

ST. LUCIE COUNTY, FLORIDA

COASTAL STORM RISK MANAGEMENT PROJECT
DRAFT INTEGRATED FEASIBILITY STUDY AND ENVIRONMENTAL
ASSESSMENT

APPENDIX F **Public Access and Cost Sharing**

APRIL 2016



**US Army Corps
of Engineers**
Jacksonville District

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I. Overview

This appendix outlines cost sharing for the Tentatively Selected Plan as determined by shoreline ownership and use. The plan spans from the Florida Department of Environmental Protection’s (FDEP) reference monuments R98 to R115 + 1000 feet, to the Martin County line (approximately R001) and consists of initial and periodic nourishments of the existing¹ dune profile and an additional 20' berm extension.

The current cost share estimates are based on policy guidance provided by Engineer Regulations (ER) 1105-2-100, Appendix E and ER 1165-2-130. The Water Resources Development Act (WRDA) of 1999 changed the cost sharing policy, previously provided by WRDA 1986, by setting a maximum federal share of periodic nourishment, carried out after 1 January 2003, to 50% for projects authorized for construction after 31 December 1999. Therefore, costs assigned to developed lands (publicly or privately owned) are cost shared 65% federal and 35% non-federal for initial construction and 50% federal / 50% non-federal for periodic nourishment. Benefits from prevention of damages to transportation facilities are considered storm damage reduction benefits according to ER 1165-2-130 and are cost shared 65% federal and 35% non-federal for initial construction. “Transportation facilities” in the project area include street ends. Costs assigned to undeveloped, publicly owned lands are cost shared 50% federal and 50% non-federal. Costs assigned to undeveloped, privately owned lands, even publicly accessible, are not federally cost shared (100% non-federal). Note that, for the purposes of this report, “developed” indicates the presence of buildings and/or other infrastructure such as roadways. Parks, parking lots, and vacant lots are not considered to be “developed” lands. If lands are not within ¼ mile north or ¼ mile south of public access and public parking, then the associated costs will be 100% non-federal. The cost sharing for the project is determined to be 26% federal, 74% non-federal for initial construction. **Table 1** shows the cost sharing estimates for initial construction and subsequent periodic nourishments.

