

Transportation Investment Generating Economic Recovery
Grant Application

St. John's Heritage Parkway

Submitted by

Brevard County, Florida

October 28, 2011

Table of Contents

- I. Project Description
- II. Project Parties
- III. Grants, Funds and Sources
- IV. Selection Criteria
 - a. Long-Term Outcomes
 - i. State of Good Repair
 - ii. Economic Competitiveness
 - iii. Livability
 - iv. Sustainability
 - v. Safety
 - b. Job Creation & Near-Term Economic Activity
 - c. Innovation
 - d. Partnership
 - e. Results of Cost Benefit Analysis
- V. Project Readiness and NEPA
- VI. Federal Wage Rate Certification
- VII. Material changes that need to made to pre-application form

Appendices

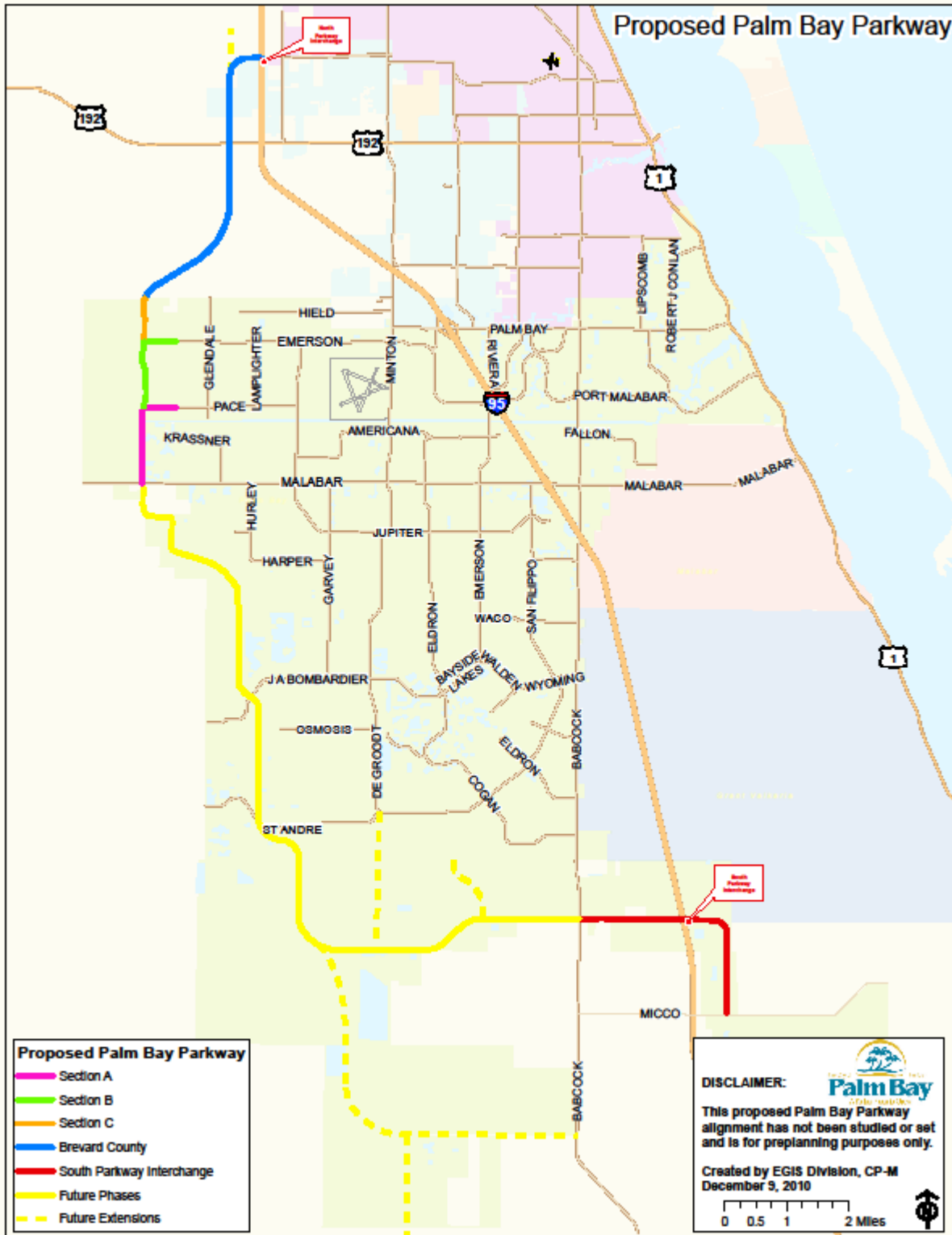
I. Project Description

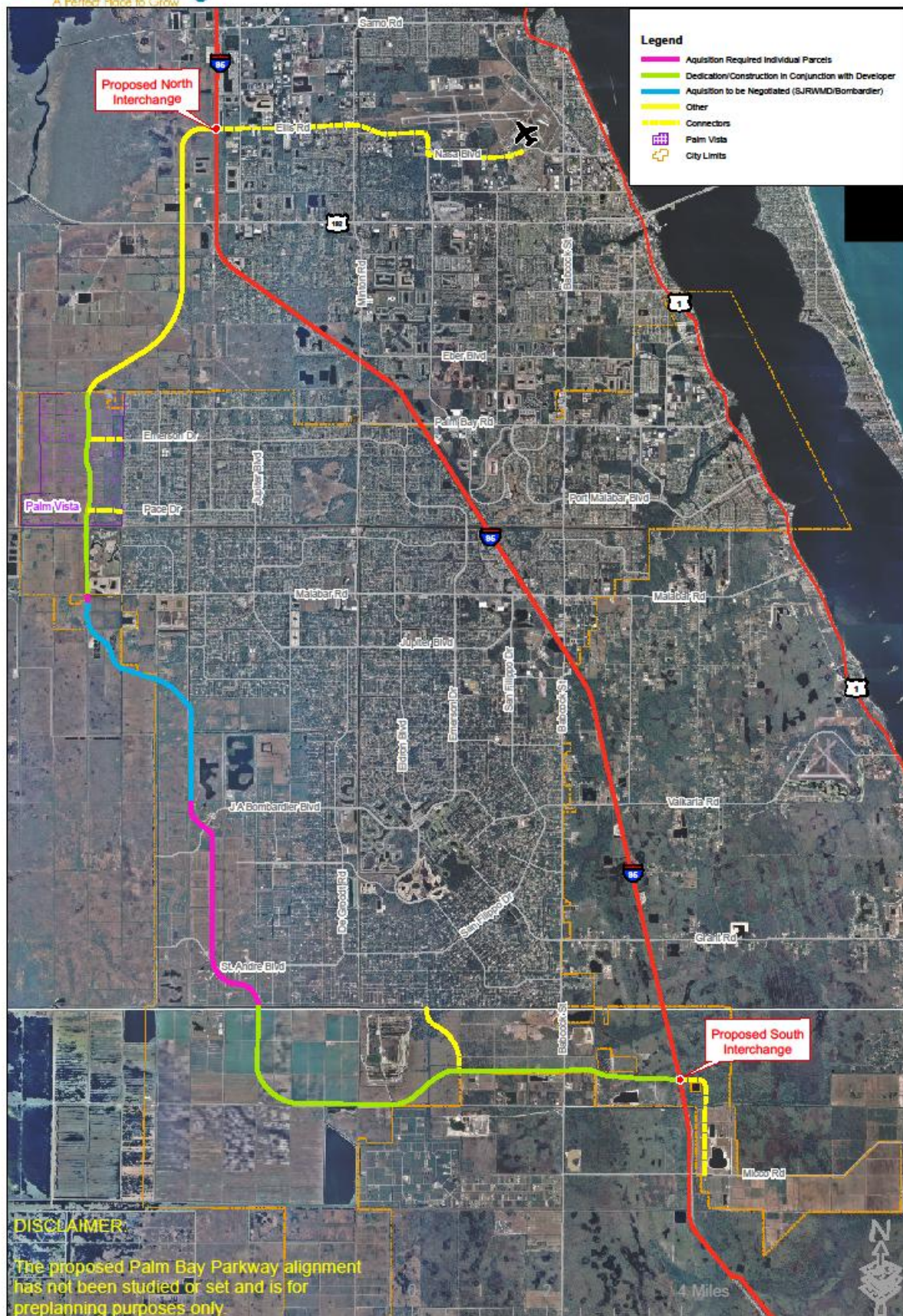
New construction of approximately 6 miles of arterial roadway from Emerson Drive in the City of Palm Bay north to Ellis Road. The roadway acts as beltway around I-95 providing for a 13,000 interstate trip reduction. The project connects employees with employers, including several Fortune 500 Federal contractors. The proposed roadway promotes long term job creation w/new or improved access to 1,400 acres of vacant Mixed Use property.

In addition, the project allows for a new north-south arterial roadway which connects to several east-west arterial roadways that act as evacuation routes for coastal high hazard areas and for other potential man-made or natural disasters.

A Project Development and Environment (PD&E) study meeting all NEPA requirements was completed and approved for the entire roadway. Construction drawings are between 90 – 100% with bid ready construction plans completed by February 2012.

The proposed project funded by this application is shown on the Parkway Map below in blue and orange from north to south. The remaining Sections A and B in Red and Green have already been purchased and funded by the City of Palm Bay. The subsequent aerial photography demonstrates the intense surrounding urban area and linkages to employers, the Melbourne Regional Airport, and the last vacant 1,400 acres of Mixed Use available for future development and job creation.





II. Project Parties

This application is an application by the Brevard County, Florida.

