



Tammy Rowe, Clerk to the Board, 400 South Street • P.O. Box 999, Titusville, Florida 32781-0999

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Tammy.Rowe@brevardclerk.us

February 27, 2019

**M E M O R A N D U M**

**TO:** Virginia Barker, Natural Resources Management Director

**RE:** Item F.3., Consideration of Support for a Florida Department of Transportation (FDOT) Causeway Improvement Study of State Roads 528 and 520

The Board of County Commissioners, in regular session on February 26, 2019, approved recommendation from the Save Our Indian River Lagoon Citizen Oversight Committee supporting requests to the Florida Department of Transportation (FDOT) to evaluate options to improve water circulation by replacing portions of the State Road (SR) 528 and 520 causeways with elevated bridge spans over the Banana River.

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
SCOTT ELLIS, CLERK

*Tammy Rowe*

Tammy Rowe, Deputy Clerk



## BOARD OF COUNTY COMMISSIONERS

**KRISTINE ISNARDI, COMMISSIONER, DISTRICT 5**  
490 Centre Lake Dr. NE  
Suite 175  
Palm Bay, FL 32907  
Phone: 321.253.6611  
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D5.Commissioner@brevardfl.gov

Danielle Stern, Chief of Staff  
Vic Luebker, Community Affairs Director  
Janette Roig, Legislative Aide

February 26, 2019

Mr. Mike Shannon  
Secretary, FDOT District 5  
719 S. Woodland Blvd.  
Deland, FL 32720

### **RE: SR 528 Widening Design Could Potentially Benefit Indian River Lagoon Health**

Dear Mr. Shannon:

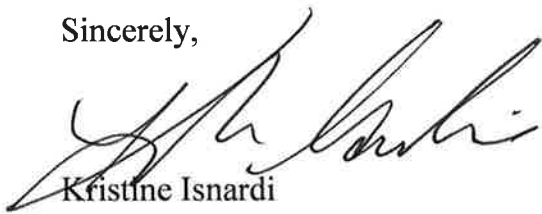
The Brevard County Commission is aware that FDOT is working on plans to widen the critically important SR 528 transportation corridor from Industry Road to the Port Canaveral Interchange, over the Indian River and Banana River. This work provides an exceptionally rare opportunity to consider infrastructure improvements that will improve transportation in a manner that could also provide decades of improved circulation within a highly impaired and unnaturally stagnant section of the Banana River.

The health of the Indian River Lagoon National Estuary is critically important to the social fabric and economic well-being of Brevard County. The County Commission is aware of recent modeling conducted by Dr. Gary Zarillo for the Indian River Lagoon National Estuary Program, with funding cost share from the Canaveral Port Authority. This modeling indicates that replacing sections of the SR 520 and SR 528 causeways with open bridge spans could significantly improve natural circulation (up to 9-10%) which could disrupt the harmful algal blooms that currently plague this section of the estuary.

From 2011 to present, the Banana River between SR 520 and SR 528 has experienced intense algal blooms that have decimated the seagrass community, seagrass dependent marine life, fisheries and associated commercial and recreational industries. In 2016, this section of the lagoon experienced the worst fish kill reported in the history of the Brevard, making international headlines that negatively impacted the Space Coast brand and tourism economy.

Due to the substantial environmental and economic challenges specific to this section of the lagoon, and this rare opportunity to provide significant water quality improvements to a National Estuary, the County Commission respectfully requests that FDOT give great consideration to the cost and benefits of bridge span improvements over the Banana River.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristine Isnardi', written in a cursive style.

Kristine Isnardi

Chair

Brevard County Board of County Commissioners

cc: Loreen Bobo, District 5 Director of Transportation Development  
Georganna Gillette, Executive Director, Space Coast TPO  
Frank Abbate, County Manager  
John Denninghoff, Assistant County Manager  
Virginia Barker, Natural Resources Management Director

**CANAVERAL PORT AUTHORITY  
RESOLUTION # RES-2018-014-EXE-3  
A RESOLUTION IN SUPPORT OF THE INCLUSION OF IMPROVEMENTS BENEFICIAL TO  
THE INDIAN RIVER LAGOON SYSTEM RESTORATION AND REGIONAL INFRASTRUCTURE  
IN PLANNING STUDIES FOR  
STATE ROAD 528 AND STATE ROAD 520**

