Base and Surface), Traffic Signals, Lighting, Water, Sanitary Sewer, Storm Sewer
Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park, Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):	
Within 1/4 mile of project*	More
Within 1/2 mile of project*	More
Bridge/culvert projects (if applicable)	
Current Bridge/Culvert No.	0
New Bridge/Culvert No.	0
Structure is over/under (Bridge or Culvert Name):	
N/A	

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

Yes

If yes, please identify the sources*

The City is not currently applying for additional competitive grant funds at this time. However, the project is

supported by multiple committed funding sources, including PACS (pedestrian improvements), Municipal State Aid (MSA), reserved City utility funds, and previously awarded Hennepin County funding. These funds will be used to cover project costs beyond the requested grant amount, demonstrating the City's readiness and ability to deliver the full project.

Grant Request Amount, US\$* \$2,500,000.00

Project Total: \$* \$4,839,194.17

Match Amount: \$ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: \$2,339,194.17

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage: 48%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds* *See sources description above re: match/additional project funds

Please check the years that are feasible for your program.* 2027 (Federal and Active Transportation Sales Tax Projects)

Active Transportation applications will need to complete the Total Project Cost Worksheet (attach this worksheet in the application documents) AND also complete the Fluxx Budget tool below (Click on the Edit button in the "What is the grant amount requested for each activity?")

To provide the required budget information, complete the **Total Project Cost Worksheet** and then upload into the Documents section. Refer to the **Total Project Cost Instructions** for instructions on what to submit in Fluxx.

Read and Complete the Total Project Cost Worksheet Instruction and fill out the worksheet. After you have completed the worksheet then enter the costs from the Grant Request Amount column into Fluxx Budget Tool. You will need to enter all line items with associated costs, but only from the **Grant Request Amount column**.

- If you have "Other Bicycle and Pedestrian Elements" in your budget, you will be required to provide a description of the line item by replacing the Line Item text with your description.
- There is no local match. Therefore, it is possible your Total Project Cost will be equal to the Grant Request Amount. However, if your Total Project Cost exceeds the maximum award for the category, the entire cost must be identified in the Total Project Cost Worksheet.

The information entered into Fluxx should match your budget included in the attachments. This is how you will make claims against your grant award.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county

- where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS	
Filter by Type	All document types (10) 
 Total-Project-Cost-Worksheet_FINAL.xlsx Total Project Cost Worksheet Added by Allie Vollhaber at 10:22 AM on June 24, 2026	   
 Vernon Ave_Existing Condition Photos.pdf Photo Existing Conditions Added by Allie Vollhaber at 9:56 AM on June 24, 2026	   
 Vernon Ave_One-pager June 2026.pdf Project Summary Added by Allie Vollhaber at 9:47 AM on June 24, 2026	   
 HC_Letter of Support and Maint. Agreement_Signed.pdf Year-Round Maintenance Commitment Added by Allie Vollhaber at 9:45 AM on June 24, 2026	   
 EdinaPedBikePlan_Excerpt 2018.pdf Other Document Edina Ped Bike Plan Excerpt Added by Allie Vollhaber at 7:19 PM on June 23, 2026	   
1 - 5 of 10 Records	
1 2	

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan. Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

The project supports the 2050 Transportation Policy Plan objectives related to improving access to jobs, services, and transit for all users, particularly by enhancing connectivity for people walking and rolling. It advances policies focused on providing a safe, comfortable, and accessible transportation system, including improvements for people with disabilities and limited mobility. The project also supports regional goals related to equity and inclusion by addressing gaps in pedestrian infrastructure, and contributes to healthy, safe communities through improved pedestrian safety and comfort. In addition, the project aligns with policies promoting system resilience and sustainability by incorporating durable infrastructure and stormwater management practices that improve long-term performance.

