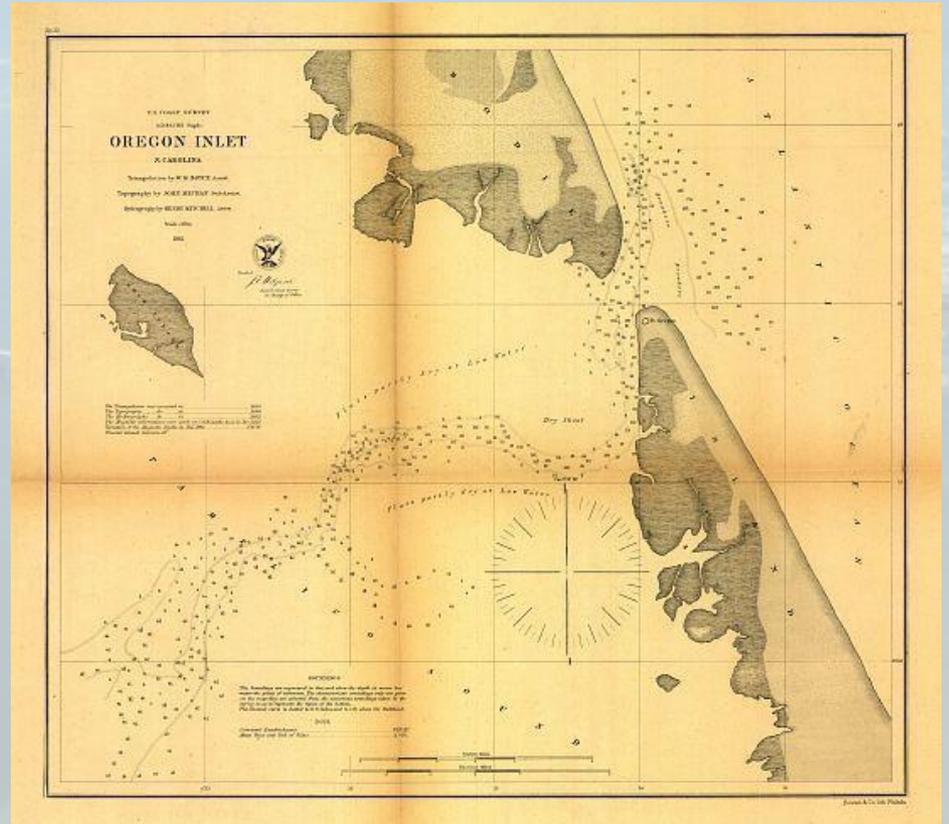


Oregon Inlet



**Oregon Inlet
was formed by
a hurricane in
1846.**



1988

**Pre-terminal
groin and
severe
erosion on
north tip of
Pea Island**

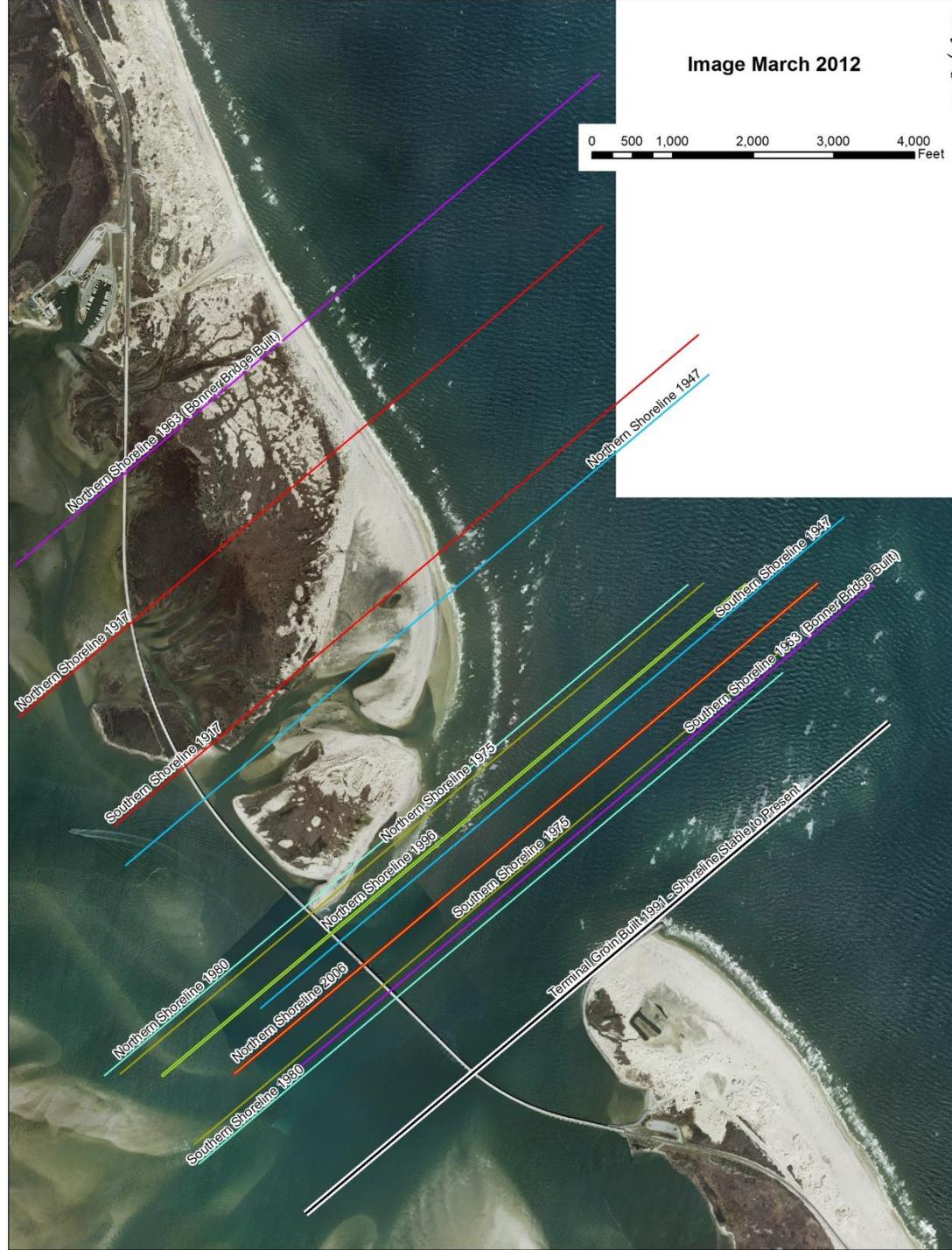
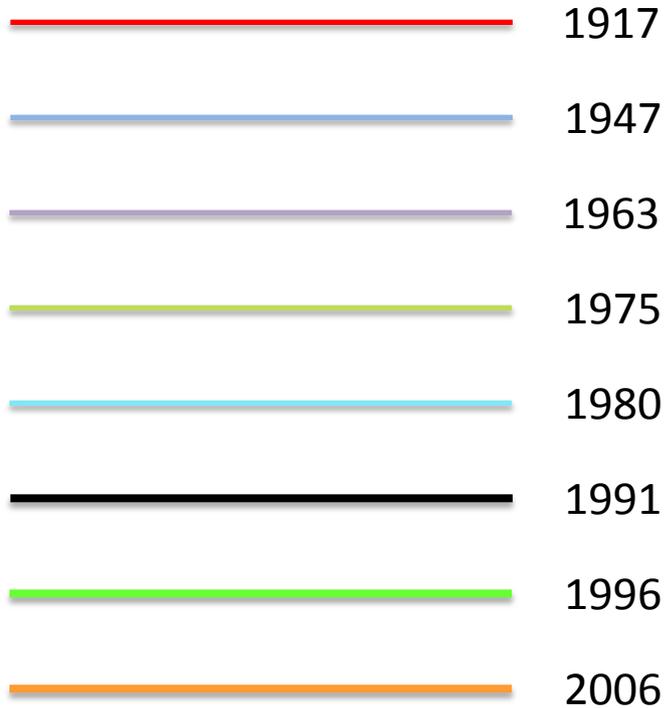


**Old Coast Guard Station still active and fresh
pond intact.**

Migration of Oregon Inlet

Since formation, Oregon Inlet has moved approximately 2.5 miles south.