**WHEREAS**, the Indian River Lagoon (“Lagoon”) is a diverse, shallow-water estuary stretching across 40 percent of Florida’s East Coast;

**WHEREAS**, the Lagoon represents a complex estuarine ecosystem comprised of three water bodies: the Indian River, Mosquito Lagoon and Banana River that together have been designated as an “Estuary of National Significance” by the U.S. Congress in 1990;

**WHEREAS**, the Lagoon supports important commercial and recreational fisheries and economic resources that are vital to the interests of the Port District, the region, the State of Florida and the nation with an estimated annual economic impact of \$7.6 billion;

**WHEREAS**, the Lagoon has become one of the most vulnerable estuaries in Florida that is threatened throughout its geographic range and watershed by water quality decline, habitat alteration and loss, fisheries decline, loss of biological diversity, and altered hydrologic flow;

**WHEREAS**, the earthen causeways for State Road (SR) 528 and SR 520 have an impact on the natural water flow and impede dispersal mechanisms of the Indian River Lagoon;

**WHEREAS**, the Florida Department of Transportation (FDOT) is a key partner with the Canaveral Port Authority in planning and construction of intermodal and port facility projects;

**WHEREAS**, FDOT is conducting a causeway improvement study (FM #407402-3&4) for the future widening of SR 528 (the “Project”) and has plans to conduct future studies for SR 520;

**WHEREAS**, the Project is listed as a priority by the Central Florida Metropolitan Planning Organization Alliance and the Space Coast Transportation Planning Organization on which the Canaveral Port Authority serves as a Member of the Governing Board;

**WHEREAS**, both SR 528 and SR 520 are designated hurricane evacuation routes;

**WHEREAS**, SR 528 serves as an essential transportation corridor that links the goods entering Port Canaveral (including fuel) to all of Central Florida for hurricane preparedness and during post-hurricane response and recovery periods;

**WHEREAS**, the Canaveral Port Authority partnered with the Indian River Lagoon National Estuary Program and Indian River Lagoon Council to complete a study of potential improvements to improve the flushing of the Indian River Lagoon system based on increasing bridge spans, adding additional relief spans, and elevating portions of the causeways;

**WHEREAS**, the study, *Numerical Model Flushing Experiments, Final Report*, dated September 2018 was presented at the regularly scheduled meeting of the Canaveral Port Authority’s Board of Commissioners on October 31<sup>st</sup>, 2018;

**WHEREAS**, the results of the study conservatively show that flushing may be improved by almost 10% with causeway elevating alterations to SR 528 and SR 520; and

**WHEREAS**, causeway elevating alterations can provide 21st century transportation corridor improvements that deliver the following additional benefits: improved infrastructure resiliency to storm surge, shoreline erosion and sea level rise; restoration of Lagoon bottom lost during causeway construction; restoration of historic sea grass beds lost in causeway construction; improved recreational fishing associated with elevated roadway structure; and opportunities for long-term mitigation planning.

**NOW, THEREFORE, BE IT RESOLVED, THE CANAVERAL PORT AUTHORITY** in a regularly scheduled meeting assembled on December 5, 2018, supports FDOT’s efforts to study and evaluate infrastructure improvements options to SR 528 and SR 520 and encourages the inclusion of any and all infrastructure improvements that will benefit the Lagoon, the economy and the resiliency of essential transportation corridors and infrastructure.

**DONE, ORDERED AND ADOPTED**, this 5<sup>th</sup> day of December 2018 at Port Canaveral, Brevard County, Florida.

**CANAVERAL PORT AUTHORITY:**

  
  
Secretary/Treasurer **Bob Harvey**

  
Chairman



**RESOLUTION 19-15**

**SR 528 IMPROVEMENTS BENEFICIAL TO THE INDIAN RIVER LAGOON SYSTEM**

**RESOLUTION**, supporting FDOT’s evaluation of infrastructure improvements related to the SR 528 projects that benefit the Indian River Lagoon System.

