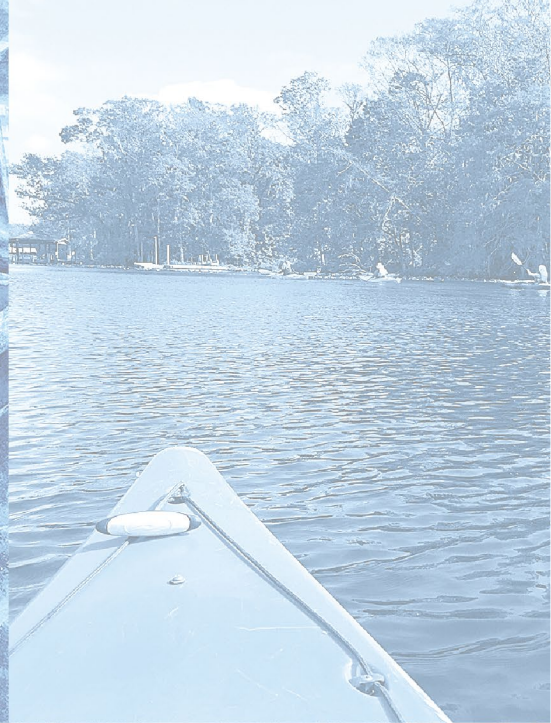




PRELIMINARY BEACH ACCESS TROLLEY PROJECT

Public Meeting
October 7, 2026
St. Johns County



PRESENTATION AGENDA

Background

Overview

Funding Details

Increasing Access

Initial Stops

Additional Stops

Resources

FAQs

Meeting Purpose

The concepts presented today are preliminary. The County wants to hear from residents, gauge your interest, and gather feedback.

The County will give the full presentation followed by breakout tables where your questions can be answered by County staff.

Please hold your questions until the end.

New PV-SPV CSRSM Project

Ponte Vedra - South Ponte Vedra Coastal Storm Risk Management (PV-SPV CSRSM)

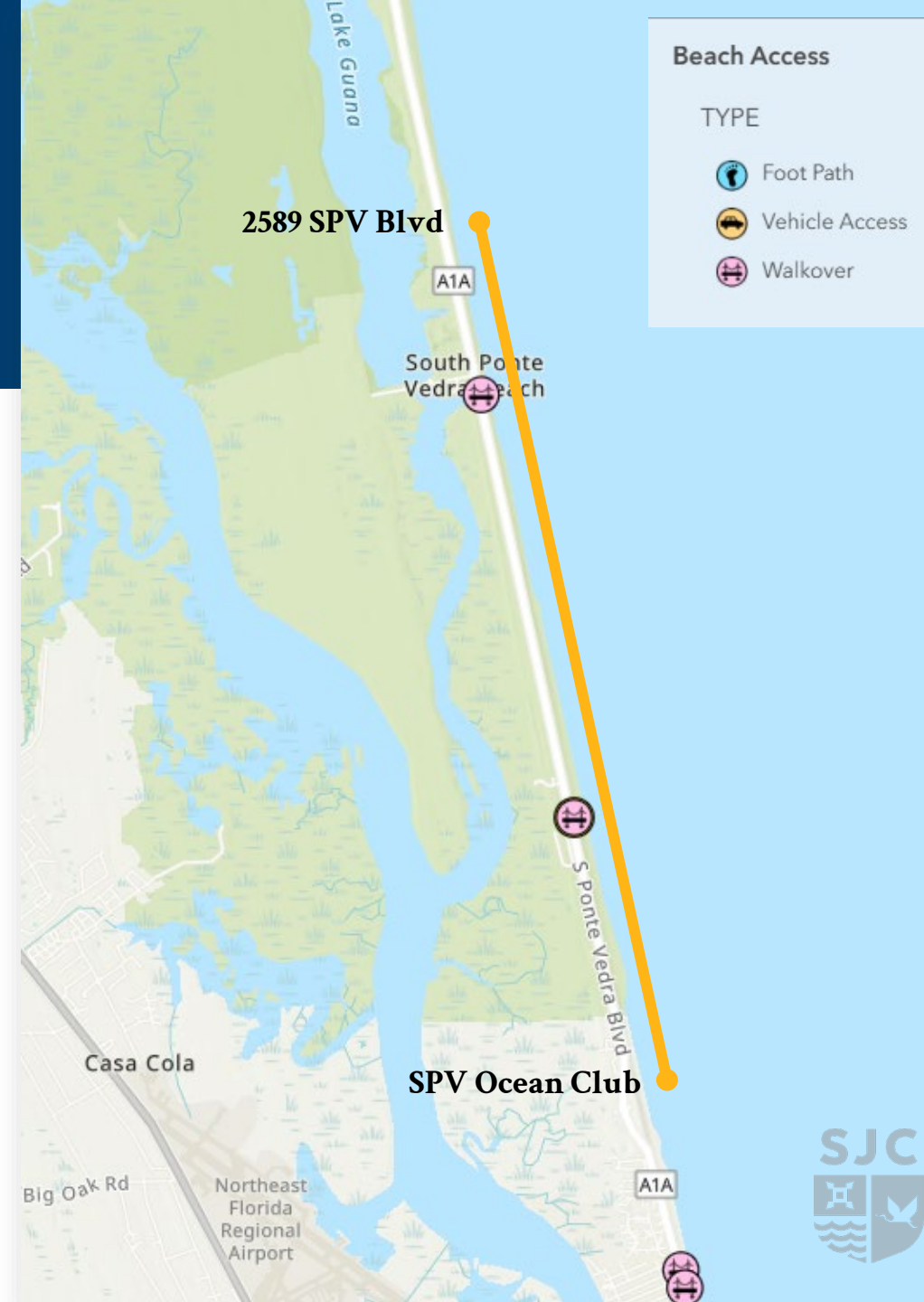
- From 2589 SPV Blvd to SPV Ocean Club (fka Serenata)
- Feasibility study began in April 2021
- Construction projected for Summer 2029
- 10-year renourishment interval
- Initial project volume 2,145,000 cubic yards (for reference, the 2022 nourishment was 733,000 cubic yards)