Shoreline Key



January 15, 2010



Wanchese

Channel to Wanchese

Island H

Island G

Island F

Duck Island

Island D

Island L

Island MN

Hell's Gate

Island C

Oregon Inlet West

Walters Slough

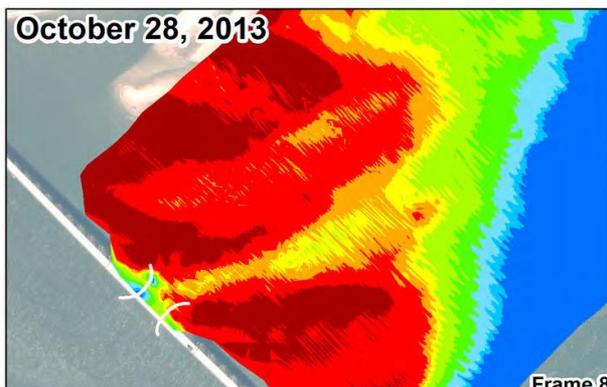
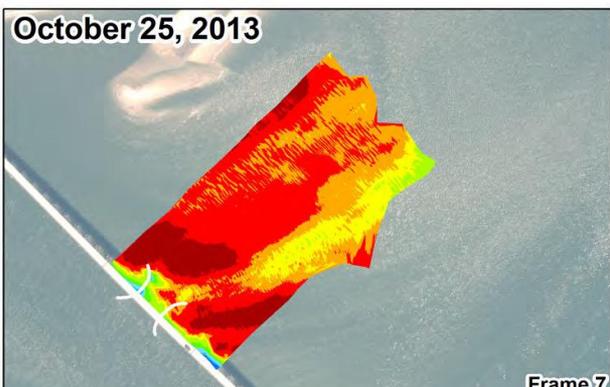
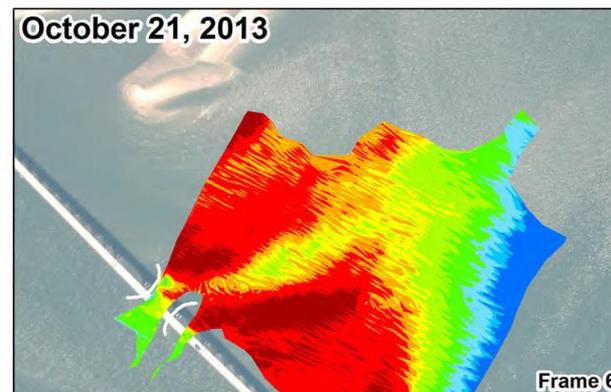
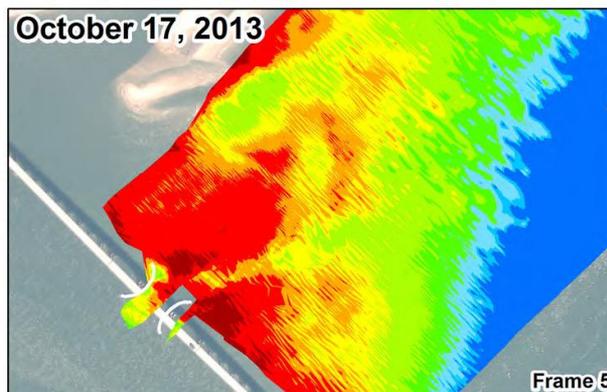
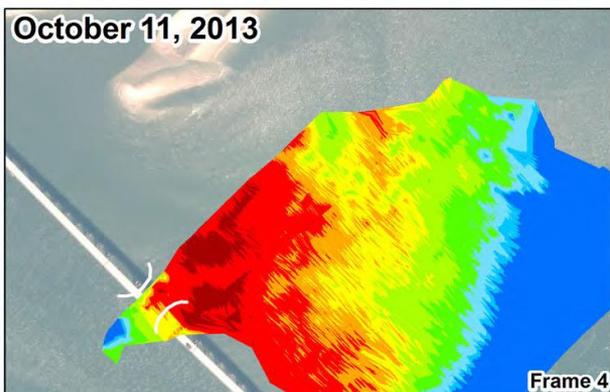
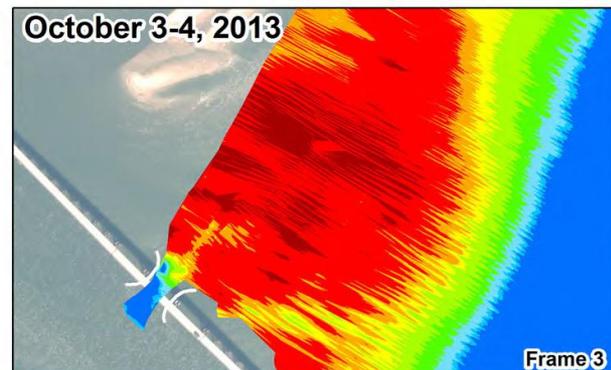
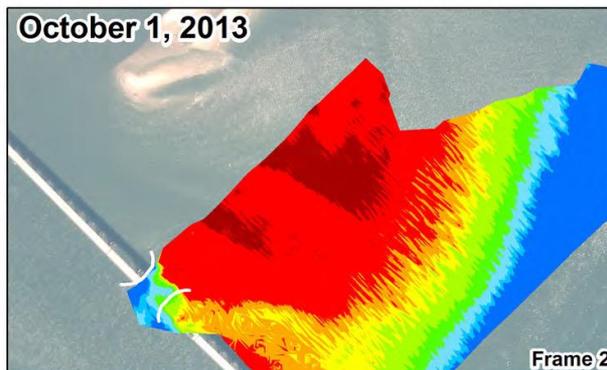
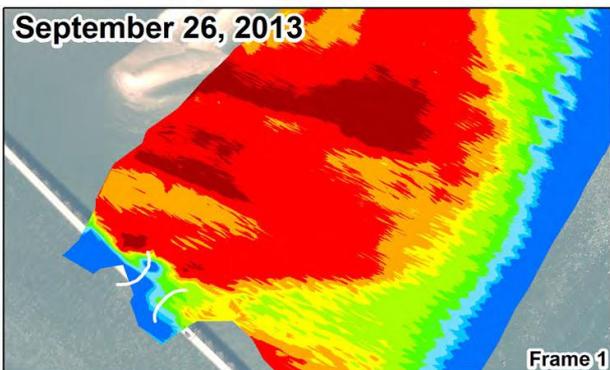
Oregon Inlet Fishing Center

Herbert C. Bonner Bridge

Oregon Inlet

Pea Island

Navigation Channel - East of Bonner Bridge



US Army Corps of Engineers
Wilmington District

Oregon Inlet

Map Date: October 30, 2013
Imagery Date: October 3, 2013 © Digital Globe Inc.
File Name: oie_sequence_11x17_2013-10-28.mxd

0 500 1,000 Feet

Depth In Feet	
0 - 4	Dark Red
4 - 6	Red
6 - 7	Orange
7 - 8	Yellow
8 - 10	Light Green
10 - 12	Green
12 - 14	Light Blue
14 - 15	Blue
15 and deeper	Dark Blue



Inlet Changes.avi

1970

- **Congress authorized a dual rubble mound jetty project with sand bypassing.**
- **North Carolina was responsible for all necessary lands & permits and construction of the Wanchese Seafood Industrial Park.**
- **Development of the park began under Governor Holshauser in 1971 and was completed in 1981.**

1978

- **The Department of the Interior was supportive of and participated in the planning & design of the project, which began 6 years prior to authorization, until sometime in 1978.**
- **In 1978, the US Army Corp of Engineers was notified by the Department of the Interior that permits could not be issued.**

1989 - 1990

- Under the guidance of Governor Jim Martin, a terminal groin was built on the south side of Oregon Inlet to protect the south approach to Bonner Bridge which was threatened by the sea.
- The groin was built despite threats and objections by a number of environmental groups including the Defenders of Wildlife.

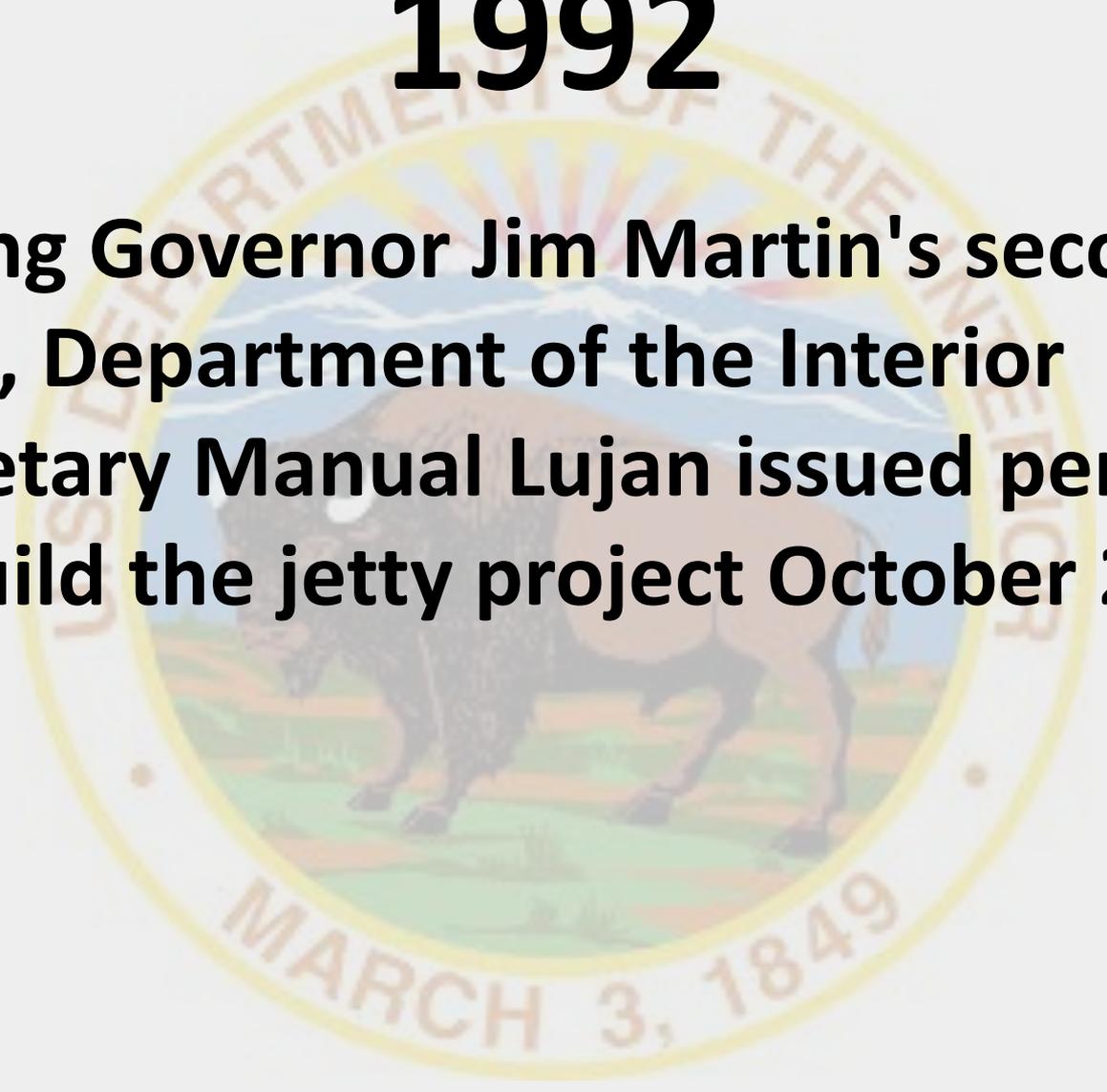
1990

- The Dredge Northerly Island was blown into the Bonner Bridge by a sudden storm, severing the bridge and the main transportation link to Hatteras Island.



1992

- **During Governor Jim Martin's second term, Department of the Interior Secretary Manual Lujan issued permits to build the jetty project October 29, 1992**



1993

- **Just 8 months later, the permit was rescinded by the Department of the Interior Secretary Bruce Babbitt on June 15, 1993.**
- **Said would keep it open by dredging**
- **Federal Appropriations of dredging declined annually until \$0 appropriated today**

Dredging Allocation

Year	\$ Spent to Dredge Oregon Inlet
2003	8,716,000
2004	8,427,000
2005	9,097,000
2006	6,893,000
2007	3,855,000
2008	4,052,000
2009	12,665,300

Dredging Allocation

Year	\$ Spent to Dredge Oregon Inlet
2010	6,650,300
2011	4,375,100
2012	2,949,400

2002

The Council on Environmental Quality persuaded the U.S. Army Corps of Engineers to give up the fight for a jetty due to:

- falling economic numbers for the commercial fishing industry**
- a number of “may, coulds, or possibly be’s” including the hypothetical premise that fish larvae might be affected by the jetties.**

2002

- **This brought to a halt the most studied project of its type ever undertaken by the U.S. Army Corps of Engineers.**
- **Meanwhile, at the time there were 158 jetties in the U.S., one of which is on National Park Service Lands.**

Oregon Inlet Closures

- For the last couple years, full closures of the navigation channel have become more frequent, especially in and just east of the navigation span of Bonner Bridge. Cumulative closures have been:

Year	Total Length of Closures
2011	3 months
2012	3 months
2013	3+ months

Ongoing shoaling problems pose a serious safety threat for all mariners -

- **Oregon Inlet is a vital passageway for ships in distress on the high seas seeking a port of haven off the North Carolina coastline.**
- **If a vessel were to strike the Bonner Bridge while maneuvering through hazardous channel, it could cause an immediate life-threatening crisis and cut off access to Hatteras Island, which generates 25% of Dare County's \$1.2b economy (as measured by sales and occupancy taxes) and 17% of Dare County's \$12.5b tax base.**

- **The Coast Guard Emergency Response Base, inside Oregon Inlet, depends on the channel in order to respond to Atlantic Ocean rescue missions.**
- **Response capabilities significantly reduced when channel impaired or closed**



- **Built in 1990**
- **24 hour Search and Rescue**
- **Responds to over 200 calls for assistance annually**

- Dare County's previously large commercial fishing fleet, and the sizeable charter and recreational fleets that must pass through Oregon Inlet have already sustained serious damage and injury.