**WHEREAS**, the Space Coast Transportation Planning Organization (TPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Palm Bay-Melbourne-Titusville Urbanized Area; and

**WHEREAS**, freight movement along SR 528 represents the lifeblood of economic activity, providing direct east/west access to Port Canaveral, facilitating both commerce and the supply of vital goods to residents and visitors of Central Florida; and

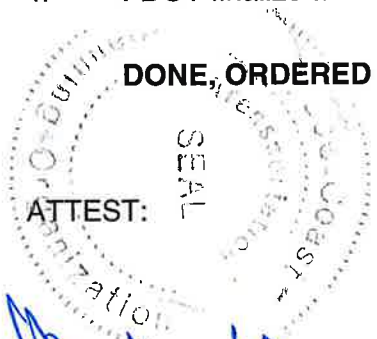
**WHEREAS**, the Florida Department of Transportation is currently designing the SR 528 widening and bridge replacements from Industry Road to SR 401 (FM No. 407402-3 & 4); and

**WHEREAS**, a recent Florida Institute of Technology Study, 2018 Numerical Modal Flushing Study, determined that modification of the SR 528 and SR 520 causeway and bridge structures may provide flushing benefits by 9-10% based on increasing bridge spans, adding additional relief spans, and elevating portions of the causeways.

**NOW, THEREFORE, BE IT RESOLVED** by the Space Coast Transportation Planning Organization that

1. FDOT continue evaluating the 2018 Numerical Modal Flushing Experiment Study; and
2. FDOT provide an estimate of the additional costs and impacts related to the proposed SR 528 bridge and causeway alterations and a summary of steps that would be required to implement the proposed improvements; and
3. FDOT continue evaluating regional and joint environmental projects that would provide benefit to the water quality of the Indian River Lagoon system; and
4. FDOT finalize all evaluations and cost estimates expeditiously to reach a conclusion.

**DONE, ORDERED AND ADOPTED THIS 14<sup>TH</sup> DAY OF March, 2019.**



ATTEST:

SEAL

*Andrea Young*  
ANDREA YOUNG, SECRETARY

SPACE COAST TRANSPORTATION  
PLANNING ORGANIZATION

*Kathy Meehan*  
KATHY MEEHAN, CHAIR

**IRL COUNCIL RESOLUTION 2019-03**  
**A RESOLUTION IN SUPPORT OF THE INCLUSION OF IMPROVEMENTS**  
**BENEFICIAL TO THE INDIAN RIVER LAGOON SYSTEM RESTORATION AND**  
**REGIONAL INFRASTRUCTURE IN PLANNING STUDIES FOR**  
**STATE ROAD 528 AND STATE ROAD 520**

**WHEREAS**, the Indian River Lagoon ("Lagoon") is a diverse, shallow-water estuary stretching across 40 percent of Florida's East Coast; and

**WHEREAS**, the Lagoon represents a complex estuarine ecosystem comprised of three water bodies: the Indian River, Mosquito Lagoon and Banana River that together have been designated as an "Estuary of National Significance" by the U.S. Congress in 1990; and

**WHEREAS**, the Lagoon supports important commercial and recreational fisheries and economic resources that are vital to the interests of the region, the State of Florida and the nation with an estimated annual economic impact of \$7.6 billion; and

**WHEREAS**, the Lagoon has become one of the most vulnerable estuaries in the United States that is threatened throughout its geographic range and watershed by water quality decline, habitat alteration and loss, fisheries decline, loss of biological diversity, and altered hydrologic flow; and

**WHEREAS**, the earthen causeways for State Road (SR) 528 and SR 520 have impacted the natural water flow of the Lagoon and impede dispersal mechanisms of Lagoon organisms; and

**WHEREAS**, the Florida Department of Transportation (FDOT) is a key partner with the Canaveral Port Authority in planning and construction of intermodal and port facility projects; and

**WHEREAS**, FDOT is conducting a causeway improvement study (FM #407402-3&4) for the future widening of State Road 528 (the "Project") and has plans to conduct future studies for State Road 520; and

**WHEREAS**, the Project is listed as a priority by the Central Florida Metropolitan Planning Organization Alliance and the Space Coast Transportation Planning Organization on which the Canaveral Port Authority serves as a Member of the Governing Board; and

**WHEREAS**, both SR 528 and SR 520 are designated hurricane evacuation routes; and

**WHEREAS**, SR 528 serves as an essential transportation corridor that links the goods entering Port Canaveral (including fuel) to all of Central Florida for hurricane preparedness and during post-hurricane response and recovery periods; and

