

HO-0020 CP1 Merger Meeting-20260819_130156-Meeting Recording

August 19, 2026, 5:02PM

1h 28m 13s

HS **Headrick, Hannah S** 0:04

We'll go ahead and get started.

We're going to get started.

It's like we're kind of leveling off on attendees.

It's like we're kind of leveling off on attendees.

Sure, a few will roll in here in the next couple of minutes to spread after lunch.

Sure. If you will roll in here in the next couple of minutes just right after lunch.

Go ahead and go around the table and do introductions first.

Go ahead, go around the table and do introductions first.

It's we're all here.

● **Crocker, Lindsay H** stopped transcription

HS **Headrick, Hannah S** 0:23

Can I go ahead first?

CT **Cao, Luan T** 0:23

Computer.

HS **Headrick, Hannah S** 0:25

Set Seth Rollins Federal Highway.

I'm like this new brain, the new stem point is the better with hydraulic suits.

Matt Seymour, the project management unit.

Kyle Barnes, U.S. Army Corps of Engineers.

I'll check some building dot environmental coordination and permitting.

Shane Tapper dot environmental coordination perfect topox dot biological surveys group Kathy Herring RT and K Kirk golvesky dot hydraulics unit.

Jake Baldwin dot project management plansi Crocker dot project Management unit

80. Sakrak stantecorded by the 3rd and CDIT environmental policy John Jameson dot environmental policy Anna Hedrick on DT environmental policy.

He agreed to portray Santa.

All right.

And you're gonna what's that?

I've got it on my computer too.

So we'll run through the list of folks online as well.

Starting with Taylor Asher, you can come up you for a second to say hello. We can hear.

Sure, we can hear you.

AT **Asher, Taylor** 1:45

Hey, this is Taylor Asher, the coastal lead at Santech.

HS **Headrick, Hannah S** 1:50

And Greg from DCM?

BG **Bodnar, Gregg** 1:55

Good afternoon, everybody.

Greg Bodner, major permit coordinator for the vision of coastal management located in Morehead City.

HS **Headrick, Hannah S** 2:03

And Broad Street vision one.

BN **Braswell, Brooks N** 2:06

Good afternoon.

This is Brooks from Division One.

HS **Headrick, Hannah S** 2:10

Kathy birdingham.

BC **Brittingham, Cathy** 2:13

Hey there, it's Kathy Brittingham, division of coastal management.

HS **Headrick, Hannah S** 2:18

And Lee Kennedy.

CL Cannady, Lee 2:21
Hey, good afternoon, Lee Kennedy division. Coastal management work on dot projects in Division One.

HS Headrick, Hannah S 2:30
And one and shipper.

CT Cao, Luan T 2:34
Laniel State Historic Preservation Office.

HS Headrick, Hannah S 2:40
Ethan summers.

ES Ethan Sommers 2:44
Hey, guys.
Ethan Summers al morio.

HS Headrick, Hannah S 2:49
Christine Farrow.

FE Farrell, Christine E 2:52
Hey, Christine Farrell, environmental policy unit.

HS Headrick, Hannah S 2:57
Michael Flynn.

FJ Flynn, Michael J 3:00
Michael Flynn, acting chief of resource management, signs for Cape Hatteras National Seashore.

HS Headrick, Hannah S 3:07
And you're you're coming through a little soft, Michael.
It's a little hard to hear you just say no.

FJ Flynn, Michael J 3:13

I'll do that.

HS Headrick, Hannah S 3:15

Renee from chippo.

GR Gledhill-earley, Renee 3:19

Renee Gledhill, early Environmental Review coordinator, North Carolina State Historic Preservation Office.

HS Headrick, Hannah S 3:27

Dave Alley Park, servic.

HD Hallac, Dave 3:30

Good afternoon. Dave Halleck with Cape Hatteras National Seashore.

HS Headrick, Hannah S 3:31

En.

From DWR.

HF Hardin, Faith 3:39

Faith Harden, DWR 401 water quality permitting.

Branch branch supervisory.

HS Headrick, Hannah S 3:51

MGM.

JK Jacobus, Kimberly 3:56

Hi.

WW Wilson, Travis W. 3:56

Travis Wilson, NC Wildlife Resources Commission.

HS **Headrick, Hannah S** 4:03
Sorry, go ahead Kim.

JK **Jacobus, Kimberly** 4:08
Hi, Kim jakova. Miss Stantec.
I'm a GIS analyst.

