

**MERRITT ISLAND REDEVELOPMENT AGENCY  
BOARD OF DIRECTORS MEETING AGENDA  
THURSDAY, OCTOBER 31, 2024 – 2:00 P. M.**

WELCOME TO THE MIRA BOARD OF DIRECTORS MEETING. MIRA VALUES YOUR ATTENDANCE AND REQUESTS THAT SPEAKERS APPEARING UNDER THE PUBLIC COMMENT SECTION OF THE AGENDA LIMIT THEIR COMMENTS AND/OR PRESENTATION TO MATTERS UNDER THE BOARD'S JURISDICTION. IF YOU WISH TO SPEAK TO ANY ITEM ON THE AGENDA, PLEASE WAIT UNTIL THAT ITEM HAS BEEN CALLED. PERSONS ADDRESSING THE BOARD SHALL HAVE FIVE MINUTES TO COMPLETE HIS/HER COMMENTS ON EACH AGENDA ITEM.

Welcome - Call Business Meeting to Order 2:00 P.M.

Pledge of Allegiance

Introductions | Announcements

Public Comments

**I. Meeting Minutes**

A. Minutes of August 22, 2024, MIRA Board Meeting

**II.** A. Projects and Programs Updates and Status Report (Executive Director Verbal Report)

**III. Development Presentations**

TBD

**IV. New Business**

A. Merritt Park Place Grove Street Parking Lot Acquisition for Public Purposes  
| 24-36-35-32-K-1 | Parcel 24-36-32 | Tax Acct #2427087 | (Board Discussion)

**V. Ongoing/Old Business**

- A. Transit Stop Improvements (Simme Seating for Transit Stop Locations)
- B. USDOT FHWA Safe Streets 4 All Grant Agreement (Draft)
- C. 258 N. Grove Street | Merritt Island, FL 32953 (Tradewinds Builders (Façade Progress) Report & Site Tour)
- D. Discuss November/December 2024 Holidays Meeting Dates

**VI. Board Reports and Presentations:**

Marcus Herman, Chairman  
Cynthia Wall, Vice Chairman  
Andy Barber, Board Member  
Corey Mecagni, Board Member  
Nicole Morgan, Board Member  
Jack Smink, Board Member  
Jack Ratterman, Board Member  
Larry Lallo, Executive Director  
Lisa Nicholas, Community Redevelopment Manager  
Justin Caron, Assistant County Attorney

**Next Board Meeting (December 5th, 2024) 2:00 P.M.**

**Adjourn**



**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM I. A.**

<b>AGENDA REPORT ITEM:</b>	Meeting Minutes
<b>PROJECT:</b>	Minutes of August 22, 2024
<b>Requested Action:</b>	Consideration for Approval
<b>Summary Explanation &amp; Background:</b>	
<b>Fiscal Impact:</b>	None
<b>Exhibits Attached:</b>	Copy of Minutes

**MERRITT ISLAND REDEVELOPMENT AGENCY BOARD OF DIRECTORS**  
**Meeting Minutes August 22, 2024 – 2:00 PM**

**MEMBERS PRESENT**

Marcus Herman, Chair  
Nicole Morgan, Board Member  
Corey Mecagni, Board Member  
Jack Ratterman, Board Member  
Cynthia Wall, Vice Chair  
Jack Smink, Board Member  
Andy Barber, Board Member Present via Phone

**MEMBERS ABSENT**

**AGENCY STAFF**

Larry Lallo, Executive Director  
Justin Caron, Assistant County Attorney  
Cheryl Hurren, Exe. Admin. Assistant/Clerk

**GUESTS**

Donn Weaver, Veterans Memorial Center  
Don Pearsall, Brevard Veterans Council  
Kika Golan, D2 Office  
Susan Smith, D2 Office  
Manuel E. Baten, 245 LeJeune Dr. for Item III.C

**CALL TO ORDER AND ROLL CALL**

The meeting was called to open at 2:00 P.M. Member Smink led the pledge.

**PUBLIC COMMENTS/ANNOUNCEMENTS:**

Chairman Herman introduced Doug Green of 255 Manor Dr., who spoke to the Board regarding the SJRWMD Grant. Mr. Green explained to the Board that he dba, as Cocoa Beach Plumbing, Inc., applied for the St. John's River Water Management District (SJRWMD) Cone Road Septic to Sewer Grant in December 2019. During that time we were going through the Pandemic and the shutdown, he came down with a life-threatening case of COVID-19 and almost died, leaving him with debilitating challenges. The work was completed and substantiated by the Natural Resources Management Department's Save our Indian River Lagoon (SOIRL) paperwork. He received an inquiry about the status of his application from Executive Director Lallo as to why it never completed final processing for the SJRWMD and FDEP Grant reimbursement. Mr. Green said he attended the meeting today to see if he would be eligible for payment. After the discussion, the board asked legal counsel to review the circumstances and the paperwork to obtain a legal opinion regarding payment since the SJRWMD and FDEP grants have been closed.

- I. Meeting Minutes
  - A. Approval of the July 25, 2024, meeting minutes.

Board Member Barber moved to approve the July 25, 2024, meeting minutes, seconded by Member Morgan. The motion was unanimously approved.

## II. Projects and Programs Updates and Status Report: Director's Verbal Report

- Director Lallo informed the Board that the Amphitheatre TDC existing grant extension and Grant Request for the Restrooms/Concessions structure is going to the Board of County Commissioners on August 27, 2024, at 9:00 a.m. Mr. Donn Weaver of the Veterans' Memorial Center introduced Don Pearsall, who is taking his place as President of the Brevard Veterans Council. He advised them they would all attend the meeting to support the project. Member Ratterman shared that he visited Rep. Tyler Sirois, and they spoke of the Amphitheatre project. Tim Lawry from the Facilities Dept. stated that the quote received from Ivey Construction will be held for 60 days from mid-July 2024.

- A competitor purchased the Aviara Boat Company, and its 38-acre facility on the Barge Canal is now available as an industrial site. This is an outstanding manufacturing facility with water access. The owners are in the process of selecting a broker. MIRA has posted the availability on our website, and Executive Director Larry notified NBEDZ and the EDC of the site/facility availability.

- With Commissioner Goodson's support, a sign acknowledging the project partners will be put up at the Sea Ray Drive Bridge project, and MIRA's name will be included. MIRA and BOCC deferred \$275,000 per year of our tax increment for ten years to assist the project in 2020. At that time, the estimated cost was approximately \$5.5 Million. The project is currently under a construction contract for roughly \$10 Million, with completion in 2026, and will include adequate capacity to support our future river walk / Sea Ray Drive pedestrian and bike trail to Kelly Park.

- Under the Brownfield grant, Stantec is working on our Commercial Core brownfield redevelopment plan, focusing on the SR 520 Commercial Core and Mall area. Member Morgan said she heard "Drift Zone" signed a 20-year lease for an interior go-cart facility of some kind in the mall. A Community Workshop date will be set and forthcoming for October. Larry will reach out to confirm a suitable date.

- Matt Culver from NRMO said Stantec presented a bid on the renovations at Ms. Apple's, but he needs another quote before moving forward.

- The Sutton Pool property acquisition for the county remains in jeopardy until there is a meeting of the minds with Florida Communities Trust (Florida Forever Act), the Granting Agency, and the property owners, Brevard County Natural Resources, and the Zoo, and this may involve some level of MIRA facilitation or a funding commitment. The Zoo has committed for quite some time to making a significant investment in the Sutton property to accommodate the Restore our Shores operation as the prime tenancy. A letter of intent to sell the property for \$1 Million must come from the owner to keep the sale viable. The Florida Communities Trust (FCT) will remove the \$1 million grant if an agreement is not reached. The FCT must receive, review and approve a letter of intent to sell for \$1 Million, which coincides with their appraised value.

- The Florida Communities Trust (FCT) is a state-funded land acquisition program created by Chapter 380, Florida Statutes. The grant programs administered by FCT were initially funded through bonds issued under Preservation 2000 and currently through the Florida Forever Act. FCT assists communities with

protecting natural resources, providing recreational opportunities and preserving Florida's traditional working waterfronts through the competitive criteria outlined in the Parks and Open Space and the Stan Mayfield Working Waterfronts Florida Forever Grant Programs. FCT is governed by a five-member board with the Secretary of DEP or their designee serving as the chair.

- Director Lallo reminded the Board that there is no meeting in November because of the holiday. He inquired if the MIRA meeting on October 24 could be moved to Thursday, October 31, because the Florida Redevelopment Association Conference conflicts with our meeting date.

**Board Member Barber moved the October 24th meeting to October 31. Member Wall seconded the motion, which was unanimously approved.**

- Director Lallo was asked about the status of the vacant community redevelopment manager position. Director Lallo said the Agency received 24 applications, and four had been selected for 2nd interviews. Of the four top candidates. A candidate has been selected from among the top two candidates. There remain negotiations and a process that needs to be followed. The HR Success Factors process, policies, and negotiations are underway with the selected candidate.

### III. Development Presentation

B. River Fly-In Condominiums- Zoning: The agent pulled the item.

C. Palmetto & LeJeune (at 245 LeJeune Dr.) Zoning Change Request BU-1-11 to RU-2-8:

**Board Member Smink moved to table the request for more information, which was seconded by Member Morgan. The motion was unanimously approved.**

A. Villas at River Palms; tax account 2438912-238918; 265 S. Banana River Dr. (South of SR 520), Zoning Change Request BU-2 to RU 1-7:

**Board Member Barber moved to table the request for more information and application to possibly include a BDP (Binding Development Plan). Member Smink seconded the motion, which was unanimously approved.**

### IV. New Business: None

### V. Ongoing/Old Business:

A. Transit Stop Improvements (Seating) discussion on the style of seats that will differ from the original eight transit stop. Member Wall asks who collects the advertising rent from the 20/20 bus stops. Member Barber pointed out the list of proposed future bus stops. Director Lallo will inquire to SCAT.

**Member Wall motioned to approve new bus stop seats and related equipment, up to \$20,000, without Big Belly Trash Cans and work with SCAT to complete the action. It was seconded by Member Barber and unanimously approved.**

Chairman Herman made a motion for Member Barber and Director Lallo to meet with SCAT to determine the location of the proposed bus stops and return to the Board for confirmation. Seconded by Member Ratterman. Passed 5 to 1 (Member Morgan Nay).

#### Board Reports and Presentations:

Marcus Herman—The BoCC meeting for the Amphitheatre is on Tuesday, the 27th. Board members may attend. However, it is best not to sit together in the interests of appearance with the Sunshine Law.

Cynthia Wall – CAMI is holding a Game Night Fundraiser for Merritt Island’s 2<sup>nd</sup> Annual Holiday Illumination Celebration on Sept. 20<sup>th</sup> at 6:30 p.m. There will be a “The Not so Newlywed Game” with 4 local couples. Member Wall asked after S. Courtenay Project. Director Lallo said they were working through some utility requirements.

Andy Barber – no report.

Corey Mecagni— no report.

Nicole Morgan – no report.

Jack Smink – no report.

Jack Ratterman – Talked to Representative Tyler. Sirois about some other issues. Part of North Merritt Island is situated within the Northern Brevard Economic Development Zone (NBEDZ), and it’s unclear how they want to use it; Mr. Sirois said he would check into it. The CFX wants to work the toll road this way, and Merritt Islanders should be concerned about tolls being instituted on all the causeways. He advised that there is a possibility that wetland permits are being held up until authorities decide who is going to issue them.

Justin Caron, Assistant County Attorney – no report.

Director Lallo – no further report.

Board Member Ratterman moved to adjourn the meeting. Member Morgan seconded it. The motion was unanimously approved.

The next meeting is on October 31, 2024, at 2:00 p.m.



**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM II. A.**

<b>AGENDA REPORT ITEM:</b>	Projects and Program Updates/Status Report
<b>PROJECT:</b>	Verbal Report from Executive Director
<b>Requested Action:</b>	Discussion
<b>Summary Explanation &amp; Background:</b>	
<b>Fiscal Impact:</b>	None
<b>Exhibits Attached:</b>	Copy of Supporting Documents <b>7</b>



MERRITT ISLAND  
REDEVELOPMENT AGENCY

**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM III. A.**

<b>AGENDA REPORT ITEM:</b>	Development Presentations
<b>PROJECT:</b>	Place Holder
<b>Requested Action</b>	None at this time.
<b>Fiscal Impact:</b>	None
<b>Exhibits Attached:</b>	None





**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM IV. A.**

<b>AGENDA REPORT ITEM:</b>	<b>New Business</b>
<b>PROJECT:</b>	<b>Merritt Park Place Grove Street Parking Lot Acquisition</b>
<b>Requested Action:</b>	Presentation, Discussion, and Authorization to Proceed with Acquisition Request to Brevard County
<b>Summary Explanation &amp; Background:</b>	
<p>The Merritt Island Redevelopment Agency has been instrumental in the vision, design, and redevelopment of Merritt Park Place since circa 1998, planning and funding several Infrastructure, Parking, Streetscape, Beautification, and Irrigation Improvements to McLeod, Grove, Parnell, Myrtice, Hibiscus, and Tangerine Streets, including entrance signage, streetlighting, medians, landscaping, irrigation, and crosswalks.</p> <p>The MIRA Redevelopment Plan cites Public Parking as an ongoing activity, and Chapters 6-10 state that the lack of public parking has become a significant issue. This issue limits the attraction of quality businesses, clients, and consumer activity that would add to Merritt Park Place's economic vibrancy, customer base, community experience, safety, and business appeal. Unconventional lot sizes and shapes limit the ability to assemble and redevelop sites and promising projects, sometimes conflict with the Brevard County Code requirements given the unique character of Merritt Park Place.</p> <p>The MIRA Board has identified significant issues in Merritt Park Place that remain to be addressed. These issues limit the attraction of quality redevelopment projects. The primary problems are the lack of neighborhood or regional stormwater retention systems and neighborhood public parking areas. An opportunity has arisen to acquire a private parking lot, already improved, within a strategic area of Merritt Park Place for public parking purposes.</p> <p>This agenda item is for the MIRA Board to discuss this opportunity and recommend proceeding with the process leading to MIRA approval to request Brevard County's approval to enter into the acquisition process, utilizing MIRA funding for this purpose, and enabling all necessary and prudent budget changes required to accommodate the acquisition and associated costs.</p>	
<b>Fiscal Impact:</b>	\$190,000
<b>Exhibits Attached:</b>	Supporting Information



# Merritt Park Place Press

June, 1999

## MIRA Update

Even though the Governor cut MIRA's request for funding the sewer installation for the balance of Merritt Park Place, the first phase of the sewer installation, Grove & McLeod Streets, is still a "go" project! Construction should begin on July 6 for the underground portion of the project. The contractor will be onsite for approximately ninety (90) days, at which time the Brevard County Public Works and Road & Bridge Departments will assume construction responsibility. They will resurface the street, allowing for angled parking, etc.

The MSBU ballot will be sent during the month of July, so that results can be determined as to whether paver brick sidewalks, decorative lighting, benches and landscaping will be installed on Grove & McLeod Streets.

Again, be aware that construction commences on Grove & McLeod

This has certainly been a busy year for Merritt Park. I've been so proud to represent our membership in the community. Thank you for this opportunity you have given me to work with you to benefit our community and establish friendships that will remain long after this year is over.

The community outside the park is anxiously awaiting the redevelopment of Merritt Park. I am approached frequently by people with questions and positive support for the project. As you might expect the most asked question is, when will the redevelopment begin, and the most supportive statement is, about time something like this happens in Merritt Island, this will really put us on the map. My sentiments exactly. So much strategic planning over the past nine years has gone into this worthwhile project. Just in this past year, much progress has been made. Most important has been the funding sources that have committed to the underground portion of the project, \$752,538, all being funded by the EPA/St. Johns River Water Management District, Brevard County Surface Water Management, Brevard County Road & Bridge, and last but not least, Merritt Island Redevelopment Agency (MIRA). It is time now for the plan to be put into action. The end of July, 1999 is the projected start date for the underground portion of the project (Phase 1), with a completion time of three (3) months. Planning for the second phase is almost at an end. The Merritt Park Place Design Committee has been working with

## Letter from Outgoing President

Doug Robertson of MIRA on above ground upgrades and on lowering the original cost of these upgrades. The cost began around \$700,000, and the committee, without compromising the quality of the upgrades, has brought the cost down by one-half. Some of the credit to lowering the cost also is due to a Community Development Block Grant of \$18,000 and to \$55,000 from the Metropolitan Planning Organization for the sidewalks. The committee still has a meeting scheduled with Doug & FPL to work on the cost of the upgraded lighting. This is expected to finalize the upgrade package. In the meantime, Doug has been meeting with property owners to discuss sidewalk easements & the Municipal Service Benefit Unit (MSBU). The deadline for the MSBU is quickly approaching. It seems as though every thing is in order and property owners are in agreement - only a few more need to be contacted. The MSBU should be finalized and in effect prior to completion of the first phase. Obviously, we didn't do this alone. On behalf of the Merritt Park Group Association, I would like to extend my thanks to MIRA, our County Commissioners, and countless others, that helped us achieve our goals this year. A very special thanks to Doug Robertson for the commitment and countless hours he has devoted to this project. Without Doug's professional

expertise, we would not be this far along.

To Sandee Natowich, our incoming chairperson, my thanks for your support and counsel. Most especially, thank you for spearheading the whole idea of Merritt Park.

To the membership, my thank you for your continuing commitment to our organization. I look forward to seeing you at our September meeting.

## MPPG Elections

The following is a list of the MPPG Board of Directors:

- Sandee Natowich, *Chairman*
- Richard Champon, *Vice Chairman*
- Linda Coontz, *Treasurer*
- Dick Day, *Secretary*
- Debra McGirr, *Asst. Secretary*
- Dan Jones
- Linda Molica
- Don Shannon
- Linda Sewell
- Ginny Lambkin
- Ralph DeBlois
- Beth Kring
- Susie Palmer

MPPG Property of the Month: Lasco Enterprises!

# Parking Lot

Write a description for your map.

**Legend**

- Feature 1
- Feature 2
- Lostt Garden Tattoos



# Grove looking North

Write a description for your map.



## Legend

- Feature 1
- ✦ Feature 2
- Lost Garden Tattoos



Location, Tax, and Legal



**Tax Account**  
2427087

**Parcel Number**  
24-36-35-32-0000k.0-0001,00

**County**  
Brevard

**MLS Area Major**  
251 - Central Merritt Island

**General County Location**  
Central

**Subdivision Name**  
Merritt Park Place

**Elementary School**  
Mila

**Middle School**  
Jefferson

**High School**  
Merritt Island

**Tax Annual Amount**  
1,126.14

**Tax Year**  
2023

**Tax Legal Description**  
MERRITT PARK PLACE LOTS 1,2 BLK K

**Directions**

From SR3 head west on Merritt Ave. Then turn left on N. Grove St. Property is on your right

F

## 0 N N. Grove

[X Close](#)

Merritt Island, FL 32953

\$190,000 #1015130 Active

[Media](#)   [Description](#)   [Location](#)   [Listing Details](#)

More Information [^](#)

### General Property Information

Road Frontage Feet

105

Lot Size Acres

0.3

Lot Size Square Feet

13,068

CDD Fee YN

No

List Price/Acre

633,333.33

### Remarks and Miscellaneous

Public Remarks

Merritt Park Place!! This double lot has 18 parking places, a concrete dumpster pad and room to build. Utilities already in place including water meter, Power meter, sewer hook up. Electric panel, street lighting and fully automatic sprinkler system.

### Closing Company Details

Closing Company Name

Countywide Title

### Current Use

Other

### Development Status

Completed

F

## Listing Details

### Contract Information

Current Price

\$190,000

Original List Price

\$200,000

Property Sub Type

Unimproved Land

Comp Sale YN

No

### Location, Tax, and Legal

Tax Account

2427087

Parcel Number

24-36-35-32-0000k.0-0001.00

County

Brevard

MLS Area Major

251 - Central Merritt Island

General County Location

Central

Subdivision Name

Merritt Park Place

Elementary School

Mila

Middle School

Jefferson

High School

Merritt Island

Tax Annual Amount

1,126.14

Tax Year

2023

Tax Legal Description

MERRITT PARK PLACE LOTS 1,2 BLK K

Directions

From SR3 head west on Merritt Ave. Then turn left on N. Grove St. Property is on your right

### More Information

#### General Property Information

Road Frontage Feet

105

Lot Size Acres

0.3

Lot Size Square Feet

13,068

CDD Fee YN

No

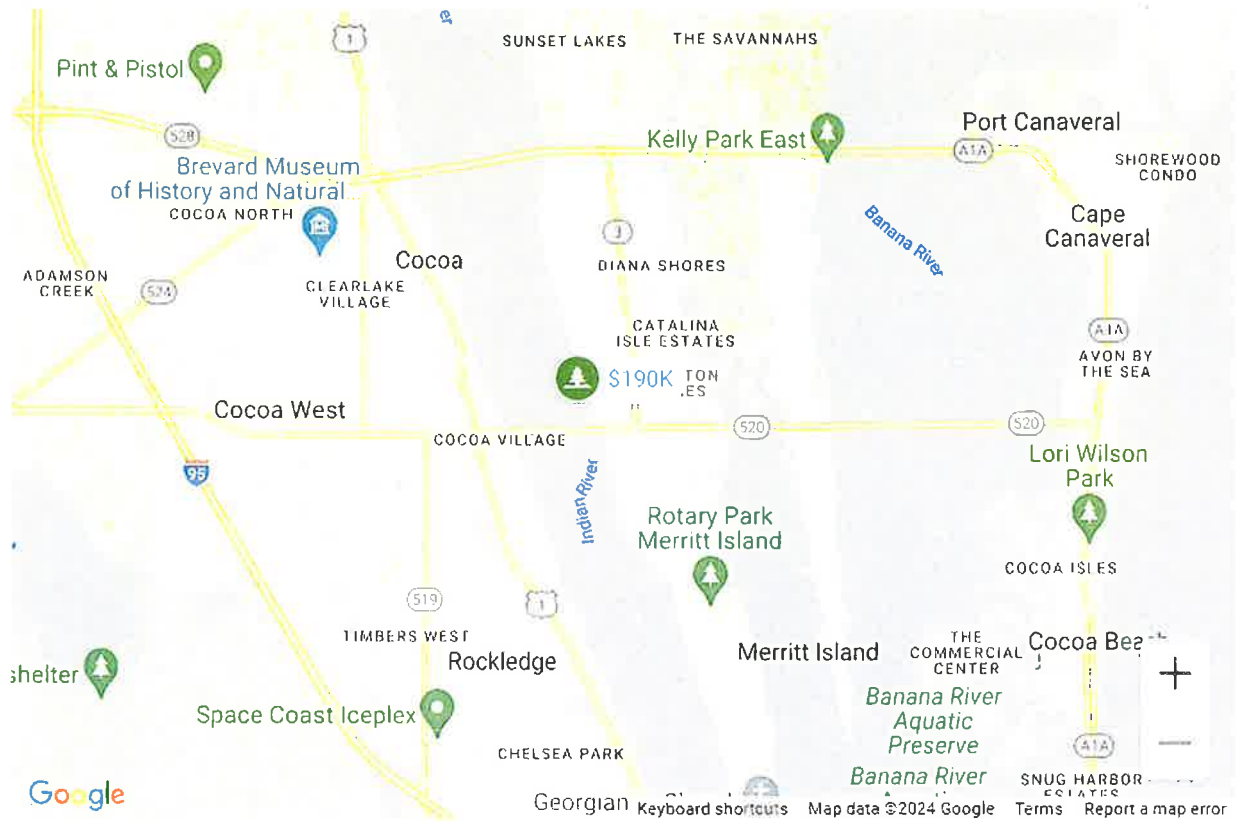
List Price/Acre

633,333.33

Description

Merritt Park Place!! This double lot has 18 parking places, a concrete dumpster pad and room to build. Utilities already in place including water meter, Power meter, sewer hook up. Electric panel, street lighting and fully automatic sprinkler system.