**WHEREAS**, the Canaveral Port Authority partnered with the IRL Council (an independent, special district of Florida) and Indian River Lagoon National Estuary Program (IRLNEP) to complete a study of potential improvements to improve the flushing of the Lagoon system based on increasing bridge spans, adding additional relief spans, and elevating portions of the causeways;

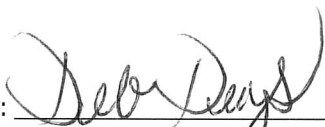
**WHEREAS**, the study, Numerical Model Flushing Experiments, Final Report, dated September 2018 was presented at the regularly scheduled meeting of the Canaveral Port Authority's Board of Commissioners on October 31, 2018;

**WHEREAS**, the results of the study show that flushing may be improved by almost 10% with causeway elevating alterations to SR 528 and SR 520; and

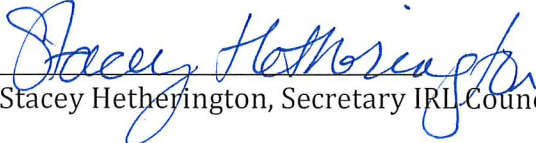
**WHEREAS**, causeway elevating alterations can provide 21st century transportation corridor improvements that deliver the following additional benefits: Improved infrastructure resiliency to storm surge; Shoreline erosion and sea level rise; Restoration of Lagoon bottom lost during causeway construction; Restoration of historic sea grass beds lost in causeway construction; Improved recreational fishing associated with elevated roadway structure; and Opportunities for long-term mitigation planning.

**NOW, THEREFORE, BE IT RESOLVED, THE IRL COUNCIL in a regularly scheduled meeting assembled on February 8, 2019, supports FDOT's efforts to study and evaluate infrastructure improvements options to SR 528 and SR 520 and encourages the inclusion of any and all infrastructure improvements that will benefit the Lagoon, the economy and the resiliency of essential transportation corridors and infrastructure.**


DONE at New Smyrna Beach Florida, this 8<sup>th</sup> day of February 2019.

By:   
Deb Denys, Chair IRL Council

ATTEST:

  
Stacey Hetherington, Secretary IRL Council

Approved as to legal form and sufficiency:

  
Carolyn S. Ansay  
IRL Council, Legal Counsel



# ONE LAGOON

ONE COMMUNITY · ONE VOICE

INDIAN RIVER LAGOON  
NATIONAL ESTUARY PROGRAM

*Board of Directors of the  
IRL Council, sponsor of the  
Indian River Lagoon  
National Estuary Program:*

**Susan Adams**

IRL Council Chair  
Indian River County  
Commission

**Stacey Hetherington**

IRL Council Vice-chair, Martin  
County Commission

**Curt Smith,**

IRL Council Secretary  
Brevard County Commission

**Billie Wheeler**

Volusia County Council

**Chris Dzadovsky**

St. Lucie County Commission

**Aaron Watkins**

Director, Central District,  
Florida Department of  
Environmental Protection

**Doug Bournique**

Governing Board, St. Johns  
River Water Management  
District

**Jacqui Thurlow-Lippisch**

Governing Board, South  
Florida Water Management  
District

**César Zapata**

U.S. Environmental  
Protection Agency, Region 4

August 20, 2020

Attention: Mr. Jared Perdue, Secretary, FDOT District Five  
Ms. Georganna Gillette, Executive Director, Space Coast TPO

On February 8, 2019, the IRL Council, an independent special district of Florida, passed Resolution 2019-03 supporting FDOT's efforts to study and evaluate infrastructure improvement options to SR 528 and SR 520. The resolution encouraged the inclusion of "any and all infrastructure improvements that will benefit the Lagoon, the economy and the resiliency of essential transportation corridors and infrastructure".

To address a lack of current information from FDOT to guide water quality considerations and to provide due diligence support for the discussion, Port Canaveral and the IRL Council contracted for water flow modeling from Dr. Gary Zarillo, Florida Institute of Technology. Results from those model runs showed that by expanding the bridge opening at the 528 Causeway on the Banana River section, water flow improvements between 9-17% could be realized if coupled with similar future improvements to the south at SR 520 Causeway. This range of water flow improvement was influenced by a variety of wind and freshwater flow conditions. This range represents a significant water flow improvement that should not be ignored. Compartmentalization of the Banana River created by original dredge and fill causeway construction decades ago is significant. The resulting decrease in water flow has increased the vulnerability of this section of the lagoon to nutrient pollution and other detrimental inputs.