HS **Headrick, Hannah S** 4:15
Thank you. Mike Lindgren from roadway.

LD **Lindgren, Michael D** 4:19
Yep. Mike Lindgren, roadway design, NCDOT.

HS **Headrick, Hannah S** 4:25
Rebecca Martin from fish wildlife.

MR **Martin, Rebekah** 4:28
Hey, good afternoon, Rebecca Martin with coastal North Carolina refuges.

HS **Headrick, Hannah S** 4:34
Allen McDonald.

MA **McDonald, Alee** 4:37
Ally McDonald with Stantec.

HS **Headrick, Hannah S** 4:41
Paul, New York.

NP **Nyarko, Paul** 4:44
Hi, guys.
This is Paul with division of water resources.

HS **Headrick, Hannah S** 4:53

Joslin Owens.

Jazlyn Owens.

OJ Owens, Jaselyn 4:57

Hi, Jason Owens.

I'm the fisheries resource specialist with DMF, based in the Washington office.

HS Headrick, Hannah S 5:06

Anything Emily Richards?

RD Richards, Emily D 5:10

Emily Richards and CDOT public involvement, community studies and visualizations.

HS Headrick, Hannah S 5:16

And Theresa?

SP Sarzaeim, Parisa 5:20

Are you so Saturday with DWR?

SA Somerville, Amanetta 5:28

Amanenna Somerville with EPA Region 4.

TR Tuttle, Nicholas R 5:36

Hey, this is Nick with NCD OT geotech.

HS Headrick, Hannah S 5:40

Don Washington.

WM Washington, Dawn M 5:43

Hi everyone.

Don Washington, Alligator River and Pea Island National Wildlife refuges.

HS Headrick, Hannah S 5:49

And Paul Williams.

WC

Williams, Paul C 5:52

Yeah, Paul Williams on the Division One environmental officer with NCDOT.

HS

Headrick, Hannah S 5:59

All right.

And Travis, we already got you, so.

I don't blame you.

WW

Wilson, Travis W. 6:02

Yeah, I get tired of going last all the time. I figured I'd jump in the middle somewhere.

HS

Headrick, Hannah S 6:08

Good.

WW

Wilson, Travis W. 6:09

Sorry about that.

HS

Headrick, Hannah S 6:13

Let's see, there's a couple on here that came on.

Charlie, I think we missed you.

Charlie's not coming.

But there it goes.

DD

Deaton, Charlie D 6:33

Sorry, El. Charley Deaton, Habitat protection supervisor with the Division marine fisheries in our Morehead City office.

HS

Headrick, Hannah S 6:39

Thank you.

Miss anybody else?

Got everybody.

So.

Yeah, quick introduction.

Obviously, we're here for the HO20CP1 parents point you all got the materials in advance.

Checked with Seth and Kyle.

They have anything in particular to mention in the beginning as the chairs and lead agency here, so.

I think we'll just chop into things.

Oh, set timer on.

All right, everyone.

I'll just go ahead and escape here. So I have a timer on.

OK.

So thanks everyone for being here.

Just a reminder that the meeting purpose today is held project. So this is a planning and environmental linkages grant.

This is Paul was passed by Congress in 2012 and it allows merger participants to concur on purpose in need and study area on detailed study alternatives and later adoption into NEPA.

So did our discussion today.

We're just gonna focus on the purpose in need.

We're not going to be discussing alternatives.

Or anything.

Kind of outside of that, but we're trying to focus on the the hammering down a purpose and need for the transportation project through here and the study area.

Just a reminder that we kick this off in January.

Met with several of you all back since April, we've been having monthly quarantine meetings.

We've had some public we've had the first of three public meetings.

Series we've formed a scientific advisory committee consisting of a number of universities who are involved in this, helping us with modeling and various aspects that we'll continue to develop as well forward. We've also received a letter of support from SENC at this point for our efforts in working.

Forward this this.

Pell opportunity. So just a reminder that we are limiting our meeting.

Meeting purpose to the purpose and need.

So our agenda, we've already done the introductions.

We're gonna do a little overview, a little bit of history. As you all know, this an oldie

but a goodie. We're gonna look at existing conditions and then get into the meat of the CP1.

After that, if we have time, we'll look at schedule, the next steps and maybe do some some other conversations that back end.

That so, you know, just an overview.

The study area is basically down to the jug handle.

It's approximately 11 miles.

As everyone here is well aware, we have repeated storm damage, flooding, erosion, overwash, periodic closures. There's a lot of maintenance on this road that people that live here and dot maintenance are very familiar with.