III. Grants, Funds and Sources

This application is for full funding of the proposed project. The project is located in an urban area and the applicant has \$17,000,000 in matching funds. These funds are the result of a previous bond issue specifically including the proposed project. The bond proceeds are in existing cash on hand. Project funding is requested for \$28,037,882. This is based on engineering estimates and the cost of recently constructed projects similar in nature. Preliminary cost estimates are found under Section VII, and have been updated for this project from the pre-application. The County has received \$4,773,118 in Federal LAP funding but these funds have not been included for the purposes of matching funds.

Segment	Length (miles)	Description	Total Est (\$)
1	5.29	Northern terminus to City Limit	\$48,315,000
2	.711	City Limit to Emerson Road	\$1,496,000
Project Total	6	Total Length	\$49,811,000

IV. Selection Criteria

a. Long Term Outcomes

i. State of Good Repair

The proposed project improves the condition of the existing transportation system and facilities by providing an arterial beltway as an alternative route for local traffic. This beltway will connect residences to employers and remove trips from the interstate highway system, allowing more of that capacity to be utilized for interstate commercial traffic. Furthermore, the reduction of trips on the interstate system extends the life of the facilities and delays expenditures for necessary improvements to the interstate system and reduces maintenance costs.

The project is part of, and consistent with, regional, state and local efforts to maintain transportation facilities and systems in a state of good repair. It is appropriately capitalized and uses asset management, and best practices approaches that optimize its long term cost structure. The right of way is owned by Brevard County, City of Palm Bay, or has already been identified and negotiations initiated. All necessary rights of way has either already been acquired or may be acquired by

The construction and maintenance of the future roadway is the responsibility of the County and City of Palm Bay. The County and the City have well established tax bases and fiscally sound budgetary processes. There is an adequate source of revenue for long term operation and maintenance of the parkway.

ii. Economic Competitiveness

The proposed St. John's Heritage Parkway travels along Interstate 95 from the northern limit of Ellis Road to the southern limit of Emerson Road. The parkway was conceived by the County, municipalities, and the Transportation Planning Organization as an arterial transportation alternative for residents to relive congestion on the Interstate system.

The proposed parkway connects residences to a number of Fortune 500 companies that are also Federal contractors, including:

Local High-Tech Employers Company - Products - Employees

Harris Corporation - Information processing and communications - 5,000

Intersil Corporation - Integrated circuits and semiconductors - 1,300

Accudyne Corporation - Flat panel displays - 150

DRS Optronics - Electro-Optic Systems (night vision) - 220

MC Assembly - Electronics Design and Manufacturing - 650

Paravant Computer Systems - Defense Laptop Systems - 140

Remec-QBIT - RF Amplifiers & Electronics Manufacturing - 150

Nokia Communications and Electronics - 600

Rockwell Collins- Avionics - 1,500

Northrop-Grumman - Defense - 1,600

Additionally, the parkway opens access to 1,400 acres of vacant Mixed Use property allowing for future job growth with access from residences.

iii. Livability

The proposed roadway will be new construction and must meet all current roadway design standards.

iv. Sustainability

The St. John's Heritage Parkway is a vital missing link of the Brevard County transportation system. It provides the reduction in trips on the Interstate system by

v. Safety

The State of Florida's number of per capita Interstate accidents is one of the highest in the nation. The proposed parkway allows local traffic to seek an alternative route to the Interstate system.

b. Job Creation & Near term Economic Activity

Allows access to vacant 1,400 acres Mixed Use land use property for long term job creation. Additionally this will provide increased access to the Melbourne Regional Airport and several Fortune 500 companies that are major employers in the area including: Harris Corp; Intersil Corporation; Northrop-Grumman; and Rockwell Collins.

c. Innovation

The project provides a local beltway to the Interstate system, allowing for the Interstate capacity to be reserved for interstate freight and commerce.

The use of beltways as a transportation system alternative to improve traffic congestion has been an innovative practice in congested urban environments.

d. Partnership

Partner's include the Platt Family that own the 1,400 acres of Mixed Use property and have donated a large segment of ROW for the project and the City of Palm Bay.

This application will benefit not only the residents of unincorporated Brevard County but also local municipalities who are in support of this application. A number of Federal elected officials and local organizations have expressed support for this project. A large number of organizations have expressed support for this project. Some of these letters of support are attached at the end of this application.

e. Results of Cost Benefit Analysis

TIGER III – BENEFIT COST ANALYSIS

FRAMEWORK

United States Department of Transportation (USDOT) guidance indicates that a Benefit Cost Analysis (BCA) in support of TIGER funding requests are to be performed with defensible and robust methods, data and assumptions. The following BCA measures the benefits against costs throughout the study period beginning at the estimated completion date of 2015 and for 20 years of full operations (2015 to 2035). The monetized benefits are estimated into an Equivalent Uniform Annual Benefit to be compared with the Life-cycle Equivalent Uniform Annual Cost (EUAC).