In addition to hydrological modeling, Dr Zarillo provided sea level rise data that considered both global sea level trends and important Florida east coast regional water level trends. A detailed review of infrastructure risk exposure to sea level rise and climate change was not considered in the FDOT analysis.

To fully understand infrastructure vulnerabilities, analyses must integrate global trends, regional and seasonal sea level variability, and storm surge vulnerabilities. The current linear trend methodology used by FDOT to estimate future sea level rise is both outdated and not supported by recent coastal infrastructure resilience planning.



In 2017, the Space Coast Transportation Planning Organization (SCTPO) took a strong leadership role in resiliency planning by completing a Sea Level Rise Vulnerability Assessment. SCTPO also participated in the creation of the East Central Florida Regional Planning Council's Regional Resiliency Action Plan and adopted the plan in March 2019. The FDOT sea level rise analysis does not align with these local plans. Dr. Zarillo's work has been presented to FDOT. To date, these data have not received full FDOT consideration.

In addition to the Florida Tech models, the SJRWMD made a significant investment in their modeling team to expand the scope of their Indian River Lagoon hydrological model to include projections of water quality parameters. All of these data were shared with FDOT and the SCTPO Governing Board. This leading-edge effort provided a new tool for data-driven decision-making regarding nutrient loads and project evaluation. It promises to be a valuable evaluation tool for FDOT and local partners to guide mitigation planning and decision-making. Results from these SJRWMD model runs demonstrated the value of reducing nutrient loads from land-based sources to attain water quality improvements. The SJRWMD hydrological model aligned well with the work of Dr. Zarillo. The bottom line is that we will need to accomplish both water flow improvements and aggressive nutrient reduction interventions to achieve desired water quality improvements in the Banana River.

In July 2020, the SCTPO moved toward decision-making on the existing design of SR 528. Presentations were made to SCTPO advisory committees and the Governing Board that included the SJRWMD hydrology-biological response findings; IRL Council summary of Dr. Zarillo's findings and other IRL considerations; and a current update from FDOT regarding a nutrient reduction mitigation strategy.

The IRLNEP applauds FDOT staff for reexamining mitigation strategies that focus on quantifiable nutrient reductions. FDOT's comparisons to traditional stormwater approaches clearly showed the limitations of our past mitigation thought process related to water quality. However, important questions were posed by the SCTPO Governing Board members that remained unanswered or were answered with insufficient detail. After more than 3 years of discussions, potential options to current design have not been fully considered.

On July 31, 2020 the IRL Council Board of Directors discussed these important infrastructure and water quality issues. Concerns were raised about the lack of attention to consider water flow improvements that could be delivered by a low span bridge extension or other engineered options to improve the current design.

As a result of staff discussions with IRL Council Board members and discussion during the July 31, 2020 Board meeting, the IRL Council Board of Directors, respectfully offer the following recommendations:

- Reducing causeway flow restrictions at SR 528 represents a one-time opportunity to restore natural flow to the Indian River Lagoon, decrease vulnerability to nutrients and pollutants and improve an estuary of national significance that contributes over \$7.6 billion to the regional economy. Any and all actions that advance those improvements should be fully considered.
- Although direct comparisons are difficult to assess from site to site based on hydrology, tides and flushing characteristics, FDOT has demonstrated its ability to implement water quality improvements in a number of locations throughout the state. Water flow matters to both the hydrology and biology of a healthy estuary. Water flow improvement should be a desired outcome of this transportation corridor improvement.
- A decision to push forward with current design will deliver two extra lanes and improved elevation. At best, this represents an incremental improvement with little consideration for

long-range visioning for this critical transportation corridor. We have a historic opportunity to address a long-standing water quality problem caused by causeway construction.

- The importance of SR 528 to the State of Florida grows with delivery of essential services at Port Canaveral coupled with the historic expansion of both public and commercial space launch capabilities at Kennedy Space Center. Re-imagining this corridor with a 50- to 70-year vision is a catalytic and historic transportation visioning opportunity that should not be ignored.
- The current and future safety of Florida's residents and visitors and our economy depend on having coastal infrastructure that is resilient to both sea level rise and storm surge. The best available science and engineering design must be considered as we plan for sea level rise, increased storms and storm surge events. The focus of these emerging challenges will be borne first and foremost by fragile barrier island communities.