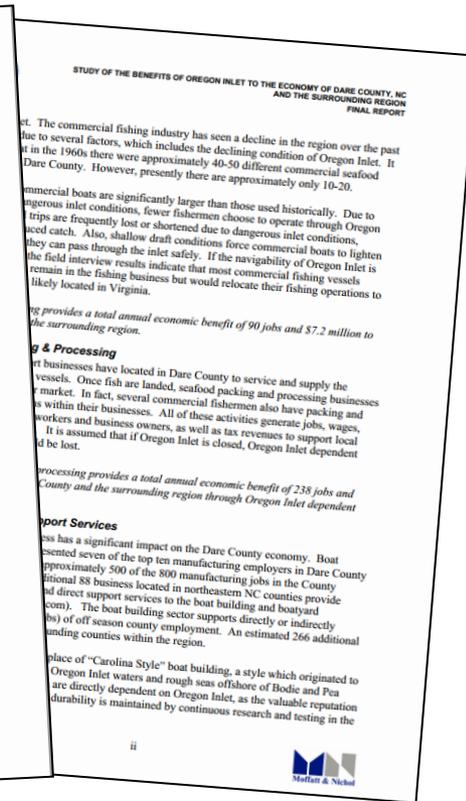
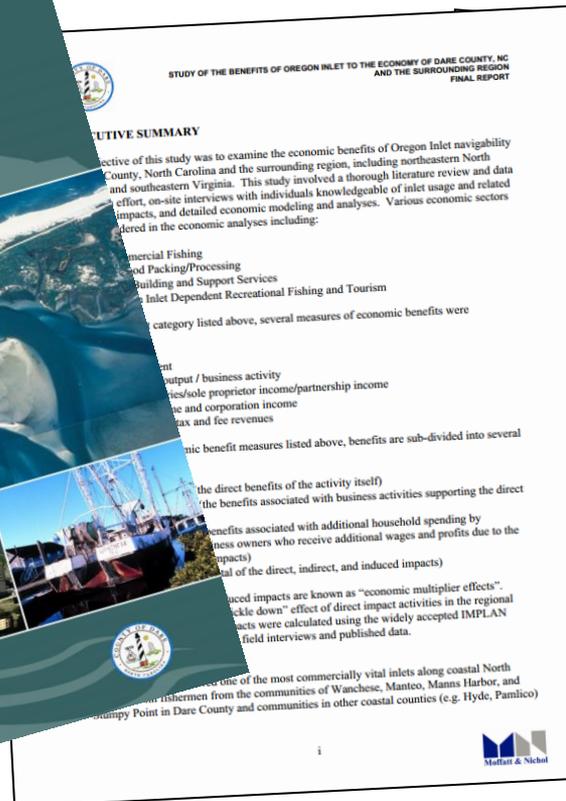
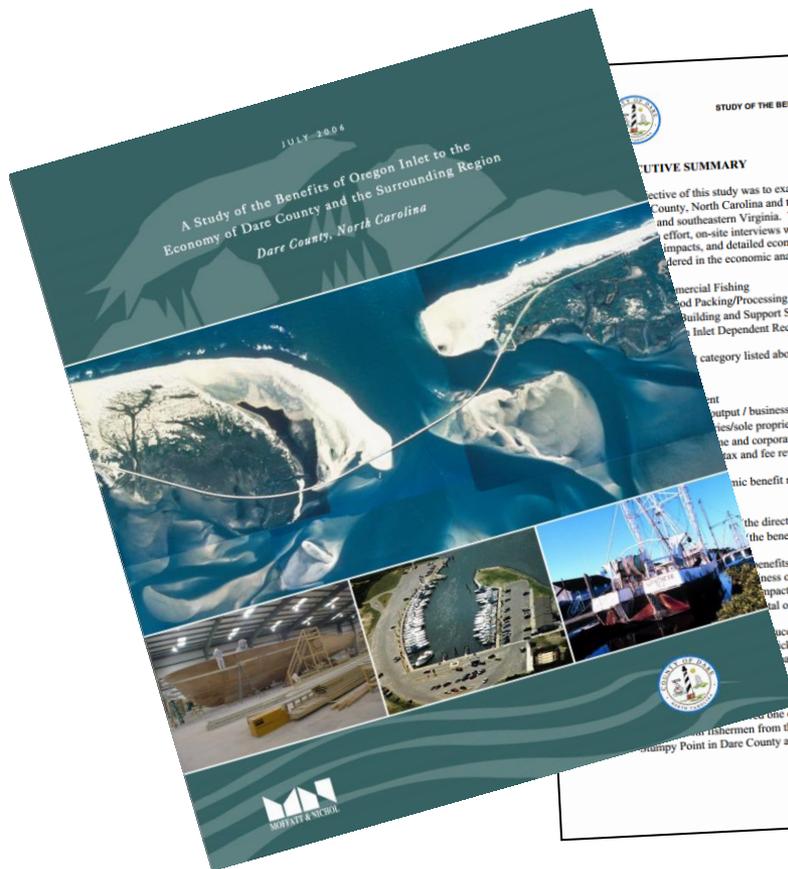


Since the mid-sixties, the following losses have been attributed to the lack of a stabilized inlet:

- 26 Vessels
- 21 Lives
- Countless Damaged Vessels

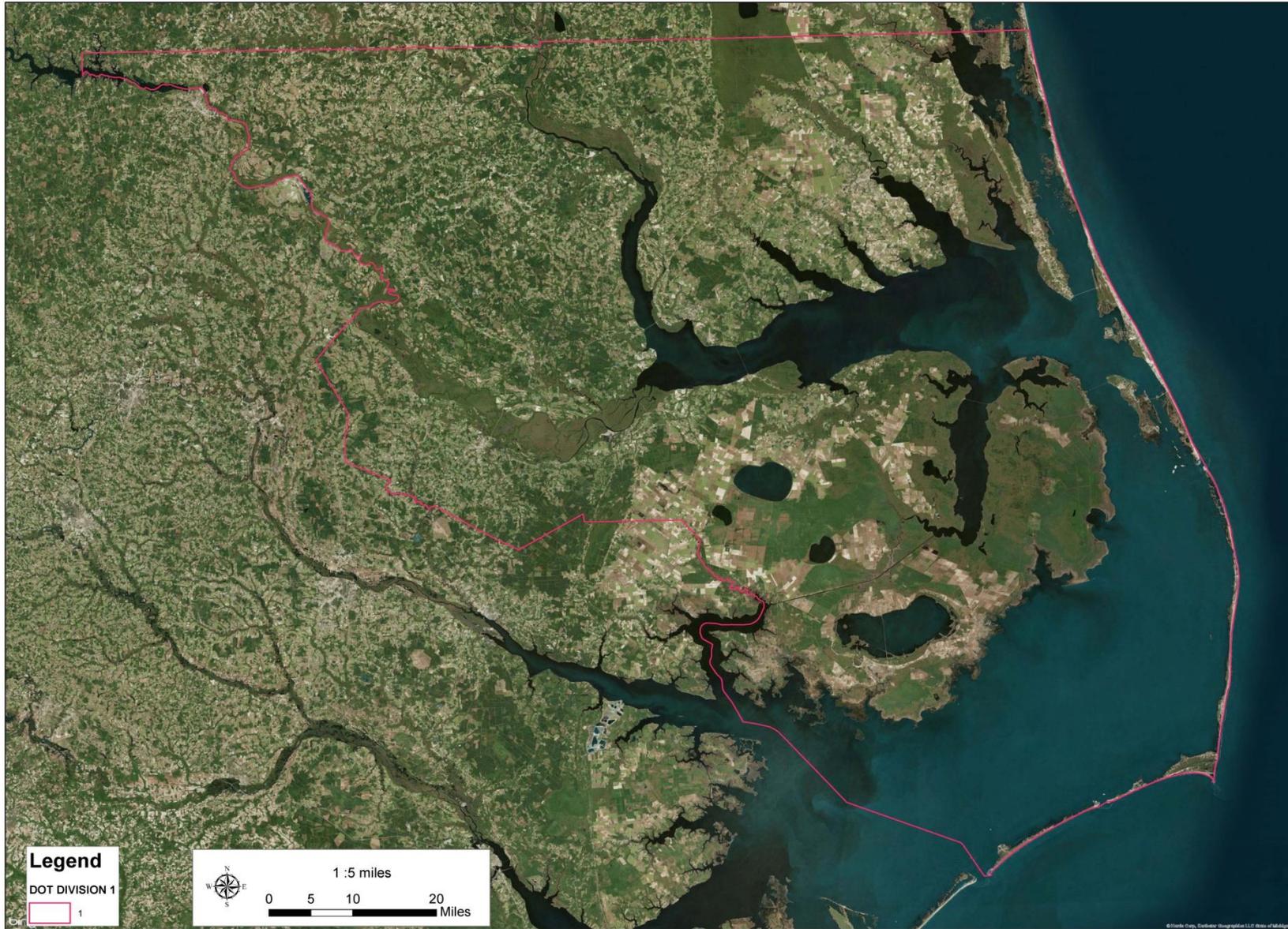


The economic impact of Oregon Inlet is massive and far-reaching. An updated economic study is underway.