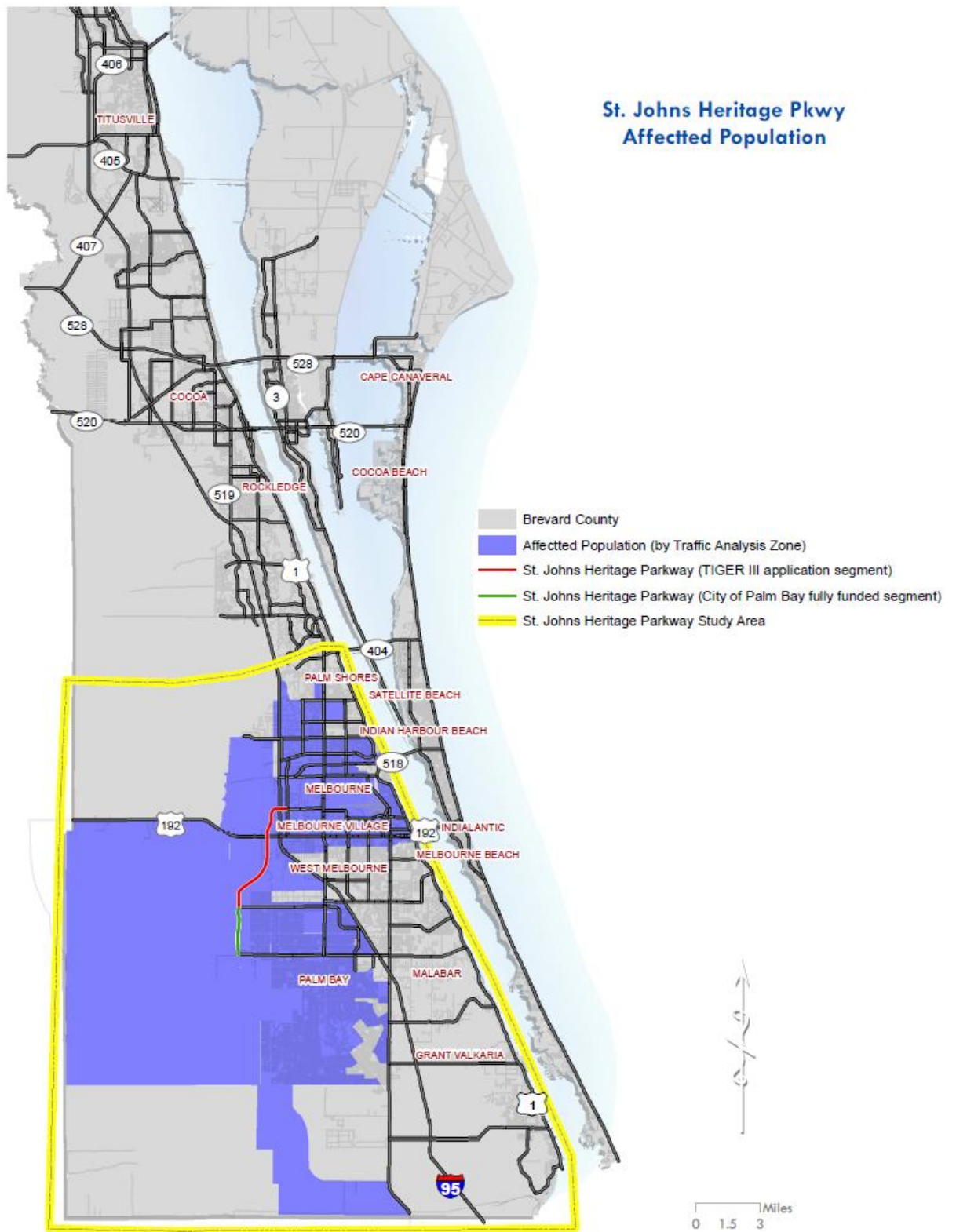
The BCA is structured around the relationship between Livability, Economic Competitiveness, Safety and Environmental Safety benefits to the affected population (users) and the cost of the project. The St. Johns Heritage Parkway (Parkway), located in South Brevard County will provide a heavily populated area of the county with substantial benefits for their travel to the major employers located within the area.

AFFECTED POPULATION

Anticipated changes in travel patterns and the affected population were developed from the Central Florida Regional Planning Model (CFRPM) developed to support the 2035 Long Range Transportation Plan update for the Metropolitan Planning Organizations in Central Florida including the Space Coast TPO. For the St. Johns Heritage Parkway the 2015 and 2035 forecast models were used for the base year no build and alternatives for travel variables and affected population.

The affected population was determined using the select link function within the model, which isolates the person trips by Traffic Analysis Zone (TAZ) that are using a specific roadway or corridor. The 2015 model was run with the Parkway, and the population estimated within the origin TAZs of the users of the Parkway (Map1).