Check the box to indicate that the project meets the requirement above.*

Yes

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.*

Yes

List the applicable document(s) and pages*

The project is identified in multiple local planning and programming documents completed within the past 10 years, including the City of Edina 2018 Comprehensive Plan Update, Pedestrian and Bicycle Master Plan (2018), and the Grandview District Transportation Study. These plans identify CSAH 158 (Vernon Avenue) as a key corridor in need of improved pedestrian, bicycle, and transit infrastructure, and specifically call for enhanced pedestrian connectivity, safety, and accessibility within the Grandview commercial district (excerpts of these documents attached, link to Comprehensive Plan in section below).

The project is also included in the City's Capital Improvement Program (CIP), which programs funding for roadway reconstruction, pedestrian improvements (PACS), Municipal State Aid (MSA), and utility upgrades along the corridor. Collectively, these plans document the need to address deficient pedestrian conditions, including narrow sidewalks, lack of separation from traffic, and limited accessibility, and support implementation of a complete streets approach that prioritizes safe, comfortable travel for people walking, rolling, and accessing transit.

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

The project must be accessible and open to the general public.

Check the box to indicate that the project meets the requirement above.* Yes

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.* Yes

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.* Yes

The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.* Yes

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets the requirement above.* Yes

The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed by governing body*

9/1/2025

Link to plan*

<https://www.hennepincounty.gov/-/media/Hennepin-Headless/Hennepin-Gov/government/projects-initiatives/transportation/ada/ada-transition-plan.pdf?rev=04f9d475a32543e1ba5885b7038743bf&hash=1DB1D0864783D1062F5431538448E>

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.* Yes

All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connects two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets the requirement above.* Yes

Projects must exclude right-of-way acquisition costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

Check the box to indicate that the project meets the requirement above.*

Yes

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local Pedestrian Facilities application category is intended to fund construction of and improvements to pedestrian-focused facilities that improve mobility, safety or accessibility for pedestrians in local communities.

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Sidewalk construction (single corridor or areawide improvements)
- At-grade pedestrian crossing improvements
- ADA improvements
- Streetscape improvements that encourage walking

▼ Evaluative Criteria

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

Measure A Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency's complete streets policy, or another document that provides information on the agency's practices. Agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would support advancing complete streets in this community*

<https://www.edinamn.gov/647/Comprehensive-Plan>

Additionally, provide a description (400 words or less) of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project.*

The City of Edina promotes complete streets planning, design, and construction through its Comprehensive Plan, Living Streets Plan, and Pedestrian and Bicycle Master Plan, which guide all roadway projects to safely accommodate users of all ages and abilities. These plans are implemented through routine city practices, including incorporating multimodal design elements into roadway reconstruction projects, prioritizing pedestrian and bicycle improvements in the Capital Improvement Program (CIP), and coordinating with Hennepin County

and other partners to deliver complete streets outcomes on county roadways.

The CSAH 158 (Vernon Avenue) project demonstrates the City's commitment to Complete Streets by reallocating space within the corridor to address multimodal deficiencies. The project includes off-street, buffered shared-use paths, improved sidewalks, ADA-compliant curb ramps, and enhanced pedestrian crossings, improving safety, accessibility, and connectivity for people walking and rolling. While the project includes in-kind replacement of an existing bus pickup bench, it will not modify or affect transit facilities or operations; rather, it enhances pedestrian access to existing transit services. These improvements will enhance access to residential neighborhoods and destinations within the Grandview District while maintaining the City's focus on pedestrian and multimodal mobility upgrades.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria. For agencies or organizations without roadway jurisdiction, scores should be based on the community policy in which the project is located. These applications may score higher if the applicant organization demonstrates a commitment to complete streets principles in their activities beyond the local community the project is located.

- **High:** The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- **Medium-Low**
- **Low:** Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- **Non-responsive/Not relevant:** Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.*

The CSAH 158 (Vernon Avenue) project provides direct access to a concentration of key community destinations within ½ mile, particularly within Edina's Grandview District, a major commercial, civic, and activity center. The corridor serves numerous retail and service destinations, including grocery stores (Jerry's Foods), pharmacies (Walgreens), restaurants, and local businesses that meet daily needs for residents.