2006 Economic Study

- Oregon Inlet represents **\$862 million dollars** annually to Dare County and the region.
- Provides **9,851 jobs** – most of which are small family owned and operate businesses.
- Provides **\$43 million** in tax revenue for state and local governments annually
- Economic benefit to Federal Government is over **\$45 million** annually



Legend

DOT DIVISION 1



1



1 : 5 miles



Map Date: October 21, 2013
 Map Scale: 1:5
 Map Produced By: NCDOT Division 1 GIS

Division One
 North Carolina Department of Transportation
 Division 1

Aerial Imagery
 North Carolina

NCDOT Division 1

**Economic benefit far exceeds the
annual expenditures to maintain
the channel.**

Problem

- Massive deposition of naturally migrating sand into Oregon Inlet Navigation Channel, for which dredging is inadequate and temporary, but represents our only immediate short term approach.
- No recurring budget to routinely maintain channel

Systemic Results

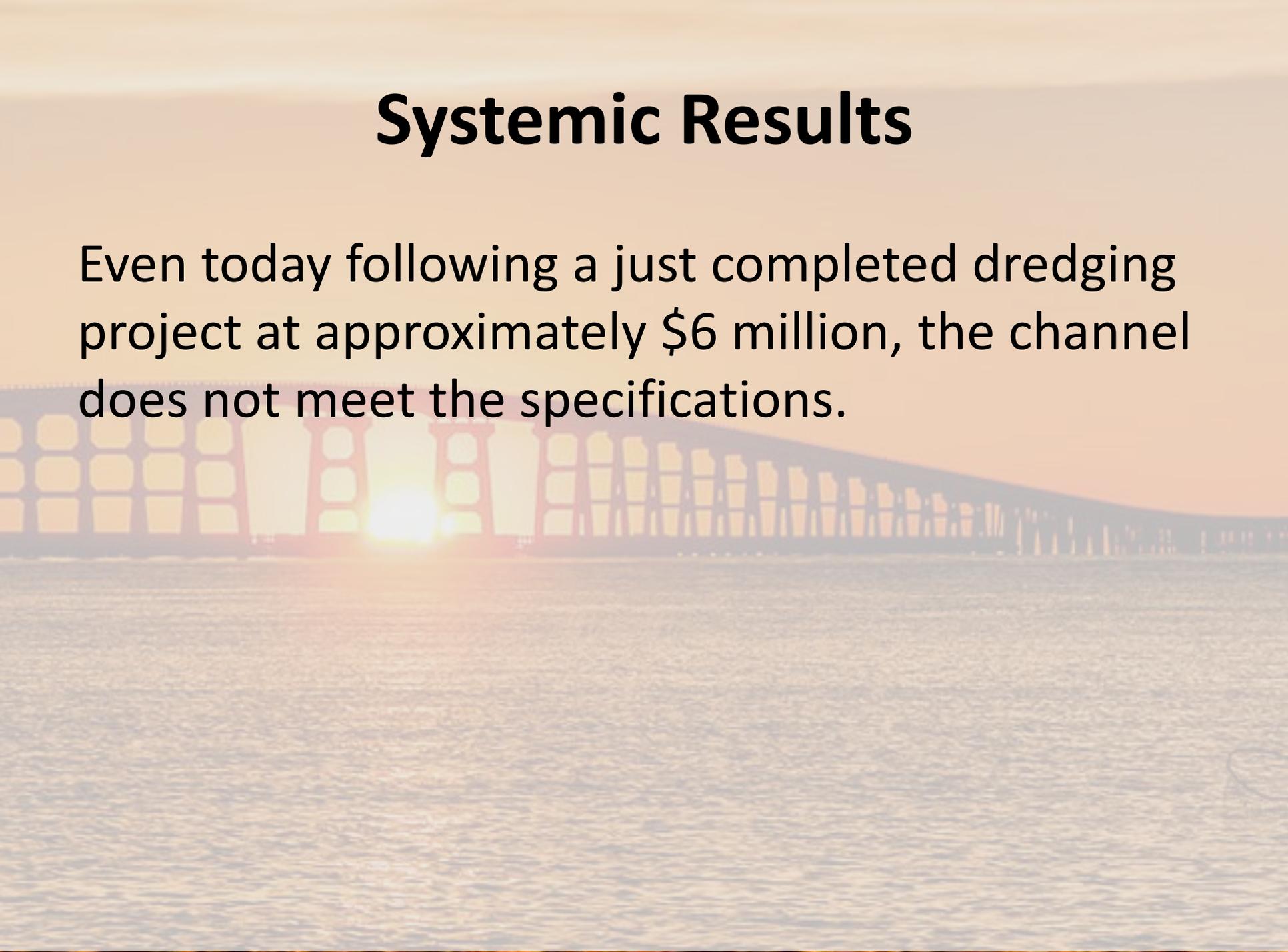
Oregon Inlet captures large amounts of sand from the Near Shore & Littoral Drift Systems that would otherwise feed the Hatteras Island Beaches.

This sand...

- clogs the navigation channel
- increases flood levels during storm events
- boosts the ill reputation of being the most dangerous inlet on the East Coast and the second most dangerous inlet in the U.S.

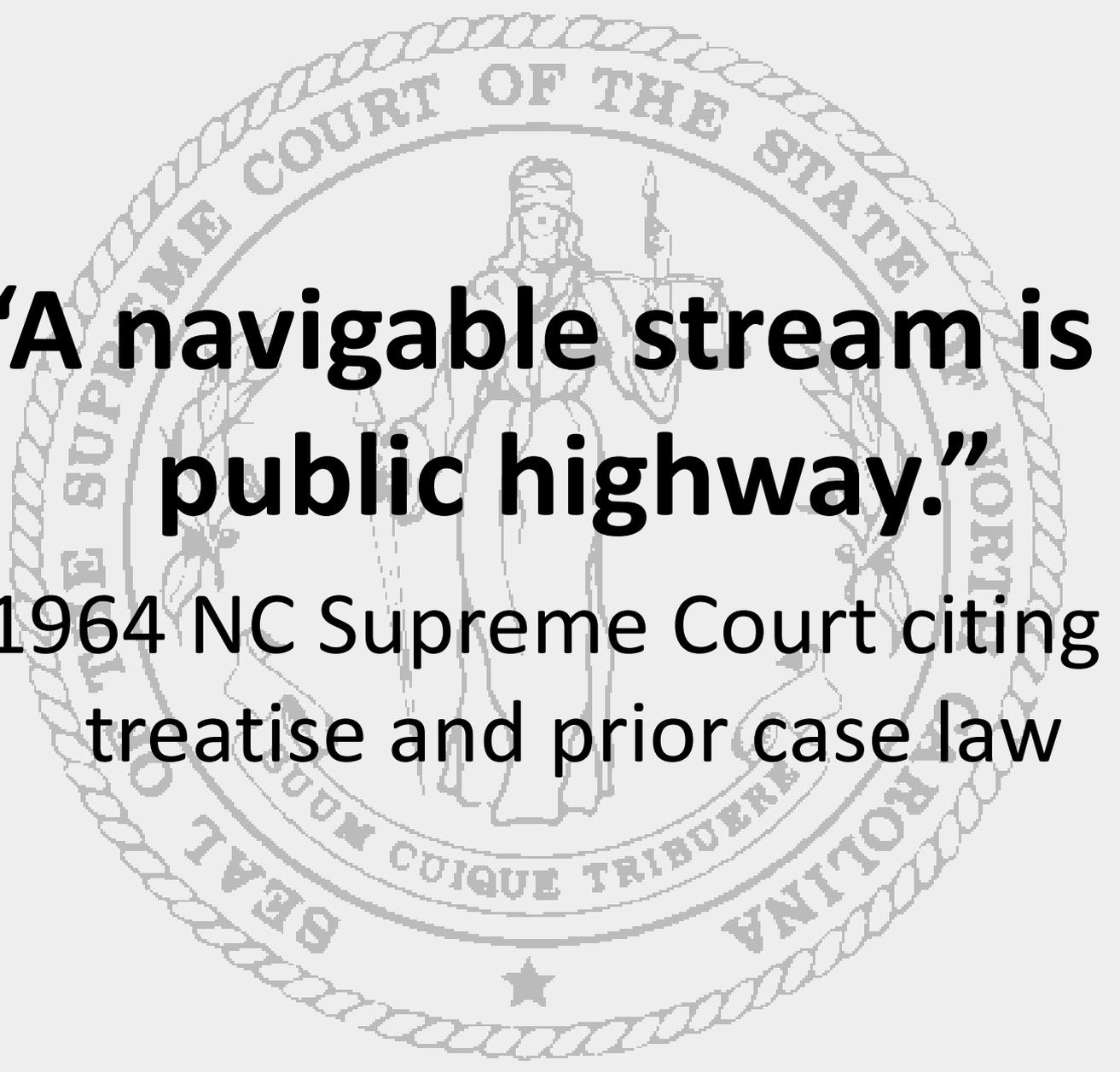
Systemic Results

Even today following a just completed dredging project at approximately \$6 million, the channel does not meet the specifications.



Potential

- Open and protect the highway (channel, bridge, and roadway) with a long term solution and reap the benefits of economic development with the potential for enormous returns to the state/local/federal coffers including the retention of existing jobs, presently in jeopardy, and the creation of new jobs in a region that has eight tier 1 (economically disadvantaged) counties.

The seal of the North Carolina Supreme Court is a circular emblem. It features a central figure of Lady Justice, blindfolded and holding a scale of justice in her left hand and a sword in her right. The figure is surrounded by a rope-like border. The text "THE SUPREME COURT OF THE STATE" is written along the top inner edge, and "NORTH CAROLINA" is written along the bottom inner edge. At the bottom, the Latin motto "BEATI DOMINI CUIQUE TRIBUERE" is inscribed, with a five-pointed star positioned below it.

“A navigable stream is a public highway.”

1964 NC Supreme Court citing a treatise and prior case law

Land Issues for State Task Force

- Need land on both sides of inlet to anchor any structure needed for inlet stabilization
- Present ownership of the south end of the Bodie Island spit on the north side of Oregon Inlet, approximately 315 +/- acres, contested by private parties who have been paying property taxes for many years versus the National Park Service.