Socio-Economic Projections	Population	Employment
Brevard County (2015)	570,244	290,452
Study Area (2015)	254,489	128,298
% of County	45%	44%
Affected Population (2015)	134,320	79,852
% of County	24%	27%



BENEFITS & CRITERIA

Key benefit categories for the St. Johns Heritage Parkway are measured by vehicle operating costs, travel time savings, accident costs, and emission costs due to less congestion and fewer vehicle miles of travel for working trips resulting from the construction of the project. Table 2 describes each benefit which were able to be monetized in the analysis, categorized based upon criteria noted in the TIGER grant guidance.

Criteria	Benefits	Description
Livability	Vehicle Operating Cost Savings	Reductions in vehicle operating costs due to reduced Vehicle Miles of Travel for the Affected Population to Major Employers
Economic Competitiveness	Travel Time Savings	Reductions travel time due to reduced Person Hours of Travel for the Affected Population to Major Employers
Safety	Accident Reduction	Reductions in property loss, injuries and deaths from accidents due to reduced Vehicle Miles of Travel for the Affected Population to Major Employers.
State of Good Repair	Pavement Maintenance	New Construction (Not Available)
Sustainability	Emission Reductions	Reductions in pollutants and Green House Gasses (GHG) due to reduced Vehicle Miles of Travel for the Affected Population to Major Employers.

INPUT VARIABLES

Input values used in this analysis are taken from the USDOT guidance on the preparation of a BCA, including recently published guidelines for the TIGER grant application. Where USDOT has not provided valuation guidance or reference to guidance, standard industry practice has been applied.

Livability	Value	Source
Fuel Cost (per gallon)	\$ 3.43	US Department of Energy: Fuel Economy Guide 2011
Oil Cost (per quart)	\$ 7.29	HERS 2008
Tire Cost (per tire)	\$ 84.30	HERS 2008
Maintenance & Repair Cost (per visit)	\$ 147.90	HERS 2008
Depreciable Value	\$24,475	HERS 2008

Economic Competitiveness	Value	Source
Value of Time (per person hour)	\$ 10.00	USDOT - Revised Departmental Guidance on Valuation of Travel Time in Economic Analysis, Palm Bay Median HH income (\$ 41,591 ACS) / 2,080 working hours a year * 50%

Safety	Value	Source
Fatal Accident Cost	\$ 6,200,000	USDOT – Notice of Funding Availability
Injury Accident Cost	\$ 1,659,200	USDOT – Notice of Funding Availability
Property Damage Cost	\$ 3,285	USDOT – Notice of Funding Availability

State of Good Repair	Value	Source
Pavement Maintenance Cost	N/A	N/A

Sustainability	Value	Source
Carbon dioxide (CO2) Cost	\$ 21.40	Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, 2010 (per metric ton)
Volatile Organic Compound (VOCs) Cost	\$ 1,700	Notice Of Funding Available, 2007 (per metric ton)
Nitrogen oxides (NOX) Cost	\$ 4,000	Notice Of Funding Available, 2007 (per metric ton)
Sulfur dioxide (SOX) Cost	\$ 16,000	Notice Of Funding Available, 2007 (per metric ton)
Particulate Matter Cost	\$168,000	Notice Of Funding Available, 2007 (per metric ton)

LIVABILITY BENEFIT

Vehicle operating costs are an integral element of computing travel user costs and the out-of pocket expenses associated with owning, operating, and maintaining a vehicle. The cost component of vehicle operating costs measured in this analysis include fuel consumption, oil consumption, tire wear, maintenance and repair, as well as vehicle depreciation. Vehicle operating cost benefits are estimated based on the reductions of Vehicle Miles of Travel with the St. Johns Heritage Parkway for work trips to major employers that will occur over a 20 year period. The Equivalent Uniform Annual vehicle operating cost benefit from the St. Johns Heritage Parkway are projected to be **\$388,938 per year**, when discounted at seven percent over the 20 years (**\$276,957 per year** at a three percent discount over 20 years).

Annual Livability Benefit	Variables	Monetized Benefit (7%)	Monetized Benefit (3%)
Vehicle Operating Cost Savings for Affected Population to Major Employment Centers	Fuel Savings	\$ 169,024	\$ 120,360
	Oil Savings	\$ 11,165	\$ 7,950
	Tire Savings	\$ 6,453	\$ 4,595
	Maintenance and Operations Savings	\$ 8,491	\$ 6,046
	Depreciable Value Savings	\$ 193,805	\$ 138,006
	Total Benefit	\$ 388,938	\$ 276,957

ECONOMIC COMPETITIVENESS BENEFIT

Travel time savings occur for both the diverted trip using the alternative and trips already on the roadway network. Travel time savings are derived by changes in the person hours of travel for the affected population between the base no-build scenario and the alternative. Travel time saving are estimated by measuring the difference between person hours of travel for work trips to major employers before and after the project is complete for a 20 year period. The Equivalent Uniform Annual travel time savings benefit from the St. Johns Heritage Parkway are projected to be **\$10,953,947 per year** when discounted at seven percent over the 20 years (**\$7,800,132 per year** at a three percent discount over 20 years).