Governor Ron DeSantis has taken bold, visionary, leadership actions to advance clean water and coastal resilience for the State of Florida. These are historic policy and investment priorities. The IRL Council and IRLNEP support the Governor's vision for Florida's future. It is with that vision and spirit that we share the following IRL Council Board of Director's position:

**The current design plan for SR 528 needs to reconsider Indian River Lagoon water quality improvement options, including quantification of costs and benefit values. We believe that design options exist that can address these important water quality and coastal vulnerability concerns. SR 528 decisions should be driven by one question and one question only: What is the right thing to do to secure Florida's clean water future and optimize multiple benefits over the life of this essential corridor project?**

The IRL Council and IRLNEP stand ready and willing to assist the SCTPO and FDOT in any way that we can to advance discussions about design options to address these important water quality concerns. A decision to move forward, as designed and without these option considerations, will remove a once in a generation opportunity to make a transportation legacy decision for Florida that will serve our citizens and our quality of life as we move through this 21st century.

On behalf of the IRL Council Board of Directors, we thank you for your time and thoughtful consideration.

Regards,



Duane De Freese, Ph.D.  
Executive Director, IRL Council & Indian River Lagoon National Estuary Program

Copies:

IRL Council Board of Directors

Captain John W. Murray, Port Canaveral Director and Chief Executive Officer

Robert Musser, Port Canaveral Senior Director, Environmental



Kimberly Powell, Clerk to the Board, 400 South Street • P.O. Box 999, Titusville, Florida 32781-0999

Telephone: (321) 637-2001  
Fax: (321) 264-6972  
Kimberly.Powell@brevardclerk.us

August 25, 2021

**M E M O R A N D U M**

**TO:** Commissioner Rita Pritchett, District 1 - Chair

**RE:** Item J.2., Letter to the U.S. Army Corps of Engineers on Behalf of the Board of County Commissioners Requesting a Feasibility Study for Restoration of Natural Water Flow and Wetlands at Kennedy Space Center (KSC)

The Board of County Commissioners, in regular session on August 24, 2021, approved sending the letter to the U.S. Army Corps of Engineers on behalf of the Board of County Commissioners requesting a feasibility study for restoration of natural water flow and wetlands at KSC. Enclosed is the Letter.

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
RACHEL M. SADOFF, CLERK

*Kimberly Powell*  
Kimberly Powell, Clerk to the Board

Encl. (1)

cc: Economic Development Commission (EDC)



BOARD OF COUNTY COMMISSIONERS

Rita Pritchett, District 1 Commissioner

7101 S Highway 1  
Titusville, FL 32780  
321-607-6901

D1.commissioner@brevardfl.gov

August 24, 2021

Lieutenant General Scott A. Spellmon  
Chief of Engineers and Commanding General  
U.S. Army Corps of Engineers  
441 G Street NW  
Washington, D.C. 20314-1000

**RE: Federal Solicitation for Proposals by Non-Federal Interests in FY2023 Water Resources Development Act:  
Kennedy Space Center and the Indian River Lagoon**

Dear LT GEN Spellmon:

Along Florida's Space Coast, two valuable assets coexist – NASA's Kennedy Space Center (KSC) and the Indian River Lagoon, which was designated by Congress as an estuary of national significance. The Indian River Lagoon (IRL) occupies 40% of Florida's east coast with a watershed comprised of seven counties and 39 cities. The IRL generates \$7.6 Billion annually to Florida's economy, is home to 1.6 million residents and is recognized for its high biological diversity (4,300 species documented, with numerous species of economic value and species of concern (rare, threatened or endangered)). The IRL is a key driver to the wealth and health of Florida's economy by providing jobs, housing, tourism, industry, and recreation. The natural resource looms large for the quality of life that will help ensure KSC and its commercial space partners can attract and retain the skilled workforce necessary to sustain the Space Coast, Florida, and the United States as the epicenter of human spaceflight, technology development, and space discovery.