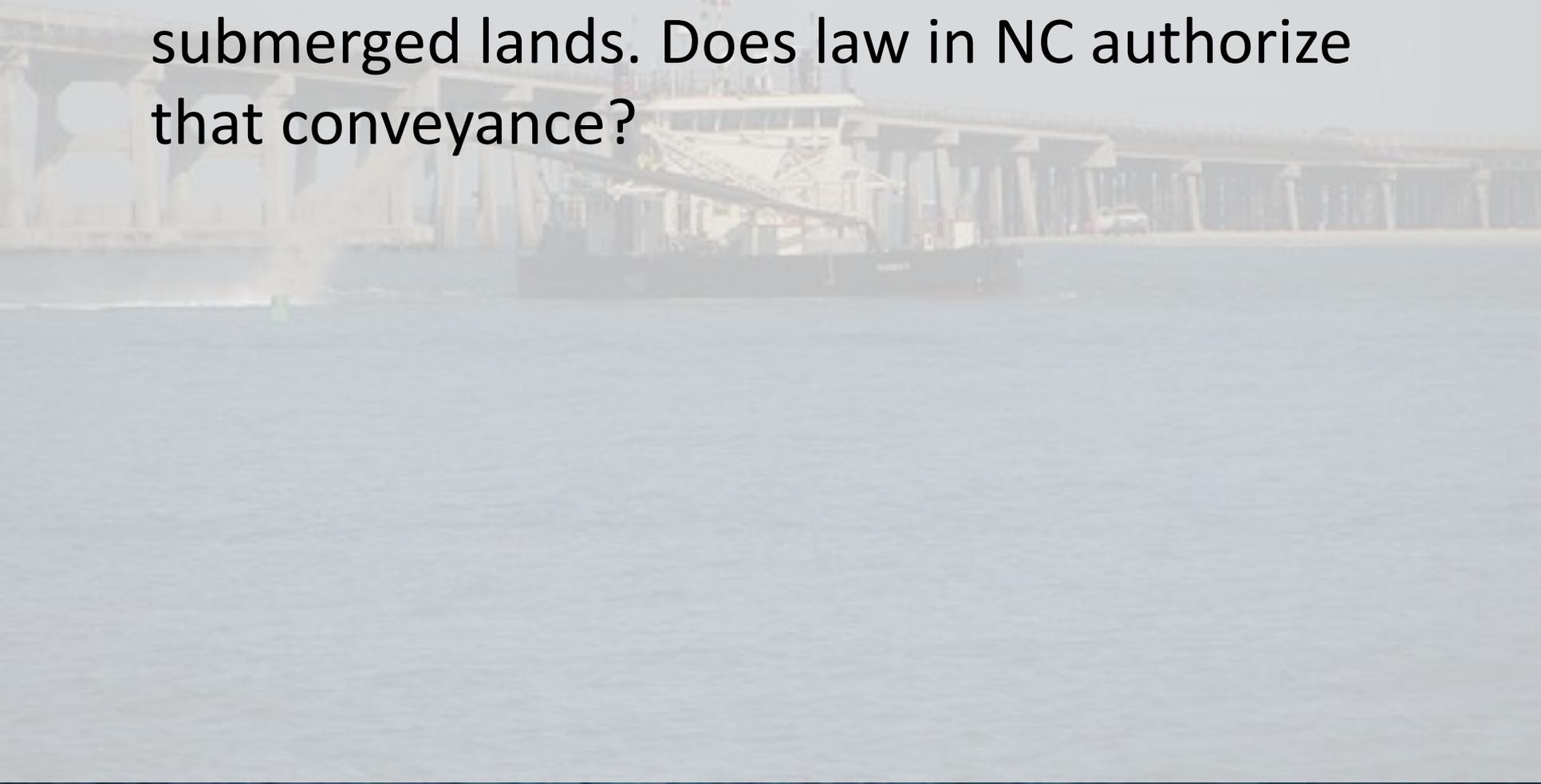


+/- 315.53 Acres

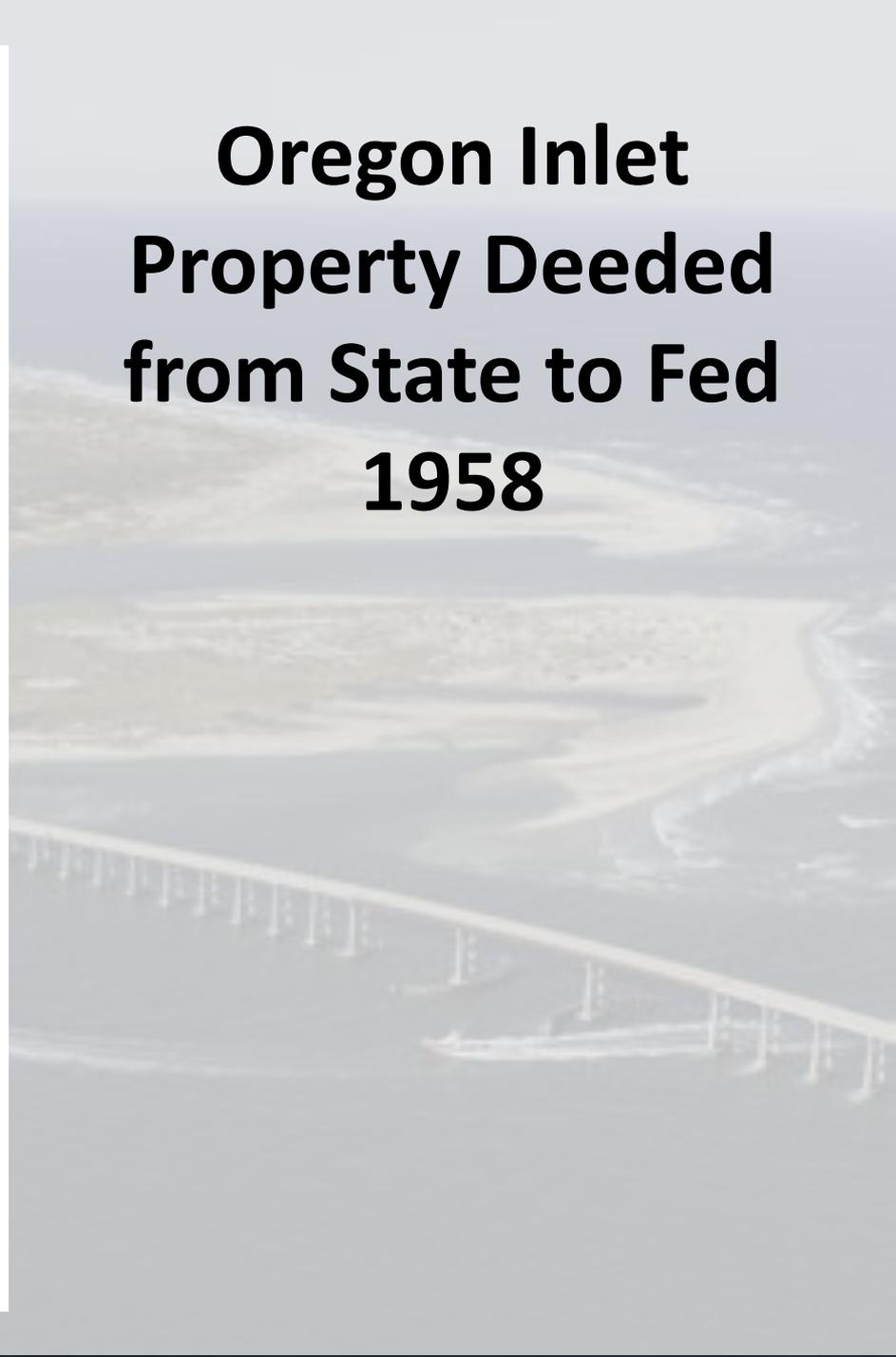
March 2012
+/- 315.53 Acres

Land Issues for State Task Force

- Validity of the 1958 deed that includes submerged lands. Does law in NC authorize that conveyance?



Oregon Inlet Property Deeded from State to Fed 1958



Land Issues for State Task Force

- Determination of real intentions of U.S. Fish and Wildlife Services, National Park Service and Secretary of the Department of the Interior, as to land sale or exchange.
- Possibility of sale, exchange, easement, or other method of acquisition

Land Issues for State Task Force

- The Task Force may wish to consider potential sources of financing for any of the above, including a condemnation taking, if necessary, of lands described in the 1958 deed, or a smaller amount of lands that would meet the needs of a sand bypass system from north to south and vice versa.

Legislative Charge to Task force

- **SECTION 3.1.** There is hereby created the Oregon Inlet Land Acquisition Task Force for the purpose of **determining, reviewing, and considering the State's options for acquiring the federal government's right, title, and interest in Oregon Inlet and the real property adjacent thereto, including submerged lands.** A more particular description of the property to be acquired is provided in Section 3.8 of this act. Acquiring the property described in Section 3.8 of this act will allow the State to preserve Oregon Inlet and to develop long-term management solutions for preserving and enhancing the navigability of Oregon Inlet, which is both a critical transportation corridor and a critical source of commerce for the State's Outer Banks. The Task Force shall have duties including the following:
 - (1) Consulting with the State Property Office and agencies and departments of the federal government, including the United States Department of Fish and Wildlife, United States National Park Service, Congressional Budget Office, and members of the North Carolina congressional delegation to establish the monetary value of Oregon Inlet and the real property adjacent thereto.
 - (2) Determining whether and to what degree the federal government will sell to the State Oregon Inlet and the real property adjacent thereto or exchange the property for State-owned real property. If the federal government expresses a willingness to exchange the property for State-owned property, the Task Force shall determine the identity of the State-owned property and the monetary value of the property.
 - (3) **Exploring any and all options for acquiring Oregon Inlet and the real property adjacent thereto,** including condemnation of the coastal lands conveyed to the federal government in a deed dated August 7, 1958, and recorded September 3, 1958, in the Dare County Registry of Deeds.
 - (4) Considering any other issues deemed relevant by the Task Force that are related to the acquisition of Oregon Inlet and the real property adjacent thereto.

Questions?



Updated Perspective for Oregon Inlet

O.I. has a history of >2.0 miles southward migration since opening in 1846. In recent times, the Bodie Island Spit (Beach) on the north side of O.I. has attempted to leap frog across the inlet and continues to shut down the navigation span at the bridge. Recently, the navigation channel at the bridge was down to 2.5ft in early December 2012 for approx. two months, and a second time, shortly after the departure of dredges in early February 2013, which is ongoing. This process occurs over very short time frames, and is fast becoming a frequent event at Oregon Inlet. According to H. C. Miller, formerly a Coastal Scientist with the US Corps Of Engineers based at the Research Pier in Duck who spent numerous years on site monitoring the processes at & around O.I., it is just a matter of time before the Bodie Island Spit makes a fatal move across O.I.. Or, according to Mr. Miller, the migration may cause undermining of the terminal groin on Pea Island, i.e. causing a catastrophic failure of the groin which protects the south end of the existing bridge and proposed new bridge. That being said, a protective sand management plan would prevent these events, and make the dredging efforts of the Corps much more effective, less expensive, and longer lasting. History has plainly demonstrated that dredging alone cannot provide the safety and dependability that is needed to provide the economic and environmental benefits essential to the well being of the numerous communities surrounding the many sounds, rivers, creeks, and seashores in northeastern NC. Had the plan developed by the Corps of Engineers to stabilize O.I. which was authorized by Congress in 1970 been implemented, the financial and environmental rewards would have been tremendous. Several Economic studies have been performed on the benefits of a stabilized O.I., the most recent in 2006 by Moffatt & Nichol, and each progressively indicating greater economic benefit.