Federal (USACE) Project Overview

What is a federal project partnership?

- Partnership between the U.S. Army Corps of Engineers and the County
- 50-year project life, with a renourishment interval every set number of years, or sooner if conditions warrant (example: hurricane damage).
- Allows for emergency renourishments that are 100% funded by Flood Control and Coastal Emergencies (FCCE) funds- this continues even after the 50-year project life is up.
- **Cost sharing percentage is based on public access.**
- **The highest standard for beach restoration projects is a federal partnership.**



Funding Sources

Federal (USACE)

- Maximize Federal cost-share through public access
- Federal appropriations

State

- Cost-sharing through Florida Department of Environmental Protection's (FDEP) Beaches Program
- State appropriations will also be pursued

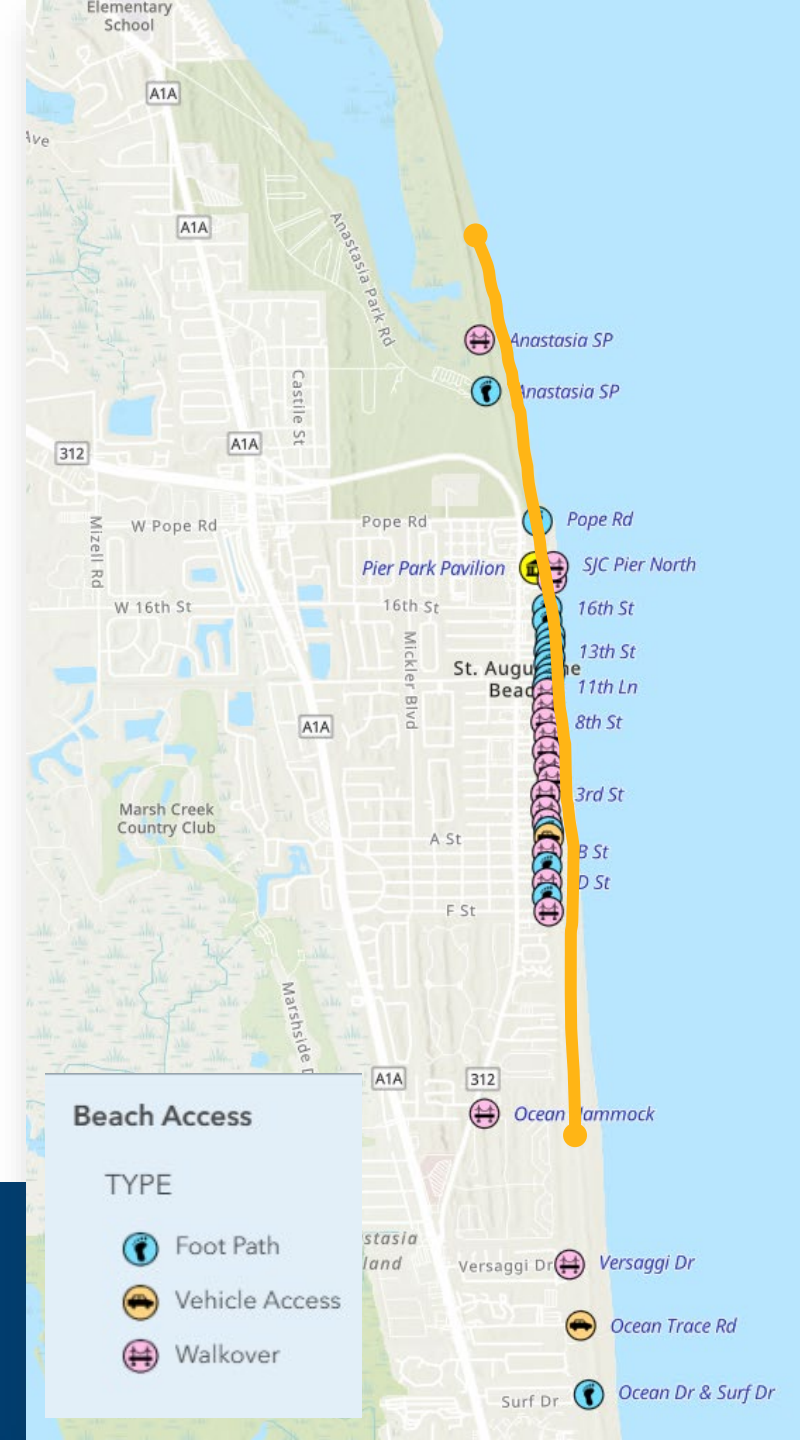
Local

- Tourist Development Taxes
- If needed and subject to Board approval, homeowner participation via Municipal Service Taxing Unit (MSTU) and/or Municipal Service Benefit Unit (MSBU)