The project also connects to important civic and community destinations such as the Edina Library and Senior Center, Grandview Square Park, and multiple multifamily housing developments, including senior housing and affordable housing sites. These destinations generate consistent pedestrian activity and rely on safe, accessible walking connections. The corridor is also served by Metro Transit Route 46, with bus stops located along CSAH 158 that provide access to regional job centers and services.

Currently, pedestrian access to these destinations is constrained by narrow sidewalks, limited separation from

traffic, and gaps in the pedestrian network. The proposed improvements including buffered shared-use paths, upgraded sidewalks, ADA-compliant curb ramps, and enhanced crossings will significantly improve safety, accessibility, and comfort for people walking and rolling between neighborhoods, transit stops, and key destinations.

By improving connections within the Grandview District and to surrounding residential areas, the project supports safe, convenient access to essential services, employment, recreation, and transit, strengthening the corridor's role as a multimodal hub within the community.

Measure B - Connection to schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply*

This project does not provide a direct or indirect connection to a K-12 school., This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school.

Indirect Connection - List the school(s):

The proposed project will make pedestrian and multimodal improvements within ¼ mile of Our Lady of Grace Catholic School in Edina. While the project does not directly border school property, it will enhance safety and accessibility along key routes used by students and families, thereby providing an improved indirect connection consistent with Safe Routes to School principles.

Measure B Scoring Guidance

Consider the information provided by the applicant and rate projects based on the guidance provided below.

- 5 points: Project provides a direct connection to a K-12 school.
- 3 points: Project provides an indirect connection to a K-12 school
- 0 points: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

Measure C - Active Transportation Demand

Identify the project location's score on MnDOT's Priority Areas for Walking (PAWS) Tool. This score measures the location's relative priority for pedestrian improvements based on a variety of environmental, physical and demographic factors.

Use the PAWS tool to identify the highest score in the project area. PAWS scores will be verified as part of the scoring process.*

24

Measure C Scoring Guidance

The applicant with the highest PAWS score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a PAWS score of 10, and the top project had score of 15, this applicant would receive $(10/15) \times 5$ points, or 3.33 points. Rounded to the nearest integer, this application would receive 3 points.

3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network. Projects will be scored based on a tiered system that prioritizes filling network gaps.

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities. This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the active transportation system.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.*

The CSAH 158 (Vernon Avenue) corridor currently presents several gaps and barriers in the active transportation network that limit safe and comfortable travel for people walking and rolling. Existing sidewalks are narrow, immediately adjacent to traffic, and lack adequate separation from high-volume vehicular travel, creating an uncomfortable and often unsafe walking environment. In addition, bicycle facilities are discontinuous, with on-street bike lanes ending at West 53rd Street, resulting in a gap in the multimodal network and limiting connectivity to key destinations within the Grandview District.

The project addresses these deficiencies by both filling a critical network gap and improving existing system barriers. Construction of off-street, buffered shared-use paths along CSAH 158 will create a continuous, accessible facility that connects to existing and planned bicycle and pedestrian infrastructure, as well as numerous community destinations and transit stops. These improvements will provide a safe and comfortable option for users of all ages and abilities and support a more complete active transportation network.

The project also addresses significant barriers to pedestrian safety by increasing separation from motor vehicles and enhancing crossing conditions. Upgraded sidewalks, ADA-compliant curb ramps, and improved crossings will reduce exposure to traffic, improve accessibility for people with disabilities, and create a more comfortable and reliable pedestrian experience. Collectively, these improvements transform the corridor from a barrier within the network into a connected, accessible route that supports safe multimodal travel and improves access to surrounding neighborhoods, transit, and destinations.

Measure A Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- 25 points: Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- 20 points: Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- 15 points: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- 10 points: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists *(note an online map is being developed and a link will be provided in final application)*

Crash Risk Index >15

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk

Index, or project provides a viable parallel or alternative route to a location listed.

- Medium-Low

- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.

- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The CSAH 158 (Vernon Avenue) project addresses existing safety risks for people walking and rolling by reducing exposure to traffic, improving crossing conditions, and incorporating proven safety countermeasures consistent with Safe System principles and regional safety guidance.

Existing conditions include narrow sidewalks immediately adjacent to traffic, limited separation from motor vehicles, and discontinuous facilities, which increase crash risk and reduce comfort for vulnerable users. The project will significantly reduce these risks by constructing off-street, buffered shared-use paths that provide physical separation from traffic. This aligns with FHWA-proven countermeasures that prioritize separation and protection for people outside of vehicles.

Pedestrian safety at crossings will be improved through upgraded ADA-compliant curb ramps, high-visibility crosswalks, and enhanced intersection treatments. Crossing distances will be maintained or reduced at key locations through improved geometric design, and the project will incorporate pedestrian refuge areas where appropriate to support two-stage crossings and reduce exposure time. No grade-separated crossings are proposed, ensuring direct and convenient pedestrian routes without added delay or detour.

Motorist speeds will be managed through geometric design elements that encourage safer driving behavior, including narrower lane widths, visual narrowing, and the presence of adjacent multimodal facilities. These treatments are consistent with traffic calming strategies that reduce operating speeds and improve yielding behavior. Turning movements will be better defined and controlled, reducing conflict points and improving predictability for all users.

Mid-block crossings are limited due to the presence of nearby signalized intersections that provide controlled crossing opportunities. The project enhances these crossings to encourage safe crossing behavior at appropriate locations.

Collectively, these improvements apply proven safety countermeasures including increased separation, improved visibility, ADA accessibility, and speed management to transform the corridor into a safer, more comfortable environment for people walking, biking, and accessing transit.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation **Community Considerations** criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here [Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption](#). The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people

and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The CSAH 158 (Vernon Avenue) corridor serves a diverse mix of residents, workers, and visitors within Edina’s Grandview District, a compact, mixed-use neighborhood with approximately 885 residents within the immediate area. The local population skews older, with approximately 25.5% of residents age 65 or older, reinforcing the need for safe and accessible pedestrian infrastructure.
(<https://www.point2homes.com/US/Neighborhood/MN/Edina/Grandview-Demographics.html>)

Within ½ mile of the project area are several multifamily and income-restricted housing developments, including Avidor (senior housing) and Summit Point, a 29-unit affordable housing community serving older adults with low incomes and individuals with disabilities. These populations are more likely to rely on walking, rolling, and transit to access daily needs, particularly as many residents live on fixed or limited incomes and may not have access to a personal vehicle. (<https://affordablehousinghub.org/housing/minnesota/hennepin-county/edina/summit-point-16011-lihtc>)

The corridor connects residents to essential community destinations identified through local planning efforts, including the Edina Library and Senior Center, Grandview Square Park, grocery stores, pharmacies, and neighborhood-serving businesses. Metro Transit Route 46 provides transit access along the corridor, supporting connections to employment and regional services. These destinations generate frequent pedestrian activity and are particularly important for maintaining independence among older adults, people with disabilities, and residents with limited mobility options.

Despite its role as a key connector, CSAH 158 currently functions as a barrier for people walking and rolling. Existing sidewalks are narrow and directly adjacent to high traffic volumes, with limited separation from vehicles. The corridor carries significant traffic, including segments with tens of thousands of vehicles per day, contributing to uncomfortable and potentially unsafe conditions for pedestrians. These conditions reflect legacy corridor design that prioritized vehicle throughput over multimodal safety, resulting in gaps in pedestrian and bicycle infrastructure.

These challenges disproportionately impact transit-dependent populations, older adults, and residents of nearby affordable housing who rely on safe crossings and continuous sidewalks to access daily services. The

project directly responds to these documented needs by enhancing pedestrian safety, accessibility, and comfort along a corridor that connects housing, transit, and essential destinations.