This this through state code.

23 we are using the PAL process 4404 neighbor Nepo merger process integration today.

We currently do not have any funding program for designer construction, but that will be the later phases of the grant when we start looking at opportunities for something like this.

This slide is one that probably you all have seen.

These are the building blocks we're using as we're moving this this process and this project forward.

There were.

Many iterations of environmental work done for past nights.

We had the new inlet breach and renourishment in 2013 and then we had the SCLC settlement, which I referenced earlier.

So we're incorporating all of these building blocks after Rodanthe Jug Handle Bridge was built to handle the S curves, and then the other relevant studies that we're focusing on were we're working very closely with MC State.

Other universities?

These using their coastal monitoring data and the information we have from 10 plus years, folks like Kathy with.

Biological surveys looking at sand and and many years of different information.

We have to kind of inform this.

We're also using a 2007 Phase 2A alternative report.

Which identified a number of alternatives. You can see these on the map.

And and looked at preferences.

There was a 2023 NC 12 Task force that included the county number of other local

folks and several of you were involved with this and that task force identified some hot spots.

One of the main hot spots is in this project study area and it was the number one priority out of that vulnerability study.

So that's kind of been informing this process here. So now in terms of the existing conditions.

This is the only continuous route.

Serving Hatteras.

It's 12 foot lanes, 28 foot, 2 foot, eight shoulders.

Lots of maintenance going on in this area as we as we're all well aware, this is part of a barrier island chain.

There's a lot of federalist species, critical habitat, wetlands, high quality waters.

You know, of course, it says refuge and National Park.

Related land and so.

So the future actions that we're gonna work on these may trigger 4F Kama PSA, Section 7 and plus refuge and or park requirements.

So with that, I'm going to turn it over to Amy and I'll be running it. But Amy, as you all well know, she's the project manager with Santech and has been helping pull this all together.

Thanks Lindsay.

So I'm gonna walk us through the purpose and need elements and and then the the remaining items here on our agenda.

So this is the the purpose in a summary statement.

The purpose of the proposed action is to improve reliability on NC 12 in the study area and promote regional connectivity by providing consistent daily and emergency access for residents, visitors and public Land Management agencies, while enhancing resilience and reducing vulnerability in consideration of the natural barrier island process.

Affecting the corridor.

The project will build on previous.

This need of decisions. The 2015 settlement agreement and commitments in the decision making framework.

And so that kind of distills down to these three purpose innate elements, reliability and regional connectivity, public Land Management, access on Pea Island and corridor resilience and reduced vulnerability.

So walking through those individual items.

Reliability and regional connectivity.

That's to improve reliability on NC 12 in Tarry County and promote regional connectivity by providing consistent daily and emergency access. You can see here the needs addressed.

We know the NC 12 is the only land based route through the corridor. It faces a lot in the way of weather, so frequent closures and overwash events.

And how those affect public confidence in the corridors ability?

Particularly among visitors to that Outer Banks.

Short term repairs are able to restore functionality.

But that exposure is still there. Even minor storms increasingly trigger closures and repair work, as we've had just a couple events. Jean are aware within the last few weeks.

Residents, business and visitors depend on this continuous access between body Island and Hatteras Island.

And also noting that reliable access supports emergency response and evacuation as well as tourism, which is Jaire County's primary economic driver and essential infrastructure management, including power and broadband connectivity that use the corridor for access.

Public Land Management access on P Island.

Also, you see the strike through there. That was the the update, the e-mail that you saw from.

From.

Henry Lindsay, Hannah. Earlier at the end of last week that that's the the substantive change there.

I'm just cutting that last phrase to make sure that we're we're sticking to.

Keeping this, you know, within the bounds of transportation focused purpose and need.

And it's it's basically implied, but at just keeping it trimmed down to access for those public Land Management agencies.

And so this element maintaining access on P island or Land Management agencies, it addresses those again the the repeated pair repairs, doing stabilization and the temporary measures that are going on right now.

How those create ongoing disturbance within the sensitive ecological setting and how those disruptions affect refuge and seashore management function and use.

Fish and Wildlife.

Fire's quarter access or their their management activities?

National Park Service requires access for their activities as well.

And there's also those Cama public trust areas as well, so multiple agencies.

With various access dates and then the last one there dot and the.

The Coast Guard lifesaving station there all require access for.

Maintenance and and operations.

And then the last one here, corridor resilience and reduced vulnerability.