Annual Economic Competitiveness Benefit	Variables	Monetized Benefit (7%)	Monetized Benefit (3%)
Travel Time Savings for Affected Population to Major employment Center	Travel Time Savings	\$ 10,953,947	\$ 7,800,132

Annual Economic Competitiveness Benefit	Variables	Monetized Benefit (7%)	Monetized Benefit (3%)
	Total Benefit	\$ 10,953,947	\$ 7,800,132

SAFETY BENEFIT

The cost associated with accidents is derived by changes in the vehicle miles of travel for the affected population between the base no-build scenario and the alternative. The cost saving from the reduction of an accident are estimated by measuring the difference between vehicle miles of travel for work trips to major employers before and after the project is complete over a 20 year period. The Equivalent Uniform Annual travel time savings benefit from the St. Johns Heritage Parkway are projected to be **\$4,098 per year** when discounted at seven percent over the 20 years (**\$2,918 per year** at a three percent discount over 20 years).

Annual Safety Benefit	Variables	Monetized Benefit (7%)	Monetized Benefit (3%)
Accident Reduction for Affected Population to Major Employment Centers	Fatal Accident Savings	\$ 176	\$ 125
	Injury Accident Savings	\$ 3,915	\$ 2,787
	Property Damage Savings	\$ 8	\$ 6
	Total Benefit	\$ 4,098	\$ 2,918

STATE OF GOOD REPAIR BENEFIT

This is a new project and will not reduce or increase the projected costs associated with the maintenance or repair of other facilities

Annual Economic Competitiveness Benefit	Variables	Monetized Benefit (7%)	Monetized Benefit (3%)
Pavement maintenance Savings	Pavement Maintenance or Repair	\$ 0	\$ 0
	Total Benefit	\$ 0	\$ 0

SUSTAINABILITY BENEFIT

Vehicle emission reductions are an integral element of the Space Coast TPO's Goals, Objectives, Measures and Targets. The cost component of vehicle emission costs measured in this analysis include the cost per metric ton of Carbon dioxide (CO₂), Volatile Organic compounds (VOCs), Nitrogen oxides (NOX), Sulfur dioxide (SOX), and Particulate Matter (PM). Vehicle emission cost benefits are estimated based on the reductions of Vehicle Miles of Travel with the St. Johns Heritage Parkway for work trips to major employers that will occur over a 20 year period. The Equivalent Uniform Annual vehicle operating cost benefit from the St. Johns Heritage Parkway are projected to be **\$247 per year**, when discounted at seven percent over the 20 years (**\$176 per year** at a three percent discount over 20 years).

Annual Livability Benefit	Variables	Monetized Benefit (7%)	Monetized Benefit (3%)
Vehicle Operating Cost Savings for Affected Population to Major Employment Centers	CO ₂ Savings	\$ 126	\$ 89
	VOCs Savings	\$ 26	\$ 18
	NOX Savings	\$ 31	\$ 22
	SOX Savings	\$ 2	\$ 1
	PM Savings	\$ 63	\$ 45
	Total Benefit	\$ 247	\$ 176

LIFECYCLE COST

The full project cost, independent of funding sources, is used for comparison with the total benefits. The cost of the project is projected to be \$49,811,000 which includes maintenance and repairs over the 20 year period using the USDOT – Federal Highway Administration Real Cost v 2.5 costing tool. Costs are reported in Equivalent Uniform Annual Costs for an accurate comparison with the annualized benefits.

Equivalent Uniform Annual Cost	Present Day Cost	Monetized Benefit (7%)	Monetized Benefit (3%)
St. Johns Heritage Parkway	\$ 49,811,000	\$ 49,846,000	\$ 49,831,370
Life Cycle Cost – Equivalent Uniform Annual Cost (EUAC)	\$ 2,492,300	\$ 4,703,730	\$ 3,349,940

CONCLUSION

The table below summarizes how building the St. Johns Heritage Parkway provides an overall net benefit of \$6,643,500 annually at a seven percent discount over the cost of the project, which translates into a 2.41 benefit to cost ratio. If the discount rate is reduced to three percent the net benefit is \$4,730,243, which is a 2.41 benefit to cost ratio. The users of the alternative will receive twice as much benefit to the cost to construct the project. What should be noted is the St. Johns Heritage Parkway has substantial commitments already in place, which is why the TIGER III application is for only 56% of the \$49,811,000 price tag. The benefits compared to the costs to complete the project (TIGER III application) are substantially higher and summarized in the table below.