Existing Example

St. Augustine Beach Shore Protection Project (SPP)

- Anastasia State Park to Ocean Hammock Park
- Began in 2003; project is authorized through 2053
- 5-year renourishment interval
- There have been 5 nourishment events, of which 2 were 100% FCCE funded
- Total cost savings of approximately \$83 million



Before 02/15/2024



After 09/07/2024

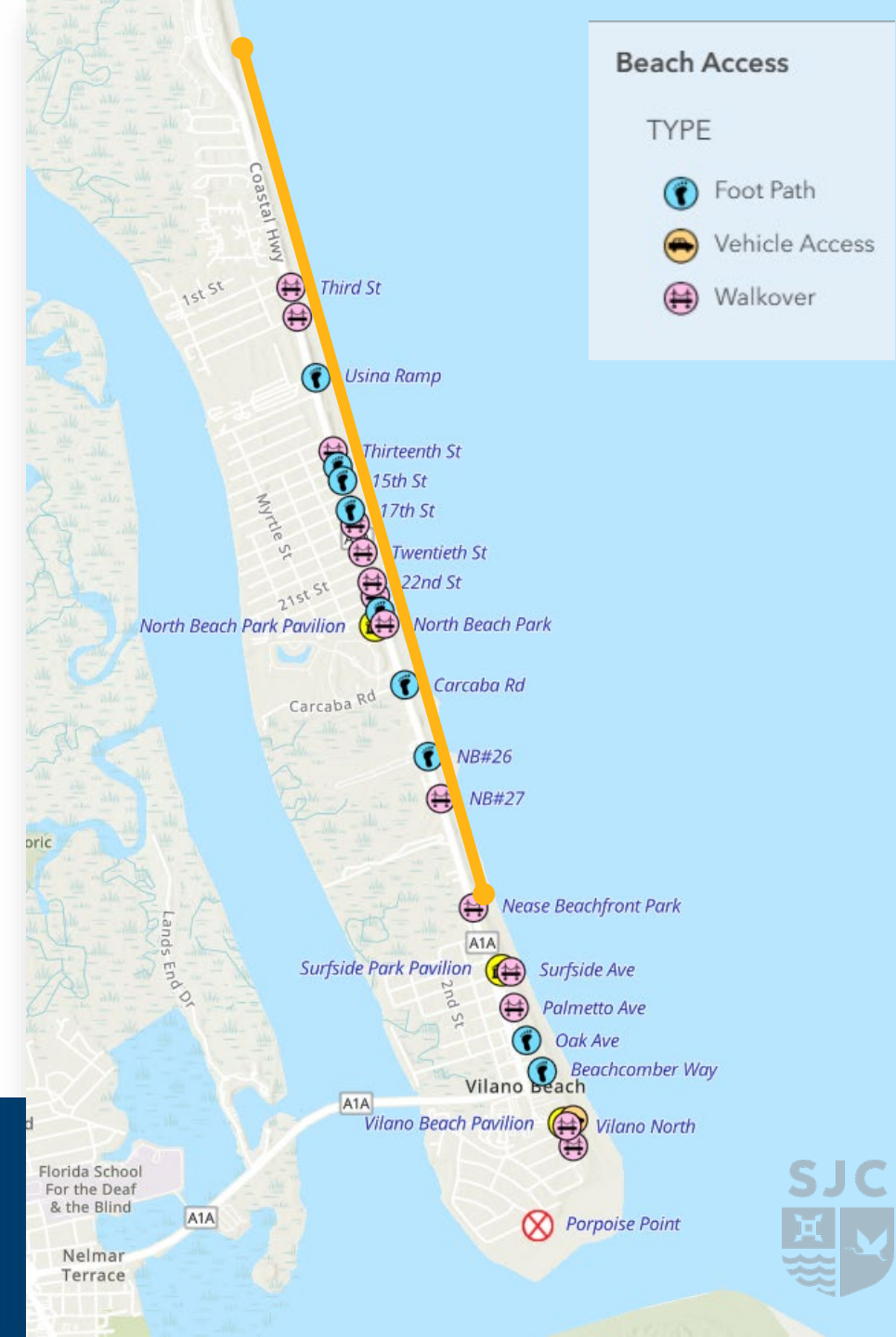


St. Augustine SPP FCCE Pre & Post Construction

Existing Example

South Ponte Vedra and Vilano Beach Coastal Storm Risk Management (SPV & VB CSRM)