The aim here is to enhance those items and the needs that that would address would be providing a resilient long term approach that accommodates natural barrier island dynamics including inlet migration, overwash and landward migration.

The solutions should allow natural island processes to continue without.

Destruct without disrupting transportation access.

The environment we find ourselves in right now, coastal change.

Inflation costs and a lack of currently programmed funding creates uncertainty in the setting. A lot of moving parts to sort out, and then we also have to make sure that we're addressing.

The settlement agreement and other obviously good planning approaches and that we're not developing near term solutions that could preclude any.

Long term options.

So that covers the purpose and need.

We do have a a pause coming up the slide after next, so I'll I'll keep pressing on, but we'll have a minute to to discuss obviously. So the study area defined, it's pretty big.

So you can tell from the figure here and this was set consistent with the.

Protect Grant and it's also, you know based on kind of the the order of magnitude PEL studies are.

Desktop and GIS base.

So we're we're assimilating data from a lot of different data sets and and have I guess the the leeway to have a larger study area without it really creating any issue.

But this is the area that you see here that we're pulling data for for this study.

It encompasses Pi, Lin, the ocean, the Shortfront and adjacent areas.

Up and it goes South and it again.

It was.

It was sized.

One to be consistent with the project grant, but also.

To make sure that we're not limiting any alternatives as we're going about the alternatives development and screening process.

And then a last note that not shown here, the demographic study area.

We're preparing a community impact assessment and that demographic study area covers all of Hatteras Island because the connectivity through this point is really important for all those people that are South of us. So.

So that that area is going to be included.

Basically did in our existing conditions and the Community impact assessment.

OK.

So here we are at talking a little bit about CP1 or excuse me the purpose and needs statement.

Couple prompts there just to to get the group going. Do you believe that the the purpose of need statement captures the the core problems of this corridor?

And are there other concerns going forward that the project team should keep in mind?

HD **Hallac, Dave** 20:16

Amy, this is Dave from Cape Hatteras sea shore.

We think you did a really nice job on this and appreciate all the work on it. We sent Lindsey a series of comments and recommendations for tweaking some of the texts, so I'm not sure it's worth discussing them all right now, but she's got those, and if there.

Any questions about our comments and suggestions, we'd be happy to set up a second discussion or phone call if that's useful.

HS **Headrick, Hannah S** 20:47

Thanks Dave.

We did get those and and we can, you know, talk offline, but.

We were trying to ensure that we we can't make major modifications without recirculating them back to to the the team so.

Just trying to through this conversation, you know, see if there's.

Some things we can integrate as a group that might be important.

A lot of the the items, we're also hoping we can flesh out further in the Pell study and that maybe the purpose in need we can we kind of expand those and in future responses or documents or depending you know where it goes with with these

conversations and.

With additional public input.

HD Hallac, Dave 21:40

Sounds good. If you'd like for us to provide like a high level overview of the comments, we can do that to start with. We thought just in the document itself, which is very nicely done, that there should be more information about defining the problem.

Because I know we all think we understand it, but.

We we just think there's could be some additional information there that'll help strengthen the cause.

We do also recommend that the purpose in need be a little bit more specifically described As for the purposes of this.

I know it says study area now, but basically just northern Hatteras Island as to not give the impression that it's for transportation overall, knowing that there are five other unresolved hotspots.

We had some recommendations about.

Well, I don't know if I'm not sure if what you just presented is exactly the same as the document we looked at.

So certain things about regional connectivity.

That just could be slightly tweaked a little bit for clarity.

We don't recommend using the word resilience, which I think was discussed last time because it means lots of different things to lots of different people. We think that we want the island to be resilient, but we probably want the solution to be resistant.

We we thought that there could, there was a little bit of room for clarity regarding improving reliability.

While enhancing resilience and reducing vulnerability, we thought that those could be paired as, as if resilience in reducing vulnerability was the means by which we improved reliability. And finally, just some of the agency access, we didn't really recommend that be a specific bullet because whether it's chikamakamiko 0.

Rescue folks or Dare, County sheriff's deputies or a Volunteer Fire Department?

All of the agencies that.

That perform everything from emergency response to, you know, management could be water management for example at all the water plants on the island all require access.

So we thought it would be useful just to make the agency access portion of this a little bit more broad to recognize that there's state and local. And federal and even some nonprofit or partner access that's necessary for overall, I guess societal management. So in a nutshell, the thrust of our comments and we we provided a suggested rewrite. But it's probably, you know, too detailed to discuss.