I am writing to you today to propose a project for the inclusion of the February 2022 Annual Report to Congress as required by WRRDA 2014, Section 7001. The proposal is for a feasibility study on ways to restore IRL water flow. Federal construction at KSC has altered the natural water flow, water connections and wetlands between Mosquito Lagoon, Banana River, and the Indian River Lagoon. Current east-west transportation corridor and earthen causeway infrastructure servicing KSC are contributing to poor water quality, harmful algal blooms, loss of seagrass and impacts to biological resources – including manatees.

East-west transportation causeways have compartmentalized the system, further restricted water flow and increased water retention time in waterbodies. Slow flow and long retention times makes these segments of water more vulnerable to nutrient pollution and Harmful Algal Blooms (HABs). The worst water quality and hot spots for algal blooms in in the Mosquito Lagoon, northern Indian River Lagoon, and Banana River.

Outcomes of this study will determine a way forward to build coastal resilience into KSC infrastructure and transportation corridors while improving water flow and restoration of natural wetland connections that were once natural hydrological features of the Mosquito Lagoon, Banana River, and northern Indian River Lagoon estuary complex.

Sincerely,

Rita Pritchett, Chair  
Brevard County Commissioner  
District 1

**BILL POSEY**  
8TH DISTRICT, FLORIDA

COMMITTEES:  
SCIENCE, SPACE, AND TECHNOLOGY  
SPACE SUBCOMMITTEE

FINANCIAL SERVICES  
CONSUMER PROTECTION AND FINANCIAL  
INSTITUTIONS SUBCOMMITTEE

HOUSING, COMMUNITY DEVELOPMENT, AND  
INSURANCE SUBCOMMITTEE

CONGRESSIONAL ESTUARY CAUCUS, FOUNDER  
HOUSE AEROSPACE CAUCUS, CO-CHAIR  
REPUBLICAN STUDY COMMITTEE  
CONGRESSIONAL AUTISM CAUCUS  
MILITARY VETERANS CAUCUS

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

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DISTRICT OFFICE:  
INDIAN RIVER COUNTY ADMIN. BLDG. A  
(772) 226-1701

DISTRICT OFFICE:  
BREVARD COUNTY GOVERNMENT OFFICES  
IN TITUSVILLE  
(321) 383-8090

**August 30, 2021**

**Lieutenant General Scott A. Spellman**  
**Chief of Engineers and Commanding General**  
**U.S. Army Corps of Engineers**  
**441 G Street, NW**  
**Washington, DC 30314-1000**

Dear General Spellman,

I urge you to include in your February 2022 Report pursuant to Section 7001, the Brevard County Commissioners' proposal for a feasibility study of a project for ecosystem restoration. The county's proposal is enclosed.

The proposed study would examine the feasibility of a project with an integrated system of features restoring to the extent practicable the natural hydrologic flow within the Indian River Lagoon in the vicinity of the Kennedy Space Center. Over many decades, construction of transportation projects and other features within the aquatic environment have altered and restricted natural flows. The ecosystem of the study area has been degraded in terms of hydrology and as a result also in both habitat and water quality. The study area is part of the Indian River Lagoon, one of the most biodiverse ecologies in the western hemisphere. As the Commissioners establish in their proposal, the Indian River Lagoon is one of the most critical resources of the entire Spacecoast and produces huge ecological and economic benefits to the nation as well as to the proposed study area. The proposed study would develop for Congressional authorization a project within the Corps priority mission of ecosystem restoration.

The proposed study would of course be subject to the Water Resources Development Act's cost and time limitations of \$3 million and 3 years respectively. The exact scope and scale of the study would be developed in collaboration of the Commissioners with your Commander, Jacksonville District, during the pre-study phase. Brevard County is prepared to be the non-Federal sponsor. The proposal meets all five of the criteria established by Congress in WRRDA 2014.

I strongly endorse the study proposal and the importance of developing a viable restoration plan non-Federal interests can support in cooperation with the Corps of Engineers. The ecosystem and economic benefits of a properly designed project will be enormous both nationally and regionally. A sound project will also address the legacy impacts of Federal activities on the ecosystem of the Indian River Lagoon.

Please add this proposal to your 2022 report to Congress.

Thank you for your attention.

Sincerely,

A handwritten signature in blue ink that reads "Bill Posey". The signature is fluid and cursive, with a long horizontal stroke extending to the right from the end of the name.

Bill Posey  
Member of Congress