Location



F





S



F



F



F



**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM V.A.**

<b>AGENDA REPORT ITEM:</b>	Ongoing/ Old Business
<b>PROJECT:</b>	<b>Transit Stop Improvements</b>
<b>Requested Action:</b>	Presentation on Locations and Equipment Options for Transit Stop Expenditures
<b>Summary Explanation &amp; Background:</b>	
<p>At the August 22, 2024, MIRA Board Meeting, the Board approved expending \$20,000 of the \$50,000 in the FY 24 budget for transit stop seating improvements, subject to approval of the locations. Space Coast Area Transit (SCAT) preliminarily recommended 16 locations on 520 and North Courtenay Parkway that have high ridership and would benefit from some seating opportunities for riders.</p> <p>Space Coast Area Transit has recommended purchasing the Simme-Seat, a company out of Oregon, to provide the new seats. A double seat with a center pole or a divider cost about \$1000 per unit: one of the requirements for installing a new seat is access to at least a 5-foot-wide sidewalk in the appropriate location. The beauty of the Simme-seat is there is no need for any permits, engineering, or even approval of the adjoining properties because it all takes place in the right of way. Of the 16 sites provided by SCAT, 4 of them do not have access to a 5-foot sidewalk in the proper location.</p> <p>The semi-seats have a built-in divider between the two seats, and it is possible to install an approximate 8-foot pole, which could hold bus times or other information, and a solar light through another vendor. Most bus locations are in lighted areas, so it needs to be determined how many solar lights would be required, but we could investigate that. Also, it's probably not feasible to entertain covered seating because it would involve full-on engineering, permitting, etc.</p>	
<b>Fiscal Impact:</b>	\$20,000 - \$50,000
<b>Exhibits Attached:</b>	Supporting Documentation <b>19</b>

[Home](#) [New News](#) [En Español](#)

**Bus Trip Planner**    [About SCAT](#)    [Schedules & Maps](#)    [Commuter Assistance](#)    [Specialized Services](#)

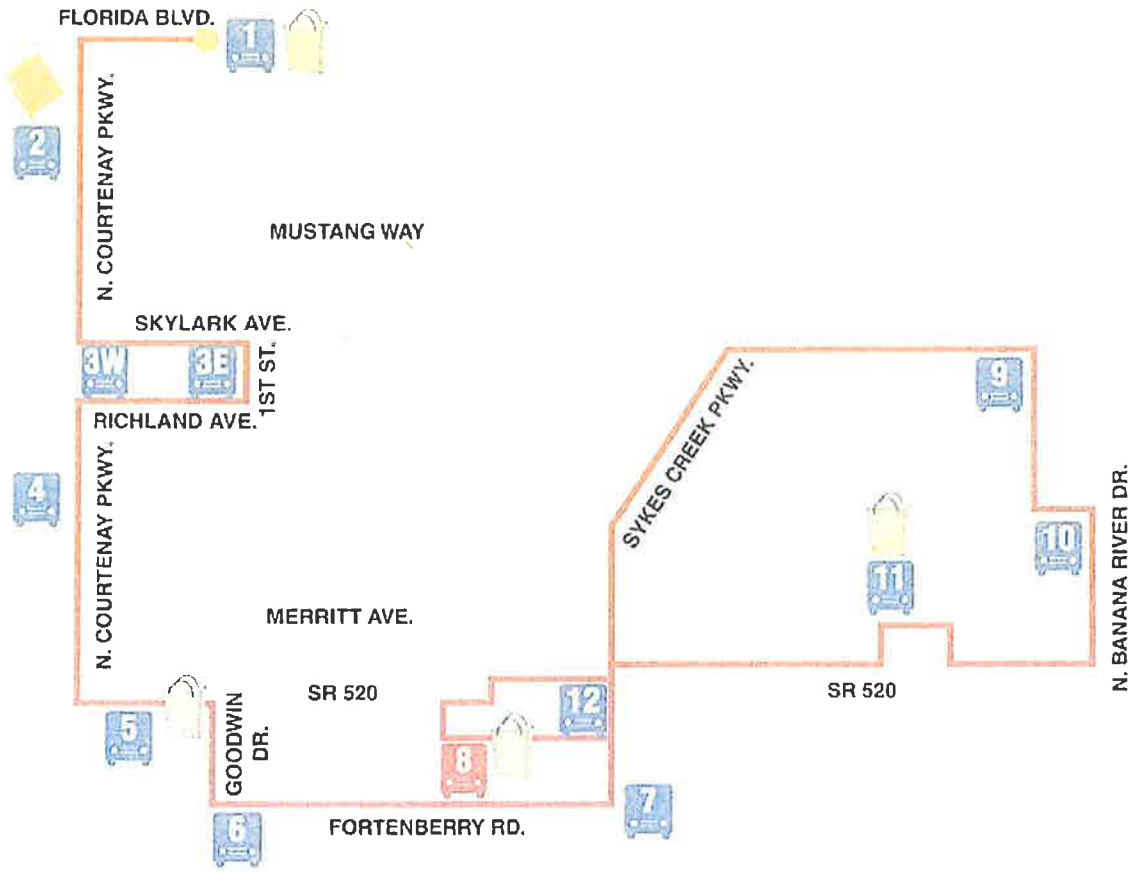
### ROUTE 3 ~ MERRITT ISLAND

All scheduled times are approximate and depend on traffic and other conditions. To view the corresponding schedule for each bus stop, click the bus-stop number, and the schedule will appear directly under the map key at the top and also above the map key at the bottom.

[CLICK HERE FOR PRINTABLE VERSION](#)

-  STARTING POINT
-  REFERENCE ROADS
-  ROUTE DIRECTION
-  BUS STOP NUMBER
-  TRANSFER POINT
-  HOSPITAL
-  SHOPPING
-  AIRPORT
-  LIBRARY
-  COLLEGE

SR 528



-  STARTING POINT
-  REFERENCE ROADS
-  ROUTE DIRECTION
-  BUS STOP NUMBER
-  TRANSFER POINT
-  HOSPITAL
-  SHOPPING
-  AIRPORT
-  LIBRARY
-  COLLEGE

# OF SEATS  
RECOMMENDED

Potential Shelter Locations  
Merritt Island

34

Priority	Location	Ridership	Current Shelter	Notes
2	1 Sr 520/ S Courtenay Pkwy Southside	1609		Denny's
2	2 Sr 520/ N Tropical Trail @ 7-11	713	Bench	7-11
3	3 Sr 520/ S Tropical Trail/ RoSE St	578		Westside Cars
3	4 N Courtenay Pkwy/ Crockett Blvd (SW Corner)	235	Bench	Church
2	5 Sr 520/ S Grove St S Side	657	Bench	Church
2	6 Sr 520/ N Courtenay Pkwy Northside @ Denny's	1182	Bench	Goodwill
2	7 N Courtenay Pkwy/ Diana Blvd (SE Corner)	179	Bench	Goodwill
2	8 Sr 520/ N Grove St (NE Corner)	465		Popeyes
1	9 N Courtenay Pkwy @ McDonalds	190	Bench	Popeyes
2	10 Sr 520/ N. Banana River Dr (NW Corner)	386	Bench	Popeyes
2	11 Sr 520 @ Office Depot	319	Bench	7-11
1	12 Sr 520/ S Banana River Dr (SE Corner)	172	Bench	7-11
1	13 Sr 520 Between N Banana River Dr (SW Corner)	201	Bench	Boniface
2	14 Skylark Ave @ Courtenay Palms	323		Boniface
1	15 Sr 520 Between Milford Point (NW Corner)	170	Bench	Boniface
2	16 Sr 520 @ Jimmy Vickers Car Dealer	167		Boniface

#6 NO SIDEWALK - JUST BRICKS NEEDS HELP!

Potential Shelter Locations  
Merritt Island

Priority	Location	Ridership	Current Shelter	Notes
1	Sr 520/ S Courtenay Pkwy Southside	1609		Denny's
2	Sr 520/ N Tropical Trail @ 7-11	713	Bench	7-11
3	Sr 520/ S Tropical Trail/ RoSE St	578		Westside Cars
4	N Courtenay Pkwy/ Crockett Blvd (SW Corner)	235	Bench	
5	Sr520/ S Grove St S Side	657	Bench	Church
6	Sr 520/ N Courtenay Pkwy Northside @ Dennys	1182	Bench	
7	N Courtenay Pkwy/ Diana Blvd (SE Corner)	179	Bench	Goodwill
8	Sr 520/ N Grove St (NE Corner)	465		Popeyes
9	N Courtenay Pkwy @ McDonalds	190	Bench	
10	Sr 520/ N. Banana River Dr (NW Corner)	386	Bench	
11	Sr 520 @ Office Depot	319	Bench	
12	Sr 520/ S Banana River Dr (SE Corner)	172	Bench	7-11
13	Sr 520 Between N Banana River Dr (SW Corner)	201	Bench	Boniface
14	Skylark Ave @ Courtenay Palms	323		
15	Sr 520 Between Milford Point (NW Corner)	170	Bench	
16	Sr 520 @ Jimmy Vickers Car Dealer	167		



L

ID: 15804      Location: SOUTH COURTENAY PKWY & TJ MAXX      Latitude: 28.35517      Longitude: -80.69996      [Map](#)

Quick Fix: Yes      ADA Compliant: No      Direction: Eastbound  
 Quick Fix Items: New Sign  
 Non-Compliant Features: Sign not compliant

Average Ridership per Run: 0      Operational: -1      Cost: 10      Rideship: 0      Total: 17  
 Scoring: Accessibility: 5      Safety: 3      Rank: 370      Total Cost: \$2,100

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Relevation to Intersection: Off street  
 Hazards: None

Curb Type/Height: Type F-6      Sign Mounted Correctly:  
 Signage: **Sign not present**  
 Amenities: None  
 Bench Accessible: N/A      Bench Obstruction: N/A  
 Trashcan Accessible:      Trashcan Obstruction:  
 Schedule Accessible:

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.1  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes  
 Sidewalk Width (feet): 8

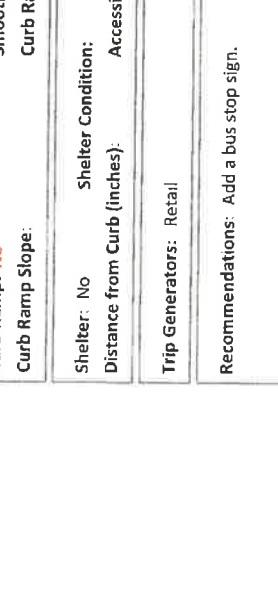
Marked Crosswalk: No  
 Protected Crosswalk:  
 Detectable Warning:  
 Detectable Full Width:  
 Curb Ramp: No  
 Curb Ramp Slope:

Shelter: No      Shelter Condition:      Wheelchair Into:  
 Distance from Curb (inches):      Accessible Connection:  
 Trip Generators: Retail

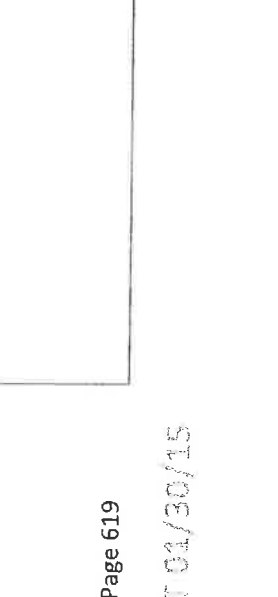
Recommendations: Add a bus stop sign.



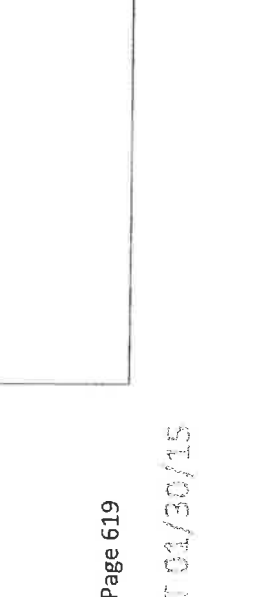
Supplemental Photo



Southbound



Westbound



Eastbound



ID: 11017 Location: COURTENAY PKWY & TENNESSEE AVE

Latitude: 28.362264

Longitude: -80.700095

[Map](#)

Quick Fix: No

ADA Compliant: No

Direction: Northbound

Quick Fix Items:

Non-Compliant Features: Boarding and alighting area not compliant

Average Ridership per Run: 1

Scoring: Accessibility: 4

Safety: 7

Operational: 2

Cost: -20

Rideship: 4

Total: -3

Rank: 783 Total Cost: \$15,700

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Release to Intersection: At street, on nearside of intersection  
 Hazards: None

Curb Type/Height: Type F-6 Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bus Schedule  
 Bench Accessible: N/A Bench Obstruction: N/A  
 Trashcan Accessible: Trashcan Obstruction:  
 Schedule Accessible: Yes

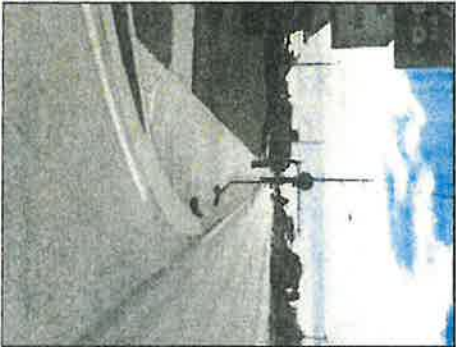
Is there a B&A area: No  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.3 Cross Slope (%): 9.5  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes 1/4" Change in Elevation: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: No Protected Crosswalk: Yes  
 Detectable Warning: Yes Detectable Warning Condition: Excellent  
 Detectable Full Width: Yes 24" Detectable Warning: Yes  
 Curb Ramp: Yes Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes Curb Ramp Surface: Yes

Shelter: No Shelter Condition: Wheelchair Into:  
 Distance from Curb (inches): Accessible Connection:

Trip Generators: Government, Office/Commercial, Residential, Retail

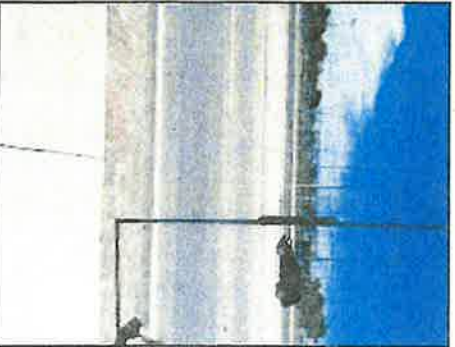
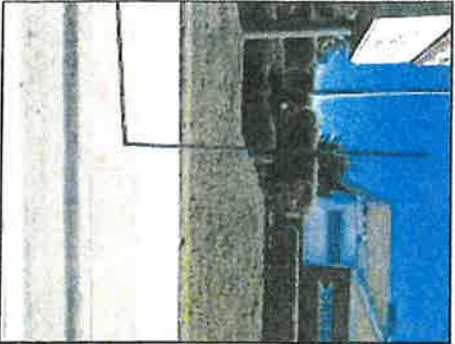
Recommendations: Move the stop 90' south. Resurface the B&A area to have a cross slope <=2%



Northbound

Southbound

Supplemental Photo



Eastbound

Westbound

ID: 11014      Location: COURTNEY & ADVENTURE CYCLES      Latitude: 28.367393      Longitude: -80.700436      [Map](#)

Quick Fix: No      ADA Compliant: No      Direction: Southbound  
 Quick Fix Items:  
 Non-Compliant Features: Detectable Warnings  
 Average Ridership per Run: 2      Operational: 3      Cost: 15      Rideship: 8      Total: 41  
 Scoring: Accessibility: 10      Safety: 5      Rank: 34      Total Cost: \$1,800

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Relegation to Intersection: At street, on nearside of intersection  
 Hazards: None

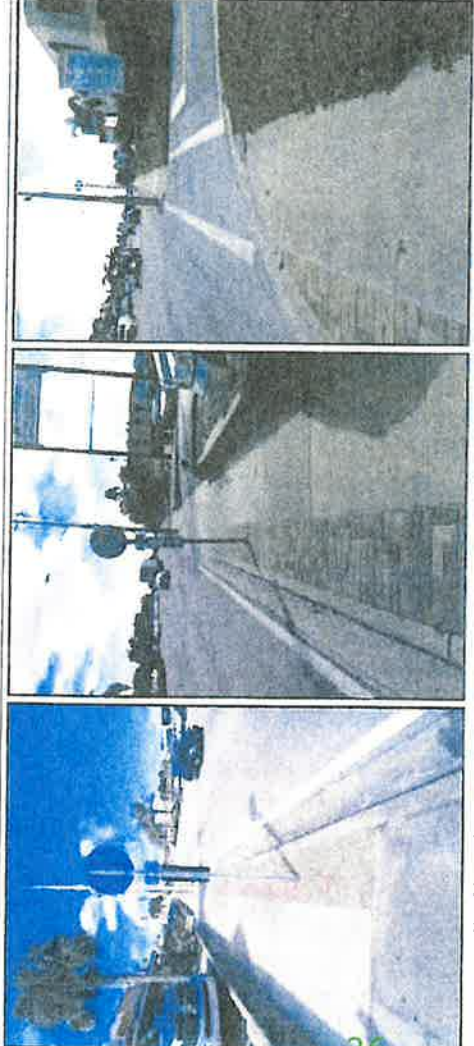
Curb Type/Height: Type F-6      Sign Mounted Correctly: Yes  
 Signage: On pole/post shared with other signs (traffic, directional, etc )  
 Amenities: Bus Schedule  
 Bench Accessible: N/A      Bench Obstruction: N/A  
 Trashcan Accessible:      Trashcan Obstruction:  
 Schedule Accessible: Yes

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.7      Cross Slope (%): 0.8  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes      1/4" Change in Elevation: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: Yes      Protected Crosswalk: No  
 Detectable Warning: No      Detectable Warning Condition:  
 Detectable Full Width:      24" Detectable Warning:  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: No      Shelter Condition:      Wheelchair Into:  
 Distance from Curb (inches):      Accessible Connection:

Trip Generators: Medical/Rehab, Office/Commercial, Residential, Retail  
 Recommendations: Add detectable warnings to the nearby curb ramps.



Northbound      Southbound      Supplemental Photo



Eastbound      Westbound

ID: 11027 Location: RICHLAND AVE & MANOR HOUSE Latitude: 28.369281 Longitude: -80.699182 [Map](#)

Quick Fix: No  
 Quick Fix Items:  
 Non-Compliant Features: Boarding and alighting area not compliant, No Raised Curb

Direction: Westbound  
 ADA Compliant: No  
 Average Ridership per Run: 14  
 Scoring: Accessibility: 4 Safety 9  
 Rank: 17 Total Cost: \$7,900  
 Operational: 3 Cost: 0  
 Rideship: 40 Total: 56

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Releation to Intersection: At street, on nearside of intersection  
 Hazards: None

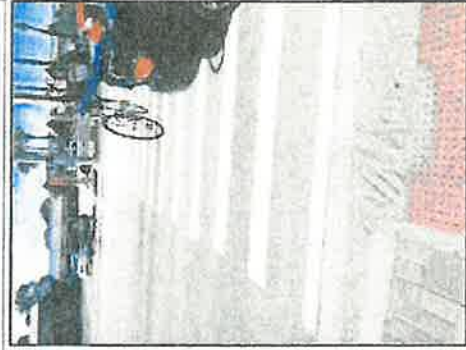
Curb Type/Height: Gutter only-  
 Signage: Standard bus stop sign post  
 Amenities: None  
 Bench Accessible: N/A  
 Trashcan Accessible:  
 Schedule Accessible:  
 Sign Mounted Correctly: Yes  
 Bench Obstruction: N/A  
 Trashcan Obstruction:

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No raised curb  
 Running Slope (%): 0.1  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes  
 Sidewalk Width (feet): 5  
 Cross Slope (%): 1.9  
 1/4" Change in Elevation: No

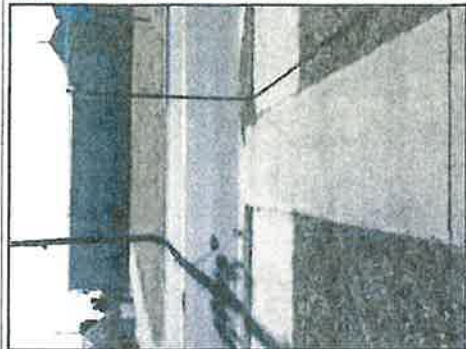
Marked Crosswalk: Yes  
 Protected Crosswalk: Yes  
 Detectable Warning: Yes  
 Detectable Warning Condition: Excellent  
 Detectable Full Width: Yes  
 24" Detectable Warning: Yes  
 Curb Ramp: Yes  
 Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes  
 Curb Ramp Surface: Yes

Shelter: No  
 Shelter Condition:  
 Distance from Curb (inches):  
 Accessible Connection:  
 Wheelchair Into:

Trip Generators: Office/Commercial, Residential, Retail  
 Recommendations: Move the stop 90' west. Remove the pavement at the existing B&A area and repave a level 5'x8' slab with a raised 6" curb to create a raised and level B&A area. See note 1.



Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 15803 Location: COURTENAY PALMS APARTMENTS & COURTENAY PKWY

Latitude: 28.370318

Longitude: -80.700165

[Map](#)

Quick Fix: Yes ADA Compliant: No

Quick Fix Items: Relocate Bench

Non-Compliant Features: Bench not accessible

Direction: Northbound

Average Ridership per Run: 0

Scoring: Accessibility: 11 Safety 8

Rank: 131

Total Cost: \$4,900

Operational: 5

Cost: 5

Rideship: 0

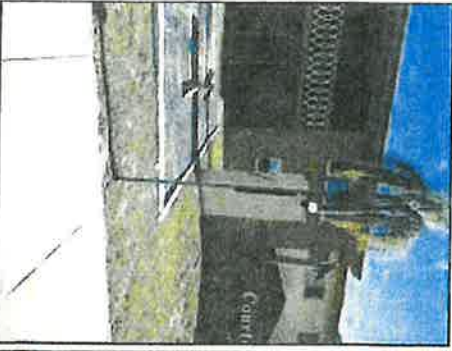
Total: 29



Northbound

Southbound

Supplemental Photo



Eastbound

Westbound

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<p><b>Stop Location:</b> On the sidewalk (adjacent to the street with a raised curb)  <b>Bus Location:</b> In a travel-thru lane  <b>Release to Intersection:</b> At street, on far side of intersection  <b>Hazards:</b> None</p>	
<p><b>Curb Type/Height:</b> Type F-6  <b>Signage:</b> Standard bus stop sign post  <b>Amenities:</b> Bench (3rd Party), Bus Schedule  <b>Bench Accessible:</b> No  <b>Trashcan Accessible:</b> No  <b>Schedule Accessible:</b> Yes</p>	<p><b>Sign Mounted Correctly:</b> Yes  <b>Bench Obstruction:</b> No  <b>Trashcan Obstruction:</b> No</p>
<p><b>Is there a B&amp;A area:</b> Yes  <b>What prevents a B&amp;A area:</b>  <b>B&amp;A Materials:</b> Concrete  <b>Is the B&amp;A Safe:</b> Yes  <b>B&amp;A Condition:</b> No defects  <b>Running Slope (%):</b> 1.4  <b>B&amp;A Obstructions:</b> No obstruction  <b>B&amp;A Barriers:</b> No barriers  <b>Sidewalk Connection:</b> Yes  <b>Sidewalk Width (feet):</b> 5</p>	<p><b>Cross Slope (%):</b> 0.3  <b>1/4" Change in Elevation:</b> No</p>
<p><b>Marked Crosswalk:</b> Yes  <b>Detectable Warning:</b> No  <b>Detectable Full Width:</b>  <b>Curb Ramp:</b> Yes  <b>Curb Ramp Slope:</b> Yes</p>	<p><b>Protected Crosswalk:</b> Yes  <b>Detectable Warning Condition:</b>  <b>24" Detectable Warning:</b>  <b>Smooth Transition at Curb Ramp:</b> Yes  <b>Curb Ramp Surface:</b> Yes</p>
<p><b>Shelter:</b> No  <b>Distance from Curb (inches):</b></p>	<p><b>Shelter Condition:</b>  <b>Wheelchair Into:</b>  <b>Accessible Connection:</b></p>
<p><b>Trip Generators:</b> Residential, Retail</p>	
<p><b>Recommendations:</b> Move the bus stop 280' south. Move the pole with the bus schedule adjacent to the pavement to make it accessible. Make sure the bus stop sign is located on the far side of the B&amp;A area. See note 5. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&amp;A area.</p>	

ID: 10999 Location: SKYLARK AVE & COURTENAY PALMS

Latitude: 28.371432

Longitude: -80.699141

[Map](#)

Quick Fix: No

ADA Compliant: No

Direction: Eastbound

Quick Fix Items:

Non-Compliant Features: Boarding and alighting area not compliant, Schedule not accessible, No Raised Curb

Average Ridership per Run: 3

Scoring: Accessibility: 2

Safety: 6

Operational: 4

Cost: 0

Rideship: 12

Total: 24

Rank: 224 Total Cost: \$6,400

Stop Location: On the sidewalk (with no curb)  
 Bus Location: In a travel-thru lane  
 Relocation to Intersection: At street, on far side of intersection  
 Hazards: None

Curb Type/Height: Gutter only- Sign Mounted Correctly: Yes  
 Signalage: Standard bus stop sign post  
 Amenities: Bus Schedule  
 Bench Accessible: N/A Bench Obstruction: N/A  
 Trashcan Accessible: Trashcan Obstruction:  
 Schedule Accessible: No

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Partially Paved  
 Is the B&A Safe: Yes  
 B&A Condition: Surface not firm, stable, or slip resistant  
 Running Slope (%): 0.1 Cross Slope (%): 0.1  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: No  
 Sidewalk Width (feet): 5  
 1/4" Change in Elevation: No

Marked Crosswalk: No Protected Crosswalk: Yes  
 Detectable Warning: No Detectable Warning Condition:  
 Detectable Full Width: 24" Detectable Warning:  
 Curb Ramp: Yes Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes Curb Ramp Surface: Yes

Shelter: No Shelter Condition: Wheelchair Into:  
 Distance from Curb (Inches): Accessible Connection:

Trip Generators: Residential

Recommendations: Pave a level 5'x8' slab with a raised 6" curb for the B&A area adjacent to the existing paved path. See note 1. Move the bus stop sign to the far side of the B&A area and make sure the bus schedule is accessible. See note 5.



Northbound

Southbound

Supplemental Photo

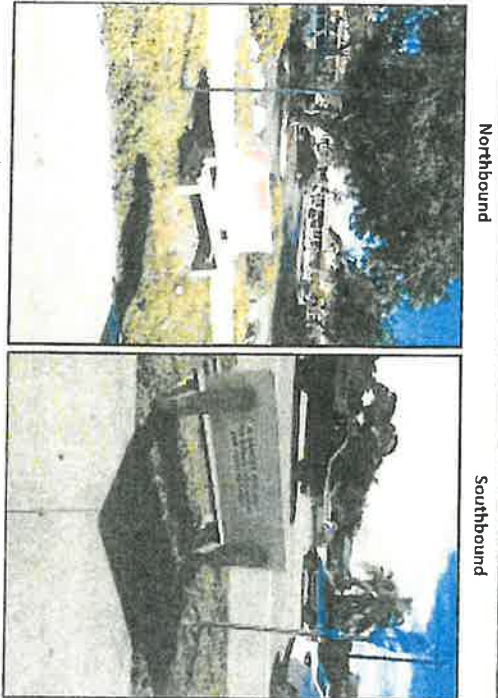


Eastbound

Westbound

ID: 11008      Location: N COURTENAY PKWY & MCDONALDS      Latitude: 28.374256      Longitude: -80.700662      Map

Quick Fix: Yes      ADA Compliant: No      Direction: Northbound  
 Quick Fix Items: Relocate Bench  
 Non-Compliant Features: Bench obstruction, Bench not accessible, Boarding and alighting area not compliant, Detectable Warnings, No Raised Curb  
 Average Ridership per Run: 2  
 Scoring: Accessibility: -2      Safety: 3      Operational: 2      Cost: 0      Rideship: 8      Total: 11  
 Rank: 501      Total Cost: \$6,100

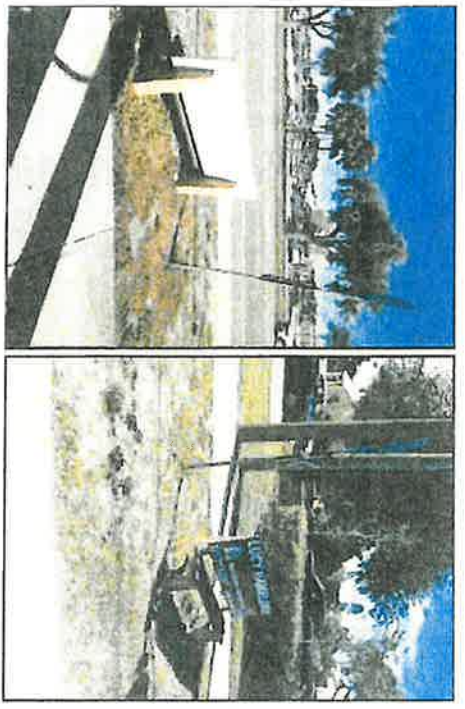
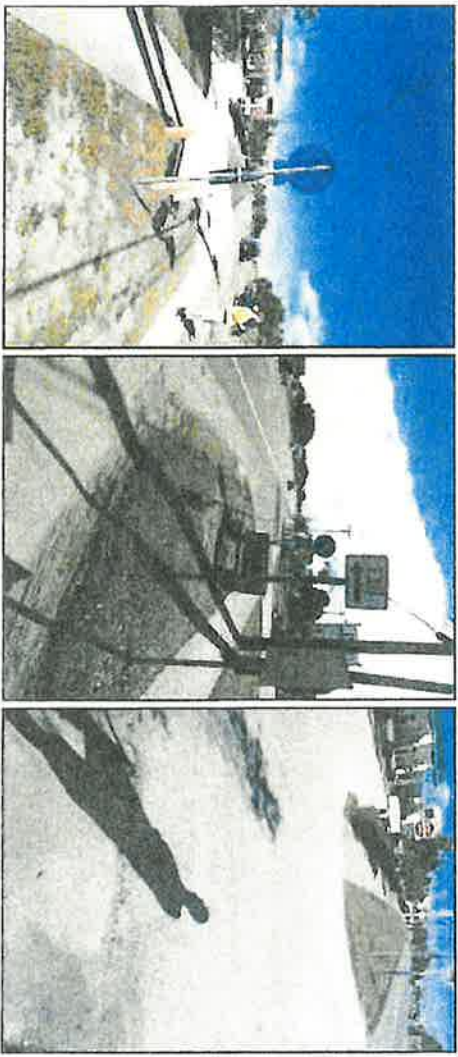


<p>Stop Location: On an unpaved shoulder of roadway          Bus Location: In a no parking portion of a street lane          Relocation to Intersection: At street, on far side of intersection          Hazards: None</p>	<p>Sign Mounted Correctly: Yes</p>
<p>Curb Type/Height: None          Signage: Standard bus stop sign post          Amenities: Bench (3rd Party)          Bench Accessible: No          Trashcan Accessible: Yes          Schedule Accessible: Yes</p>	<p>Bench Obstruction: Yes          Trashcan Obstruction: Yes</p>
<p>Is there a B&amp;A area: Yes          What prevents a B&amp;A area:          B&amp;A Materials: Dirt/Grass          Is the B&amp;A Safe: Yes          B&amp;A Condition: Surface not firm, stable, or slip resistant          Running Slope (%): 0.1          B&amp;A Obstructions: Moveable Street furniture (waste cans, benches, etc.)          B&amp;A Barriers: No barriers          Sidewalk Connection: Yes          Sidewalk Width (feet): 5</p>	<p>Cross Slope (%): 0          1/4" Change in Elevation: No</p>
<p>Marked Crosswalk: No          Detectable Warning: No          Detectable Full Width: 29"          Curb Ramp: Yes          Curb Ramp Slope: Yes</p>	<p>Protected Crosswalk: Yes          Detectable Warning Condition: 29" Detectable Warning:          Smooth Transition at Curb Ramp: Yes          Curb Ramp Surface: Yes</p>
<p>Shelter: No          Distance from Curb (inches):</p>	<p>Shelter Condition:          Accessible Connection:          Wheelchair Into:</p>
<p>Trip Generators: Medical/Rehab, Office/Commercial, Retail</p>	
<p>Recommendations: Pave a level 5'x8' slab with a raised 6" curb for the B&amp;A area. See note 1.          Move the bench so that it is flush with the edge of the sidewalk and outside of the B&amp;A area. Add detectable warnings to the nearby curb ramps.</p>	

ID: 10998 Location: COURTENAY PKWY & COUNTRY CLUB APTS

Latitude: 28.377716 Longitude: -80.70223 [Map](#)

Quick Fix: Yes ADA Compliant: No Direction: Southbound  
 Quick Fix Items: Relocate Bench  
 Non-Compliant Features: Bench obstruction, Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, No Raised Curb  
 Average Ridership per Run: 0  
 Scoring: Accessibility: -2 Safety 3 Operational: 2 Cost: -5 Rideship: 0 Total: -2  
 Rank: 766 Total Cost: \$8,100



Eastbound

Westbound

<p>Stop Location: On an unpaved shoulder of roadway          Bus Location: In a travel-thru lane          Relation to Intersection: At street, on nearside of intersection          Hazards: None</p>	<p>Sign Mounted Correctly: Yes</p>
<p>Curb Type/Height: None          Signage: Standard bus stop sign post          Amenities: Bench (3rd Party) Bus Schedule          Bench Accessible: No          Trashcan Accessible: No          Schedule Accessible: No</p>	<p>Bench Obstruction: Yes          Trashcan Obstruction: Yes</p>
<p>Is there a B&amp;A area: Yes          What prevents a B&amp;A area:          B&amp;A Materials: Dirt/Grass          Is the B&amp;A Safe: Yes          B&amp;A Condition: Surface not firm, stable, or slip resistant          Running Slope (%): 0.1          B&amp;A Obstructions: Moveable Street furniture (waste cans, benches, etc.)          B&amp;A Barriers: No barriers          Sidewalk Connection: No          Sidewalk Width (feet): 5</p>	<p>Cross Slope (%): 3.3          1/4" Change in Elevation: No</p>
<p>Marked Crosswalk: No          Detectable Warning: No          Detectable Full Width:          Curb Ramp: Yes          Curb Ramp Slope: Yes</p>	<p>Protected Crosswalk: Yes          Detectable Warning Condition          24" Detectable Warning          Smooth Transition at Curb Ramp: Yes          Curb Ramp Surface: Yes</p>
<p>Shelter: No          Distance from Curb (Inches):</p>	<p>Shelter Condition:          Accessible Connection:          Wheelchair Intro:</p>
<p>Trip Generators: Office/Commercial, Residential, Retail</p>	
<p>Recommendations: Move the stop 590' north. Pave a level 5'x8' slab with a raised 6" curb for the B&amp;A area. See note 1. Move the pole with the bus schedule adjacent to the pavement to make it accessible. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&amp;A area</p>	

ID: 10997      Location: N COURTENAY PKWY & DIANA BLVD      Direction: Northbound

Quick Fix: Yes      ADA Compliant: No

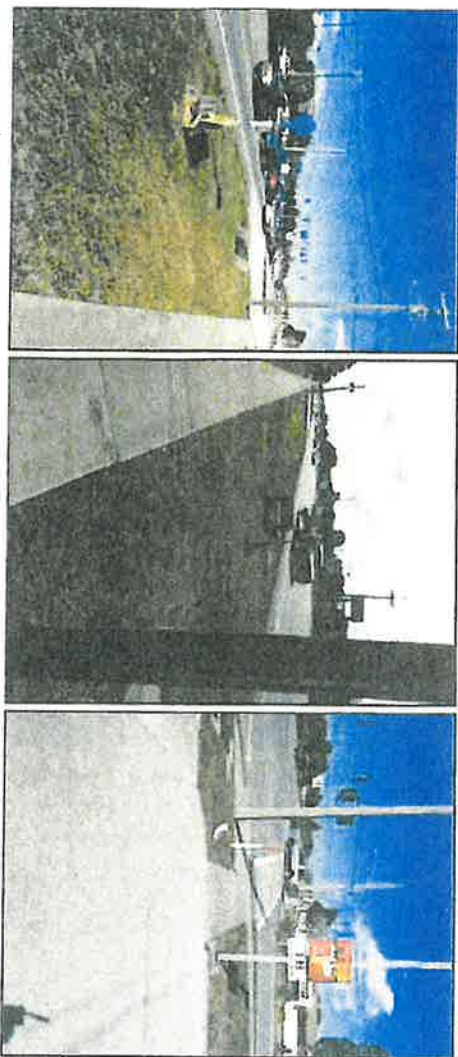
Quick Fix Items: Relocate Bench

Non-Compliant Features: Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, No Raised Curb

Average Ridership per Run: 0

Scoring: Accessibility: 2      Safety: 6      Operational: 3      Cost: -5      Ridership: 0      Total: 6

Rank: 629      Total Cost: \$9,600



SPACE  
Coast  
SINCE 1950

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Latitude: 28.384536      Longitude: -80.702662      [Map](#)

Stop Location: On an unpaved shoulder of roadway  
 Bus Location: In a travel-thru lane  
 Relation to Intersection: At street, on nearside of intersection  
 Hazards: None

Curb Type/Height: None      Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (3rd Party), Bus Schedule  
 Bench Accessible: No      Bench Obstruction: No  
 Trashcan Accessible:      Trashcan Obstruction:  
 Schedule Accessible: No

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: **Dirty/Grass**  
 Is the B&A Safe: Yes  
 B&A Condition: Surface not firm, stable, or slip resistant  
 Running Slope (%): 0.2      Cross Slope (%): **6.5**  
 B&A Obstructions: No obstruction  
 B&A Barriers: Located in drainage ditch  
 Sidewalk Connection: No      1/4" Change in Elevation: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: Yes      Protected Crosswalk: Yes  
 Detectable Warning: Yes      Detectable Warning Condition: Good  
 Detectable Full Width: Yes      24" Detectable Warning: Yes  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: No      Shelter Condition:      Wheelchair Info:  
 Distance from Curb (inches):      Accessible Connection:

Trip Generators: Retail

Recommendations: Move the stop 340' north. Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Add a 13' path to connect the B&A to the existing sidewalk. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Move the pole with the bus schedule adjacent to the pavement to make it accessible.

Tindale  
Oliver



ID: 11006 Location: N COURTENAY PKWY & CROCKETT BLVD

Latitude: 28.384326 Longitude: -80.702883

[Map](#)

Quick Fix: Yes ADA Compliant: No Direction: Southbound

Quick Fix Items: Relocate Bench  
 Non-Compliant Features: Bench obstruction, Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, No Raised Curb

Average Ridership per Run: 0  
 Scoring: Accessibility: 0 Safety: 5 Operational: 3 Cost: 0 Rideship: 0 Total: 9  
 Rank: 559 Total Cost: \$7,700



Northbound

Southbound

Supplemental Photo



Eastbound

Westbound

Stop Location: On an unpaved shoulder of roadway  
 Bus Location: In a right turn only lane  
 Relation to Intersection: At street, on far side of intersection  
 Hazards: None

Curb Type/Height: None Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (3rd Party), Bus Schedule  
 Bench Accessible: No Bench Obstruction: Yes  
 Trashcan Accessible: Yes Trashcan Obstruction:  
 Schedule Accessible: No

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Partially Paved  
 Is the B&A Safe: Yes  
 B&A Condition: Surface not firm, stable, or slip resistant  
 Running Slope (%): 0.3 Cross Slope (%): 0.5  
 B&A Obstructions: Moveable Street furniture (waste cans, benches, etc.)  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes  
 Sidewalk Width (feet): 5 1/4" Change in Elevation: No

Marked Crosswalk: Yes Protected Crosswalk: Yes  
 Detectable Warning: Yes Detectable Warning Condition: Excellent  
 Detectable Full Width: Yes 24" Detectable Warning: Yes  
 Curb Ramp: Yes Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes Curb Ramp Surface: Yes

Shelter: No Shelter Condition:  
 Distance from Curb (inches): Accessible Connection: Wheelchair Info:

Trip Generators: Medical/Rehab, Office/Commercial, Residential, Retail

Recommendations: Move the bus stop ~170' north. Remove the pavement at the existing B&A area and repave a level 5'x8' slab with a raised 6" curb to create a raised and level B&A area. See note 1. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Move the pole with the bus schedule adjacent to the pavement to make it accessible.

ID: 11003 Location: N COURTENAY PKWY & CENTRE OF MERRITT PUBLIX

Latitude: 28.389052 Longitude: -80.701906

[Map](#)

Quick Fix: Yes ADA Compliant: No Direction: Northbound  
 Quick Fix Items: New Sign  
 Non-Compliant Features: Sign not compliant

Average Ridership per Run: 0  
 Scoring: Accessibility: 8 Safety: 5 Operational: 0 Cost: 10 Rideship: 0 Total: 23  
 Rank: 228 Total Cost: \$2,100



Northbound

Southbound

Supplemental Photo



Eastbound

Westbound

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Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Release to Intersection: Off street  
 Hazards: None

Curb Type/Height: Type F-6 Sign Mounted Correctly:  
 Signage: **Sign not present**  
 Amenities: Bike Rack  
 Bench Accessible: N/A Bench Obstruction: N/A  
 Trashcan Accessible: Trashcan Obstruction:  
 Schedule Accessible:

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.1 Cross Slope (%): 1.3  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes 1/4" Change in Elevation: No  
 Sidewalk Width (feet): 9

Marked Crosswalk: Yes Protected Crosswalk: No  
 Detectable Warning: **No** Detectable Warning Condition:  
 Detectable Full Width: 24" Detectable Warning:  
 Curb Ramp: Yes Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes Curb Ramp Surface: Yes

Shelter: No Shelter Condition: Wheelchair Into:  
 Distance from Curb (inches): Accessible Connection:

Trip Generators: Office/Commercial, Residential, Retail

Recommendations: Add a bus stop sign.



ID: 11020

Location: SR 520 S TROPICAL TRAIL & ROSE ST

Latitude: 28.356769

Longitude: -80.705749

[Map](#)

Direction: Eastbound

ADA Compliant: No

Quick Fix: No  
Quick Fix Items:

Non-Compliant Features: Boarding and lighting area not compliant

Average Ridership per Run: 2

Scoring: Accessibility: 6 Safety 9

Rank: 53 Total Cost: \$2,600

Rideship: 8

Cost: 10

Operational: 5

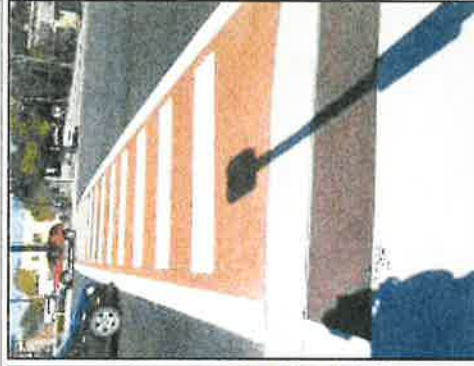
Total: 38



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
Bus Location: In a travel-thru lane  
Relevation to Intersection: At street, on far side of intersection  
Hazards: None

Curb Type/Height: Type F-6 Sign Mounted Correctly: Yes

Signage: Standard bus stop sign post

Amenities: Bus Schedule

Bench Accessible: N/A Bench Obstruction: N/A

Trashcan Accessible: Trashcan Obstruction:

Schedule Accessible: Yes

Is there a B&A area: Yes

What prevents a B&A area:

B&A Materials: Concrete

Is the B&A Safe: Yes

B&A Condition: No defects

Running Slope (%): 1.1

B&A Obstructions: No obstruction

B&A Barriers: No barriers

Sidewalk Connection: Yes

Sidewalk Width (feet): 5

Cross Slope (%): 2.5

1/4" Change in Elevation: No

Marked Crosswalk: Yes Protected Crosswalk: Yes  
Detectable Warning: Yes Detectable Warning Condition: Excellent  
Detectable Full Width: Yes 24" Detectable Warning: Yes  
Curb Ramp: Yes Smooth Transition at Curb Ramp: Yes  
Curb Ramp Slope: Yes Curb Ramp Surface: Yes

Shelter: No Shelter Condition: Wheelchair Into:  
Distance from Curb (inches): Accessible Connection:

Trip Generators: Office/Commercial, Residential, Retail

Recommendations: Resurface the B&A area to have a cross slope of <=2%.

ID: 11022 Location: SR 520 & N TROPICAL TRAIL

Latitude: 28.357059 Longitude: -80.705413 [Map](#)

Quick Fix: No ADA Compliant: No Direction: Westbound  
 Quick Fix Items: Boarding and alighting area not compliant  
 Non-Compliant Features: Boarding and alighting area not compliant  
 Average Ridership per Run: 2 Operational: 5 Cost: 0 Total: 30  
 Scoring: Accessibility: 8 Safety: 9  
 Rank: 123 Total Cost: \$6,400 Ridership: 8



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Releation to Intersection: At street, on far side of intersection  
 Hazards: None

Curb Type/Height: Type F-6 Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (3rd Party)  
 Bench Accessible: Yes Bench Obstruction: No  
 Trashcan Accessible: Yes Trashcan Obstruction: No  
 Schedule Accessible:

Is there a B&A area: No  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.4  
 Cross Slope (%): 10.9  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes  
 Sidewalk Width (feet): 5  
 1/4" Change in Elevation: No

Marked Crosswalk: Yes Protected Crosswalk: Yes  
 Detectable Warning: Yes Detectable Warning Condition: Excellent  
 Detectable Full Width: Yes 24" Detectable Warning: Yes  
 Curb Ramp: Yes Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes Curb Ramp Surface: Yes

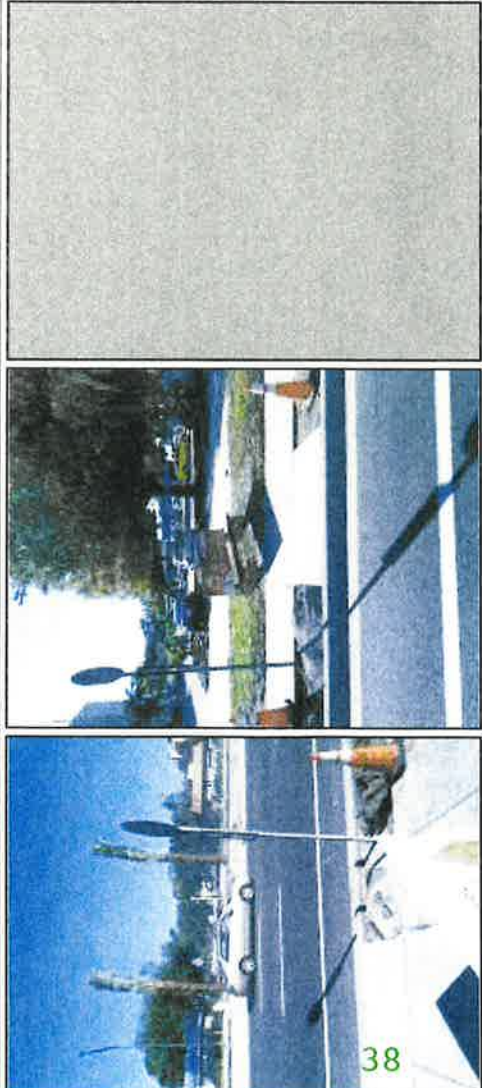
Shelter: No Shelter Condition: Wheelchair Into:  
 Distance from Curb (inches): Accessible Connection:

Trip Generators: Retail

Recommendations: Resurface the B&A area to have a cross slope of <=2%.