Updated Perspective for Oregon Inlet

The 2006 Study took into consideration four sectors: Commercial Fishing, Seafood Packing & Processing, Boat Building & Support Services, & Recreational Fishing & Tourism. Totals indicated Annual Economic Benefits of 9851 Jobs to Dare County and the Surrounding Region, and \$43,645,421 of State/Local Government Taxes & Fees (2005 data). An updated study will surely reveal much lower numbers today due to deteriorating channel conditions and the economy. After over forty (40) years of effort in Washington, D.C. without results due to opposition from the environmental community, it is time for the State and Local Governments to invest in the retention of remaining small businesses, retrieving or replacing lost ones, growing the Wanchese Industrial Seafood Park, and developing new businesses, by Long Term Sand Management at Oregon Inlet. The research and facts make it very clear, that the returns would be tremendous on the investments. NC, Dare County, and the Surrounding Region are not only constantly losing business that could be retained if there was a safe and dependable channel at Oregon Inlet, but are missing a Great Opportunity of Economic Development. And, to an even Greater Extent, an open Oregon Inlet would Provide Tremendous Benefits for the Environment in terms of flushing the Albemarle/Pamlico Basin, Water Quality, and as a Dependable Relief Valve under storm conditions, thereby Lessening Flood Threats to homes and infrastructure. If the Decision Makers Will Follow the Documented Facts and Ignore the Hypothetical's, IT WILL BECOME APPARENT THAT THIS IS A MUST DO PROJECT!!!!

Reasons for Sand Management at Oregon Inlet

- 1. Tremendous Economic Development Benefits for Federal, State, and Local Governments in Northeastern North Carolina – Potential to Generate Much Larger Taxes & Fees Revenues for Governments with a Dependable Channel at Oregon Inlet.**
- 2. Jobs, Jobs, & Jobs – Preservation of existing jobs and Creation of Additional Jobs & Stabilization of Jobs in the Off Season.**
- 3. Environmental Enhancements & Protection – Flushing Valve for Albemarle/Pamlico Basin, Water Quality, and a Pressure Relief Outlet During Storms Thereby Reducing Flooding of Homes & Infrastructure.**

Reasons for Sand Management at Oregon Inlet

- 4. Necessity for the Wanchese Seafood Industrial Park to Develop Its Potential Economic Impacts (Annual Impact Reduction Due to Deteriorating Inlet Conditions & the Economy, minus 64M in 2011 as compared to Impacts in 2005).**
- 5. Reduction of Loss of Life and Vessels at Oregon Inlet – At least 21 Lives & Numerous Vessels have been lost due to Hazardous Conditions since Stabilization Efforts Began.**
- 6. Increase the Accessibility for USCG and Private Towing Companies to Provide Assistance.**
- 7. Provide Nearest Dependable & Safe Channel for Support Vessels for Offshore Energy Projects.**

Reasons for Sand Management at Oregon Inlet

8. Enhance the littoral migration of sand trapped in Oregon Inlet via sand by-passing, i.e. Providing More Sand to Nourish Hatteras Island Beaches & Help Protect Highway #12.

9. Stabilization of Interior Channels, reducing maintenance & Protecting NC's Oyster Planting Efforts.

10. Dredging Efforts in Oregon Inlet have averaged almost 7M Annually Over Last Ten Years, Rarely Yielding a Channel to Specs, and With More Frequent Channel Closures Now recently running a total of 3 months, or more per year.

Reasons for Sand Management at Oregon Inlet

- 11. With a Dependable & Safe Channel, North Carolina Caught Seafood Will Become More Dependable & Available in NC Grocery Stores.**
- 12. A Number of Counties in the Region Are Among the Poorest in the State and Would Benefit.**
- 13. With a Dependable & Safe Channel, Vessels Would Seek Oregon Inlet as a Harbor Of Refuge Due to Inclement Weather and/or For Repairs – Is only authorized deep-water access for a distance of 220 miles along our coast.**

Reasons for Sand Management at Oregon Inlet

14. The Return of Commercial Fishing Landings to N.C. rather than Virginia, etc.

15. As the Word Gets Out That Oregon Inlet Has a Stable & Dependable Channel, Many Recreational Boats & Boaters Will Return or Come for the First Time to Fish, Recreate, Service and Repair Their Vessels. The Local Depleted Historic Boat Building Industry Would Flourish.

Oregon Inlet Sand Management Working Plan (June 2013)

Short Term:

- 1. Dredging with emphasis on Corps of Engineers hopper dredges “Murden” & “Currituck” @ approx. \$6.0m per year, excepting a major storm hit.**
- 2. Engineering, permitting, design, & necessary land acquisition for Long Term Sand Management Project should amount to less than \$5M over a period of 2-3 years.**
- 3. Obtaining the lands necessary for sand management at Oregon Inlet should be pursued as soon as possible with the active involvement of Dare County officials as well as local private sector persons, knowledgeable about Oregon Inlet and past efforts to get the Federal Government to stabilize the Inlet.**

Oregon Inlet Sand Management Working Plan (June 2013)

Long Term:

- 4. A North side jetty with an Australian Trestle Bypassing System at an estimated capital cost of \$100-\$115M with an estimated O & M of \$5.7-\$7.9M per year for sand bypassing.**
- 5. It is possible during the engineering process, that the Trestle System may be validated as a Stand Alone System capable of managing the sand that naturally travels from North to South, into and around Oregon Inlet. This would negate the cost of a rock jetty, and would have an estimated capital cost of \$22-\$24M with an estimated O & M of \$5.7-\$7.9M annually for sand bypassing.**

Oregon Inlet Sand Management Working Plan (June 2013)

Long Term:

- 6. A declaration of the emergency that it is at O.I. is essential to expedite action, permits, and funds for both the short and long term well being of Oregon Inlet, Northeastern North Carolina, and the State of North Carolina.**

- 7. The jobs & economy will thrive, as will the return on investment, if the above working plan can be implemented.**

OREGON INLET SITUATION ASSESSMENT AND PROCESS RECOMMENDATIONS

October 15, 2013

Prepared for
Dare County Oregon Inlet Task Force
North Carolina

Prepared by
The Ruckelshaus Institute
Haub School of Environment and Natural Resources
The University of Wyoming
Steve Smutko
Elizabeth Spaulding
Jessica Clement

Executive Summary

Introduction and Overview

- In 2013, Dare County, North Carolina sought to explore the feasibility of using a collaborative, science-based, stakeholder driven process to determine a solution to maintaining a safe navigable route through Oregon Inlet while also protecting the natural landscape of the Outer Banks. The county requested assistance from the Ruckelshaus Institute of the Haub School of Environment and Natural Resources at the University of Wyoming to conduct a stakeholder assessment.
- The purpose of this stakeholder assessment is to assist Dare County in evaluating whether this issue is amenable to collaborative problem solving. This assessment is based on information gathered from interviews with 24 stakeholders regarding their experience with Oregon Inlet and their perceptions on collaborative processes.

Executive Summary

Description of the Assessment Process and Methodology

- This assessment is based on confidential, voluntary interviews with 24 stakeholders who represent a range of interests and connections to Oregon Inlet. These stakeholder groups consist of the fishing and boating industry, federal and state government, environmental conservation groups, and community members.
- Each interview consisted of two assessment components utilized to collect both quantitative and qualitative data from the participants. The first component employed Q-methodology, a structured survey coupled with follow-up questions, to study participants' subjectivity on the issues associated with Oregon Inlet. The second component employed traditional interview questions surrounding participants' experience with collaborative process, as well as perceptions on whether a process would be appropriate for Oregon Inlet.

Executive Summary

Q-Methodology Results

- **Results from the Q-methodology showed that the majority of stakeholders are greatly divided between two different positions on Oregon Inlet. The first position strongly supports a stabilized inlet through the use of groins, jetties, and sand bypass systems. These stakeholders are generally aligned with the commercial fishing and boating industry, and see a strong economic incentive for improving navigability through the inlet.**
- **The second position strongly supports a structure-free inlet, relying on the current system of dredging in order to maintain a navigable route. These stakeholders are generally aligned with the environmental conservation organizations, as well as the U.S. Fish & Wildlife Service and the National Park Service. They attach great importance to maintaining wildlife habitat and allowing natural processes to shape the shoreline of the Outer Banks.**
- **The most significant finding arising from the Q-methodology component of the assessment is the nearly complete lack of middle ground on issues surrounding Oregon Inlet. This is rarely seen in Q-methodology, and highlights the polarization of the stakeholders on issues surrounding the inlet.**

Executive Summary

Interview Results

- Results from the second component of the interviews, which were a number of questions pertaining to experience and opinions on collaborative processes, showed that while the majority of stakeholders have doubts that all individuals will participate in a process in good faith, they are still optimistic that a process can help the county determine a management solution to Oregon Inlet. The Ruckelshaus Institute discovered there is a high level of distrust among the stakeholders and this may impact a process. A variety of scientific and technical information needs were also identified. Most stakeholders conceded that if a process were either not convened or unsuccessful, the outcome would be maintaining status quo. There were varying perceptions on whether status quo is acceptable.

Executive Summary

Recommendations

- **Based on our interviews and our analysis of both the quantitative and qualitative data, we do not recommend a solution-seeking process at this time.**
- **Due to the extremely polarized and entrenched positions of the majority of the stakeholders, it seems highly unlikely that there is a potential for a collaboratively solved solution. This polarization is further complicated by the federal mandates of the Fish & Wildlife Service and the National Park Service, who must protect and maintain wildlife habitat. Because of these mandates, certain stakeholder groups are able to achieve their interests in maintaining a structure-free inlet, and therefore lack incentive to enter into negotiations within a process.**
- **Rather than a solution-seeking process, we recommend a collaborative learning process. Collaborative learning entails bringing stakeholders together to evaluate available information and determine what information needs still exist. The potential benefits of engaging in a collaborative learning process include improved relationships among the stakeholders, as well as an increased understanding of the possibilities and limitations associated with management of Oregon Inlet. This increase in technical understanding may allow parties to discover areas of agreement and expand their understanding of the interests and values held by other stakeholders. This in turn may expand their range of acceptable solutions to Oregon Inlet, opening up the possibility of eventually engaging in a solution-seeking process.**



ADOPTED

H707-AMH-27 [v.4]

Comm. Sub. [NO]
Amends Title [YES]
First Edition

Senator Brown

1 moves to amend the bill on page 1, line 5
2 "NAVIGABLE AND TO CREATE THE OREGON INLET LAND ACQUISITION TASK
3 FORCE.";

4 and on page 1, line 35, by rewriting the
5 "SECTION 3.1. There is hereby created the Oregon Inlet Land Acquisition Task
6 Force for the purpose of determining, reviewing, and considering the State's options for
7 acquiring the federal government's right, title, and interest in Oregon Inlet and the real property
8 adjacent thereto, including submerged lands. A more particular description of the property to be
9 acquired is provided in section 3.8 of this act. Acquiring the property described in section 3.8
10 of this act will allow the State to preserve Oregon Inlet and to develop long-term management
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17 and members of the North Carolina congressional delegation to establish the
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32

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- 15 (1) Consulting with the State Property Office and agencies and departments of
16 the federal government, including the United States Department of Fish and
17 Wildlife, United States National Park Service, Congressional Budget Office,
18 and members of the North Carolina congressional delegation to establish the
19 monetary value of Oregon Inlet and the real property adjacent thereto.
- 20 (2) Determining whether and to what degree the federal government will sell to
21 the State Oregon Inlet and the real property adjacent thereto or exchange the
22 property for State-owned real property. If the federal government expresses
23 a willingness to exchange the property for State-owned property, the Task
24 Force shall determine the identity of the State-owned property and the
25 monetary value of the property.
- 26 (3) Exploring any and all options for acquiring Oregon Inlet and the real
27 property adjacent thereto, including condemnation of the coastal lands
28 conveyed to the federal government in a deed dated August 7, 1958, and
29 recorded September 3, 1958, in the Dare County Registry of Deeds.
- 30 (4) Considering any other issues deemed relevant by the Task Force that are
31 related to the acquisition of Oregon Inlet and the real property adjacent
32 thereto.