Table 1: General Cost Sharing Summary for Initial Construction

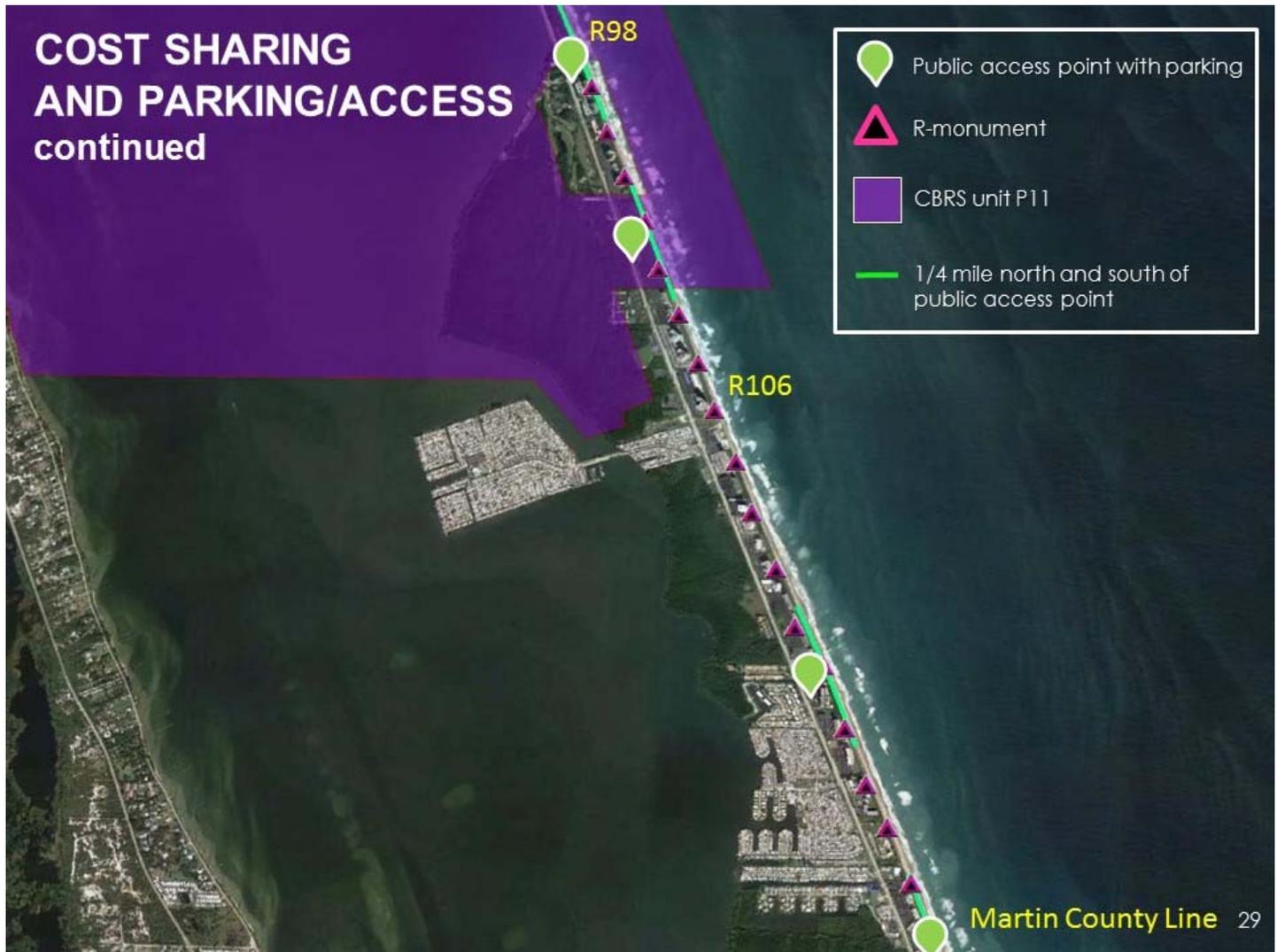
	Initial Construction Federal Participation	Initial Construction Non-Federal Participation	Periodic Nourishment Federal Participation	Periodic Nourishment Federal Participation
R98 feet to Martin County line	26%	74%	21.5%	78.5%

II. Segment Description

The total shoreline length, based on shorefront length information provided by the St. Johns County Property Appraiser’s office (verified using Google Earth), is estimated to be about 17,679 feet (or 3.3 miles) long. Federal cost-sharing is calculated for all parcels within ¼ mile north and ¼ mile south of public access points with parking throughout the segment. **Figure 1** includes public access and parking for the TSP area.

¹ “Existing” in this reference is defined as the 2008 shoreline profile.

Figure 1: Shoreline image for subject area depicting FDEP Rmonuments and public access points.



There are no federally owned lands in the subject segment. Coastal Barrier Resource System (CBRS) unit P-11 is within the tentatively selected plan area. CRBS units were developed as part of the Coastal Barrier Resources Act of 1982 along the Atlantic and Gulf coasts to encourage the conservation of hurricane prone, biologically rich coastal barriers by restricting federal expenditures that encourage development, such as federal flood insurance.

CBRS unit P-11 (described further in the Key Social and Environmental Factors section, as well as coordination with USFWS to support this discussion) has been taken into account for cost sharing purposes. There are three portions of P-11 in the TSP area. The first is a portion of P-11 for a length of approximately 500 feet at the northern boundary of the project, and it is on a privately developed parcel – this portion has been allocated as 100% non-federal sponsor due to the a. CBRS unit and b. privately developed parcel. The second portion of P-11 is just north of Dollman Park for a length of approximately 150 feet. This portion has been allocated will be allocated 100% non-federal for that portion due to the presence of the CBRS unit. The third portion of P-11 is within Dollman Park (for a length of approximately 2235 feet), which is publically owned by St. Lucie County. Coordination with USFWS indicates that this portion is “exempt” from the CBRA under Section 6, and therefore Federal cost-sharing in this portion could occur. Therefore, this length has been allocated 50% Federal

cost sharing and 50% non-federal cost sharing, according to Appendix E from ER 1105-2-100 and ER 1165-2-130. More information on cost sharing can be found in the Public Access and Cost Sharing Appendix.