ID: 11011      Location: SR520 & S GROVE ST S SIDE      Latitude: 28.356763      Longitude: -80.702171      [Map](#)

Quick Fix: Yes      ADA Compliant: No      Direction: Eastbound  
 Quick Fix Items: Relocate Bench  
 Non-Compliant Features: Bench not accessible  
 Average Ridership per Run: 3      Operational: 5      Cost: 15      Ridership: 12      Total: 54  
 Scoring: Accessibility: 13      Safety: 9  
 Rank: 20      Total Cost: \$1,800



Supplemental Photo

Southbound

Northbound

Westbound

Eastbound

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Releation to Intersection: At street, on far side of intersection  
 Hazards: None

Curb Type/Height: Type F-6      Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (3rd Party), Bus Schedule  
 Bench Accessible: No      Bench Obstruction: No  
 Trashcan Accessible:      Trashcan Obstruction:  
 Schedule Accessible: Yes

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.1      Cross Slope (%): 0.3  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes      1/4" Change in Elevation: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: Yes      Protected Crosswalk: Yes  
 Detectable Warning: Yes      Detectable Warning Condition: Good  
 24" Detectable Warning: Yes  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: No      Shelter Condition:      Wheelchair Into:  
 Distance from Curb (inches):      Accessible Connection:

Trip Generators: Retail

Recommendations: Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area.

ID: 11005      Location: SR 520 & N GROVE ST      Latitude: 28.357112      Longitude: -80.701643      [Map](#)

Quick Fix: No      ADA Compliant: Yes      Direction: Westbound  
 Quick Fix Items:  
 Non-Compliant Features:  
 Average Ridership per Run: 2      Operational: 5      Rideship: 8      Total: 131  
 Scoring: Accessibility: 12      Safety: 6      Cost: 100  
 Rank: 6      Total Cost: \$0

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Relevation to Intersection: At street, on far side of intersection  
 Hazards: None

Curb Type/Height: Type F-6      Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: None  
 Bench Accessible: N/A      Bench Obstruction: N/A  
 Trashcan Accessible:      Trashcan Obstruction:  
 Schedule Accessible:

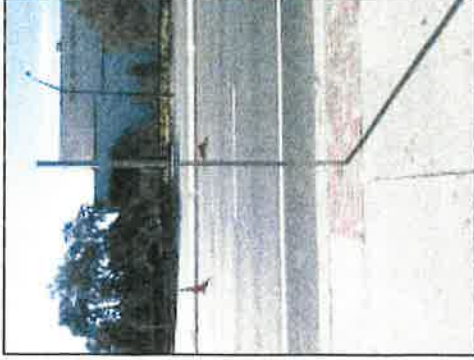
Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.3      Cross Slope (%): 0.4  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes      1/4" Change in Elevation: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: Yes      Protected Crosswalk: No  
 Detectable Warning: Yes      Detectable Warning Condition: Excellent  
 Detectable Full Width: Yes      24" Detectable Warning: Yes  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: No      Shelter Condition:      Wheelchair Into:  
 Distance from Curb (inches):      Accessible Connection:  
 Trip Generators: Residential, Retail, Church  
 Recommendations: No Recommendations



Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 11013      Location: SR 520 & N COURTENAY PKWY / DENNYS      Latitude: 28.357193      Longitude: -80.698712      [Map](#)

Quick Fix: No      ADA Compliant: Yes      Direction: Westbound  
 Quick Fix Items:  
 Non-Compliant Features:  
 Average Ridership per Run: 2      Operational: 2      Rideship: 8      Total: 129  
 Scoring: Accessibility: 12      Safety: 7      Cost: 100  
 Rank: 7      Total Cost: \$0

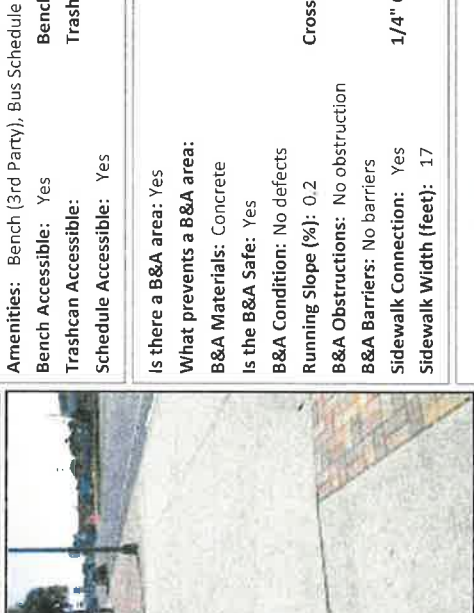
Curb Type/Height: Type F-6      Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (3rd Party), Bus Schedule  
 Bench Obstruction: No  
 Trashcan Accessible:  
 Schedule Accessible: Yes

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.2  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes  
 Sidewalk Width (feet): 17

Marked Crosswalk: No      Protected Crosswalk: Yes  
 Detectable Warning: Yes      Detectable Warning Condition: Good  
 Detectable Full Width: Yes      24" Detectable Warning: Yes  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: No      Shelter Condition:  
 Distance from Curb (inches):      Accessible Connection:  
 Trip Generators: Retail  
 Wheelchair Into:

Recommendations: No recommendations for the bus stop.



Supplemental Photo



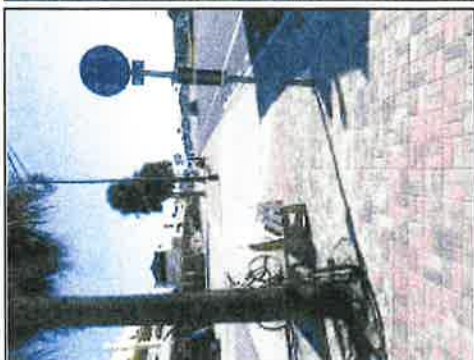
Southbound



Northbound



Westbound



Eastbound



ID: 11009      Location: SR 520 & S COURTENAY PKWY      Latitude: 28.356847      Longitude: -80.69876      [Map](#)

**Quick Fix:** No      **ADA Compliant:** No      **Direction:** Eastbound  
**Quick Fix Items:**  
**Non-Compliant Features:** Boarding and alighting area not compliant  
**Average Ridership per Run:** 1      **Operational:** 4      **Rideship:** 4      **Total:** 17  
**Scoring:** Accessibility: 2      Safety: 7      **Cost:** 0  
**Rank: 377**      **Total Cost: \$6,100**

**Stop Location:** On the sidewalk (adjacent to the street with a raised curb)  
**Bus Location:** In a travel-thru lane  
**Relevation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** Type F-6      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bus Schedule  
**Bench Accessible:** N/A      **Bench Obstruction:** N/A  
**Trashcan Accessible:**      **Trashcan Obstruction:**  
**Schedule Accessible:** Yes

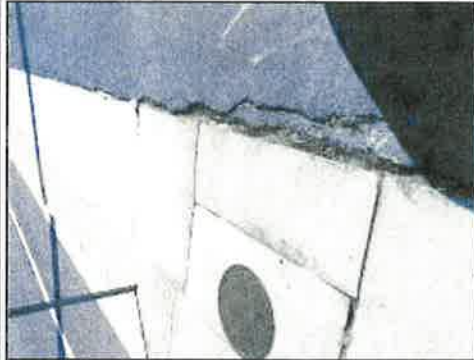
**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Concrete  
**Is the B&A Safe:** Yes  
**B&A Condition:** Paved surface deteriorated  
**Running Slope (%):** 0.3      **Cross Slope (%):** 4.3  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** Yes  
**Sidewalk Width (feet):** 8  
**1/4" Change in Elevation:** Yes

**Marked Crosswalk:** No      **Protected Crosswalk:** Yes  
**Detectable Warning:** Yes      **Detectable Warning Condition:** Good  
**Detectable Full Width:** Yes      **24" Detectable Warning:** Yes  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Retail

**Recommendations:** Move the bus stop 275' west. Resurface the B&A area to have a cross slope of <=2%. Resurface the crack in the sidewalk.



Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 111002      Location: SR 520 & BIG LOTS      Latitude: 28.357265      Longitude: -80.693731      [Map](#)

Quick Fix: No      ADA Compliant: No      Direction: Westbound      Total: 39  
 Quick Fix Items:      Non-Compliant Features: Schedule not accessible, Detectable Warnings      Rideship: 4      Cost: 10      Operational: 3      Safety 8      Rank: 45      Total Cost: \$2,500  
 Average Ridership per Run: 1      Scoring: Accessibility: 14      Sign Mounted Correctly: Yes

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Relevation to Intersection: At street, on nearside of intersection  
 Hazards: None  
 Curb Type/Height: Type F-6  
 Signage: Standard bus stop sign post  
 Amenities: Bench (Official), Bus Schedule, Trash Can  
 Bench Accessible: Yes      Bench Obstruction: No  
 Trashcan Accessible: Yes      Trashcan Obstruction: No  
 Schedule Accessible: No

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 0.4  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes  
 Sidewalk Width (feet): 5  
 Cross Slope (%): 0.5  
 1/4" Change in Elevation: No

Marked Crosswalk: Yes      Protected Crosswalk: Yes  
 Detectable Warning: No      Detectable Warning Condition:  
 Detectable Full Width: 24"      Detectable Warning:  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: Yes      Shelter Condition: Good      Wheelchair Into: Yes  
 Distance from Curb (inches): 84      Accessible Connection: Yes  
 Trip Generators: Office/Commercial, Retail

Recommendations: Move the pole with the bus schedule adjacent to the pavement to make it accessible. Make sure the bus stop sign is located on the far side of the B&A area. See note 5. Add detectable warnings to the nearby curb ramps.



Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 27960      Location: MERRITT SQUARE MALL & SR 520      Latitude: 28.356958      Longitude: -80.693797      [Map](#)

Quick Fix: Yes      ADA Compliant: No      Direction: Eastbound      Total: 37  
 Quick Fix Items: Relocate Trash Can      Operational: 5      Cost: 10      Rideship: 0  
 Non-Compliant Features: Trashcan not compliant, Schedule not accessible, Detectable Warnings  
 Average Ridership per Run: 0      Safety 8      Total Cost: \$2,800  
 Scoring: Accessibility: 14      Rank: 60

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Relation to Intersection: At street, on far side of intersection  
 Hazards: None

Curb Type/Height: Type F-6      Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (Official), Bus Schedule, Trash Can  
 Bench Accessible: Yes      Bench Obstruction: No  
 Trashcan Accessible: No      Trashcan Obstruction: No  
 Schedule Accessible: No

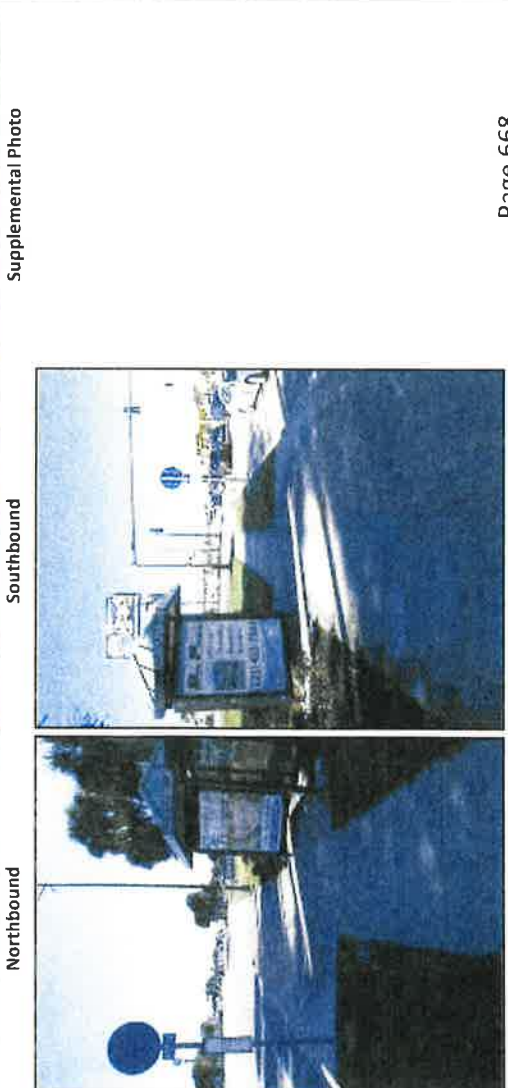
Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Concrete  
 Is the B&A Safe: Yes  
 B&A Condition: No defects  
 Running Slope (%): 1.3      Cross Slope (%): 1.8  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: Yes      1/4" Change in Elevation: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: Yes      Protected Crosswalk: Yes  
 Detectable Warning: No      Detectable Warning Condition:  
 Detectable Full Width:      24" Detectable Warning:  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: Yes      Shelter Condition: Good      Wheelchair Into: Yes  
 Distance from Curb (inches): 144      Accessible Connection: Yes

Trip Generators: Medical/Rehab, Office/Commercial, Retail

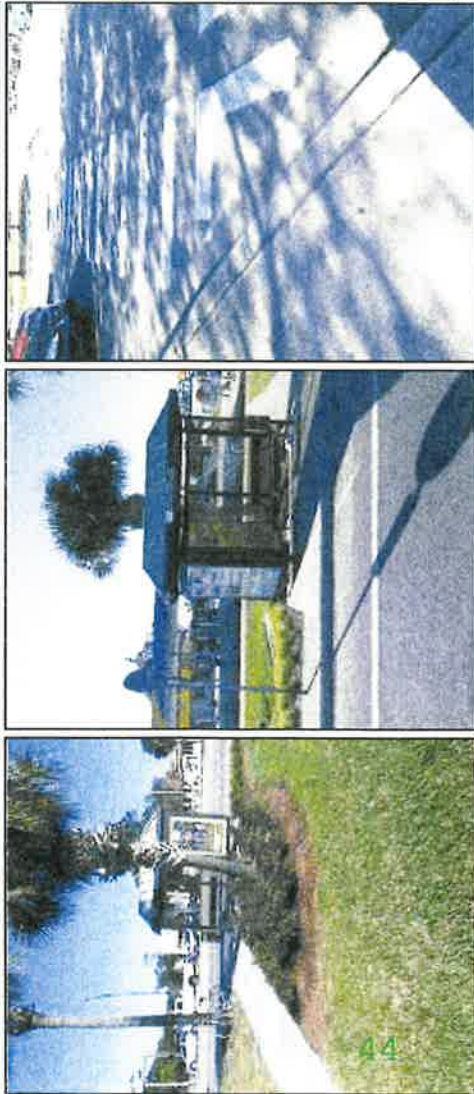
Recommendations: Move the pole with the bus schedule adjacent to the pavement to make it accessible. Relocate trash can closer to the front of the shelter. Make sure the bus stop sign is located on the far side of the B&A area. See note 5. Add detectable warnings to the nearby curb ramps.



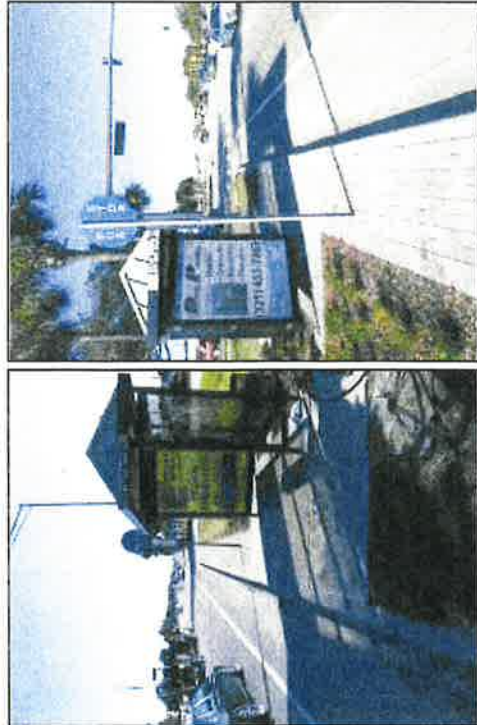
**ID:** 11026      **Location:** SR 520 & PLUMOSA ST      **Latitude:** 28.356965      **Longitude:** -80.691763      [Map](#)

**Quick Fix:** No      **ADA Compliant:** No      **Direction:** Eastbound  
**Quick Fix Items:**      **Non-Compliant Features:** Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings

**Average Ridership per Run:** 2      **Operational:** 5      **Rideship:** 8      **Total:** 34  
**Scoring:** Accessibility: 8      Safety: 8      Cost: 5  
**Rank: 72      Total Cost: \$4,400**



Supplemental Photo



Southbound

Westbound

**Stop Location:** On the sidewalk (adjacent to the street with a raised curb)  
**Bus Location:** In a travel-thru lane  
**Relevation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** Type F-6      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (Official), Bus Schedule, Trash Can  
**Bench Accessible:** Yes      **Bench Obstruction:** No  
**Trashcan Accessible:** Yes      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Concrete  
**Is the B&A Safe:** Yes  
**B&A Condition:** No defects  
**Running Slope (%):** 0.5  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** Yes  
**Sidewalk Width (feet):** 5  
**Cross Slope (%):** 5.3  
**1/4" Change in Elevation:** No

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** No      **Detectable Warning Condition:**  
**Detectable Full Width:**      **24" Detectable Warning:**  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes

**Shelter:** Yes      **Shelter Condition:** Good      **Wheelchair Into:** Yes  
**Distance from Curb (inches):** 48      **Accessible Connection:** Yes

**Trip Generators:** Medical/Rehab, Office/Commercial, Retail

**Recommendations:** Resurface the B&A area to have a cross slope of <=2%. Re-mount the bus schedule lower. Add detectable warnings to the nearby curb ramps.

ID: 11004      Location: SR 520 & JIMMY VICKERS CAR DEALER      Latitude: 28.356997      Longitude: -80.689953      [Map](#)

Quick Fix: Yes      ADA Compliant: No      Direction: Eastbound  
 Quick Fix Items: Relocate Bench  
 Non-Compliant Features: Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb  
 Average Ridership per Run: 2      Safety: 8      Operational: 3      Cost: -10      Rideship: 8      Total: 14  
 Scoring: Accessibility: 5      Total Cost: \$10,700

Stop Location: On the sidewalk (adjacent to the street with a raised curb)  
 Bus Location: In a travel-thru lane  
 Releation to Intersection: At street, on nearside of intersection  
 Hazards: None

Curb Type/Height: Type F-6      Sign Mounted Correctly: Yes  
 Signage: Standard bus stop sign post  
 Amenities: Bench (3rd Party), Bus Schedule  
 Bench Accessible: No      Bench Obstruction: No  
 Trashcan Accessible: No      Trashcan Obstruction: No  
 Schedule Accessible: No

Is there a B&A area: No  
 What prevents a B&A area:  
 B&A Materials: Dirt/Grass  
 Is the B&A Safe: Yes  
 B&A Condition: Surface not firm, stable, or slip resistant  
 Running Slope (%): 0.3      Cross Slope (%): 9  
 B&A Obstructions: No obstruction  
 B&A Barriers: No barriers  
 Sidewalk Connection: No  
 Sidewalk Width (feet): 5

Marked Crosswalk: Yes      Protected Crosswalk: Yes  
 Detectable Warning: No      Detectable Warning Condition:  
 24" Detectable Warning:  
 Curb Ramp: Yes      Smooth Transition at Curb Ramp: Yes  
 Curb Ramp Slope: Yes      Curb Ramp Surface: Yes

Shelter: No      Shelter Condition:      Wheelchair Into:  
 Distance from Curb (inches):      Accessible Connection:

Trip Generators: Office/Commercial, Retail

Recommendations: Move the stop 600' east. Pave a level 5'x8' slab for the B&A area. Add a 35' path to connect the B&A to the existing driveway. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Add detectable warnings to the nearby curb ramps.



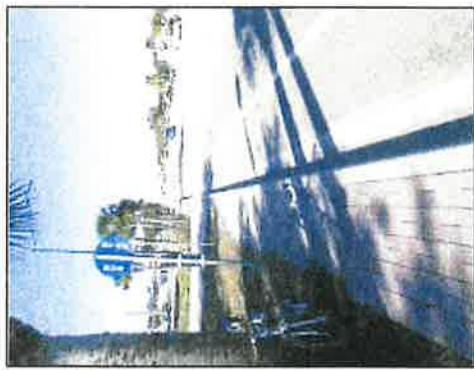
Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 27961      Location: SR 520 & MERRITT SQUARE MALL      Latitude: 28.357338      Longitude: -80.689283      [Map](#)

**Quick Fix:** Yes      **ADA Compliant:** No      **Direction:** Westbound  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench obstruction, Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible  
**Average Ridership per Run:** 1      **Rideship:** 4      **Total:** 23  
**Scoring:** Accessibility: 5      Safety: 9      Operational: 5      Cost: 0  
**Rank: 247      Total Cost: \$7,600**

**Stop Location:** On the sidewalk (adjacent to the street with a raised curb)  
**Bus Location:** In a travel-thru lane  
**Releation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** Type F-6      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** No      **Bench Obstruction:** Yes  
**Trashcan Accessible:** No      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

Is there a B&A area: Yes  
 What prevents a B&A area:  
 B&A Materials: Partially Paved  
 Is the B&A Safe: Yes  
 B&A Condition: Surface not firm, stable, or slip resistant  
 Running Slope (%): 0.5      **Cross Slope (%):** 1.2  
 B&A Obstructions: Moveable Street furniture (waste cans, benches, etc.)  
 B&A Barriers: Fixed Street furniture (control boxes, waste cans, benches, etc.)  
**Sidewalk Connection:** Yes      **1/4" Change in Elevation:** No  
**Sidewalk Width (feet):** 4

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** Yes      **Detectable Warning Condition:** Excellent  
**Detectable Full Width:** Yes      **24" Detectable Warning:** Yes  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Office/Commercial, Retail

**Recommendations:** Move the stop 350' east. Remove a section of the bricks and pave a level 5'x8' slab for the B&A area. Move the bench and schedule so they are flush with the edge of the sidewalk and outside of the B&A area. Pave a 50' path to connect the B&A area to the nearby sidewalk.



Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 27962 Location: SR 520 & SYKES CREEK PKWY

Quick Fix: No ADA Compliant: No

Quick Fix Items: Non-Compliant Features: Boarding and alighting area not compliant, Detectable Warnings

Average Ridership per Run: 1

Scoring: Accessibility: 4 Safety: 8

Rank: 286 Total Cost: \$7,000

Direction: Westbound

Rideship: 4

Cost: 0

Operational: 5

Total: 21

Latitude: 28.357368

Longitude: -80.684563

[Map](#)

Stop Location: On the sidewalk (adjacent to the street with a raised curb)

Bus Location: In a travel-thru lane

Relation to Intersection: At street, on far side of intersection

Hazards: None

Curb Type/Height: Type F-6 Sign Mounted Correctly: Yes

Signage: Standard bus stop sign post

Amenities: None

Bench Accessible: N/A

Bench Obstruction: N/A

Trashcan Accessible:

Trashcan Obstruction:

Schedule Accessible:

Is there a B&A area: No

What prevents a B&A area:

B&A Materials: Partially Paved

Is the B&A Safe: Yes

B&A Condition: Surface not firm, stable, or slip resistant

Running Slope (%): 0.4

Cross Slope (%): 0.8

B&A Obstructions: No obstruction

B&A Barriers: No barriers

Sidewalk Connection: No

1/4" Change in Elevation: No

Sidewalk Width (feet): 5

Marked Crosswalk: Yes

Protected Crosswalk: Yes

Detectable Warning: No

Detectable Warning Condition:

Detectable Full Width:

24" Detectable Warning:

Curb Ramp: Yes

Smooth Transition at Curb Ramp: Yes

Curb Ramp Slope: Yes

Curb Ramp Surface: Yes

Shelter: No

Shelter Condition:

Wheelchair Into:

Distance from Curb (inches):

Accessible Connection:

Trip Generators: Office/Commercial, Retail

Recommendations: Move the stop 90' east. Remove a section of the bricks and pave a level 5'x8' slab for the B&A area. Pave a 25' path to connect the B&A area to the nearby sidewalk. Add detectable warnings to the nearby curb ramps.



Supplemental Photo



Southbound



Westbound



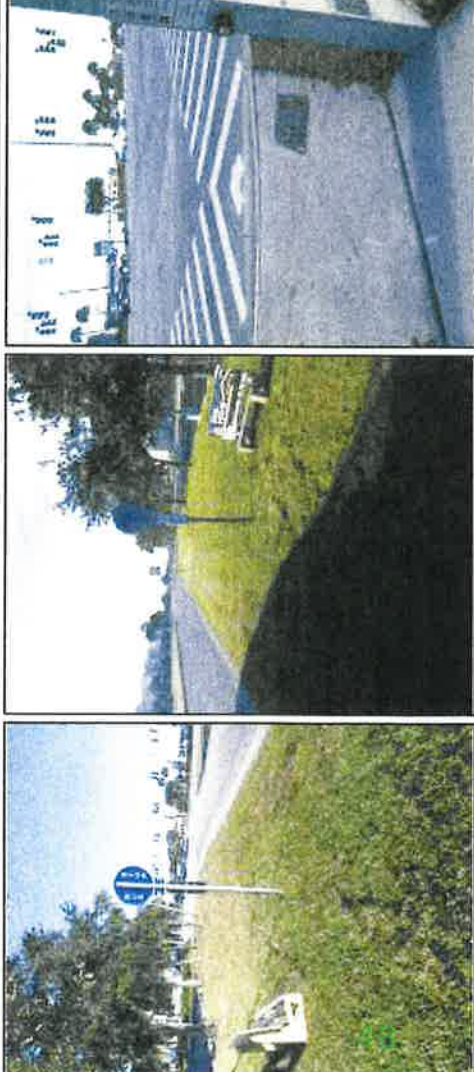
Northbound



Eastbound

**ID:** 11015      **Location:** S SYKES CREEK PKWY & E MERRITT ISLAND CSWY      **Latitude:** 28.356573      **Longitude:** -80.68371      [Map](#)

**Quick Fix:** Yes      **ADA Compliant:** No      **Direction:** Southbound      **Total:** 12  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb  
**Average Ridership per Run:** 2      **Rideship:** 8      **Cost:** -5      **Operational:** 5      **Safety:** 5  
**Scoring: Accessibility:** -1      **Safety:** 5      **Operational:** 5      **Cost:** -5      **Rideship:** 8      **Total:** 12  
**Rank:** 497      **Total Cost:** \$9,600



**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Relevation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** None      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** No      **Bench Obstruction:** No  
**Trashcan Accessible:** No      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Dirt/Grass  
**Is the B&A Safe:** Yes  
**B&A Condition:** Surface not firm, stable, or slip resistant  
**Running Slope (%):** 0.3      **Cross Slope (%):** 5.2  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** 1/4" Change in Elevation: No  
**Sidewalk Width (feet):**

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** No      **Detectable Warning Condition:**  
**Detectable Full Width:** 24"      **Detectable Warning:**  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Office/Commercial, Retail

**Recommendations:** Move the stop 80' north. Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Add a 50' sidewalk from the B&A area to the nearby intersection. Move the pole with the bus schedule adjacent to the pavement to make it accessible. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Add detectable warnings to the nearby curb ramps.



ID: 11024      Location: SR 520 S SYKES CREEK PKWY & WALGREENS      Latitude: 28.357044      Longitude: -80.682911      [Map](#)

**Quick Fix:** No      **ADA Compliant:** No      **Direction:** Eastbound  
**Quick Fix Items:**      **Operational:** 5      **Cost:** 10      **Rideship:** 8      **Total:** 37  
**Non-Compliant Features:** Schedule not accessible, Detectable Warnings  
**Average Ridership per Run:** 2      **Safety 5**  
**Scoring:** Accessibility: 9      **Total Cost: \$2,500**

**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Relation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** Type F-6      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bus Schedule, Trash Can  
**Bench Accessible:** N/A      **Bench Obstruction:** N/A  
**Trashcan Accessible:** Yes      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Concrete  
**Is the B&A Safe:** Yes  
**B&A Condition:** No defects  
**Running Slope (%):** 0.1  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** Yes  
**Sidewalk Width (feet):** 5

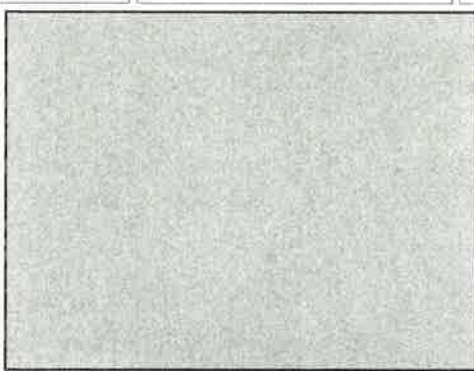
**Cross Slope (%):** 0.1  
**1/4" Change in Elevation:** No

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** No      **Detectable Warning Condition:**  
**Detectable Full Width:**  
**Curb Ramp:** Yes      **24" Detectable Warning:**  
**Curb Ramp Slope:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Surface:** Yes

**Shelter:** Yes      **Shelter Condition:** Good      **Wheelchair Into:** Yes  
**Distance from Curb (inches):** 60      **Accessible Connection:** Yes

**Trip Generators:** Office/Commercial, Retail

**Recommendations:** Move sign away from the brick path and closer to shelter. Make sure the bus stop sign is located on the far side of the B&A area. See note 5. Add detectable warnings to the nearby curb ramps.



Supplemental Photo



Southbound



Westbound



Northbound



Eastbound

ID: 11031      Location: SR 520 & KAWANIS ISLAND      Latitude: 28.357423      Longitude: -80.678835      [Map](#)

**Quick Fix:** Yes      **ADA Compliant:** No      **Direction:** Westbound  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings  
**Average Ridership per Run:** 0      **Rideship:** 0      **Total:** 7  
**Scoring: Accessibility:** 2      **Safety:** 5      **Operational:** 5      **Cost:** -5      **Cost:** -5  
**Rank: 609**      **Total Cost: \$9,400**



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Relation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** Type F-6      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** No      **Bench Obstruction:** No  
**Trashcan Accessible:** No      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

**Is there a B&A area:** No  
**What prevents a B&A area:**  
**B&A Materials:** Dirty/Grass  
**Is the B&A Safe:** Yes  
**B&A Condition:** Surface not firm, stable, or slip resistant  
**Running Slope (%):** 0.2      **Cross Slope (%):** 13.6  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** No      **1/4" Change in Elevation:** No  
**Sidewalk Width (feet):** 6

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** No      **Detectable Warning Condition:**  
**Detectable Full Width:**  
**Curb Ramp:** Yes      **24" Detectable Warning:**  
**Curb Ramp Slope:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Government, School/Day Care

**Recommendations:** Move the stop 270' east. Pave a level 5'x8' slab for the B&A area. Add a 5' path to connect the B&A to the existing sidewalk. Make sure the pole with the bus schedule is located adjacent to the pavement so it is accessible. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Add detectable warnings to the nearby curb ramps.

ID: 11019

Location: SR 520 & KAWANIS ISLAND SOUTH SIDE

Latitude: 28.357099

Longitude: -80.678328

[Map](#)

Direction: Eastbound

ADA Compliant: No

Quick Fix: Yes

Quick Fix Items: Relocate Bench

Non-Compliant Features: Bench obstruction, Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb

Average Ridership per Run: 2

Scoring: Accessibility: 3 Safety 8

Operational: 3

Cost: 0

Rideship: 8

Total: 22

Rank: 268 Total Cost: \$7,600



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

Stop Location: On a raised curb (without a sidewalk)

Bus Location: In a travel-thru lane

Releation to Intersection: At street, on nearside of intersection

Hazards: None

Curb Type/Height: Type F-6 Sign Mounted Correctly: Yes

Signage: Standard bus stop sign post

Amenities: Bench (3rd Party), Bus Schedule

Bench Obstruction: Yes

Trashcan Accessible: No

Trashcan Obstruction: No

Schedule Accessible: No

Is there a B&A area: No

What prevents a B&A area:

B&A Materials: Dirt/Grass

Is the B&A Safe: Yes

B&A Condition: Surface not firm, stable, or slip resistant

Running Slope (%): 0.5 Cross Slope (%): 1.3

B&A Obstructions: Moveable Street furniture (waste cans, benches, etc.)

B&A Barriers: No barriers

Sidewalk Connection: Yes

Sidewalk Width (feet): 5

1/4" Change in Elevation: No

Marked Crosswalk: Yes

Detectable Warning: No

Detectable Full Width:

Curb Ramp: Yes

Curb Ramp Slope: Yes

Smooth Transition at Curb Ramp: Yes

Curb Ramp Surface: Yes

Protected Crosswalk: Yes

Detectable Warning Condition:

24" Detectable Warning:

Smooth Transition at Curb Ramp: Yes

Curb Ramp Surface: Yes

Shelter: No

Shelter Condition:

Distance from Curb (inches):

Accessible Connection:

Wheelchair Into:

Accessible Connection:

Trip Generators: Government

Recommendations: Move the stop 20' west. Pave a level 5'x8' slab for the B&A area. Add a 5' path to connect the B&A to the existing sidewalk. Move the pole with the bus schedule adjacent to the pavement to make it accessible. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Add detectable warnings to the nearby curb ramps.

ID: 11280 Location: SR 520 & NEWFOUND HARBOR DR

Latitude: 28.357208

Longitude: -80.668105

[Map](#)

**Quick Fix:** Yes    **ADA Compliant:** No    **Direction:** Eastbound  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb  
**Average Ridership per Run:** 1    **Safety 5**    **Operational:** 5    **Cost:** -5    **Rideship:** 4    **Total:** 11  
**Scoring: Accessibility:** 2    **Safety 5**  
**Rank: 519**    **Total Cost: \$8,900**



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

**Stop Location:** On a paved shoulder of roadway

**Bus Location:** In a travel-thru lane

**Releation to Intersection:** At street, on far side of intersection

**Hazards:** None

**Curb Type/Height:** None    **Sign Mounted Correctly:** Yes

**Signage:** Standard bus stop sign post

**Amenities:** Bench (3rd Party), Bus Schedule

**Bench Accessible:** No    **Bench Obstruction:** No

**Trashcan Accessible:** No    **Trashcan Obstruction:** No

**Schedule Accessible:** No

**Is there a B&A area:** Yes

**What prevents a B&A area:**

**B&A Materials:** Dirt/Grass

**Is the B&A Safe:** Yes

**B&A Condition:** Surface not firm, stable, or slip resistant

**Running Slope (%):** 0.3    **Cross Slope (%):** 7.2

**B&A Obstructions:** No obstruction

**B&A Barriers:** No barriers

**Sidewalk Connection:** No

**Sidewalk Width (feet):** 5    **1/4" Change in Elevation:** No

**Marked Crosswalk:** Yes

**Detectable Warning:** No

**Detectable Full Width:**

**Curb Ramp:** Yes

**Curb Ramp Slope:** Yes

**Protected Crosswalk:** Yes

**Detectable Warning Condition:**

**24" Detectable Warning:**

**Smooth Transition at Curb Ramp:** Yes

**Curb Ramp Surface:** Yes

**Shelter:** No

**Shelter Condition:**

**Distance from Curb (inches):**

**Wheelchair Into:**

**Accessible Connection:**

**Trip Generators:** Office/Commercial, Retail

**Recommendations:** Move the stop 200' west. Resurface the B&A area to have a cross slope of <=2%. Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Add a 10' path to connect the B&A to the existing sidewalk. Add detectable warnings to the nearby curb ramps. Move the bench and schedule so they are flush with the edge of the sidewalk and outside of the B&A area.

ID: 11016      Location: WAL-MART SUPER CENTER & WAL-MART      Latitude: 28.359084      Longitude: -80.668686      [Map](#)

**Quick Fix:** No      **ADA Compliant:** Yes      **Direction:** Westbound      **Total:** 114  
**Quick Fix Items:**      **Rideship:** 0      **Cost:** 100      **Operational:** 2      **Safety:** 3

**Non-Compliant Features:**      **Average Ridership per Run:** 0      **Rank:** 11      **Total Cost:** \$0

**Stop Location:** On a paved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Releation to Intersection:** Off street  
**Hazards:** None

**Curb Type/Height:** Type D-6      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bus Schedule  
**Bench Accessible:** N/A      **Bench Obstruction:** N/A  
**Trashcan Accessible:**      **Trashcan Obstruction:**  
**Schedule Accessible:** Yes

**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Concrete  
**Is the B&A Safe:** Yes  
**B&A Condition:** No defects  
**Running Slope (%):** 0.2  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** Yes  
**Sidewalk Width (feet):** 25

**Cross Slope (%):** 0.4  
**1/4" Change in Elevation:** No

**Marked Crosswalk:** Yes  
**Detectable Warning:** Yes  
**Detectable Full Width:** Yes  
**Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes

**Protected Crosswalk:** No  
**Detectable Warning Condition:** Good  
**24" Detectable Warning:** Yes  
**Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Retail

**Recommendations:** No recommendations for the bus stop.



ID: 11018      Location: SR 520 & N BANANA RIVER DR      Latitude: 28.357231      Longitude: -80.665112      [Map](#)

**Quick Fix:** Yes      **ADA Compliant:** No      **Direction:** Eastbound  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench obstruction, Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb  
**Average Ridership per Run:** 7      **Operational:** 3      **Rideship:** 28      **Total:** 31  
**Scoring:** Accessibility: 0      Safety: 5      Cost: -5  
**Rank: 108      Total Cost: \$8,100**

**Stop Location:** On a paved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Relation to Intersection:** At street, on nearside of intersection  
**Hazards:** None

**Curb Type/Height:** None      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** No      **Bench Obstruction:** Yes  
**Trashcan Accessible:**      **Trashcan Obstruction:**  
**Schedule Accessible:** No

**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Dirt/Grass  
**Is the B&A Safe:** Yes  
**B&A Condition:** Surface not firm, stable, or slip resistant  
**Running Slope (%):** 0.3      **Cross Slope (%):** 0.5  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** No      **1/4" Change in Elevation:** No  
**Sidewalk Width (feet):** 5

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** No      **Detectable Warning Condition:**  
**Detectable Full Width:**      **24" Detectable Warning:**  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Office/Commercial, Retail

**Recommendations:** Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1.  
 Add a 40' sidewalk from the B&A area to the nearby intersection. Move the pole with the bus schedule adjacent to the pavement to make it accessible.  
 Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Add detectable warnings to the nearby curb ramps.



Supplemental Photo



Southbound



Northbound



Westbound



Eastbound

ID: 11269      Location: SR 520 & N BANANA RIVER DR      Latitude: 28.357578      Longitude: -80.665547      [Map](#)

**Quick Fix:** Yes      **ADA Compliant:** No      **Direction:** Westbound  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, No Raised Curb  
**Average Ridership per Run:** 0      **Operational:** 5      **Rideship:** 0      **Total:** 13  
**Scoring:** Accessibility: 2      Safety 6      Cost: 0  
**Rank: 469      Total Cost: \$7,700**

**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Releation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** None      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** No      **Bench Obstruction:** No  
**Trashcan Accessible:** No      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

Is there a B&A area: Yes  
**What prevents a B&A area:**  
**B&A Materials:** Dirt/Grass  
**Is the B&A Safe:** Yes  
**B&A Condition:** Surface not firm, stable, or slip resistant  
**Running Slope (%):** 0.2      **Cross Slope (%):** 1.8  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** No      **1/4" Change in Elevation:** No  
**Sidewalk Width (feet):** 5



Supplemental Photo



Southbound



Northbound

**Marked Crosswalk:** Yes      **Protected Crosswalk:** Yes  
**Detectable Warning:** Yes      **Detectable Warning Condition:** Excellent  
**Detectable Full Width:** Yes      **24" Detectable Warning:** Yes  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes



Eastbound



Westbound

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Retail

**Recommendations:** Move the stop 130' east. Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Add a 20' path to connect the B&A to the existing sidewalk. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Move the pole with the bus schedule adjacent to the pavement to make it accessible.

ID: 11021      Location: SR 520 & S BANANA RIVER DR      Latitude: 28.357269      Longitude: -80.661927      [Map](#)

**Quick Fix:** Yes      **ADA Compliant:** No      **Direction:** Eastbound  
**Quick Fix Items:** Relocate Bench  
**Non-Compliant Features:** Bench not accessible, Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb  
**Average Ridership per Run:** 1      **Rideship:** 4      **Total:** 6  
**Scoring:** Accessibility: 2      Safety: 5      Operational: 5      Cost: -10  
**Rank: 634      Total Cost: \$10,400**



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Releation to Intersection:** At street, on far side of intersection  
**Hazards:** None  
**Curb Type/Height:** None      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** No      **Bench Obstruction:** No  
**Trashcan Accessible:** No      **Trashcan Obstruction:** No  
**Schedule Accessible:** No

**Is there a B&A area:** Yes  
**What prevents a B&A area:**  
**B&A Materials:** Dirt/Grass  
**Is the B&A Safe:** Yes  
**B&A Condition:** Surface not firm, stable, or slip resistant  
**Running Slope (%):** 0.3      **Cross Slope (%):** 6.6  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:** No  
**Sidewalk Width (feet):** 5  
**1/4" Change in Elevation:** No

**Marked Crosswalk:** Yes  
**Detectable Warning:** No  
**Detectable Full Width:**  
**Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes  
**Protected Crosswalk:** Yes  
**Detectable Warning Condition:**  
**24" Detectable Warning:**  
**Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Retail

**Recommendations:** Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Add a 95' path to connect the B&A to the existing sidewalk. Add detectable warnings to the nearby curb ramps. Resurface the B&A area to have a cross slope of <=2%. Move the bench so that it is flush with the edge of the sidewalk and outside of the B&A area. Make sure the pole with the bus schedule is located adjacent to the pavement so it is accessible.



ID: 11012      Location: SR 520 & MILFORD POINT      Latitude: 28.357599      Longitude: -80.662729      [Map](#)

Quick Fix: Yes      ADA Compliant: No      Direction: Westbound

Quick Fix Items: Relocate Bench

Non-Compliant Features: Bench not accessible, Schedule not accessible, Detectable Warnings, No Raised Curb

Average Ridership per Run: 1

Scoring: Accessibility: 8      Safety: 5

Rank: 389      Total Cost: \$8,400

Operational: 5      Cost: -5      Ridership: 4      Total: 17



Northbound



Southbound



Supplemental Photo



Eastbound



Westbound

Stop Location: On a paved shoulder of roadway

Bus Location: In a travel-thru lane

Releation to Intersection: At street, on far side of intersection

Hazards: None

Curb Type/Height: None      Sign Mounted Correctly: Yes

Signage: Standard bus stop sign post

Amenities: Bench (3rd Party), Bus Schedule

Bench Accessible: No      Bench Obstruction: No

Trashcan Accessible:      Trashcan Obstruction:

Schedule Accessible: No

Is there a B&A area: Yes

What prevents a B&A area:

B&A Materials: Asphalt

Is the B&A Safe: Yes

B&A Condition: No defects

Running Slope (%): 0.3

B&A Obstructions: No obstruction

B&A Barriers: No barriers

Sidewalk Connection: No

Sidewalk Width (feet): 5

Cross Slope (%): 0.5

1/4" Change in Elevation: No

Marked Crosswalk: Yes

Protected Crosswalk: Yes

Detectable Warning: No

Detectable Warning Condition:

24" Detectable Warning:

Curb Ramp: Yes

Curb Ramp Slope: Yes

Smooth Transition at Curb Ramp: Yes

Curb Ramp Surface: Yes

Shelter: No

Shelter Condition:

Distance from Curb (inches):

Wheelchair Into:

Accessible Connection:

Trip Generators: Office/Commercial, Retail

Recommendations: Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1.

Pave a 70' sidewalk to connect the B&A area to the sidewalk to the east.

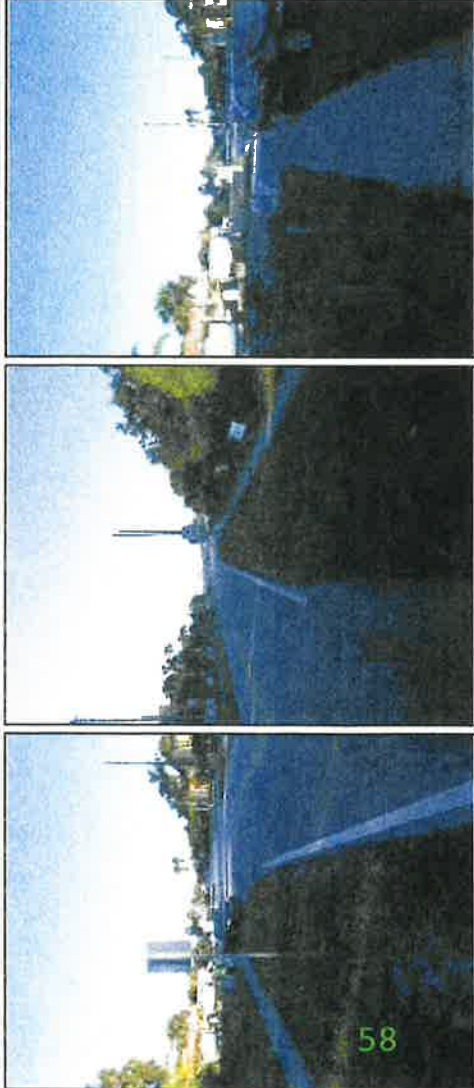
Add detectable warnings to the ramp. Make sure the pole with the bus

schedule and bench are located adjacent to the pavement so they are

accessible.