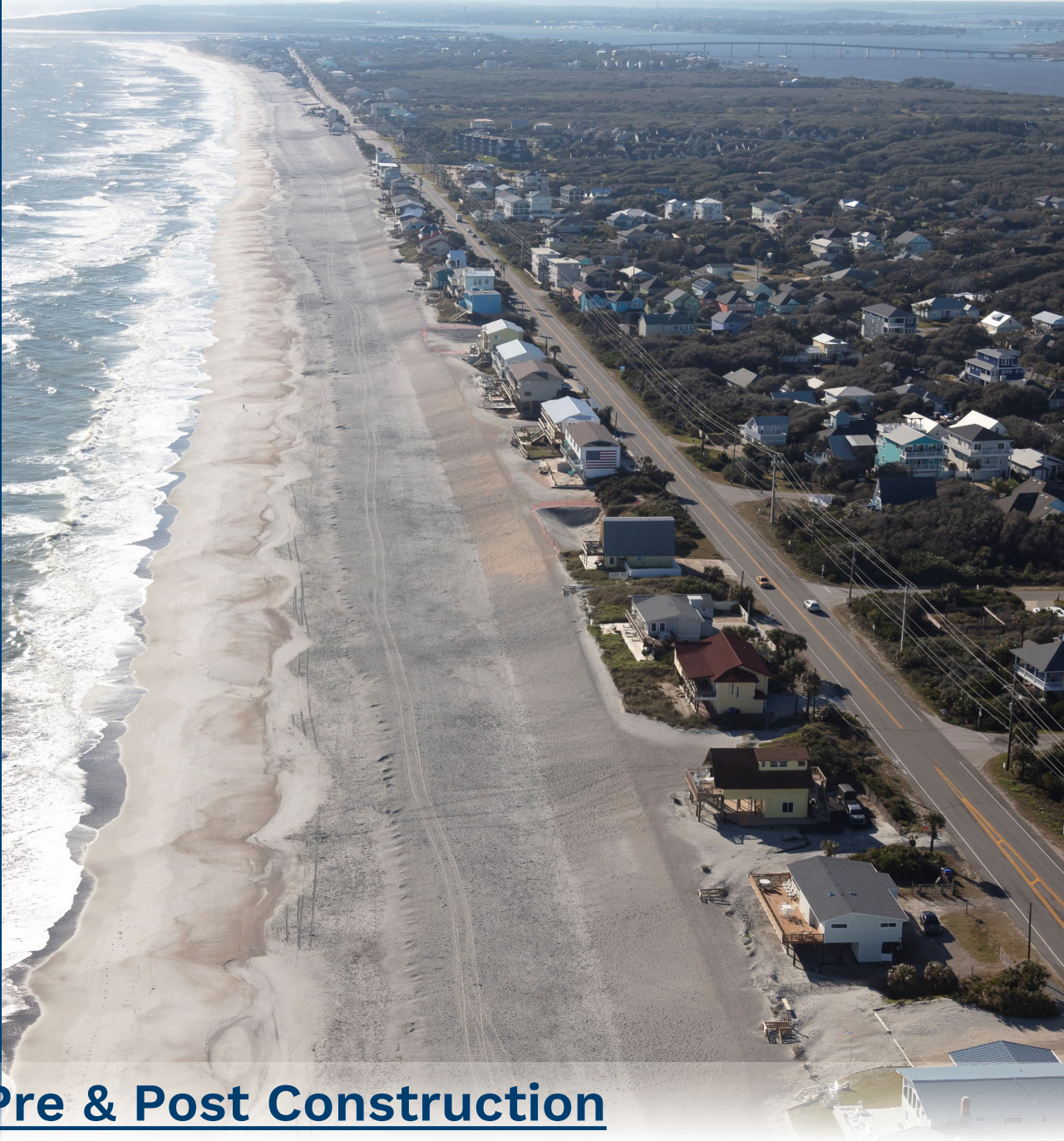
- SPV Ocean Club to 3200 Coastal Highway
- Began in 2021; project is authorized through 2071
- 12-year renourishment interval
- There have been 2 nourishment events, one of which was 100% FCCE funded
- Total cost savings of about \$30 million
- **The new CSRM would tie into this existing project to the north, protecting over 8 consecutive miles of shoreline.**



Before 08/03/2023



After 01/05/2024



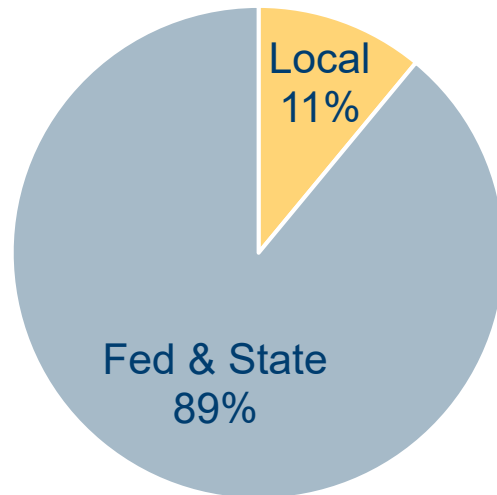
SPV & VB CSRMR FCCE Pre & Post Construction



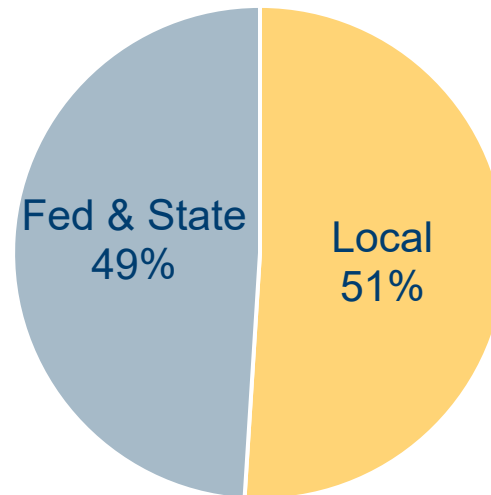
SPV & VB CSRMR FCCE Pre & Post Construction