ADOPTED

The Task Force shall consist of the following 13 members:
the Governor's designee, who shall be chair,
of Agriculture and Consumer Services or the
Department of Administration or the Secretary's
Commerce or the Secretary's designee,
Environment and Natural Resources or
Secretary's

SECTION 3.2. The Task Force shall consist of the following 13 members:

- (1) The Governor or the Governor's designee, who shall be chair.
- (2) The Commissioner of Agriculture and Consumer Services or the Commissioner's designee.
- (3) The Secretary of the Department of Administration or the Secretary's designee.
- (4) The Secretary of the Department of Commerce or the Secretary's designee.
- (5) The Secretary of the Department of Environment and Natural Resources or the Secretary's designee.
- (6) The Secretary of the Department of Public Safety or the Secretary's designee.
- (7) The Secretary of the Department of Transportation or the Secretary's designee.
- (8) The Attorney General or the Attorney General's designee.
- (9) Two members of the Senate appointed by the General Assembly upon the recommendation of the President Pro Tempore of the Senate.
- (10) Two members of the House of Representatives appointed by the General Assembly upon the recommendation of the Speaker of the House of Representatives.
- (11) The chair of the Dare County Board of Commissioners or the chair's designee.

ADOPTED

shall consist of the following 13 members:
Secretary's designee, who shall be chair.
Secretary's designee, who shall be chair.

22 **SECTION 3.3.** The terms of the members appointed under section 3.2 of this act
23 shall commence on July 1, 2013. A vacancy on the Task Force shall be filled by the Governor,
24 except that a vacancy in an appointment by the General Assembly shall be filled by the original
25 appointing authority.

26 **SECTION 3.4.** The Task Force shall meet at the call of the Governor. All members
27 of the Task Force are voting members. A majority of the members of the Task Force constitutes
28 a quorum.

29 **SECTION 3.5.** Members of the Task Force shall receive no compensation for their
30 service, but may receive per diem, travel, and subsistence allowances in accordance with
31 G.S. 120-3.1, 138-5, and 138-6, as appropriate. No State funds shall be appropriated to the Task
32 Force or to any State agency or department for the Task Force.

33 **SECTION 3.6.** The Department of Commerce shall provide staff to the Task
34 Force. All State agencies and departments shall provide assistance to the Task Force upon
35 request.

36 **SECTION 3.7.** By May 1, 2014, the Task Force shall submit a report detailing its
37 findings and recommendations to the Speaker of the House of Representatives, the President
38 Pro Tempore of the Senate, and the General Assembly. The Task Force shall terminate upon
39 the filing of the report required by this section.

40 **SECTION 3.8.** The federally owned property to be acquired by the State shall
41 include all of the federal government's right, title, and interest in the real property, including
42 submerged lands, located within the area described by connecting the following latitude and
43 longitude points:

Jettied Inlets - Nationwide

**158 Jetties
at
82 locations**

A row of colorful fishing boats docked at a pier in a harbor. The boats are in various colors including white, blue, orange, green, and red. They are reflected in the calm water. The background shows a hazy sky and distant structures.

Jettied Inlets - Atlantic

Name of Inlet	State	Number of Jetties
East Bay	Maine	1
Scarboro River	Maine	2
Saco River	Maine	2
Hampton Harbor	New Hampshire	2
Bournes Pond	Massachusetts	2
Merrimac River	Massachusetts	2
Green Harbor	Massachusetts	2
Nantucket	Massachusetts	2
Bass River	Massachusetts	2
Lewis Bay	Massachusetts	2
Waquoit Bay	Massachusetts	2

Jettied Inlets - Atlantic

Name of Inlet	State	Number of Jetties
Point Judith Pond	Rhode Island	2
Shinnock	New York	2
Moriches	New York	2
Fire Island	New York	1
Jones	New York	2
East Rockaway	New York	1
Rockaway	New York	1
Shark River	New Jersey	1
Manasquan	New Jersey	2
Barneгат	New Jersey	2
Absecon	New Jersey	2

Jettied Inlets - Atlantic

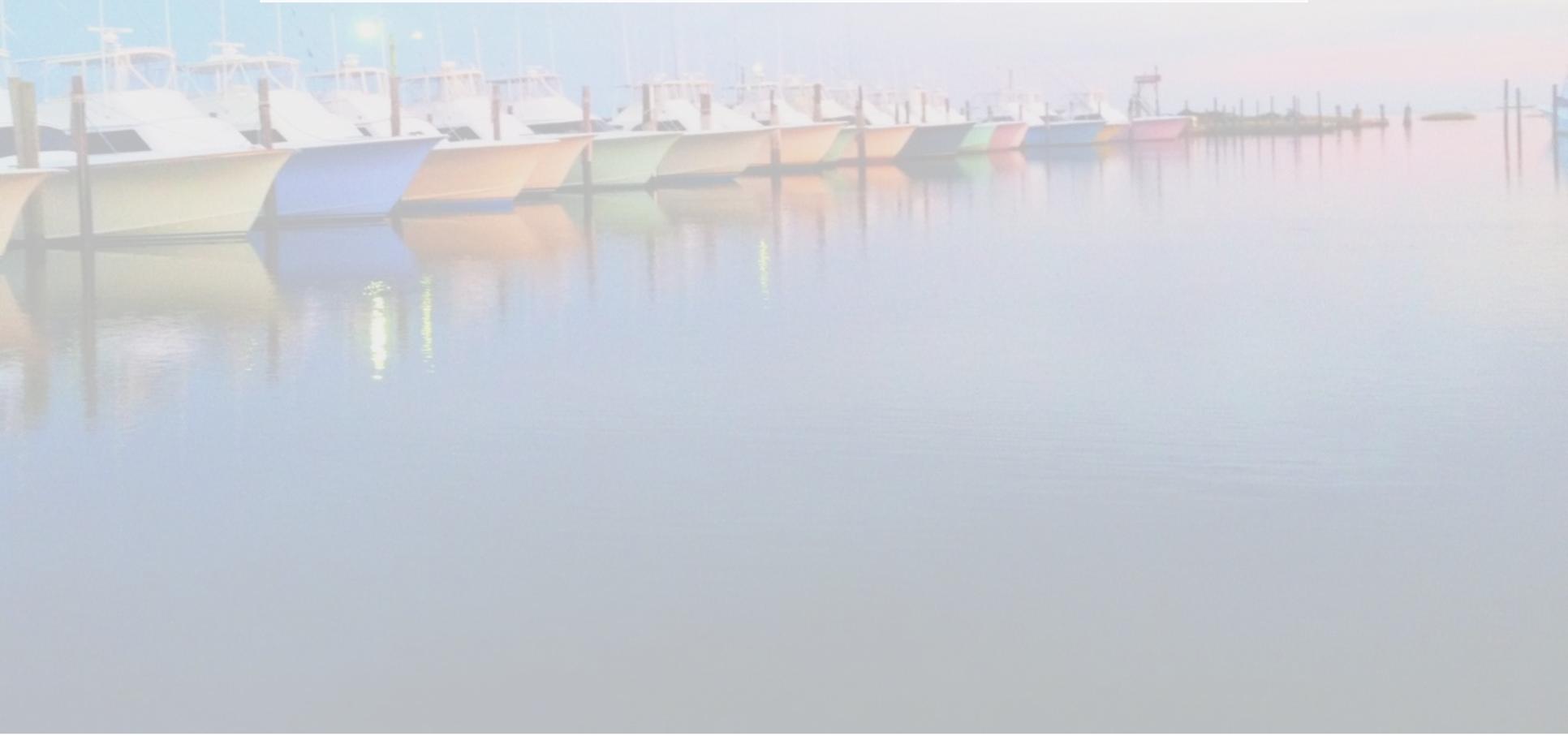
Name of Inlet	State	Number of Jetties
Cape May Harbor	New Jersey	2
Indian River	Maryland	2
Ocean City	Maryland	2
Masonboro	North Carolina	2
Little River	South Carolina	2
Murrells	South Carolina	2
Winyah Bay	South Carolina	2
Charleston Harbor	South Carolina	2
Savannah River	Georgia	2
St. Mary's Entrance	Florida	2
St. Johns River	Florida	2

Jettied Inlets - Atlantic

Name of Inlet	State	Number of Jetties
St. Augustine	Florida	2
Ponce de Leon	Florida	2
Sebastian	Florida	2
Fort Pierce	Florida	2
St. Lucie	Florida	2
Jupiter	Florida	2
Lake Worth	Florida	2
South Lake Worth	Florida	2
Boca Raton	Florida	2
Hillsboro	Florida	2
Port Everglades	Florida	2

Jettied Inlets - Atlantic

Name of Inlet	State	Number of Jetties
Bakers Haulover	Florida	2
Miami Harbor Entr.	Florida	2



Jettied Inlets – Gulf Coast

Name of Inlet	State	Number of Jetties
Doctors Pass	Florida	2
Venice	Florida	2
East Pass	Florida	2
Perdido Pass	Alabama	2
Calcasieu Pass	Louisiana	2
Sabine Pass	Texas	2
Galveston	Texas	2
Aransas Pass	Texas	2

Jettied Inlets – West Coast

Name of Inlet	State	Number of Jetties
Crays Harbor	Washington	2
Columbia River	Washington	2
Tillamook Bay	Oregon	1
Nehalem River	Oregon	2
Vaquina Bay	Oregon	2
Umpqua River	Oregon	2
Cous Bay	Oregon	2
Coquille River	Oregon	2
Rogue River	Oregon	2
Humbolt Bay	California	2
Bodega Bay	California	2
Santa Cruz	California	2

Jettied Inlets – West Coast

Name of Inlet	State	Number of Jetties
Moss Landing	California	2
Marro Bay	California	2
Santa Barbara	California	2
Ventura Marina	California	2
Channel Islands Harbor	California	2
Port Huenes	California	2
Marina Del Ray	California	2
San Gabriel River	California	1
Anaheim Bay	California	2
Newport Harbor	California	2
Camp Pendleton	California	2
Mission Bay	California	2
San Diego Harbor	California	1

JUN 15 1993

Honorable James B. Hunt, Jr.
Governor of North Carolina
Raleigh, North Carolina 27603-8001

Dear Governor Hunt:

Having recently returned from my visit to the North Carolina Outer Banks to inspect the proposal for jetty construction at Oregon Inlet, I want to report to you what I intend to do in this matter. As you may recall, on October 28, 1992, my predecessor Secretary Lujan signed "conditional" use permits for use of lands at the Pea Island National Wildlife Refuge and Cape Hatteras National Seashore for this project.