ID: 11007      Location: N BANANA RIVER DR & CO-OP APTS      Latitude: 28.360302      Longitude: -80.664941      [Map](#)

**Quick Fix:** No      **ADA Compliant:** No      **Direction:** Southbound  
**Quick Fix Items:**      **Non-Compliant Features:** Boarding and alighting area not compliant, Schedule not accessible, Detectable Warnings, No Raised Curb  
**Average Ridership per Run:** 2      **Operational:** 4      **Cost:** -5      **Rideship:** 8      **Total:** 11  
**Scoring:** Accessibility: 1      Safety: 3      **Rank: 516**      **Total Cost: \$8,400**



**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Relation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** None      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** Bench (3rd Party), Bus Schedule  
**Bench Accessible:** Yes      **Bench Obstruction:** No  
**Trashcan Accessible:**      **Trashcan Obstruction:**  
**Schedule Accessible:** No

Is there a B&A area: No  
What prevents a B&A area:  
B&A Materials: Dirt/Grass  
Is the B&A Safe: Yes  
B&A Condition: Surface not firm, stable, or slip resistant  
Running Slope (%): 0.1      Cross Slope (%): 8.9  
B&A Obstructions: No obstruction  
B&A Barriers: No barriers  
Sidewalk Connection: Yes      1/4" Change in Elevation: No  
Sidewalk Width (feet): 5

**Marked Crosswalk:** No      **Protected Crosswalk:** Yes  
**Detectable Warning:** No      **Detectable Warning Condition:**  
**Detectable Full Width:**      **24" Detectable Warning:**  
**Curb Ramp:** Yes      **Smooth Transition at Curb Ramp:** Yes  
**Curb Ramp Slope:** Yes      **Curb Ramp Surface:** Yes

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Residential, Retail

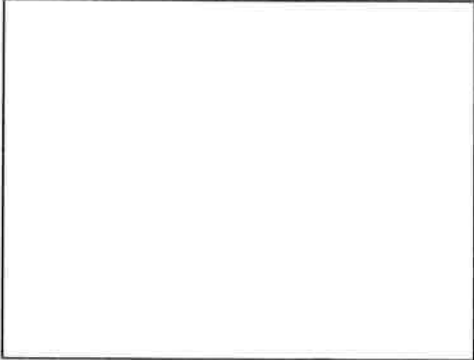
**Recommendations:** Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Add a 5' path to connect the B&A to the existing sidewalk. Add detectable warnings to the nearby curb ramps. Make sure the pole with the bus schedule is located adjacent to the pavement so it is accessible.

ID: 11010      Location: FORTENBERRY RD & S PLUMOSA ST      Latitude: 28.353734      Longitude: -80.691271      [Map](#)

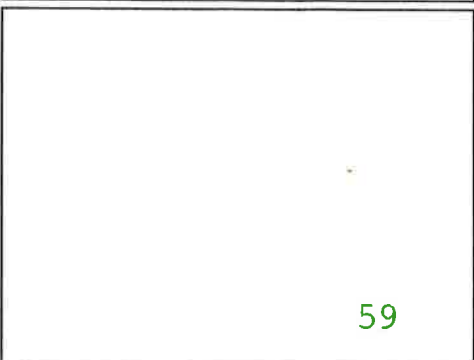
**Quick Fix:** No      **ADA Compliant:** No      **Direction:** Eastbound  
**Quick Fix Items:**  
**Non-Compliant Features:** Boarding and alighting area not compliant, Detectable Warnings, No Raised Curb  
**Average Ridership per Run:** 2      **Rideship:** 8      **Total:** 8  
**Scoring:** Accessibility: -4      Safety 0      Operational: 4      Cost: 0  
**Rank: 574      Total Cost: \$6,800**



Supplemental Photo



Southbound



Northbound

59

**Stop Location:** On an unpaved shoulder of roadway  
**Bus Location:** In a travel-thru lane  
**Releation to Intersection:** At street, on far side of intersection  
**Hazards:** None

**Curb Type/Height:** None      **Sign Mounted Correctly:** Yes  
**Signage:** Standard bus stop sign post  
**Amenities:** None  
**Bench Accessible:** N/A      **Bench Obstruction:** N/A  
**Trashcan Accessible:**      **Trashcan Obstruction:**  
**Schedule Accessible:**

Is there a B&A area: Yes  
**What prevents a B&A area:**  
**B&A Materials:** Dirt/Grass  
Is the B&A Safe: Yes  
**B&A Condition:** Surface not firm, stable, or slip resistant  
**Running Slope (%):** 0.2      **Cross Slope (%):** 2.3  
**B&A Obstructions:** No obstruction  
**B&A Barriers:** No barriers  
**Sidewalk Connection:**      **1/4" Change in Elevation:** No  
**Sidewalk Width (feet):**

**Marked Crosswalk:** No  
**Detectable Warning:**      **Protected Crosswalk:**  
**Detectable Full Width:**      **Detectable Warning Condition:**  
**Curb Ramp:** No      **24" Detectable Warning:**  
**Curb Ramp Slope:**      **Smooth Transition at Curb Ramp:**  
**Curb Ramp Surface:**

**Shelter:** No      **Shelter Condition:**      **Wheelchair Into:**  
**Distance from Curb (inches):**      **Accessible Connection:**

**Trip Generators:** Office/Commercial

**Recommendations:** Bus stop under construction. Pave a level 5'x8' slab with a raised 6" curb for the B&A area. See note 1. Pave 60' of sidewalk to connect the stop to the intersection.



## MERRITT ISLAND REDEVELOPMENT AGENCY

October 31, 2024

### ITEM V.B

<b>AGENDA REPORT ITEM:</b>	Ongoing/Old Business
<b>PROJECT:</b>	Federal Safe Streets for All Grant Opportunity
<b>Requested Action:</b>	Board Update
<b>Summary Explanation &amp; Background:</b>	
<p><b>Project Name:</b> SS4A Merritt Island Action Plan <b>Grant Type:</b> Planning and Demonstration <b>SS4A Grant Funding Amount:</b> \$ 280,000.00 <b>Estimated Total Project Costs:</b> \$ 350,000.00</p> <p><b>Project Description:</b> This award will be used by the Merritt Island Redevelopment Agency to develop a comprehensive safety action plan; conduct supplemental planning activities such as a vulnerable road users study, a lighting study, and an ITS study; and pilot demonstration activities using quick build strategies to reallocate space for pedestrians and bicyclists, pilot programs related to rideshare and safety behaviors, and trial changes to test how EMS respond to crashes.</p> <p>The Agency received the grant award and is in the process of working with staff members of USFDOT and the FHWA on the Action Plan for grant implementation. The most recent draft, which was submitted to the Agency earlier in October, is provided for Board review.</p>	
<b>Fiscal Impact:</b>	\$70,000
<b>Exhibits Attached:</b>	SS4A most recent draft of Action Plan

- 1. **Federal Award No.**
- 2. **Effective Date**  
See No. 16 Below
- 3. **Assistance Listings No.**  
20 939
- 4. **Award To**  
Merritt Island Redevelopment Agency  
2575 N Courtenay Pkwy, Suite 214  
Merritt Island, FL 32953-4126  
  
Unique Entity Id.: J4NXMVB9K568  
TIN No.: 59-6000523
- 5. **Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Safety  
1200 New Jersey Avenue, SE  
HSSA-1, Mail Drop E71-117  
Washington, DC 20590
- 6. **Period of Performance**  
Effective Date of Award – 30 months
- 7. **Total Amount**  
Federal Share: \$280,000  
Recipient Share: \$70,000  
Other Federal Funds: \$0  
Other Funds: \$0  
Total: \$350,000
- 8. **Type of Agreement**  
Grant
- 9. **Authority**  
Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”)
- 10. **Procurement Request No.**  
HSA240378PR
- 11. **Federal Funds Obligated**  
Base Phase - (Pre-NEPA): \$120,000
- 12. **Submit Payment Requests To**  
See Article 5
- 13. **Accounting and Appropriations Data**  
[insert Data]
- 14. **Description of the Project**

This award will be used by the Merritt Island Redevelopment Agency to develop a comprehensive safety action plan; conduct supplemental planning activities such as a vulnerable road users study, a lighting study, and an ITS study; and pilot demonstration activities using quick build strategies to reallocate space for pedestrians and bicyclists, pilot programs related to rideshare and safety behaviors, and trial changes to test how EMS respond to crashes. This will be a phased agreement.

**Commented [NX(7)]:** This would only show the funds being obligated at the time of execution, which is the base phase.

**Commented [LN8R7]:** Understood. Thank you

**Commented [jgr10]:** Drafting Instruction: To be completed by the FHWA Office of Acquisition and Grants Management.

**RECIPIENT**

15. Signature of Person Authorized to Sign

\_\_\_\_\_  
Signature Date  
Name: Larry Lallo, MBA, CEcD  
Title: MIRA Executive Director

**FEDERAL HIGHWAY ADMINISTRATION**

16. Signature of Agreement Officer

\_\_\_\_\_  
Signature Date  
Name:  
Title: Agreement Officer

**U.S. DEPARTMENT OF TRANSPORTATION**

**GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2023 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the Merritt Island Redevelopment Agency (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the SS4A Merritt Island Action Plan.

The parties therefore agree to the following:

**ARTICLE 1  
GENERAL TERMS AND CONDITIONS**

**1.1 General Terms and Conditions.**

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2023 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2023." Articles 7-30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations, including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2  
APPLICATION, PROJECT, AND AWARD**

**2.1 Application.**

Application Title: SS4A Merritt Island Action Plan

Application Date: 07/06/2023

**2.2 Award Amount.**

SS4A Grant Amount: \$280,000

**2.3 Federal Obligation Information.**

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: Pre NEPA	\$120,000 48,900	



Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Option Phase I: Design of Demonstration Activities (Post-NEPA)	<del>\$70,000</del> 71,100	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until:</p> <ol style="list-style-type: none"> <li>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</li> <li>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</li> <li>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such advance activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</li> </ol> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

**Commented [NX(21)]:** Per new HQ guidance, design efforts for demonstration activities must be a separate phase. Please revisit the allocation of SS4A grant

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Option Phase II: Construction of Demonstration Activities	\$160,000	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

**2.4 Budget Period.**

Base Phase Budget Period: Effective date of award – 30 months

Option Phase I Budget Period: [[reserved]]

Option Phase II Budget Period: [reserved]

**2.5 Grant Designation.**

Designation: Planning and Demonstration

**ARTICLE 3  
SUMMARY PROJECT INFORMATION**

**3.1 Summary of Project's Statement of Work.**

The Merritt Island Redevelopment Agency will use this award to develop a comprehensive safety action plan; conduct supplemental planning activities such as a vulnerable road users' study, a lighting study, and an ITS study; and pilot demonstration activities using quick build strategies to reallocate space for pedestrians and bicyclists, pilot programs related to rideshare and safety behaviors, and trial changes to test how EMS respond to crashes.

The project will be completed in three phases as follows:

Base Phase: Pre-NEPA

- Development of an action plan
- A study to identify vulnerable road users within our areas
- A lighting study
- Safety focused intelligent transportation system
- Progress reporting
- Completing NEPA for Demonstration activities

Option Phase I: Design of Demonstration Activities (Post-NEPA)

- Along with public input, devise methods that will utilize quick-build strategies for reallocation of space for non-motorists
- Design an effective Pilot Program, the focus of which will be on behavior and operator activity; engage motorists in this effort
- Create a methodology that can be utilized for a Pilot Program focusing on rideshare or similar program
- Discuss with Emergency Medical Services (EMS) personnel the current ways they respond to crashes; determine if alternatives are viable and establish trials and tests

**Commented [NX(28)]:** New guidance from FHWA HQ requires separation of design activities into its own phase. We can discuss further if needed.

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Option Phase II: Construction of Demonstration Activities (Post-NEPA)

- Feasibility studies using Construction of quick-build strategies to reallocate space for pedestrians and bicyclists
- Pilot program for behavioral and operational activity
- Pilot testing rideshare or other programs
- Trial changes to test how emergency medical services respond to crashes

**Commented [NX(33)]:** This may happen sooner. The draft CE submitted is under review by the Divisions' Environmental Specialist.

**Commented [NX(34)]:** Demonstration activities must inform the action plan. The evaluation period end date is currently projected to be completed beyond the completion of the draft plan. The draft plan completion should occur after the evaluation period end date.

**Commented [NX(35)]:** Same comment as above.

**3.2 Project's Estimated Schedule.**

**Action Plan Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date	03/31/2025
Planned Draft Plan Completion Date	<del>06/30/2026</del> 08/31/2025
Planned Final Plan Completion Date	<del>07/31/2026</del> 10/31/2025
Planned Final Plan Adoption Date	<del>11/30/2026</del> 11/30/2025
Planned SS4A Final Report Date	01/31/2027

**Demonstration Activity Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date	09/30/2025
Planned Construction Start Date	03/31/2026
Planned Evaluation Period End Date	09/30/2026
Planned SS4A Final Report Date	01/31/2027

**Supplemental Planning Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date	03/31/2025
Planned Draft Plan Completion Date	06/30/2027 2026
Planned Final Plan Completion Date	10/31/2026
Planned Final Plan Adoption Date	11/30/2026
Planned SS4A Final Report Date	01/31/2027

**Commented [NX(42)]:** Same comment as above for NEPA completion date

**3.3 Project's Estimated Costs**

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$280,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$70,000
In-Kind Match:	\$0
Other Funds:	\$0
<b>Total Eligible Project Cost:</b>	<b>\$350,000</b>

(b) Cost Classification Table – Planning and Demonstration Grants with demonstration activities and Implementation Grants Only

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$25,000	\$0	\$25,000
Architectural and engineering fees	\$150,000	\$0	\$150,000
Other architectural and engineering fees	\$130,000	\$0	\$130,000
Marketing, outreach, advertising, and public engagement meetings	\$25,000	\$0	\$25,000
Construction	\$20,000	\$0	\$20,000
Contingency	\$20,000	\$0	\$20,000
<b>Project Total</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$350,000</b>

**Commented [NX(49)]:** Table was updated based on revised information provided with the most recent draft grant agreement shared by Merritt Island. However, the total costs must be revisited to equal the same amount as the total project cost (\$350,000) and the next two columns should be revisited as necessary. If there are no costs associated with the second column then \$0 should be noted

**Commented [TH50R49]:** Table has been revised accordingly.

**Commented [NX(51R49)]:** Please provide clarification on the cost classification that applies to the demonstration activities. Also, please provide information on the type of activities that would fall under miscellaneous.

**Commented [NX(52R49)]:** Please provide clarification on the cost classification that applies to the demonstration activities

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

**ARTICLE 4**

**RECIPIENT INFORMATION**

**4.1 Recipient Contact(s).**

**Larry Lallo, Executive Director**  
Merritt Island Redevelopment Agency  
2575 N Courtenay Pkwy, Suite 214  
Merritt Island, FL 32953-4126  
(321) 454-6610  
Larry.Lallo@brevardfl.gov

**Lisa Nicholas, Community Redevelopment Manager**  
Merritt Island Redevelopment Agency  
2575 N Courtenay Pkwy, Suite 214  
Merritt Island, FL 32953-4126  
(321) 454-6610  
lisa.nicholas@brevardfl.gov

**4.2 Recipient Key Personnel.**

Name	Title or Position
Larry Lallo	Executive Director
Lisa Nicholas	Community Redevelopment Manager

**4.3 USDOT Project Contact(s).**

Safe Streets and Roads for All Program Manager  
Federal Highway Administration  
Office of Safety  
HSSA-1, Mail Stop: E71-117  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-366-2822  
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)  
Federal Highway Administration  
Office of Acquisition and Grants Management  
HCFA-33, Mail Stop E62-310  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-493-2402  
HCFASS4A@dot.gov

and

Division Administrator – Florida  
Agreement Officer’s Representative (AOR)  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
850-553-2229  
florida.fhwa@dot.gov

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and

Kevin Burgess  
Florida Division Office Lead Point of Contact  
Safety Engineer  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
850-553-2229  
Kevin.Burgess@dot.gov

## ARTICLE 5 USDOT ADMINISTRATIVE INFORMATION

### 5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

#### SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(c)(6), unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

## **5.2 Reimbursement Requests**

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer's Representative (the "AOR") may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

## **ARTICLE 6 SPECIAL GRANT TERMS**

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2.** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.

- 6.4 The Recipient of a Planning and Demonstration Grant acknowledges that the Action Plan and Supplemental Planning Deliverable(s) will be made publicly available and agrees that it will publish the final Action Plan and Supplemental Planning Deliverable(s) on a publicly available website.
- 6.5 The Recipient of a Planning and Demonstration Grant that involves a demonstration activity agrees to provide an assessment of each demonstration activity and update the existing Action Plan, which will incorporate the information gathered in the Action Plan's list of projects or strategies and/or inform another part of the existing Action Plan. The Recipient also agrees that demonstration activities are temporary in nature and must be removed and/or ended following the conclusion of the project if the assessment of the demonstration activities does not affirm that the activities provide safety benefits.
- 6.6 The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.
- 6.7 The Government's execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.8 There are no other special grant requirements.

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**ATTACHMENT A  
PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:** Merritt Island Redevelopment Area

**Baseline Measurement Date:** 01/31/2026

**Baseline Report Date:** 02/29/2026

**Table 1: Performance Measure Table**

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)	Annually and within 120 days after the end of the period of performance
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance

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<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

**ATTACHMENT B  
CHANGES FROM APPLICATION**

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" in Section 3.3 of the table.

**Scope:** N/A

**Schedule:** N/A

**Budget:** Redistribution of funds within the activities awarded (Action Plan, Supplemental Planning, and Demonstration Activities) as follows:

<b>Activities</b>	<b>Original Federal Funds</b>	<b>Revised Federal Funds</b>	<b>Original Match</b>	<b>Revised Match</b>
Action Plan	\$168,000	\$48,900	\$42,000	\$12,300
Supplemental Planning	\$52,800	\$71,100	\$13,200	\$17,700
Demonstration Activities	\$59,200	\$160,000	\$14,800	\$40,000
<b>Total</b>	<b>\$280,000</b>	<b>\$280,000</b>	<b>\$70,000</b>	<b>\$70,000</b>

The table below provides a summary comparison of the project budget.

<b>Fund Source</b>	<b>Application</b>		<b>Section 3.3</b>	
	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Previously Incurred Costs (Non-Eligible Project Costs)</b>				
Federal Funds			N/A	N/A
Non-Federal Funds			N/A	N/A
Total Previously Incurred Costs			N/A	N/A
<b>Future Eligible Project Costs</b>				
SS4AFunds			N/A	N/A
Other Federal Funds			N/A	N/A
Non-Federal Funds			N/A	N/A
Total Future Eligible Project Costs			N/A	N/A
Total Project Costs			N/A	N/A

**ATTACHMENT C**  
**RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

**Commented [NX(74)]:** Text for Attachment C, D, and E were brought over from draft shared by Merritt Island.

**1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table align with the application:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
<b>X</b>	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
<b>X</b>	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but intends to take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

***THE RECIPIENT OR PROJECT PARTNER HAS ADOPTED AN EQUITY AND INCLUSION PROGRAM/PLAN OR HAS OTHERWISE INSTITUTED EQUITY-FOCUSED POLICIES RELATED TO PROJECT PROCUREMENT, MATERIAL SOURCING, ETC., DESIGNED TO ENSURE RACIAL EQUITY***

**a. Brevard County Title VI Nondiscrimination Policy & Plan**

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from

participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. § 2000d).

The Merritt Island Redevelopment Agency (MIRA) is a dependent special of Brevard County and is required to comply with all County directives, one of which is the Brevard County Board of County Commissioners (BOCC) *Title VI Nondiscrimination Policy and Plan*. The overarching goal of this policy is to value diversity and welcome input from all interested parties, regardless of cultural identity, race, background, or income level. Moreover, the County believes that the greatest public policy and most effective governmental services result from careful consideration of the needs of all of its communities, and the County employs its best efforts to include and involve those communities in the public policy and governmental services decision-making process. Furthermore, Brevard County does not tolerate discrimination in any of its programs, services, or activities.

**Commented [SC(79)]:** Is 'dependent special' a term of art? Or does this mean an arm, unit, or office of Brevard County?  
**Commented [LN80R79]:** It is an arm of Brevard County (dependent = the agency could not function without the County), the creation of which is provided for in Florida Statute

BOCC's *Title VI Nondiscrimination Policy and Plan* set forth a variety of actions to ensure that diversity and inclusion initiatives are implemented to their fullest extent. Certain examples include:

o **Complaint Procedures**

The County has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when discovered. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, age, disability, religion, income, or family status in any of the County's programs, services or activities is urged to file a complaint with the County's Title VI/Nondiscrimination Coordinator.

o **Americans with Disabilities Act/504 Statement**

Section 504 of the Rehabilitation Act of 1973 (Section 504), the Americans with Disabilities Act of 1990, and associated federal and state laws and regulations forbid discrimination against those who have disabilities. Government entities receiving federal funds are required to take affirmative steps to reasonably accommodate the disabled and ensure that their needs are equitably represented in County programs, service, and activities. This responsibility is taken very seriously, and the County makes every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The County urges the public to report any facility, program, service, or activity that appears inaccessible to the disabled, and the County will provide reasonable accommodation to disabled individuals who wish to participate in public events, meetings, hearings, or activities.

o **Limited English Proficiency Guidance**

Title VI of the Civil Rights Act of 1964 and other directives from federal agencies require federal aid recipients to take reasonable steps to ensure meaningful access to programs, services, and activities by those who do not speak English proficiently. Because the County believes that the services that it provides are of critical importance to all citizens of Brevard County, the County has a variety of documents for each department translated into Spanish, and its policies regarding this matter are posted in Spanish and English on its website so that every member of the public is aware of its nondiscrimination and public involvement policies.

o **Data Collection for Transportation Programs**

The Federal Highway Administration (FHWA) requires federal aid recipients to collect racial, ethnic, and other similar demographic data on individuals affected by transportation programs, services, and activities. The County accomplishes this by using census data, American Community Survey (ACS) reports, and other methods. Information gathered assists the County with improving outreach and measures effectiveness of regional transportation programs and their impact on disadvantaged individuals. Self-identification of personal data is always voluntary and remains anonymous.

b. Inclusionary Housing – Article XVII, Brevard County Land Development Regulations

Article XVII (Affordable and Workforce Housing Incentives) of the Brevard County Land Development Regulations (Sec. 62-6300, et seq.) provides for incentives for the voluntary provision of affordable and workforce housing. At least 30 percent of units are set aside for households at or below 120 percent of area median income (AMI), with minimum required percentages for very low-, low-, and moderate-income households; it defines workforce housing developments (WHDs) as those in which at least 15 percent of units are available to households at or below 140 percent of AMI. Incentives include technical assistance with permitting, fee rebates, housing trust fund grants, and density bonuses. The language also provides for transfer of development rights (TDRs) to affordable developments, with some units being eligible for additional alternative and flexible design requirements and criteria.

c. Brevard County Policy and Administrative Orders Concerning Nondiscrimination

The Merritt Island Redevelopment Agency (MIRA) is a component unit of Brevard County, Florida, and is required to adhere to all Florida Statutes and Brevard County ordinances. In Brevard County, discriminatory harassment based on disability, impairment, or any other characteristic set forth in the Americans with Disabilities Act, including race, color, religion, sex, sexual orientation, gender identity, and national origin is prohibited and will not be tolerated. If an accommodation for a physical or emotional condition is requested by an employee, the request is evaluated, and the accommodation is granted when deemed necessary. Moreover, Brevard County mandates training on this topic, as well as training for recognizing sexual harassment and anger management in the workplace for new employees and has adopted four Administrative Orders (AO-02, AO-11, AO-15, and AO-50) to ensure compliance with the policy.

d. Florida Statutes Addressing Nondiscrimination in Procurement and Purchasing

~~In Florida, as well as in Brevard County, the practice of non-discrimination extends well beyond the employees and potential new hires for Brevard County. Title XIX (Public Business), Chapter 287 (Procurement of Personal Property and Services), Florida Statutes, is the portion of Florida law that pertains to procurement and purchasing. The statute is explicit with regard to mandating the hiring of minority, women-owned, and disadvantaged businesses whenever possible, and such references are infused throughout the law. Furthermore, under the provisions of Section 287.055, the Consultants' Competitive Negotiation Act, or CCNA, this provision extends to contractors that are hiring subcontractors to assist on a particular project.~~

**Commented [SC81]:** Recommend removing this section. It's covered in attachment E, verbalim.

**Commented [LN82R81]:** I felt that it was relevant in both places and fortified the State's commitment to its procurement policies and procedures. I will remove if desired.