HS **Headrick, Hannah S** 24:23

OK. I think a couple of the the items, certainly when you're talking about clarity or expanding on the number of closures, those are really good points kind of flushing it out more. But our thinking was that is the intent of the pal. And so we're we're we do plan on on doing that. In better detail but. You know I'm concerned. Giving you know numbers of visitors or specific numbers that. Are relative to this time frame. It kind of will date the purpose and need for this one to current. So I guess it would be our preference to keep that, you know open-ended and figure it out. Later in the Pell study, when we're kind of betting that information. And do that. You all, of course. That was that was fine and I'll quickly chime in on on that. First one, as far as the you know the question how many closures instances of damage? I think that all that information, like Lindsay's saying Dave will, will be in the PAL study as background information. You know, bolstering the the purpose and need, but also factoring into the alternative screening and and how we gauge, you know what is. A viable alternative based on how it does address those needs and and offer improvement above what those existing conditions are. This is Southern Borough Highway. I think that they were definitely constructive comments that we could get feedback,

get them to us in advance of the meeting.

The only thing I kind of saw that I don't think we can really accommodate is in some form or fashion would be the comment on changing resilient to resistant because.

I'm wrong and CDOT folks, but I think that's in the grant itself.

By that term and and C dot use that consistently and other projects in the state. It's got folks that have that in their job title probably here, right? So it's a, it's a pretty standard term that's used in the transportation world either.

So I do think we have to.

That's why we do have to push back on that.

We want to keep that as it is.

Yeah, and I'll, I'll chime in too.

It's Amy again.

I think we can also be very clear in our definition of what.

Resilience is and is not how it it pertains to different subjects in the study.

Well, I guess.

HD Hallac, Dave 27:30

That, that, that sounds fine, obviously.

Use whatever language is important to you.

We just spent a fair amount of time looking at this and providing these comments, so we appreciate your your consideration when you have time.

HS Headrick, Hannah S 27:44

Yeah. And I I guess I would want to ask some other folks and agencies who are kind of listed on this.

This needs slide and this purpose and needs slide to to Dave, Dave to your comment on you know should we be specifying Oregon inland Life Saving Station or CAMA or you know?

Do does anyone we we try to be specific here to to value the?

The resources out here and.

The the agencies.

But do we need?

How does anybody else feel about the need to be more vague on on this slide and just say agencies?

I mean, I I I would.

I'm curious about about that.

Like do does Cama feel like we need to having you know access to Cama public trust areas?

I'm sorry is is important as a need for this project.

You know, that was kind of.

Our desire was to make sure that all the agencies involved.

You know, had the their voice heard and and this type of in the transportation purpose here.

BC **Brittingham, Cathy** 29:03

Hey, this is. Oh, go ahead Greg.

BG **Bodnar, Gregg** 29:03

Hey, I'll be there. Go ahead.

No. Go ahead, Gabby. You get yours in for.

BC **Brittingham, Cathy** 29:07

Oh, I'm just. This is Kathy.

I was just going to say that we appreciate the consideration of the Cama public trust areas.

I you know, some projects will have a secondary need.

I don't know if that's something to consider here.

I.

I don't.

We would definitely support the comments from of the National Park Service and would want them to be comfortable with the purpose and need before moving forward.

So if it's helpful to remove that specific item up about the Cama public trust areas, that can be part of the information package, or perhaps it could be a secondary need.

Reg, did you want to clarify or add anything to that?

BG **Bodnar, Gregg** 29:46

Yeah, Kathy, we were thinking along the same lines.

Yeah, I wasn't quite sure if there was.

A.

A ranking of some of these, if there were some that were more higher ranked than others. If you wanted to.

HS **Headrick, Hannah S** 29:55

OK.

BG **Bodnar, Gregg** 30:03

Like I said, per the National Park Service comments.

And if you wanted to, I guess more generalize them, you know, to just saying overall you know access public access and use and things like that.

Yeah, it really kinda depends on.

Like I said, that ranking and seeing how if there was some that are were more stronger ranked or stronger weighted than others.

HD **Hallac, Dave** 30:34

It just for clarity, we're not uncomfortable with the statement, we're just the problem is, once you start listing agencies, then you have to list everybody.

So I think the organ Life Saving Station is actually managed by the North Carolina Aquarium system.

I could be wrong.

I don't think there's any.

HS **Headrick, Hannah S** 30:48

Right.