Secretary Lujan himself recognized that a number of engineering, environmental, and other analyses must be completed before any final decision could be made on the use of these lands for jetty construction. For example, existing law requires me to determine whether the project will conflict with the values and purposes for which the Cape Hatteras National Seashore was established, and whether it is compatible with the purposes of the Pea Island National Wildlife Refuge. In short, as everyone involved in this proposal has recognized, the jetty project raises substantial legal, factual, and policy questions.

I understand the Army Corps of Engineers is currently working on a Supplemental Environmental Impact Statement on the project, and the Fish and Wildlife Service and the National Park Service are cooperating agencies. This SEIS should provide information essential to addressing many of these questions. I believe that the most prudent course I can take now is not to prejudge the answers to these questions before these various analyses are completed. Therefore, I have decided to withdraw the "conditional" permits issued by my predecessor.

In addition, as you are aware, Secretary Lujan's decision to issue permits in advance of completion of the SEIS is now being challenged in court as a violation of the Administrative Procedures Act, the National Environmental Policy Act, and other federal

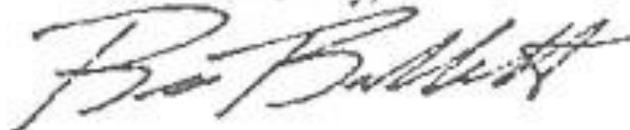
Honorable James B. Hunt, Jr.

2

I do not want my action to be misunderstood. I am not now taking a position on whether the jetties should be built, or can be built under existing law. Rather, I am simply taking a more neutral approach to the decisionmaking process. This is important, among other things, to avoid the perception that decisions on these issues have already been made before the requisite studies and analyses have been completed.

I recognize the need for a comprehensive solution to the sand management issues in this area -- one that will address the full range of concerns, including protecting transportation corridors. I want to assure you that the agencies under my command will continue to cooperate with the Corps of Engineers in completing the necessary studies, including analyzing options for channel maintenance at Oregon Inlet.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bob Bullock".

Interior official's talk not positive on jetties

On Friday, public-private partnerships was the working theme sounded by Deputy Secretary of the Interior John Garamendi when he cut the ribbon on a new home at Fort Raleigh National Historic Site and when he informally visited with community representatives.

At The Lost Colony administrative offices on Friday afternoon, Garamendi heard testimony that public-private partnerships are at work in Dare County.

Underscoring partnerships were Joe Schwartz, director of the Graveyard of the Atlantic Museum; Mike Bryant, manager of the Alligator and Pea Island National Wildlife Refuges; John Newbold of North Carolina's Beach Buggy Association; and Virginia Tillett, co-chairman of the Freedom Celebration in recognition of the 1862-1867 Freedmen's Colony on Roanoke Island.

See JETTIES, Page 5A

JETTIES

(Continued from Page 1A)

However, one partnership between the U.S. Department of Interior and Dare County political policy seems destined not to happen.

Regarding proposed jetties for Oregon Inlet, Garamendi said, "we oppose the project and will continue to do so."

Garamendi was responding to a question from Dare County commissioner Clarence Skinner. Two agencies within the Department of the Interior own land on each side of the badly shoaling inlet. N.C. Sen. Jesse Helms has introduced legislation to transfer the necessary land for the jetties to the U.S. Army Corps of Engineers. Hearings are set for July 18.

Garamendi said, by extension of Interior's position of project opposition, the department would oppose the land transfer as well.

Garamendi summarized Interior agency concerns. "This project has a very uphill battle on money issues." With balanced budget talk, "there's not going to be new money," commented Garamendi, and competition for the initial \$90 million for construction and continuing annual costs will be keen. Garamendi estimated that annual expenses in maintaining the channel and sand bypass system will be twice as expensive as current dredging.

In addition to money issues, Garamendi briefly touched on biological issues, particularly in fish spawning and said, "we see great risks."

In a interview preceding the gathering, Garamendi said the department supports an adequate annual dredging budget to insure passage and safety.

Regarding the moving of the Cape Hatteras Lighthouse, the preferred option for saving the historic structure, Garamendi said he had some creative ideas for funding. He was to share those with Cape Hatteras National Seashore superintendent Russell W. Berry Jr. on the afternoon airplane ride back to Washington, D.C.

July 3, 1996

The Honorable Bruce Babbitt
Secretary
U.S. Department of Interior

Dear Mr. Secretary:

Enclosed you will find a copy of a COASTLAND TIMES news article of July 2, 1996 describing Deputy Secretary of the Interior John Garamendi's recent visit to Manteo, North Carolina to review new housing for National Park Service seasonal employees.

When asked during his visit about the Department of Interior's position on the Oregon Inlet stabilization project, Deputy Secretary Garamendi replied "we oppose the project and will continue to do so."

Mr. Secretary, I am concerned by the Deputy Secretary's comments. In your letter to me of June 15, 1993 in which you withdrew the conditional land use permits issued by your predecessor, you refused to prejudge the project and stated "I am not now taking a position on whether the jetties should be built,... Rather, I am simply taking a more neutral approach to the decisionmaking process. This is important, among other things, to avoid the perception that decisions on these issues have already been made before the requisite studies and analyses have been completed."

Mr. Secretary, the recent comments of Mr. Garamendi lead me to believe he has prejudged the Oregon Inlet stabilization project. My question is whether the Department of Interior has done the same and taken a formal position against the project, although the requisite studies have not been finished.

Let me assure you of my continuing support of the project and the concern caused by the Deputy Secretary's remarks. Mr. Secretary, a clarification of Mr. Garamendi's comments and the Department of Interior's position on the Manteo (Shallowbag) Bay project are needed. I look forward to hearing from you soon on this matter.

Sincerely,

JAMES B. HUNT, JR.
Governor of North Carolina

HIGHLIGHTS: HISTORICAL REVIEW OF OREGON INLET AND
MANTEO (SHALLOWBAG) BAY PROJECT

- * STUDIES AND REPORTS PUBLISHED: 97
 - by COE: 64 by DOI: 20
 - by NC/Dare County/USCG: 13
 - * CONGRESSIONAL AUTHORIZATIONS (EXCLUDING APPROPRIATIONS): 6
 - * 1910: Roanoke Channel, 6' x 100' x 1 mile
 - * 1940: Channel to Oregon Inlet, 6' x 100' x 11 miles
 - * 1950: Current channels, including 14' x 400' on bar
 - * 1963: Resolutions adopted requesting review of channels and need of improvements
 - * 1970: Manteo (Shallowbag) Bay Project
 - Twin jetties
 - 20' x 400' across bar
 - Interior channels
 - Sand bypassing
 - Expansion of Wanchese Harbor by NC/Dare County
 - * 1984: U.S. House of Representatives legislation specifically authorizing use of DOI lands for previously authorized jetty construction
 - * CONGRESSIONAL AUTHORIZATIONS FOR SEASHORE AND REFUGE: 2 *
 - 1937: Cape Hatteras National Seashore established
 - * 1938: Executive order for Pea Island National Wildlife Refuge
 - * CONGRESSIONAL APPROPRIATIONS FOR DESIGN/STUDIES (EXCLUDING DREDGING): 13
 - * TOTAL GOVERNMENT EXPENDITURES ON OREGON INLET: \$126 million
 - * TOTAL FEDERAL EXPENDITURES AT OREGON INLET: \$89.5 million
- Corps: \$75 MILLION+ for dredging since 1960
Corps: \$ 7 MILLION+ for design/studies since 1971
US Coast Guard: \$7.5 MILLION+ for new station, unscheduled buoy maintenance due to inlet conditions, etc. since 1971
- * TOTAL NC EXPENDITURES: \$35 MILLION
 - Bonner bridge repair due to lack of stabilized inlet (including addition of pilings, construction of terminal groin and repair from dredge accident)

* TOTAL CURRENT AND FUTURE INVESTMENT AT RISK:

\$3.0 BILLION+ (\$3,000,000,000)+

US: \$1.2 BILLION+ (1,200,000,000)+
 DOI holdings on Hatteras Island: \$900 MILLION
 (would be higher value in private hands)
 Federal cost for replacement bridge: \$59 MILLION+
 50 years dredging at today's cost: \$250 MILLION+
 USCG buoy maintenance: \$10 MILLION

NC: \$84 MILLION+
 State share of bridge replacement: \$6 MILLION+
 Costs to protect NC 12 (20 years): \$31.2 MILLION
 (for section within sand management via jetties)
 Costs to protect NC 12 (today's dollars,
 additional 30 years): \$46.7 MILLION+

PRIVATE: \$1.7 BILLION (\$1,700,000,000)
 Value of private real estate, Hatteras Island:
 \$1.5 BILLION (\$1,500,000,000)
Annual tourist economy, Hatteras and Ocracoke:
 \$100 MILLION+
 Offshore commercial and charter boat fleet:
 \$ 70 MILLION
 Annual commercial fishing economy: \$30 MILLION

* VESSELS LOST SINCE 1961: 19

* LIVES LOST SINCE 1962: 20

Projected loss of 27 more lives in 50 years without
 jetties

* ACREAGE AND LAND LOST SINCE 1970: \$52 MILLION+

220 acres+ of actual land lost to the inlet system
 Loss of 10.5 million cubic yards from the littoral drift
 system
 Projected loss of 25 million more cubic yards from the
 littoral drift system in the next 50 years

* CURRENT RATIO OF FEDERAL BENEFITS TO COSTS: 2.0 TO 1.6: 1

Several official B/C studies done; the latest in 1990
 and accepted by OMB shows the 2.0-1.6:1 ratio.
 This does not include the 220 acres of land lost or the
 loss of more than 10 million cubic yards of sand from
 the littoral drift system, as cited above

* PRECEDENTS: 209

CUMBERLAND ISLAND, GA.: NATIONAL PARK WHICH WAS
 ESTABLISHED WITH JETTIES MAINTAINED BY CORPS AS OREGON INLET
 WOULD BE