Section 287.0917 of the Act established the Florida Advisory Council on Small and Minority Business Development in an effort to:

- Research and review the role of small and minority businesses in the state's economy.
- Analyze emerging topics related to small and minority business economic development.
- Study the ability of financial markets and institutions to meet small business credit needs and determine the impact of government demands on credit for small businesses.
- Assess the ongoing implementation of Section 187.201(21), which requires a state economic development comprehensive plan relative to small and minority businesses.
- Evaluate the effectiveness of activities by state agencies to assist minority business enterprises.
- Advise the Governor and the Legislature on matters relating to small and minority business development which are of importance to strategic planning activities.

On or before January 1 of each year, the council is required to present an annual report to the Secretary of Management Services that provides in detail the business transacted by the Council during the year, as well as any recommendations to the secretary, specifically those that seek to improve business opportunities for small and minority business enterprises.

***THE RECIPIENT OR PROJECT PARTNER HAS TAKEN OTHER ACTIONS RELATED TO THE PROJECT TO IMPROVE RACIAL EQUITY AND REDUCE BARRIERS TO OPPORTUNITY***

***e.d. Transportation Disadvantaged Local Coordinating Board (TDLCB)***

Spearheaded by the local mass-transit authority, Space Coast Area Transit (SCAT), and authorized by Florida Statutes Chapter 427 (Special Transportation and Communications Services), the Space Coast Transportation Planning Organization (SCTPO) participates in the Transportation Disadvantaged Local Coordinating Board (TDLCB). The primary function of the TDLCB is to ensure that transportation opportunities are available for all residents, regardless of age, race, ability, or economic status. The Board also provides direction and advice to SCAT concerning the provision of transportation services.

The TDLCB conducts periodic meetings and is responsible for documenting a Transportation Disadvantaged Service Plan. The Local Coordinating Board (LCB) for Transportation Disadvantaged Services meets quarterly to oversee the Transportation Disadvantaged (TD) program at a local level, by providing input on various issues, plans, and programs. The essential focus is directed to the needs of the transportation disadvantaged population, specifically older adults, persons with disabilities, persons of low income, children at risk, and those without convenient access to mass transit services. The TDLCB reviews price and service levels, safety concerns, eligibility, and other pertinent issues.

Furthermore, within Chapter 427, Florida Statutes, Section 427.012 established the Commission for the Transportation Disadvantaged, a seven-member Board appointed by the Governor to review and offer recommendations on numerous functions associated with the transportation disadvantaged, including but not limited to:

- Establishing statewide objectives for providing transportation services for the transportation disadvantaged.
- Developing policies and procedures for the coordination of local government, federal, and state funding for the transportation disadvantaged.
- Identifying barriers prohibiting the coordination and accessibility of transportation services to the transportation disadvantaged and aggressively pursuing the elimination of these barriers.
- Serving as a clearinghouse for information about transportation disadvantaged services, training, funding sources, innovations, and coordination efforts.



- Assisting communities in developing transportation systems designed to serve the transportation disadvantaged.

*ADDITIONAL INFORMATION*

“Equity – According to the USDOT Equitable Transportation Community (ETC) Explorer tool, 25% of the 24,600 residents within the MIRA jurisdiction are disadvantaged, Annualized Disaster Losses are 83% compared to 74% for Florida, High Volume Road Proximity is 70% compared to 52% for Florida, Uninsured is 74% compared to 66% for Florida, 65 and older is 73% compared to 60% for Florida and those with a disability is 67% compared to 54% for Florida. Transportation Safety is 66% compared to 56% for Florida.” (Grant Narrative)

“The supplemental activities selected will be used to inform and enhance the Action Plan. The demonstration activities will be used to inform future permanent development projects. The scope of work will include an investigation into which road users are the most vulnerable. Merritt Island has a significant elderly population, but daily drivers include those travelling to work at the Kennedy Space Center, tourists bound for the KSC Visitors Complex space museum, the largest cruise port in the world at Cape Canaveral, and Cocoa Beach, as well as students and parents traveling to schools. Understanding exactly who is the most vulnerable will help us guide our efforts towards projects that maximize opportunities for safety improvements.” (Budget Narrative).

The Supplemental Planning and Demonstration Activities will include an equity screening/analysis and provide safety countermeasures/solutions to reduce barriers and provide safer facilities for vulnerable populations.

**[ATTACHMENT D]  
[CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS]**

**I. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table align with the application:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJScreen, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
X	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
X	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>

	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but will take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

**2. Supporting Narrative.**

The USDOT Equitable Transportation Community Explorer and the Climate and Economic Justice Screening Tool were used for application data and will be used for program analysis.

***THE PROJECT IMPROVES DISASTER PREPAREDNESS AND RESILIENCY***

In collaboration with the Space Coast Transportation Planning Organization (SCTPO), the Merritt Island Redevelopment Agency (MIRA) is participating in activities to enhance preparedness for disasters, as well as resiliency efforts throughout MIRA’s service area. As set forth in the SCTPO’s *Advance 2050: Public Engagement Plan*, interaction with the public regarding preparation for disasters is critical; and, in an effort to bolster heightened engagement, the SCTPO and MIRA will focus on outreach to underserved communities, the utilization of technology and innovation whenever possible, and a convenient and accessible schedule for meetings and other activities.

MIRA has ensured its inclusion and representation in the wide-ranging database of SCTPO stakeholders, which includes, but is not limited to, Brevard County and its municipalities, Brevard Public Schools and area institutions of higher learning, human-services organizations and coalitions, businesses and regional chambers of commerce, and environmental agencies.

Realizing the importance of equitable communication, MIRA will assist the SCTPO with its outreach efforts on disaster preparedness education by focusing on available demographic and socioeconomic data. This approach will assist in reaching residents throughout Merritt Island, including those in underserved portions of the service area.

***THE RECIPIENT OR PROJECT PARTNER USED ENVIRONMENTAL JUSTICE TOOLS, SUCH AS THE EJSscreen***

In various areas of Brevard County that include Titusville, Cocoa, Merritt Island, Melbourne, and Palm Bay, there are 30 census tracts that are identified as being disadvantaged. The U.S. Environmental Protection Agency’s (EPA) Environmental Justice Screen (EJScreen) Environmental Justice and Mapping Tool is consistent with the Biden Administration’s Justice40 Executive Order. For MIRA, the EJScreen has already proven to be a valuable screening tool for identifying opportunities for equitable and impartial engagement throughout the public participation process. In addition, the EJScreen has also been beneficial in identifying properties within MIRA’s service area that may contain contaminants, which could lead to their remediation using other grant opportunities.

***THE PROJECT SUPPORTS THE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS***

In accordance with the National Electric Vehicle Infrastructure (NEVI) program, which is a component of the Infrastructure Investment and Jobs Act (IIJA), the Florida Department of Transportation (FDOT) established the FDOT Electric Vehicle Charging Infrastructure Program. As part of this effort, two funding sources were created – a formula program with \$5 billion, along with a discretionary program containing \$2.5 billion. FDOT’s EV Charging Infrastructure Program contains key principles that align with the NEVI Program and set forth the following criteria regarding electric vehicle charging stations and infrastructure:

- Must be public or authorized for commercial motor vehicle operators from more than one company.
- Must be located along a designated alternative fuel corridor (AFC).
- Must prioritize placement along the Interstate Highway System.
- Should be spaced at a maximum of 50 miles apart.
- Must meet certain power capabilities.
- Should give preference to rural, underserved, and disadvantaged communities.
- Should consider locations with publicly available restrooms, appropriate lighting, and sheltered seating areas.

The FDOT program will be implemented in phases, with the first phase emphasizing interstates in alignment with the national NEVI program priorities.

**ATTACHMENT E**  
**LABOR AND WORKFORCE**

**I. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table align with the application:

	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
<b>X</b>	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the project, will take relevant actions described in the supporting narrative below.</p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

**Commented [NX(94)]:** Should this selection be removed?

**Commented [SC(95R94)]:** No strong feelings either way. It doesn't add much value, given that most of these bullets are requirements of federal contracting. But it does serve as a restatement of commitment to EEO.

2. **Supporting Narrative:**

**Commented [TH98]:** Larry to help write supporting narrative based on selection in table above.

***THE RECIPIENT OR PROJECT PARTNER PARTICIPATES IN A STATE/REGIONAL/LOCAL COMPREHENSIVE PLAN TO PROMOTE EQUAL OPPORTUNITY***

The Merritt Island Redevelopment Agency (MIRA) is a component unit of Brevard County, Florida, and is required to adhere to all Florida Statutes and Brevard County ordinances. In Brevard County, discriminatory harassment based on disability, impairment, or any other characteristic set forth in the Americans with Disabilities Act, including race, color, religion, sex, sexual orientation, gender identity, and national origin is prohibited and will not be tolerated. If an accommodation for a physical or emotional condition is requested by an employee, the request is evaluated, and the accommodation is granted when deemed necessary. Moreover, Brevard County mandates training on this topic, as well as training for recognizing sexual harassment and anger management in the workplace, for new employees and has adopted four Administrative Orders (AO-02, AO-11, AO-15, and AO-50) to ensure compliance with the policy.

Still, the practice of non-discrimination extends well beyond the employees and potential hires for Brevard County. Title XIX (Public Business), Chapter 287 (Procurement of Personal Property and Services), Florida Statutes, is the portion of Florida law that pertains to procurement and purchasing. The statute is explicit with regard to mandating the hiring of minority, women-owned, and disadvantaged businesses whenever possible, and such references are infused throughout the law. Furthermore, under the provisions of Section 287.055, the Consultants' Competitive Negotiation Act, or CCNA, this provision extends to contractors that are hiring subcontractors to assist on a particular project.

Section 287.0947 of the Act established the Florida Advisory Council on Small and Minority Business Development in an effort to:

- o Research and review the role of small and minority businesses in the state's economy.
- o Analyze emerging topics related to small and minority business economic development.
- o Study the ability of financial markets and institutions to meet small business credit needs and determine the impact of government demands on credit for small businesses.
- o Assess the ongoing implementation of Section 187.201(21), which requires a state economic development comprehensive plan relative to small and minority businesses.
- o Evaluate the effectiveness of activities by state agencies to assist minority business enterprises.
- o Advise the Governor and the Legislature on matters relating to small and minority business development which are of importance to strategic planning activities.

On or before January 1 of each year, the council is required to present an annual report to the Secretary of Management Services that provides in detail the business transacted by the Council during the year, as well as any recommendations to the secretary, specifically those that seek to improve business opportunities for small and minority business enterprises.

In addition, MIRA will adhere to the requirements of 2 CFR 200.321 when contracting with small businesses, minority businesses, women's business enterprises, veteran-owned businesses, and labor surplus area firms, if applicable. While federal law prohibits establishing goals or contracting preferences, MIRA will:

- Include these businesses on solicitation lists;
- Ensure these businesses are solicited whenever they are deemed eligible as potential sources;
- Divide procurement transactions into separate procurements to permit maximum participation by these business types;
- Establish performance schedules that encourage participation by these business types;
- Engage small and minority business development agencies to assist with locating and soliciting participation by these business types;
- Require its consultants to apply these requirements to all subcontracts, if any.

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|---|--|---|-----------|------------------|----------|----------------------|-----|--------------|-----|---------------|------------------|--|
| <p><b>1. Federal Award No.</b></p>  | <p><b>2. Effective Date</b><br/>See No. 16 Below</p>   | <p><b>3. Assistance Listings No.</b><br/>20.939</p> |           |                  |          |                      |     |              |     |               |                  |  |
| <p><b>4. Award To</b><br/>Merritt Island Redevelopment Agency<br/>2575 N Courtenay Pkwy, Suite 214<br/>Merritt Island, FL 32953-4126</p> <p>Unique Entity Id.: <b>J4NXMVB9K568</b><br/>TIN No.: <b>59-6000523</b></p> | <p><b>5. Sponsoring Office</b><br/>U.S. Department of Transportation<br/>Federal Highway Administration<br/>Office of Safety<br/>1200 New Jersey Avenue, SE<br/>HSSA-1, Mail Drop E71-117<br/>Washington, DC 20590</p>   |   |           |                  |          |                      |     |              |     |               |                  |  |
| <p><b>6. Period of Performance</b><br/>Effective Date of Award – 30 months</p>  | <p><b>7. Total Amount</b></p> <table border="0" style="width: 100%;"> <tr> <td>Federal Share:</td> <td style="text-align: right;">\$280,000</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$70,000</td> </tr> <tr> <td>Other Federal Funds:</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Other Funds:</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td><b>Total:</b></td> <td style="text-align: right;"><b>\$350,000</b></td> </tr> </table> | Federal Share:                                      | \$280,000 | Recipient Share: | \$70,000 | Other Federal Funds: | \$0 | Other Funds: | \$0 | <b>Total:</b> | <b>\$350,000</b> |  |
| Federal Share:  | \$280,000  |   |           |                  |          |                      |     |              |     |               |                  |  |
| Recipient Share:  | \$70,000   |   |           |                  |          |                      |     |              |     |               |                  |  |
| Other Federal Funds:  | \$0  |   |           |                  |          |                      |     |              |     |               |                  |  |
| Other Funds:  | \$0  |   |           |                  |          |                      |     |              |     |               |                  |  |
| <b>Total:</b>   | <b>\$350,000</b>   |   |           |                  |          |                      |     |              |     |               |                  |  |
| <p><b>8. Type of Agreement</b><br/>Grant</p>  | <p><b>9. Authority</b><br/>Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”)</p>   |   |           |                  |          |                      |     |              |     |               |                  |  |
| <p><b>10. Procurement Request No.</b><br/>HSA240378PR</p>   | <p><b>11. Federal Funds Obligated</b><br/>Base Phase - (Pre-NEPA): \$120,000</p>   |   |           |                  |          |                      |     |              |     |               |                  |  |
| <p><b>12. Submit Payment Requests To</b><br/>See Article 5</p>  | <p><b>13. Accounting and Appropriations Data</b><br/>[insert Data]</p>   |   |           |                  |          |                      |     |              |     |               |                  |  |

**14. Description of the Project**

This award will be used by the Merritt Island Redevelopment Agency to develop a comprehensive safety action plan; conduct supplemental planning activities such as a vulnerable road users study, a lighting study, and an ITS study; and pilot demonstration activities using quick build strategies to reallocate space for pedestrians and bicyclists, pilot programs related to rideshare and safety behaviors, and trial changes to test how EMS respond to crashes. This will be a phased agreement.

**Commented [NX(7)]:** This would only show the funds being obligated at the time of execution, which is the base phase

**Commented [LNBR7]:** Understood. Thank you

**Commented [jgr10]:** Drafting Instruction: To be completed by the FHWA Office of Acquisition and Grants Management



**RECIPIENT**

15. Signature of Person Authorized to Sign

\_\_\_\_\_  
Signature Date  
Name: Larry Lallo, MBA, CEcD  
Title: MIRA Executive Director

**FEDERAL HIGHWAY ADMINISTRATION**

16. Signature of Agreement Officer

\_\_\_\_\_  
Signature Date  
Name:  
Title: Agreement Officer

**U.S. DEPARTMENT OF TRANSPORTATION**

**GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2023 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the Merritt Island Redevelopment Agency (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the SS4A Merritt Island Action Plan.

The parties therefore agree to the following:

**ARTICLE 1  
GENERAL TERMS AND CONDITIONS**

**1.1 General Terms and Conditions.**

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2023 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2023." Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations, including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2  
APPLICATION, PROJECT, AND AWARD**

**2.1 Application.**

Application Title: SS4A Merritt Island Action Plan

Application Date: 07/06/2023

**2.2 Award Amount.**

SS4A Grant Amount: \$280,000

**2.3 Federal Obligation Information.**

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: Pre NEPA	\$ <del>120,000</del> 48,900	

**Obligation Condition Table**

Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Option Phase I: Design of Demonstration Activities (Post-NEPA)	<del>\$70,000</del> 71,100	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until:</p> <ol style="list-style-type: none"> <li>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</li> <li>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</li> <li>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such advance activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</li> </ol> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

**Commented [NX(21):** Per new HQ guidance, design efforts for demonstration activities must be a separate phase. Please revisit the allocation of SS4A grant

<b>Obligation Condition Table</b>		
<b>Phase the Project</b>	<b>Allocation of the SS4A Grant</b>	<b>Obligation Condition</b>
Option Phase II: Construction of Demonstration Activities	\$160,000	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

**2.4 Budget Period.**

Base Phase Budget Period: Effective date of award – 30 months

Option Phase I Budget Period: [[reserved]]

Option Phase II Budget Period: [reserved]

**2.5 Grant Designation.**

Designation: Planning and Demonstration

**ARTICLE 3  
SUMMARY PROJECT INFORMATION**

**3.1 Summary of Project’s Statement of Work.**

The Merritt Island Redevelopment Agency will use this award to develop a comprehensive safety action plan; conduct supplemental planning activities such as a vulnerable road users study, a lighting study, and an ITS study; and pilot demonstration activities using quick build strategies to reallocate space for pedestrians and bicyclists, pilot programs related to rideshare and safety behaviors, and trial changes to test how EMS respond to crashes.

The project will be completed in three phases as follows:

Base Phase: Pre-NEPA

- Development of an action plan
- A study to identify vulnerable road users within our areas
- A lighting study
- Safety focused intelligent transportation system
- Progress reporting
- Completing NEPA for Demonstration activities

Option Phase I: Design of Demonstration Activities (Post-NEPA)

- Along with public input, devise methods that will utilize quick-build strategies for reallocation of space for non-motorists
- Design an effective Pilot Program, the focus of which will be on behavior and operator activity; engage motorists in this effort
- Create a methodology that can be utilized for a Pilot Program focusing on rideshare or similar program
- Discuss with Emergency Medical Services (EMS) personnel the current ways they respond to crashes; determine if alternatives are viable and establish trials and tests

Option Phase II: Construction of Demonstration Activities (Post-NEPA)

- Feasibility studies using Construction of quick-build strategies to reallocate space for pedestrians and bicyclists
- Pilot program for behavioral and operational activity
- Pilot testing rideshare or other programs
- Trial changes to test how emergency medical services respond to crashes

**3.2 Project’s Estimated Schedule.**

**Action Plan Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date	03/31/2025
Planned Draft Plan Completion Date	<del>06/30/2026</del> 08/31/2025
Planned Final Plan Completion Date	<del>07/31/2026</del> 10/31/2025
Planned Final Plan Adoption Date	<del>11/30/2026</del> 11/30/2025
Planned SS4A Final Report Date	01/31/2027

**Commented [NX(28)]:** New guidance from FHWA HQ requires separation of design activities into its own phase. We can discuss further if needed.

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**Commented [NX(33)]:** This may happen sooner. The draft CE submitted is under review by the Divisions' Environmental Specialist.

**Commented [NX(34)]:** Demonstration activities must inform the action plan. The evaluation period end date is currently projected to be completed beyond the completion of the draft plan. The draft plan completion should occur after the evaluation period end date.

**Commented [NX(35)]:** Same comment as above.

**Demonstration Activity Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date	09/30/2025
Planned Construction Start Date	03/31/2026
Planned Evaluation Period End Date	09/30/2026
Planned SS4A Final Report Date	01/31/2027

**Supplemental Planning Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date	03/31/2025
Planned Draft Plan Completion Date	06/30/2027 2026
Planned Final Plan Completion Date	10/31/2026
Planned Final Plan Adoption Date	11/30/2026
Planned SS4A Final Report Date	01/31/2027

**Commented [NX(42):** Same comment as above for NEPA completion date

**3.3 Project's Estimated Costs**

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$280,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$70,000
In-Kind Match:	\$0
Other Funds:	\$0
<b>Total Eligible Project Cost:</b>	<b>\$350,000</b>

(b) Cost Classification Table – Planning and Demonstration Grants with demonstration activities and Implementation Grants Only

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$25,000	\$0	\$25,000
Architectural and engineering fees	\$150,000	\$0	\$150,000
Other architectural and engineering fees	\$130,000	\$0	\$130,000
Marketing, outreach, advertising, and public engagement meetings Construction	\$25,000	\$0	\$25,000
Contingency	\$20,000	\$0	\$20,000
<b>Project Total</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$350,000</b>

**Commented [NX(49):** Table was updated based on revised information provided with the most recent draft grant agreement shared by Merritt Island. However, the total costs must be revisited to equal the same amount as the total project cost (\$350,000) and the next two columns should be revisited as necessary. If there are no costs associated with the second column then \$0 should be noted.

**Commented [TH50R49]:** Table has been revised accordingly.

**Commented [NX(51R49):** Please provide clarification on the cost classification that applies to the demonstration activities. Also, please provide information on the type of activities that would fall under miscellaneous.

**Commented [NX(52R49):** Please provide clarification on the cost classification that applies to the demonstration activities.

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

**ARTICLE 4**

**RECIPIENT INFORMATION**

**4.1 Recipient Contact(s).**

**Larry Lallo, Executive Director**  
Merritt Island Redevelopment Agency  
2575 N Courtenay Pkwy, Suite 214  
Merritt Island, FL 32953-4126  
(321) 454-6610  
Larry.Lallo@brevardfl.gov

**Lisa Nicholas, Community Redevelopment Manager**  
Merritt Island Redevelopment Agency  
2575 N Courtenay Pkwy, Suite 214  
Merritt Island, FL 32953-4126  
(321) 454-6610  
lisa.nicholas@brevardfl.gov

**4.2 Recipient Key Personnel.**

Name	Title or Position
Larry Lallo	Executive Director
Lisa Nicholas	Community Redevelopment Manager

**4.3 USDOT Project Contact(s).**

Safe Streets and Roads for All Program Manager  
Federal Highway Administration  
Office of Safety  
HSSA-1, Mail Stop: E71-117  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-366-2822  
SS4A.FHWA@dot.gov

and



Agreement Officer (AO)  
Federal Highway Administration  
Office of Acquisition and Grants Management  
HCFA-33, Mail Stop E62-310  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-493-2402  
HCFASS4A@dot.gov

and

Division Administrator – Florida  
Agreement Officer’s Representative (AOR)  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
850-553-2229  
florida.fhwa@dot.gov

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and

Kevin Burgess  
Florida Division Office Lead Point of Contact  
Safety Engineer  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
850-553-2229  
Kevin.Burgess@dot.gov

**ARTICLE 5  
USDOT ADMINISTRATIVE INFORMATION**

**5.1 Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

**SUBAWARDS AND CONTRACTS APPROVAL**

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(c)(6), unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

## **5.2 Reimbursement Requests**

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer's Representative (the "AOR") may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

## **ARTICLE 6 SPECIAL GRANT TERMS**

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2.** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.

- 6.4 The Recipient of a Planning and Demonstration Grant acknowledges that the Action Plan and Supplemental Planning Deliverable(s) will be made publicly available and agrees that it will publish the final Action Plan and Supplemental Planning Deliverable(s) on a publicly available website.
- 6.5 The Recipient of a Planning and Demonstration Grant that involves a demonstration activity agrees to provide an assessment of each demonstration activity and update the existing Action Plan, which will incorporate the information gathered in the Action Plan's list of projects or strategies and/or inform another part of the existing Action Plan. The Recipient also agrees that demonstration activities are temporary in nature and must be removed and/or ended following the conclusion of the project if the assessment of the demonstration activities does not affirm that the activities provide safety benefits.
- 6.6 The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.
- 6.7 The Government's execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.8 There are no other special grant requirements.

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**ATTACHMENT A  
PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:** Merritt Island Redevelopment Area

**Baseline Measurement Date:** 01/31/2026

**Baseline Report Date:** 02/29/2026

**Table 1: Performance Measure Table**

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)	Annually and within 120 days after the end of the period of performance
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance

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<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

**ATTACHMENT B  
CHANGES FROM APPLICATION**

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" in Section 3.3 of the table.