There are several parcels that are privately owned and not publicly accessible, i.e., they are not located within ¼ mile of public access and public parking. The combined shoreline length of these properties is 10,081 feet. These properties are not cost-shared, and therefore the costs associated with these areas are covered 100% by the non-federal sponsor. The costs associated with these areas are covered 100% by the non-federal sponsor. Per 1165-2-130, “all costs assigned to the prevention of losses of undeveloped private lands are non-federal, even though the beach may be public.”

There are approximately 2235 feet of the shoreline composed of undeveloped public lands, which are cost-shared at 50% federal, 50% non-federal. The rest of the properties in the segment, totaling an estimated 5,362 are publicly accessible, developed private lands. Appendix E from ER 1105-2-100 and ER 1165-2-130 were used as references to determine these shares.

Overall, the cost share for the subject segment is estimated to be 26.0% federal, 74.0% non-federal for initial construction and 21.5% federal, 78.5% non-federal for periodic nourishment. As seen in **Table 2**, the cost share for periodic nourishment is lower than initial construction as a result of the WRDA 1999 that set a maximum federal share of periodic nourishment, carried out after 1 January 2003, to 50% for projects authorized for construction after 31 December 1999. A detailed parcel-by-parcel list of shoreline ownership, used, and associated cost sharing is given in **Table 3**.

Table 2: Detailed Cost Sharing Summary for Initial Construction and Periodic Nourishment

Shore Ownership and Project Purpose (as defined in 1105-2-100)	INITIAL CONSTRUCTION				PERIODIC NOURISHMENT		
	Maximum Level of Federal Participation in Construction Costs	Shoreline Length (feet)	Length of Federal Participation (feet)	Length of non-Federal Participation (feet)	% of Federal Participation for Periodic Nourishment	Length of Federal Participation (feet)	Length of non-Federal Participation (feet)
I. Federally Owned	100%	0	0	0	100%	0	0
II. Publically and Privately							
A. Coastal Storm Risk	65%	5,362	3,486	1,877	50%	2,681	2,681
B. CSR on Undeveloped Public Lands	50%	2235	1,118	1,118	50%	1,118	1,118
III. Privately Owned, Use	0%	9,169	0	9,169	0%	0	9,169
IV. Privately owned, undeveloped	0%	912	0	912	0%	0	912
	Total Distance:	17,679	4,603	13,076	Total Distance:	3,799	13,880
	Cost Shares:		26.0%	74.0%	Cost Shares:	21.5%	78.5%

*Periodic nourishment is considered “construction.”

**Non-Federal public shores dedicated to recreation or fish and wildlife purposes.

Table 3: Shoreline ownership, use, and associated cost sharing for parcels within the TSP area.