Criteria	Benefits	Monetized Benefit (7%)	Monetized Benefit (3%)
Livability	Vehicle Operating Cost Savings for Affected Population to Major Employment Centers	\$ 388,938	\$ 276,956
Economic Competitiveness	Travel Time Savings for Affected Population to Major employment Center	\$ 10,953,947	\$ 7,800,132
Safety	Accident Reduction for Affected Population to Major Employment Centers	\$ 4,098	\$ 2,918
State of Good Repair	Pavement maintenance Savings	\$ 0	\$ 0
Sustainability	Vehicle Operating Cost Savings for Affected Population to Major Employment Centers	\$ 247	\$ 176
	Total Benefit	\$ 11,347,230	\$ 8,080,183
St. Johns Heritage Parkway	EUAC – Life Cycle Cost	\$ 4,703,730	\$ 3,349,940
Benefit / Cost Ratio		2.41	2.41
Benefit / Cost Ratio (TIGER III Funds only - \$ 28,037,882		4.28	4.28

V. Project Readiness and NEPA –

The Preliminary Design and Environmental (PD&E) are complete and Construction plans are between 90 – 100% for the bid construction process. Construction will require wetlands permitting from The St. Johns River Water Management District and the U.S. Army Corps of Engineers. The NEPA has already been approved by the Federal Department of Transportation in 2003 and recertified by the Federal Highway Administration on July 11, 2011, below.

Florida Department of Transportation PROJECT REEVALUATION FORM

I. GENERAL INFORMATION (Originally approved document)

- a. Reevaluation Phase: Design Change and Right-of-Way Acquisition
- b. Document Type and Date of Approval: EA/FONSI 12/11/03
- c. Project Numbers: 4225-035 C 404605-1
Federal Aid FPN No.
- d. Project Local Name, Location and limits: Palm Bay Parkway/St. Johns Heritage Parkway from Malabar Road to John Rodes Boulevard at Ellis Road
- e. Segment(s) of Highway Being Advanced: St. Johns Heritage Parkway from north City of Palm Bay city limits to John Rodes Boulevard at Ellis Road (4225-035-2; Brevard County's segment).
- f. Name of Analyst(s): Kristee Booth & Stephen Tonjes
- g. County: Brevard

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Guidelines of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administration Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK

William F. Hulse
Environmental Administrator

6/2/11
Date

III. FHWA CONCURRENCE BLOCK

Pat
Federal Highway Administration, Division Administrator

7/8/11
Date

VI. Federal Wage Rate Certification



Budget Office

2725 Judge Fran
Jamieson Way
Viera, FL 32940

321-633-2153

www.brevardcounty.us

Brevard County Board of County Commissioners

Robin Fisher,
Chairman

Andy Anderson,
Vice-Chairman

Chuck Nelson

Trudi Infantini

Mary Bolin

County Manager

Howard N. Tipton

October 31, 2011

SUBJECT: Federal Wage Rate Certification

To Whom It May Concern,

The County of Brevard, Florida certifies that it will ensure compliance with the requirement of Subchapter IV of Chapter 31 of Title 40, United States Code (federal wage rate requirements), as required by the FY 2010 Appropriations Act for any projects that receive federal funding under the TIGER III program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alphonso Jefferson, Jr.", is written over a horizontal line.

Alphonso Jefferson, Jr.
Director
Budget Office

VII. Material Changes that need to made to pre-application form

A. Project Length

The total project length was increased .711 miles to include a portion of the roadway in the City of Palm Bay allowing for the connectivity of an additional east-west arterial roadway to the proposed project and allowing for the proposed project to connect to the already funded portion of the parkway located within the City limits.

B. Project Cost

The project cost and subsequent grant amount requested increased from the pre-application, as shown below.

FY 2012 - Cost Estimate for Tiger III Grant

Remaining Project Costs	
County Portion	
Remainder of R/W Acqusition	\$13,000,000
Mitigation Costs	\$5,000,000
Bidding Services	\$15,000
Construction Management Costs	\$1,500,000
Construction Costs	<u>\$28,800,000</u>
Total For County Portion	\$48,315,000
City of Palm Bay Portion	
Construction Management Costs	\$136,000
Construction Costs	<u>\$1,360,000</u>
Total For City of Palm Bay Portion	\$1,496,000
Total Remaining Project Costs	\$49,811,000

Existing Revenue	
County Bonds	\$17,000,000
Federal LAP Funds	<u>\$4,773,118</u>
Total for Existing Revenue	\$21,773,118

Grant Amount	
Total Remaining Project Costs	\$49,811,000
Total of Existing Revenue	<u>\$21,773,118</u>
Grant Amount	\$28,037,882

Funds Eligible as Grant Match	
County Bonds	\$17,000,000
Palm Bay Land Donation	
Total for Existing Revenue	\$17,000,000

Ratio of Match/Grant	61%
----------------------	-----

Federal Letters of Support are below, additional letters of support are available.