**Scope:** N/A

**Schedule:** N/A

**Budget:** Redistribution of funds within the activities awarded (Action Plan, Supplemental Planning, and Demonstration Activities) as follows:

<b>Activities</b>	<b>Original Federal Funds</b>	<b>Revised Federal Funds</b>	<b>Original Match</b>	<b>Revised Match</b>
Action Plan	\$168,000	\$48,900	\$42,000	\$12,300
Supplemental Planning	\$52,800	\$71,100	\$13,200	\$17,700
Demonstration Activities	\$59,200	\$160,000	\$14,800	\$40,000
<b>Total</b>	<b>\$280,000</b>	<b>\$280,000</b>	<b>\$70,000</b>	<b>\$70,000</b>

The table below provides a summary comparison of the project budget.

<b>Fund Source</b>	<b>Application</b>		<b>Section 3.3</b>	
	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Previously Incurred Costs (Non-Eligible Project Costs)</b>				
Federal Funds			N/A	N/A
Non-Federal Funds			N/A	N/A
Total Previously Incurred Costs			N/A	N/A
<b>Future Eligible Project Costs</b>				
SS4AFunds			N/A	N/A
Other Federal Funds			N/A	N/A
Non-Federal Funds			N/A	N/A
Total Future Eligible Project Costs			N/A	N/A
Total Project Costs			N/A	N/A

**ATTACHMENT C**  
**RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

**Commented [NX(74):** Text for Attachment C, D, and E were brought over from draft shared by Merritt Island.

**1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table align with the application:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but intends to take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

***THE RECIPIENT OR PROJECT PARTNER HAS ADOPTED AN EQUITY AND INCLUSION PROGRAM/PLAN OR HAS OTHERWISE INSTITUTED EQUITY-FOCUSED POLICIES RELATED TO PROJECT PROCUREMENT, MATERIAL SOURCING, ETC., DESIGNED TO ENSURE RACIAL EQUITY***

**a. Brevard County Title VI Nondiscrimination Policy & Plan**

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from



participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. § 2000d).

The Merritt Island Redevelopment Agency (MIRA) is a dependent special of Brevard County and is required to comply with all County directives, one of which is the Brevard County Board of County Commissioners (BOCC) *Title VI Nondiscrimination Policy and Plan*. The overarching goal of this policy is to value diversity and welcome input from all interested parties, regardless of cultural identity, race, background, or income level. Moreover, the County believes that the greatest public policy and most effective governmental services result from careful consideration of the needs of all of its communities, and the County employs its best efforts to include and involve those communities in the public policy and governmental services decision-making process. Furthermore, Brevard County does not tolerate discrimination in any of its programs, services, or activities.

**Commented [SC79]:** Is 'dependent special' a term of art? Or does this mean an arm, unit, or office of Brevard County?

**Commented [LN80R79]:** It is an arm of Brevard County (dependent = the agency could not function without the County), the creation of which is provided for in Florida Statute

BOCC's *Title VI Nondiscrimination Policy and Plan* set forth a variety of actions to ensure that diversity and inclusion initiatives are implemented to their fullest extent. Certain examples include:

o **Complaint Procedures**

The County has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when discovered. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, age, disability, religion, income, or family status in any of the County's programs, services or activities is urged to file a complaint with the County's Title VI/Nondiscrimination Coordinator.

o **Americans with Disabilities Act/504 Statement**

Section 504 of the Rehabilitation Act of 1973 (Section 504), the Americans with Disabilities Act of 1990, and associated federal and state laws and regulations forbid discrimination against those who have disabilities. Government entities receiving federal funds are required to take affirmative steps to reasonably accommodate the disabled and ensure that their needs are equitably represented in County programs, service, and activities. This responsibility is taken very seriously, and the County makes every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The County urges the public to report any facility, program, service, or activity that appears inaccessible to the disabled, and the County will provide reasonable accommodation to disabled individuals who wish to participate in public events, meetings, hearings, or activities.

o **Limited English Proficiency Guidance**

Title VI of the Civil Rights Act of 1964 and other directives from federal agencies require federal aid recipients to take reasonable steps to ensure meaningful access to programs, services, and activities by those who do not speak English proficiently. Because the County believes that the services that it provides are of critical importance to all citizens of Brevard County, the County has a variety of documents for each department translated into Spanish, and its policies regarding this matter are posted in Spanish and English on its website so that every member of the public is aware of its nondiscrimination and public involvement policies.

o **Data Collection for Transportation Programs**

The Federal Highway Administration (FHWA) requires federal aid recipients to collect racial, ethnic, and other similar demographic data on individuals affected by transportation programs, services, and activities. The County accomplishes this by using census data, American Community Survey (ACS) reports, and other methods. Information gathered assists the County with improving outreach and measures effectiveness of regional transportation programs and their impact on disadvantaged individuals. Self-identification of personal data is always voluntary and remains anonymous.

b. Inclusionary Housing – Article XVII, Brevard County Land Development Regulations

Article XVII (Affordable and Workforce Housing Incentives) of the Brevard County Land Development Regulations (Sec. 62-6300, et seq.) provides for incentives for the voluntary provision of affordable and workforce housing. At least 30 percent of units are set aside for households at or below 120 percent of area median income (AMI), with minimum required percentages for very low-, low-, and moderate-income households; it defines workforce housing developments (WHHDs) as those in which at least 15 percent of units are available to households at or below 140 percent of AMI. Incentives include technical assistance with permitting, fee rebates, housing trust fund grants, and density bonuses. The language also provides for transfer of development rights (TDRs) to affordable developments, with some units being eligible for additional alternative and flexible design requirements and criteria.

c. Brevard County Policy and Administrative Orders Concerning Nondiscrimination

The Merritt Island Redevelopment Agency (MIRA) is a component unit of Brevard County, Florida, and is required to adhere to all Florida Statutes and Brevard County ordinances. In Brevard County, discriminatory harassment based on disability, impairment, or any other characteristic set forth in the Americans with Disabilities Act, including race, color, religion, sex, sexual orientation, gender identity, and national origin is prohibited and will not be tolerated. If an accommodation for a physical or emotional condition is requested by an employee, the request is evaluated, and the accommodation is granted when deemed necessary. Moreover, Brevard County mandates training on this topic, as well as training for recognizing sexual harassment and anger management in the workplace for new employees and has adopted four Administrative Orders (AO-02, AO-11, AO-15, and AO-50) to ensure compliance with the policy.

d. Florida Statutes Addressing Nondiscrimination in Procurement and Purchasing

~~In Florida, as well as in Brevard County, the practice of non-discrimination extends well beyond the employees and potential new hires for Brevard County. Title XIX (Public Business), Chapter 287 (Procurement of Personal Property and Services), Florida Statutes, is the portion of Florida law that pertains to procurement and purchasing. The statute is explicit with regard to mandating the hiring of minority, women-owned, and disadvantaged businesses whenever possible, and such references are infused throughout the law. Furthermore, under the provisions of Section 287.055, the Consultants' Competitive Negotiation Act or CCNA, this provision extends to contractors that are hiring subcontractors to assist on a particular project.~~

**Commented [SC(81)]:** Recommend removing this section. It's covered in attachment E, verbatim.

**Commented [LN82R81]:** I felt that it was relevant in both places and fortified the State's commitment to its procurement policies and procedures. I will remove if desired.

~~Section 287.0947 of the Act established the Florida Advisory Council on Small and Minority Business Development in an effort to:~~

- ~~o Research and review the role of small and minority businesses in the state's economy.~~
- ~~o Analyze emerging topics related to small and minority business economic development.~~
- ~~o Study the ability of financial markets and institutions to meet small business credit needs and determine the impact of government demands on credit for small businesses.~~
- ~~o Assess the ongoing implementation of Section 187.201(21), which requires a state economic development comprehensive plan relative to small and minority businesses.~~
- ~~o Evaluate the effectiveness of activities by state agencies to assist minority business enterprises.~~
- ~~o Advise the Governor and the Legislature on matters relating to small and minority business development which are of importance to strategic planning activities.~~

~~On or before January 1 of each year, the council is required to present an annual report to the Secretary of Management Services that provides in detail the business transacted by the Council during the year, as well as any recommendations to the secretary, specifically those that seek to improve business opportunities for small and minority business enterprises.~~

***THE RECIPIENT OR PROJECT PARTNER HAS TAKEN OTHER ACTIONS RELATED TO THE PROJECT TO IMPROVE RACIAL EQUITY AND REDUCE BARRIERS TO OPPORTUNITY***

**e.d. Transportation Disadvantaged Local Coordinating Board (TDLCB)**

Spearheaded by the local mass-transit authority, Space Coast Area Transit (SCAT), and authorized by Florida Statutes Chapter 427 (Special Transportation and Communications Services), the Space Coast Transportation Planning Organization (SCTPO) participates in the Transportation Disadvantaged Local Coordinating Board (TDLCB). The primary function of the TDLCB is to ensure that transportation opportunities are available for all residents, regardless of age, race, ability, or economic status. The Board also provides direction and advice to SCAT concerning the provision of transportation services.

The TDLCB conducts periodic meetings and is responsible for documenting a Transportation Disadvantaged Service Plan. The Local Coordinating Board (LCB) for Transportation Disadvantaged Services meets quarterly to oversee the Transportation Disadvantaged (TD) program at a local level, by providing input on various issues, plans, and programs. The essential focus is directed to the needs of the transportation disadvantaged population, specifically older adults, persons with disabilities, persons of low income, children at risk, and those without convenient access to mass transit services. The TDLCB reviews price and service levels, safety concerns, eligibility, and other pertinent issues.

Furthermore, within Chapter 427, Florida Statutes, Section 427.012 established the Commission for the Transportation Disadvantaged, a seven-member Board appointed by the Governor to review and offer recommendations on numerous functions associated with the transportation disadvantaged, including but not limited to:

- o Establishing statewide objectives for providing transportation services for the transportation disadvantaged.
- o Developing policies and procedures for the coordination of local government, federal, and state funding for the transportation disadvantaged.
- o Identifying barriers prohibiting the coordination and accessibility of transportation services to the transportation disadvantaged and aggressively pursuing the elimination of these barriers.
- o Serving as a clearinghouse for information about transportation disadvantaged services, training, funding sources, innovations, and coordination efforts.

- o Assisting communities in developing transportation systems designed to serve the transportation disadvantaged.

**ADDITIONAL INFORMATION**

“Equity – According to the USDOT Equitable Transportation Community (ETC) Explorer tool, 25% of the 24,600 residents within the MIRA jurisdiction are disadvantaged. Annualized Disaster Losses are 83% compared to 74% for Florida, High Volume Road Proximity is 70% compared to 52% for Florida, Uninsured is 74% compared to 66% for Florida, 65 and older is 73% compared to 60% for Florida and those with a disability is 67% compared to 54% for Florida. Transportation Safety is 66% compared to 56% for Florida.” (Grant Narrative)

“The supplemental activities selected will be used to inform and enhance the Action Plan. The demonstration activities will be used to inform future permanent development projects. The scope of work will include an investigation into which road users are the most vulnerable. Merritt Island has a significant elderly population, but daily drivers include those travelling to work at the Kennedy Space Center, tourists bound for the KSC Visitors Complex space museum, the largest cruise port in the world at Cape Canaveral, and Cocoa Beach, as well as students and parents traveling to schools. Understanding exactly who is the most vulnerable will help us guide our efforts towards projects that maximize opportunities for safety improvements.” (Budget Narrative).

The Supplemental Planning and Demonstration Activities will include an equity screening/analysis and provide safety countermeasures/solutions to reduce barriers and provide safer facilities for vulnerable populations.

**ATTACHMENT D**  
**CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**1. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table align with the application:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJScreen, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
X	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
X	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>

	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but will take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

**2. Supporting Narrative.**

The USDOT Equitable Transportation Community Explorer and the Climate and Economic Justice Screening Tool were used for application data and will be used for program analysis.

***THE PROJECT IMPROVES DISASTER PREPAREDNESS AND RESILIENCY***

In collaboration with the Space Coast Transportation Planning Organization (SCTPO), the Merritt Island Redevelopment Agency (MIRA) is participating in activities to enhance preparedness for disasters, as well as resiliency efforts throughout MIRA’s service area. As set forth in the SCTPO’s *Advance 2050: Public Engagement Plan*, interaction with the public regarding preparation for disasters is critical; and, in an effort to bolster heightened engagement, the SCTPO and MIRA will focus on outreach to underserved communities, the utilization of technology and innovation whenever possible, and a convenient and accessible schedule for meetings and other activities.

MIRA has ensured its inclusion and representation in the wide-ranging database of SCTPO stakeholders, which includes, but is not limited to, Brevard County and its municipalities, Brevard Public Schools and area institutions of higher learning, human-services organizations and coalitions, businesses and regional chambers of commerce, and environmental agencies.

Realizing the importance of equitable communication, MIRA will assist the SCTPO with its outreach efforts on disaster preparedness education by focusing on available demographic and socioeconomic data. This approach will assist in reaching residents throughout Merritt Island, including those in underserved portions of the service area.

***THE RECIPIENT OR PROJECT PARTNER USED ENVIRONMENTAL JUSTICE TOOLS, SUCH AS THE EJSscreen***

In various areas of Brevard County that include Titusville, Cocoa, Merritt Island, Melbourne, and Palm Bay, there are 30 census tracts that are identified as being disadvantaged. The U.S. Environmental Protection Agency’s (EPA) Environmental Justice Screen (EJSscreen) Environmental Justice and Mapping Tool is consistent with the Biden Administration’s Justice40 Executive Order. For MIRA, the EJSscreen has already proven to be a valuable screening tool for identifying opportunities for equitable and impartial engagement throughout the public participation process. In addition, the EJSscreen has also been beneficial in identifying properties within MIRA’s service area that may contain contaminants, which could lead to their remediation using other grant opportunities.

***THE PROJECT SUPPORTS THE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS***

In accordance with the National Electric Vehicle Infrastructure (NEVI) program, which is a component of the Infrastructure Investment and Jobs Act (IIJA), the Florida Department of Transportation (FDOT) established the FDOT Electric Vehicle Charging Infrastructure Program. As part of this effort, two funding sources were created – a formula program with \$5 billion, along with a discretionary program containing \$2.5 billion. FDOT’s EV Charging Infrastructure Program contains key principles that align with the NEVI Program and set forth the following criteria regarding electric vehicle charging stations and infrastructure:

- Must be public or authorized for commercial motor vehicle operators from more than one company.
- Must be located along a designated alternative fuel corridor (AFC).
- Must prioritize placement along the Interstate Highway System.
- Should be spaced at a maximum of 50 miles apart.
- Must meet certain power capabilities.
- Should give preference to rural, underserved, and disadvantaged communities.
- Should consider locations with publicly available restrooms, appropriate lighting, and sheltered seating areas.

The FDOT program will be implemented in phases, with the first phase emphasizing interstates in alignment with the national NEVI program priorities.

**ATTACHMENT E |  
LABOR AND WORKFORCE**

**1. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table align with the application:

	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>



X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the project, will take relevant actions described in the supporting narrative below.</p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

**Commented [NX(94):** Should this selection be removed?

**Commented [SC(95R94):** No strong feelings either way. It doesn't add much value, given that most of these bullets are requirements of federal contracting. But it does serve as a restatement of commitment to EEO.

**2. Supporting Narrative!**

**Commented [TH98]:** Larry to help write supporting narrative based on selection in table above.

***THE RECIPIENT OR PROJECT PARTNER PARTICIPATES IN A STATE/REGIONAL/LOCAL COMPREHENSIVE PLAN TO PROMOTE EQUAL OPPORTUNITY***

The Merritt Island Redevelopment Agency (MIRA) is a component unit of Brevard County, Florida, and is required to adhere to all Florida Statutes and Brevard County ordinances. In Brevard County, discriminatory harassment based on disability, impairment, or any other characteristic set forth in the Americans with Disabilities Act, including race, color, religion, sex, sexual orientation, gender identity, and national origin is prohibited and will not be tolerated. If an accommodation for a physical or emotional condition is requested by an employee, the request is evaluated, and the accommodation is granted when deemed necessary. Moreover, Brevard County mandates training on this topic, as well as training for recognizing sexual harassment and anger management in the workplace, for new employees and has adopted four Administrative Orders (AO-02, AO-11, AO-15, and AO-50) to ensure compliance with the policy.

Still, the practice of non-discrimination extends well beyond the employees and potential hires for Brevard County. Title XIX (Public Business), Chapter 287 (Procurement of Personal Property and Services), Florida Statutes, is the portion of Florida law that pertains to procurement and purchasing. The statute is explicit with regard to mandating the hiring of minority, women-owned, and disadvantaged businesses whenever possible, and such references are infused throughout the law. Furthermore, under the provisions of Section 287.055, the Consultants' Competitive Negotiation Act, or CCNA, this provision extends to contractors that are hiring subcontractors to assist on a particular project.

Section 287.0947 of the Act established the Florida Advisory Council on Small and Minority Business Development in an effort to:

- o Research and review the role of small and minority businesses in the state's economy.
- o Analyze emerging topics related to small and minority business economic development.
- o Study the ability of financial markets and institutions to meet small business credit needs and determine the impact of government demands on credit for small businesses.
- o Assess the ongoing implementation of Section 187.201(21), which requires a state economic development comprehensive plan relative to small and minority businesses.
- o Evaluate the effectiveness of activities by state agencies to assist minority business enterprises.
- o Advise the Governor and the Legislature on matters relating to small and minority business development which are of importance to strategic planning activities.

On or before January 1 of each year, the council is required to present an annual report to the Secretary of Management Services that provides in detail the business transacted by the Council during the year, as well as any recommendations to the secretary, specifically those that seek to improve business opportunities for small and minority business enterprises.

In addition, MIRA will adhere to the requirements of 2 CFR 200.321 when contracting with small businesses, minority businesses, women's business enterprises, veteran-owned businesses, and labor surplus area firms, if applicable. While federal law prohibits establishing goals or contracting preferences, MIRA will:

- Include these businesses on solicitation lists;
- Ensure these businesses are solicited whenever they are deemed eligible as potential sources;
- Divide procurement transactions into separate procurements to permit maximum participation by these business types;
- Establish performance schedules that encourage participation by these business types;
- Engage small and minority business development agencies to assist with locating and soliciting participation by these business types;
- Require its consultants to apply these requirements to all subcontracts, if any.

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**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM V.C.**

<b>AGENDA REPORT ITEM:</b>	Ongoing/ Old Business
<b>PROJECT:</b>	<b>258 N. Grove Street Commercial Façade Improvements</b>
<b>Requested Action:</b>	Progress Presentation & Payment Approval
<b>Summary Explanation &amp; Background:</b>	
<p>Location: 258 N. Grove Application Date: July 29, 2021 Applicant: John and Joan Sinatra Site End Use: Offices for Tradewind Builders Original Estimated Project Cost: \$142,000</p> <p><b>Project Description:</b> Construct a new Front Entry with Hardie board siding, paint, and trim out, adding cedar gables and a new roof. Redesign parking area to comply with Brevard County Code utilizing pavers, concrete, required landscaping, French drainage, and eight new parking spaces.</p> <p>Tradewind Builders is now in its 27th year of operations; designing and building custom, unique homes and renovation projects. A tour of their new offices demonstrates their innovation and approach. Every [project they work on is different. They excel in bringing unique ideas and dreams to reality, completing hundreds of room additions and interior, exterior, bath, and kitchen remodels all over Brevard County.</p> <p>This project is nearing completion. The MIRA Board has been invited to tour the facility. Cheryl Hurren is reviewing an invoice for payment, and the project has substantially met or exceeded expenditure thresholds.</p>	
<b>Fiscal Impact \$25,000</b>	
<b>Exhibits Attached:</b>	Supporting Documentation

# COMMERCIAL FAÇADE IMPROVEMENT

Joan & John Sinatra

Owners of: TWB Inc./ TRADE WIND BUILDERS

258 N. Grove Street, Merritt Park Place

## Who are we?



- ❖ Owners of TWB since 2016
- ❖ 5 full-time dedicated local employees
- ❖ Help to develop and renovate Merritt Island homes and businesses
- ❖ Local and loyal to Merritt Island since 1997
- ❖ Sponsors for MIHS, MILA and EDGEWOOD
- ❖ Proud supporters of Sherriff Wayne Ivey

## A. REMOVAL OF BLIGHT

Does your proposed project visually demonstrate the removal of blight as a result of rehabilitation work due to disrepair? Will it aesthetically enhance the property?



**YES.** The blight from a derelict septic system and the non-removal of dirt and non-maintained driveway will be permanently restored.



**YES.** The existing buildings are basic block structures with non-hurricane compliant windows & doors. Other than stucco, there were never any aesthetic improvements done to these structures since the '80s. Adding Hardie Plank to the exterior of both structures and replacing the windows & doors will improve the façade dramatically, as well as improve the value of the property.

# Current parking on abandoned septic field

- ❖ No curbing - no safety measures for pedestrians



## COMMUNITY IMPACT

Does your property demonstrate an overall façade improvement that encourages a safe, convenient environment, thus promoting economic development in the community?



**YES.** The current entry is 74” tall. This limits the way people who are taller enter the building as well as a hinderance for delivery drivers.



We propose a much taller entry, allowing for convenience and safety when entering the building.



We will also eliminate the excess sand and crushed shell that is unlevel and makes wheelchair access difficult.



The parking will also encourage people to enter a well-designed location with customer safety and ease of entry in mind.





PROPOSED Parking area & New Facade



## CURRENT ENTRY

- ❖ NOTE: Slope of roof comes down low enough for most taller individuals to hit their head.
- ❖ NOTE: Crushed shell and sand are blown into wheelchair accessible area, making it difficult to gain access.

## ENVIRONMENTAL CONSIDERATION

Does your proposed project demonstrate appropriate environmental design and green build practices that meet the objectives of environmental conservation and current green industry standards? Please explain what design measures have been used.



**YES.** We hired Erin Trauger engineer to design the parking area and drainage system for the project. Emphasis on green space and landscaping is a priority.



Using pervious pavers for entire parking area



Drainage pond and green space to be designed into build

## SAFETY, SECURITY & CONVENIENCE

Does your proposed project contain elements that encourage a safe and convenient business environment for customers and employees?

Please identify those elements.



**YES.** Level out parking area

- ◆ Add more paved spaces to front area. Reduce distance to next available public parking space 150' away
- ◆ Added security lighting to be included
- ◆ Added hurricane damage prevention to the building
- ◆ Better accessibility for handicapped patrons
- ◆ Better drainage of lot when rains come

## ARCHITECTURAL or HISTORICAL PRESERVATION




Does your proposed project demonstrate the preservation or restoration of historical or architectural heritage elements of the property?

Please identify those elements.

- ❖ Previously this structure was a house, then a window tint business, then a mixed bag of retail shops. Never updated, never improved.
- ❖ We are adding over \$150,000 of improvements to this location. We are adding locally inspired architectural elements, siding, cupola, weathervane etc. Hoping to inspire others to do so, with help from MIRA.

## ENHANCED LANDSCAPING

Does your proposed project contain environmental conservation measures such as low impact design, stormwater management, Florida friendly material and irrigation alternatives? Please be specific.

-  **YES.** Erin Trauger has designed a storm water retention system for the property to self contain any run-off.
-  Using pervious pavers and French drain systems to direct flow of water.
-  Installing Florida native trees and landscape materials to insure viability of plants.















**MERRITT ISLAND REDEVELOPMENT AGENCY**  
**Board of Directors Meeting**  
**October 31, 2024**

**ITEM V.D.**

<b>AGENDA REPORT ITEM:</b>	Ongoing/ Old Business
<b>PROJECT:</b>	MIRA Holiday Meeting Schedule
<b>Requested Action:</b>	Discuss November and December Holiday Meeting Calendar
<b>Summary Explanation &amp; Background:</b>	
<b>Fiscal Impact:</b>	None
<b>Exhibits Attached:</b>	None