R-Monument (approximations for Ref only)	PARCEL NO	SHORELINE LENGTH (IN FEET)	DESCRIPTION	OWNERSHIP	WITHIN 1/4 MILE OF ACCESS WITH PARKING	SHORELINE OWNERSHIP & PROJECT PURPOSE	INITIAL	PERIODIC	LENGTH ELIGIBLE FOR FEDERAL PARTICIPATION (IN FEET)	LENGTH NOT ELIGIBLE FOR FEDERAL PARTICIPATION (IN FEET)	comparison column	INITIAL	PERIODIC	Notes
							CONSTRUCTION LEVEL OF FEDERAL PARTICIPATION (%)	NOURISHMENT LEVEL OF FEDERAL PARTICIPATION (%)				CONSTRUCTION % FEDERAL PARTICIPATION x SHORELINE LENGTH (IN FEET)	NOURISHMENT % FEDERAL PARTICIPATION x SHORELINE LENGTH (IN FEET)	
R98	3527-441-0001-000-9	211	undeveloped	private	Y	IV	0%	0%	0	211		0	0	CBRA and private undeveloped
R98+ 210 feet	3527-441-0001-000-9	74	undeveloped	private	Y	IV	0%	0%	0	74		0	0	private undeveloped
R98 + 285 feet	3534-111-0001-000-7	105	undeveloped	Public	Y	IIB	50%	50%	105	0	105	52	52	Normandy Beach Access
	3534-111-0002-000-4	102	undeveloped	Private	Y	IV	0%	0%	0	102		0	0	
	3534-111-0008-000-6	96	undeveloped	Private	Y	IV	0%	0%	0	96		0	0	
	3534-502-0050-000-5	331	Developed	Private	Y	IIA	65%	50%	331	0	331	215	165	
R99	3534-111-0009-000-3	179	Developed	Private	Y	IIA	65%	50%	179	0	179	116	89	
	3534-501-0000-000-7	383	Developed	Private	Y	IIA	65%	50%	383	0	383	249	192	
	3534-114-0002-000-3	101	Developed	Private	Y	IIA	65%	50%	101	0	439	65	50	only 100.58 feet is eligible due to parking
	3534-114-0002-000-3	338	Developed	Private	N	III	0%	0%	0	338		439	0	only 100.58 feet is eligible due to parking
R100	3535-322-0001-000-8	543	Developed	Private	N	III	0%	0%	0	543		543	0	
R101	3535-322-0001-000-8	546	Developed	Private	Y	IIA	65%	50%	546	0	910	355	273	only 546 feet is eligible due to parking
R101	3535-322-0001-000-8	364	Developed	Private	N	III	0%	0%	0	364		910	0	only 546 feet is eligible due to parking
R102, R103	3534-411-0001-000-8	1863	undeveloped	Public	Y	IIB	50%	50%	1863	0	1863	931	931	Dolman Park
	3535-702-0000-000-7	231	undeveloped	Private	Y	IIA	65%	50%	231	0	371	150	116	only 231 feet is eligible due to parking
	3535-702-0000-000-7	140	Developed	Private	N	III	0%	0%	0	140		371	0	only 231 feet is eligible due to parking
R104	3535-701-0000-000-4	378	Developed	Private	N	III	0%	0%	0	378		378	0	
	4502-211-0001-000-8	880	Developed	Private	N	III	0%	0%	0	880		880	0	
R105	4502-620-0000-000-7	504	Developed	Private	N	III	0%	0%	0	504		504	0	
	4502-610-0000-000-6	508	Developed	Private	N	III	0%	0%	0	508		508	0	
R106	4502-241-0002-000-8/C66-000-848-5030-4	99	undeveloped	private	N	IV	0%	0%	0	99		99	0	
	4502-504-0000-000-0	341	developed	Private	N	III	0%	0%	0	341		341	0	
	4502-501-1598-000-6	150	developed	Private	N	III	0%	0%	0	150		150	0	
	4502-501-1598-200-8	23	developed	Private	N	III	0%	0%	0	23		23	0	
R107	4502-244-0001-010-3	1006	developed	Private	N	III	0%	0%	0	1006		1006	0	
	4502-703-0000-000-1	347	developed	Private	N	III	0%	0%	0	347		347	0	
R108	4502-702-0000-000-8/C66-001-074-3626-3	360	developed	Private	N	III	0%	0%	0	360		360	0	