Current Cost Shares

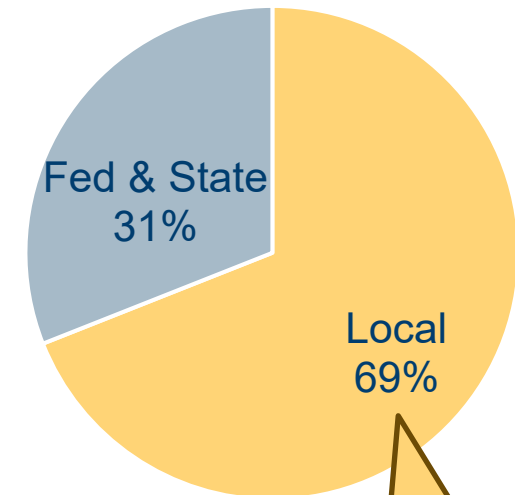
St. Augustine SPP



SPV & VB CSRM



New
PV-SPV CSRM Project



This results in a large local share, making the project very expensive.

Public Access Expansion Options

Larger Parks

Expanding facilities at existing beach parking areas. The Gas Station parking area is already maximized for State and Federal cost-share. The County did attempt to expand South Ponte Vedra Park, but this was unsuccessful.

More Parks

Adding new parking areas with beach access along the project area. The County is pursuing this but so far no financially feasible option has presented itself. There are very limited options of lands to purchase along the project area.

Trolley System

Implementing trolley stops with wooden walkovers throughout the project area at existing County-owned properties.

Preliminary Beach Access Trolley Project

A small bus to pick up and drop people off at public beach access locations throughout the project area.

There are County-owned corridors distributed between private properties along South Ponte Vedra Blvd.

Drop-off and pick-up would occur northbound on the east side of South Ponte Vedra Blvd at the new access points, and southbound at accesses with existing crosswalks.



Note: This is an example of what type of bus may be utilized; actual bus may vary.



Trolley Objective

Beach Restoration Funding

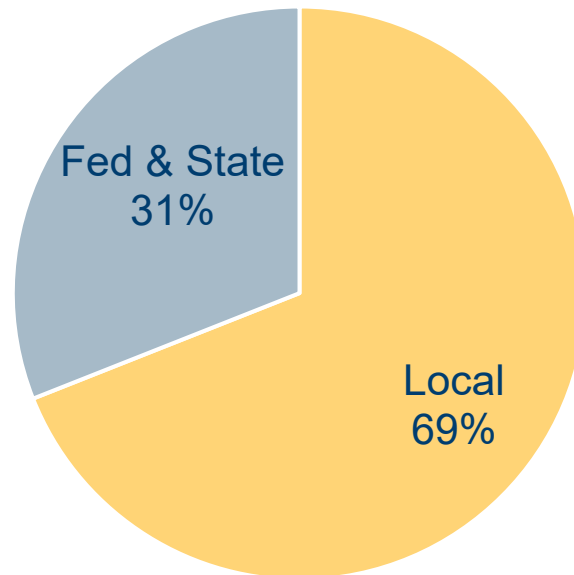
Implementing a trolley would provide a means of public access throughout the project area, which meets the USACE and FDEP requirement for public access to benefit cost share.

Overall Mobility Mission

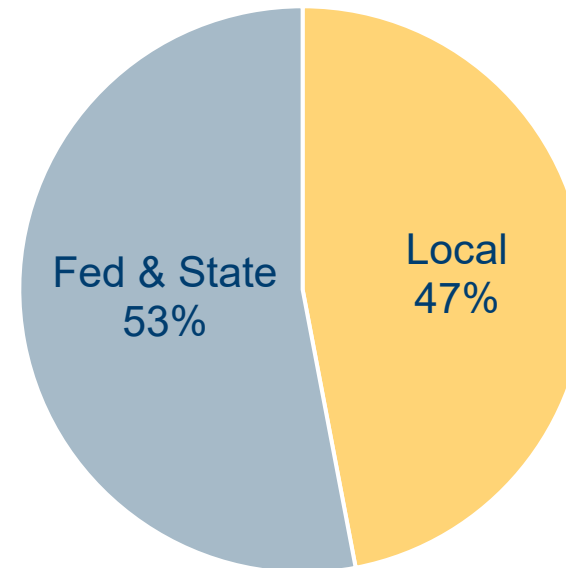
It would provide interconnectivity to and from the beaches north of the St. Augustine inlet, to the Vilano Town Center, and to the rest of the County.

PV - SPV CSRM Project

Existing Conditions



With Proposed Trolley Stops



Potential Cost Savings: PV-SPV CSRM

At October 2023 Price Level

Total Project Cost: ~\$138.3 million over 50-year project life

	Local Share	Local Savings
Existing Conditions	\$94,800,000	NA
With Trolley Stops	\$65,500,000	\$29,300,000



\$14.4 million of the Local savings would be seen in the initial nourishment!