By addressing longstanding multimodal deficiencies and improving access to key community assets, the project advances a more inclusive transportation system and supports regional goals of reducing inequities and improving access for historically underrepresented and transportation-disadvantaged populations.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:

- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:

- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

The need for improvements along CSAH 158 (Vernon Avenue) has been identified through extensive planning efforts and sustained community engagement spanning more than a decade. The corridor is a central spine of the Grandview District, and the lack of safe, comfortable pedestrian and bicycle facilities has consistently been identified as a key barrier through the City’s Comprehensive Plan, Pedestrian and Bicycle Master Plan (2018), and the Grandview District Transportation Study. These plans incorporated community surveys, public meetings, and stakeholder engagement that highlighted the need for safer, more accessible connections to transit, housing, and local destinations.

Community engagement has included a variety of methods such as open house meetings, surveys, focus groups, stakeholder committees, and the City’s Better Together Edina (BTE) platform. Engagement efforts have included input from residents, business owners, and community groups, including older adults and people who rely on walking, biking, or transit to access daily needs. Feedback consistently identified concerns related to pedestrian safety, lack of separation from traffic, and limited accessibility, which directly informed the project’s focus on enhanced pedestrian facilities and safer crossings.

Future engagement will continue throughout project design and construction using a people-centered approach aligned with the Imagine 2050 engagement spectrum. The City will utilize its established engagement structures, including the BTE website, project webpages, and public meetings, to inform, consult, and involve community members at key decision points. Targeted outreach will be conducted to reach populations who may be disproportionately impacted, including older adults and residents of nearby multifamily and affordable housing. Opportunities for feedback will be provided through multiple formats, including online tools, in-person meetings, and direct communication channels.

The City of Edina has dedicated staff resources, a structured community engagement process, and an established communications platform to support ongoing engagement. These practices ensure that community input continues to shape project outcomes and that the benefits of the project are equitably distributed. Through this approach, the project both responds to identified community needs and ensures continued collaboration

with the community throughout implementation.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with “specific communities” helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with “specific communities” that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The CSAH 158 (Vernon Avenue) project provides significant safety, accessibility, and mobility benefits for communities within the Grandview District, particularly for populations who rely on walking, rolling, and transit. These include older adults, people with disabilities, residents of nearby multifamily and affordable housing, and transit users who depend on safe access to essential destinations.

The project addresses longstanding burdens created by existing corridor conditions, where narrow sidewalks directly adjacent to traffic, limited separation from vehicles, and incomplete multimodal facilities create safety risks and barriers to mobility. These conditions disproportionately impact people with limited mobility, seniors, and lower-income individuals who are less likely to have access to a personal vehicle. By reconstructing the corridor to include buffered shared-use paths, ADA-compliant curb ramps, and enhanced crossings, the project reduces exposure to traffic, improves accessibility, and creates a safer and more comfortable environment for people of all ages and abilities.

The project also improves equitable access to key destinations, including affordable and senior housing, transit stops, healthcare services, retail, and community spaces such as the library, senior center, and parks. These improvements support independence and daily mobility for residents while enhancing access to jobs, services, and social opportunities.

Potential short-term impacts during construction, such as temporary disruptions to access and mobility, will be mitigated through coordinated construction staging, maintenance of pedestrian access, detour planning, and proactive communication with residents, businesses, and transit providers. The City will prioritize maintaining safe and accessible routes for all users throughout construction, with particular attention to individuals with disabilities and those who rely on walking or transit.

Overall, the project provides meaningful, long-term benefits that go beyond mitigation by improving safety, accessibility, and connectivity, supporting a more equitable and inclusive transportation system.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations

- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:

- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:

- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ Funds & Payments - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

Measure A – Complete Streets:

Measure A – Connection to Key
Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation
Demand:

Measure A – Connection to existing
safety planning efforts:

Measure B – Safety improvements for
people outside of vehicles:

Measure A – Gaps, barriers or
deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: \$2,500,000.00

Total Project Budget:

▼ Communications & Relationships - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT
SYSTEM GENERATED EMAIL ALERTS

▼ Notes & History - Internal

Status

Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review

Created by Andrew Scipioni at 11:41 AM on June 24, 2026

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