	gap in parcel???	10	Developed	private	N	III	0%	0%	0	10		10	0	
	4502-701-0000-000-5/C66-001-074-3625-5	356	Developed	Private	N	III	0%	0%	0	356		356	0	
R109	4502-804-0000-000-1	509	Developed	Private	N	III	0%	0%	0	509		509	0	
	4502-805-0000-000-4/C66-001-072-0285-3	249	Developed	Private	N	III	0%	0%	0	249		249	0	
	4502-802-0000-000-5/C66-001-074-3628-9	247	Developed	Private	N	III	0%	0%	0	247		323	0	only 76 feet is eligible due to parking
	4502-802-0000-000-5/C66-001-074-3628-9	76	Developed	Private	Y	IIA	65%	50%	76	0	323	49	38	only 76 feet is eligible due to parking
	4502-803-0000-000-8/C66-001-074-3629-7	395	Developed	Private	Y	IIA	65%	50%	395	0	395	257	197	
R110	4511-518-0000-000-1/C66-001-072-0427-3	323	Developed	Private	Y	IIA	65%	50%	323	0	323	210	161	
	4511-515-0000-000-2/C66-001-072-0424-0	344	Developed	Private	Y	IIA	65%	50%	344	0	344	223	172	
R111	4511-110-0003-000-0/C66-000-848-8992-2	53	undeveloped	public	Y	IIB	50%	50%	53	0	53	26	26	
	4511-110-0001-000-6/C66-000-848-8991-4	56	Developed	private	Y	IIA	65%	50%	56	0	56	36	28	
	4511-110-0003-000-0/C66-000-848-8992-2	215	undeveloped	Public	Y	IIB	50%	50%	215	0	215	107	107	Wavelands Beach Access
	4511-110-0005-700-1/C66-000-848-8999-7	54	undeveloped	private	N	IV	0%	0%	0	54		54	0	
'The Island Club'	4511-514-0000-000-9/C66-001-072-0423-2	430	Developed	private	Y	IIA	65%	50%	430	0	430	279	215	
	4511-517-0000-000-8/C66-001-072-0426-5	457	Developed	private	Y	IIA	65%	50%	457	0	457	297	229	
R112	4511-140-0001-060-7	215	Developed	private	Y	IIA	65%	50%	215	0	233	140	108	only 215 feet is eligible due to parking
R112	4511-140-0001-060-7	18	Developed	private	N	III	0%	0%	0	18		233	0	only 215 feet is eligible due to parking
	4511-516-0000-000-5/C66-001-072-0425-7	524	Developed	private	N	III	0%	0%	0	524		524	0	
	4511-521-0000-000-1	280	Developed	private	N	III	0%	0%	0	280		280	0	
R113	4511-411-0002-000-7	423	Developed	private	N	III	0%	0%	0	423		423	0	
	4511-140-0004-000-0/C66-000-848-9000-3	112	undeveloped	private	N	IV	0%	0%	0	112		112	0	
	4511-411-0015-000-1	62	undeveloped	private	N	IV	0%	0%	0	62		62	0	
R114	4511-501-0090-000-6/C66-000-848-9273-6	591	Developed	Private	N	III	0%	0%	0	591		591	0	
	4512-313-0001-000-2/C66-000-849-0971-2	102	undeveloped	private	N	IV	0%	0%	0	102		102	0	
	4511-809-0002-000-8	80	Developed	Private	N	III	0%	0%	0	80		193	0	only 112.55 feet is eligible due to parking
	4511-809-0002-000-8	113	Developed	Private	Y	IIA	65%	50%	113	0	193	73	56	only 112.55 feet is eligible due to parking
R115	4512-331-0002-000-5	192	Developed	Private	Y	IIA	65%	50%	192	0	192	125	96	
	4512-331-0002-020-1	277	Developed	Private	Y	IIA	65%	50%	277	0	277	180	139	
	4512-702-0000-000-9	201	Developed	Private	Y	IIA	65%	50%	201	0	201	130	100	
	4512-331-0004-010-2	7	Developed	Private	Y	IIA	65%	50%	7	0	7	4	3	
	4512-701-0000-000-8/C66-001-072-0442-2	506	Developed	Private	Y	IIA	65%	50%	506	0	506	329	253	Glascocock Beach Access
R001	Project End													
	Total Linear Feet	17679							7,596	9,798	19864	4,602	3,798	