Potential Initial Locations

Primary Turnaround Locations

- GTM South Beach Parking (ADA) and Vilano Beach Town Center

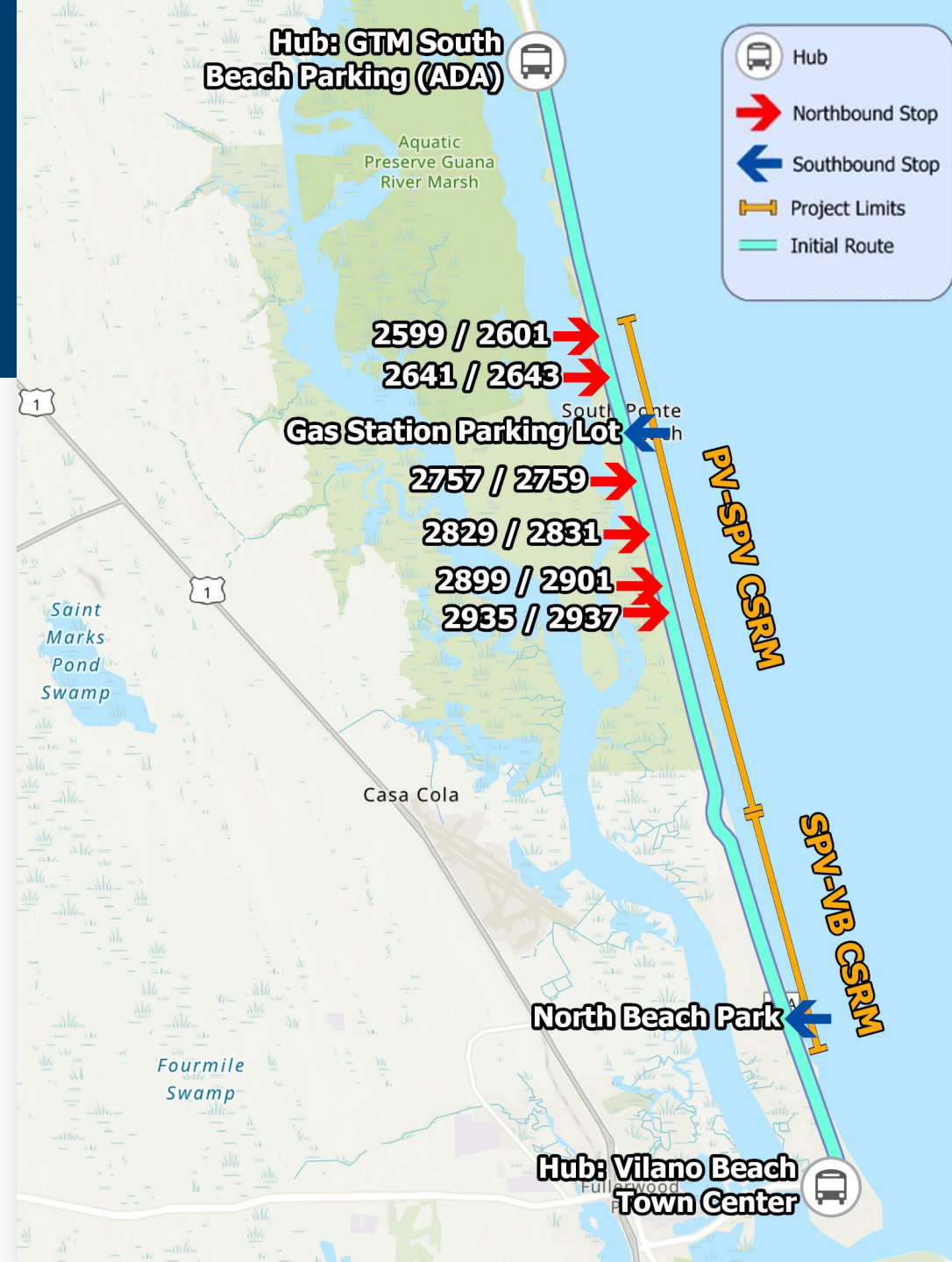
6 Northbound Stops

- 10-foot County-owned ROWs
- Locations have been identified to maximize cost share

