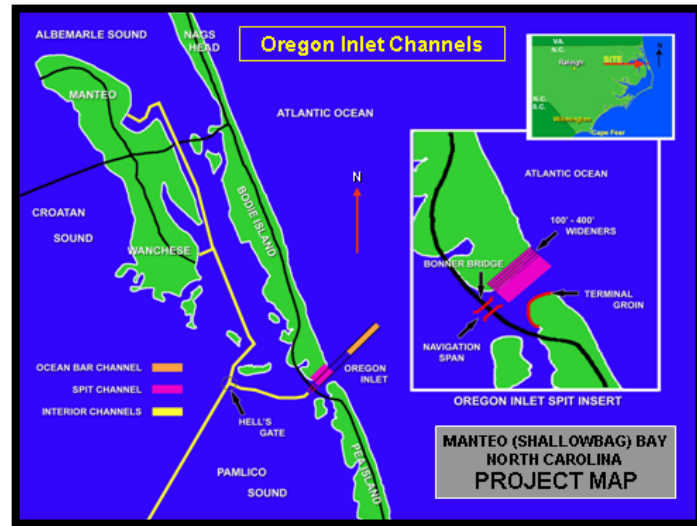




US Army Corps
of Engineers
Wilmington District

Manteo (Shallowbag) Bay, NC Oregon Inlet Jetties (Navigation) (Investigations)

- **Sponsor: TBD, State of North Carolina or Dare County; Per HD 91-303, in 1965, Dare County agreed to be the project sponsor with the state of NC providing financial assistance up to 80% of all costs for local interests' participation**
- **Conduct a Feasibility Study 50% federal, 50% non-federal**
- **Study to re-evaluate: Jetties, Sand Bypass, Channel Deepening to 20 foot**



CONGRESSIONAL DISTRICT: NC 3

DATE: 10 MARCH 2023

1. **AUTHORIZATION:** Official USACE Project Name: Manteo (Shallowbag) Bay; Oregon Inlet Jetty portion construction authority: Sec.101 of the River and Harbor Act of 1970 (PL 91-611). Unconstructed.

2. **LOCATION AND DESCRIPTION:** House Document 91-303 from the 91st Congress, 2d Session dated April 8, 1970 described modification of the existing project to provide for the stabilization of Oregon Inlet with jetties, including means for bypassing sand across the inlet and channel deepening at the ocean bar from 14 to 20 feet). The current project is located along the outer banks portion of Dare County, North Carolina. The project provides for an entrance channel 14 feet deep by 400 feet wide from the Atlantic Ocean through Oregon Inlet, and under the Herbert C. Bonner bridge, a 14-ft deep by 400-ft advanced maintenance widener adjacent to the entrance channel, and project interior channels 12 feet deep by 100 feet wide from Oregon Inlet to Pamlico Sound, Wanchese Harbor, Shallowbag Bay Harbor and Albemarle Sound. The length of all channels is 25.4 miles.

3. **COST ESTIMATE:** General Re-evaluation Report/Feasibility Study

\$ 1,500,000 (Federal) (includes \$200,000 for IEPR)

\$ 1,500,000 (non-Federal)

\$ 3,000,000 Total Cost Estimate

An Independent External Peer Review at a cost of \$200,000 at full federal expense would likely be needed.

4. **FEDERAL FUNDING ALLOCATION THRU FY 2023:** \$0.

PROJECT INFORMATION - Manteo (Shallowbag) Bay, NC (Navigation) (O&M) – Continued

5. **FY 2024 PRESIDENT'S BUDGET:** \$0. Funds in the amount of \$500,000 could be used to develop a Feasibility Cost Sharing Agreement including a Project Management Plan for execution with a non-Federal Sponsor.

6. **STATUS:** Awaiting a non-Federal Sponsor to provide a Letter of Intent to cost share a re-evaluation study. Both non-federal and federal appropriations would be needed to initiate a study.

7. **OTHER INFORMATION:** Source 2002 GAO Report and 2003: The White House Council on Environmental Quality, the U.S. Army Corps of Engineers, and the Interior (USFWS, NPS) and Commerce (NMFS) Departments reached mutual agreement not to proceed with the proposed navigation project which including two jetties at Oregon Inlet. The project was designed to ensure navigation for deep-draft fishing vessels as well as recreational boats. It would have had an initial cost of \$108 million (2003) for construction of the jetties and deepening the channel from 14' to 20' in addition to annual dredging costs of \$6.1 million (2003).

USACE projected ~ \$2 million in annualized benefits based on cost savings from reducing the number of commercial fishing vessel trips that would be forced to detour by conditions in the inlet. There were 234 trawler using Oregon Inlet in the mid-1980s when these benefits were calculated. North Carolina Division of Fisheries data from 1999-2001 showed that this number decreased to only 97 trawlers. During that same period, smaller recreational fishing vessels increased nearly ten-fold while the total fish landings (trawlers and smaller vessels combined) remained relatively constant. Using this data, GAO found that commercial fishing benefits would be reduced by about 90 percent, from about \$2 million to \$194,000. The Dare County 2104 Study of the Economic Impacts of Oregon Inlet data shows the number of commercial fishing vessels has declined further to about 20.

The Department of the Interior objected to authorizing the proposed use of National Park System and USFWS Refuge lands for construction of the jetties, because it conflicted with its management authorities. This was a threshold issue that has never been resolved despite legislative attempts by then US Sen. Jesse Helms and others.

A new study would perform a new economic analysis and likely have both NPS and USFWS are cooperating agencies in national environmental policy act analysis.