BILL POSEY
11th District, Indiana

FINANCIAL SERVICES
SUBCOMMITTEE
COMMITTEE ON OVERSIGHT
AND INVESTIGATION

U.S. HOUSE OF REPRESENTATIVES

WASHINGTON
HOUSE AEROSPACE CAUCUS
REPUBLICAN BUY COMMITTEE

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

MAIL ROOM

MAIL ROOM
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515
205-453-3000
FAX: 202-225-2818

OFFICE OF THE CLERK
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515
205-453-3000
FAX: 202-225-2818

October 3, 2011

The Honorable Raymond H. LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am pleased to learn an application for TIGER III Discretionary Grant funding is being submitted by the Brevard County Board of County Commissioners for development of the St. John's Heritage Parkway. It is my sincere hope that DOT will give every possible consideration to Brevard County's efforts to construct this project, which will provide a north/south beltway around Interstate 95 to relieve congestion on the interstate system from local traffic.

Also, from what I understand, the parkway development promotes long-term job creation by increasing access to Melbourne International Airport and existing Federal contractors such as Harris Corporation; Intersil Corporation; Nokia; Rockwell-Collins; and Northrup-Grumman, and provides new access for 1,400 acres of undeveloped mixed use property.

I would appreciate your full and fair consideration of Brevard County's initiative to meet current and future transportation needs.

Sincerely,



Bill Posey
Member of Congress

Cc: District 5 Secretary Noranne Downs

PRINTED ON RECYCLED PAPER

NORTHROP GRUMMAN

Northrop Grumman Corporation
Aerospace Systems

Battle Management and
Engagement Systems Division
2000 West NASA Blvd.
Melbourne, Florida 32904

October 20, 2011

The Honorable Raymond H. LaHood
Secretary and Tiger III Grants Program Manager
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20593

Dear Secretary LaHood,

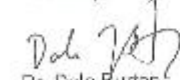
An application for TIGER III Discretionary Grant funding is being submitted by the Brevard County Board of County Commissioners for development of the St. John's Heritage Parkway. Northrop Grumman supports this project, which will provide a north/south beltway around Interstate 95 to relieve congestion on the interstate system from local traffic. The existing I-95 widening projects included the construction of the St. John's Heritage Parkway in the 2035 Long Range Planning model assumptions to meet current and future transportation needs.

The project will add two interchanges to I-95, removing approximately 13,000 daily trips from I-95 and carried on the proposed beltway. This represents an approximate 25% reduction in trip load from this section of the interstate highway. We believe the highest priority within this project should be the northern interchange at Ellis Road, which will relieve existing congestion in the area between I-95 and the Melbourne International Airport. The parkway development promotes long-term job creation by increasing access to the airport, the adjacent industrial area and existing Federal and aerospace contractors such as ourselves, Embraer, Harris Corporation, Intersil Corporation, Nokia, and Rockwell Collins. It will also provide access for 1,400 acres of undeveloped mixed use property.

If this application is selected for funding under this program, Brevard County Public Works will manage the project. The project has an existing funding commitment of \$19,000,000, which provides a 46% cash match for the total construction cost of \$41,000,000.

We encourage your favorable consideration of this application. Should you have any additional questions or if I can be of any further assistance, please do not hesitate to contact me at (321) 951-5574 or email at dale.burton@ngs.com.

Sincerely,



Dr. Dale Burton
Vice President and Site Manager
Northrop Grumman Aerospace Systems
2000 West NASA Boulevard
Melbourne, FL 32904

Cc: FDOT Secretary Ananth Prasad
District 5 Secretary Noranne Downs



United States Senate

WASHINGTON, DC 20510-4905

BILL NELSON
FLORIDA

October 5, 2011

The Honorable Ray LaHood
Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

RE: TIGER III St. John's Heritage Parkway

Dear Secretary LaHood:

I am pleased to provide this letter in support of the Brevard County Board of County Commissioner's efforts to obtain a federal grant. The goal of their proposed project is to provide a north/south beltway around Interstate 95 in order to relieve congestion. I respectfully request your consideration of this organization's application for federal funding.

Quality transportation programs benefiting residents and visitors in Brevard County are important to me as a U.S. Senator. If funded, this parkway development will promote long-term job creation by increasing access to the Melbourne International Airport as existing Federal contractors such as Harris Corporation; Intersil Corporation; Nokia; Rockwell-Collins; and Northrup-Grumman. Furthermore, it will provide new access for 1,400 acres of undeveloped mixed use property.

Again, I encourage your consideration of this worthy cause. If I can be of further assistance in this matter, please do not hesitate to contact me at the address below.

Sincerely,

BN/ul

CC: Ms. Barbara Arthur, Regional Director, U. S. Senator Bill Nelson

United States Senator Bill Nelson, Landmark Two, 225 East Robinson Street, Suite 410, Orlando, Florida 32801
Telephone: (407) 872-7161 • Toll Free in Florida Only (888) 671-4081 • Fax (407) 872-7167
<http://billnelson.senate.gov>