2 Southbound Stops

- Gas Station Parking Lot and North Beach Park

*All stops are subject to change



2825 S PONTE
VEDRA BLVD

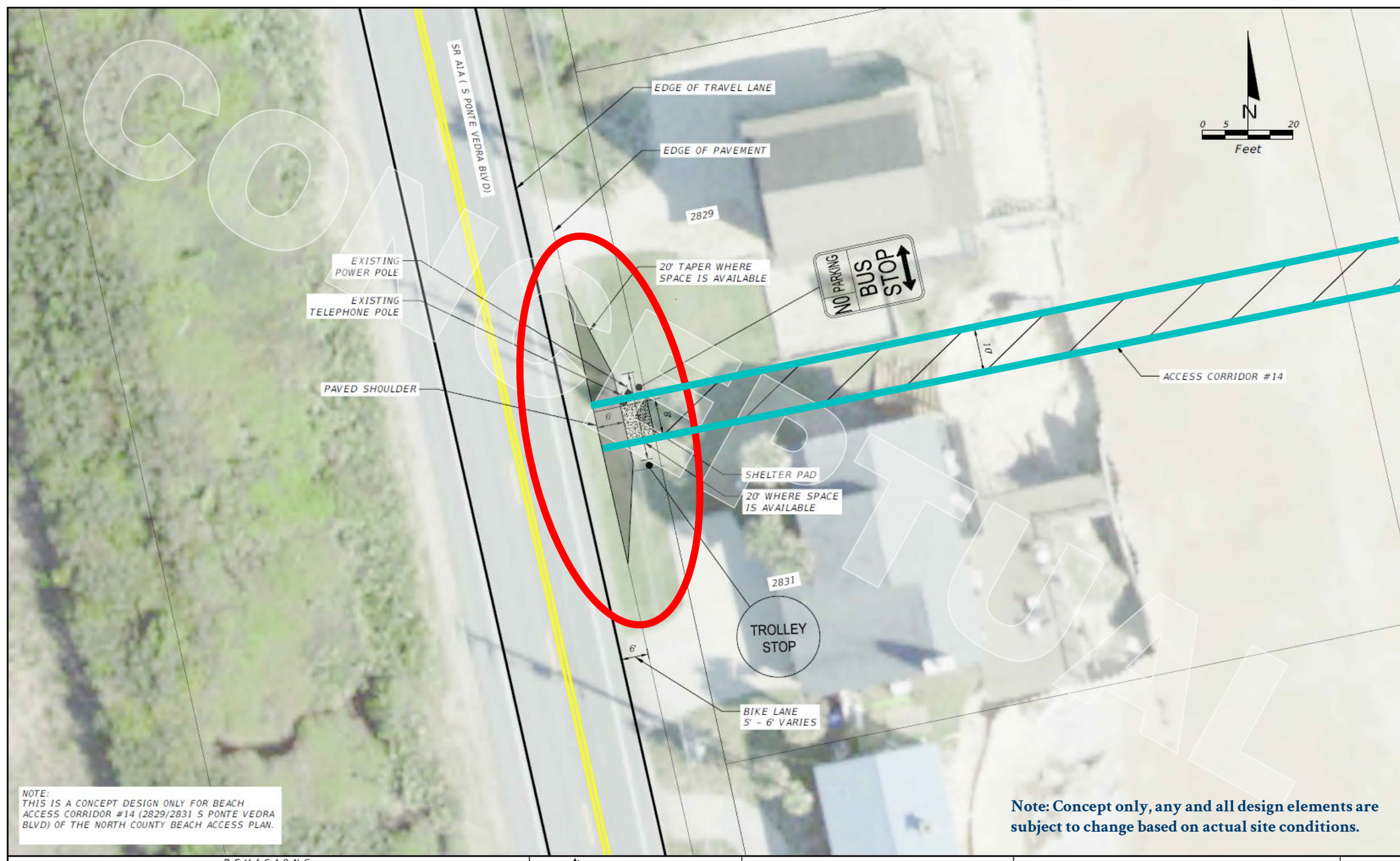
2827 S PONTE
VEDRA BLVD

2829 S PONTE
VEDRA BLVD

2831 S PONTE
VEDRA BLVD

2833 S PONTE
VEDRA BLVD

2835 S PONTE
VEDRA BLVD



NOTE:
THIS IS A CONCEPT DESIGN ONLY FOR BEACH
ACCESS CORRIDOR #14 (2829/2831 S PONTE VEDRA
BLVD) OF THE NORTH COUNTY BEACH ACCESS PLAN.

Note: Concept only, any and all design elements are
subject to change based on actual site conditions.

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.





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Potential Additional Locations

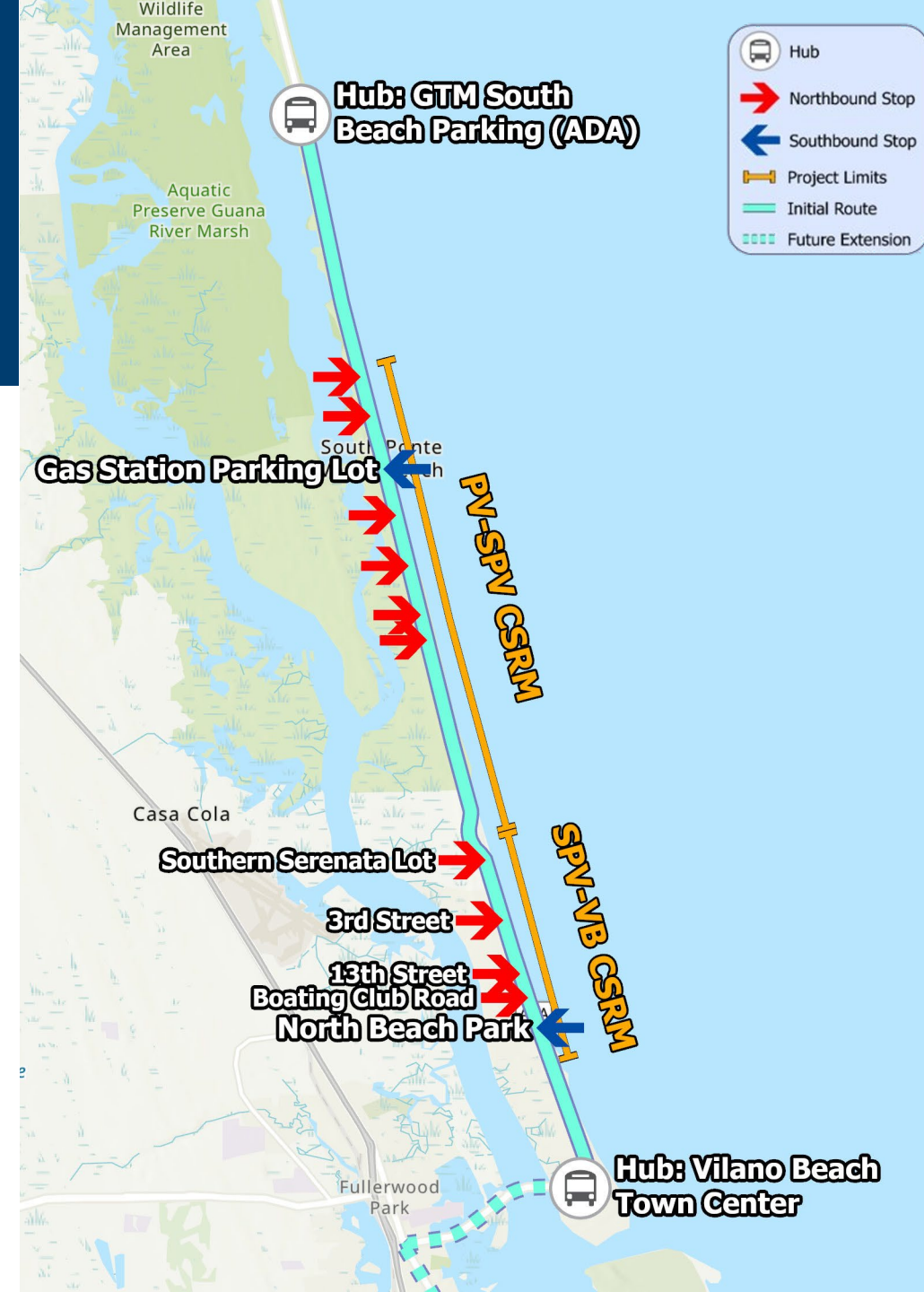
4 Northbound Stops

- At existing pedestrian beach access points
- Locations have been identified to maximize cost share

Potential Future Expansion

- Expand to downtown St Augustine
- Add additional stops along this route like the Serenata North lot, GTMNERR visitor center, Vilano Beach Pier, etc..

*All stops are subject to change



Potential Cost Savings: SPV & VB CSRM

At October 2026 Price Level

Total Project Cost: ~\$74,300,000 for the remainder of the project life (through 2071)

	Local Share	Local Savings
Existing Conditions	\$37,600,000	NA
With Trolley Stops	\$31,500,000	\$6,100,000

SUMMARY

This meeting is a preliminary discussion to gauge public interest and gather feedback.

The current local cost share for the upcoming PV-SPV CSRM is very high, and we are looking for ways to decrease the local share.

Adding public access via a trolley system would reduce the local share of the cost and increase public mobility county-wide.

Please fill out a comment card or email us with your feedback!

RESOURCES

Coastal Management

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Public Works

Jenny Nicks

Project Manager

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email: jnicks@sjcfl.us

Project Website

sjcfl.us/CoastalProjects

Scan the QR code with your phone camera:



FAQs

- Will there be restrooms at each public access?
 - Restrooms are currently not planned at the potential new public access locations.
- What is the county's plan to assure that beachgoers do not access adjoining private property?
 - The boardwalks with railings and signage would prevent the public from accessing neighboring private properties.
- Will both sides of the access have a fence to protect private property? If yes, how tall?
 - It is not typical for the County to place a fence along our boardwalks
- What is the timing of implementation of the trolley system?
 - TBD; many factors will influence the timeline- funding, design, permitting, regulatory agency reviews, turtle nesting season timing, etc. To maximize the beach restoration cost share, it would need to be implemented before initial renourishment beginning, which is estimated Summer 2029.
- Will the new public access points be open 24 hours a day?
 - The trolley will not run 24 hours a day. Although trolleys will not run 24hrs a day the access points will not be closed nor restricted at any time.
- Where will trolley users park? Where will these parking lots be?
 - Off-site parking is currently being evaluated by County staff.

FAQs

- Will there be restrooms at each public access?
 - Restrooms are not currently planned at the potential new public access locations.
- What signage will be displayed at each public access?
 - There would be a sign to indicate the trolley stop, No Public Parking signage, and/or any other signage that FDOT would require.
- Will any new public beach access be ADA compliant?
 - The six proposed trolley stops are currently not planned to include ADA beach access ramps due to space constraints. The trolley will stop at the southernmost Guana lot and Vilano Town Center, which both have an existing ADA-accessible ramp providing access to the beach.
- Will bike racks be included at each access?
 - The design currently includes bicycle racks.
- What are the proposed hours, seasonal schedule, trolley frequency, and daily operational plans?
 - The trolley will run during daylight hours with special schedules for holidays. This detail will be finalized during a future phase. The proposed trolley frequency will be determined by public input and USACE requirements