HD **Hallac, Dave** 30:48

I don't think there's any management of it at all.

So and then I think if Dair County were to look at this, they'd say we have 50 sheriff's deputies that need to go up and down that road.

All the time.

Why aren't we listed?

So I'm just sort of pointing out once you start down the road of listing things you, you almost have to list everybody.

So I was suggesting you might go with a more general statement, but it's not critical. It was just an idea.

HS Headrick, Hannah S 31:13

So my compromise in those situations is the South Borough Highway.

I like to use the phrase may include, but it's not limited to.

And that way you kind of get yourself an out there that you're not listing every single person, but you're at least giving folks an idea of the kinds of people you're thinking about.

And that's typical for our NEPA documents in NCDFC that we'll we'll list out the appropriate needs that we feel are appealing and and most important to the project forward or whatever it may be.

But we always know it's not an exhaustive list and not all the needs are directly addressed in our purpose statement hyper. Sometimes we have needs that are addressed in the needs section, but not necessarily for the purpose statement because they are maybe secondary. Maybe just don't quite rise.

To the level of needing.

To be addressed there and full purpose.

And I'll, I'll.

HD Hallac, Dave 32:11

Yeah, that all makes sense. I would say if you're going to do that at a minimum, you should probably and keep all the other agencies. You should probably include at least Dare County since they are arguably using this as much, if not more than many others that are.

Listed here and I think they see themselves as an important both stakeholder and even client or customer for this.

So I think that could just strengthen it a little bit.

HS Headrick, Hannah S 32:35

Just a quick note on I think the the reason this was kind of restricted to those agencies is the is the public Land Management piece. So because Deer County's not doing Land Management activities on P Island, that's that's part of the main reason why the agencies are.

Kind of restricted here, that said.

I mean I I I think we're well, yeah. And and but I appreciate we're coming to a consensus so.

HD Hallac, Dave 32:58

Got it.

Yeah, good point. Thank you.

HS Headrick, Hannah S 33:04

I think you know. However we want to.

To modify this such that it makes sense, but I just wanted to to point that out as part of the discussion.

HD Hallac, Dave 33:13

Yeah, I think I missed that portion of it and I appreciate you pointing that out.

HS Headrick, Hannah S 33:17

I think it's Dave mentioned maybe using the phrase like federal, state and local.

Agency. So it is a little more all-encompassing.

So it could include folks like a a volunteer firefighter.

Not sure the best place for that. I like that idea.

BC Brittingham, Cathy 33:41

This is Kathy, coastal management. I think given that clarification that this is for the public Land Management agencies, perhaps you actually, Greg, correct me if you disagree, eliminate the camel public trust area bullet point because we're not really managing anything, we protect it through our rule, but we.

HS Headrick, Hannah S 33:41

OK.

BC Brittingham, Cathy 33:58

Not managing it.

BG Bodnar, Gregg 34:01

Yeah. And to tell you truth, even some of those accesses, if you're, if you're saying,

like the public trust areas as like those access areas. So you know, I don't know if we have any even access sites.

Down through there, I think they're mostly the access ramps and managed by the Park Service.

WM **Washington, Dawn M** 34:29

This is dawn. I think you're thinking of other areas.

Unless I'm mistaken, but there's no public access ramps on P island.

HS **Headrick, Hannah S** 34:43

So I know there's a well, if I don't, who the entity is then, but I thought there was one just north of the jug handle bridge on actually the ocean side, like a beach access that was.

WM **Washington, Dawn M** 34:55

Oh yeah, it's just a parking lot.

HS **Headrick, Hannah S** 34:57

OK, OK. We were thinking that was a Cama beach access and then the kayak launch on the on the sound side a little bit further north from that.

That's just like you're saying, Don, just a parking lot with the the ramp.

WM **Washington, Dawn M** 35:11

Yes.

Yes, yes, correct.

HS **Headrick, Hannah S** 35:22

So I mean would would just everything that's highlighted here if we just struck this out and kept the first bullet, would that satisfy things and then remove the word access?

If we're trying to include like emergency response here, then we might need to drop Land Management 'cause we well, just a reminder, I got emergency.

Here. Yeah. Yeah, it's that OK.

So. So the reliability and connectivity kinda deals with more of like that Dare County stuff that Dave was talking about tourism economy.

Broadband, that sort of thing.

And we were trying to kind of.

I think the intent was to kind of capture.

Public areas.

Right, yeah.

And yeah, and how the alternatives you know provide access specific to P island.

You know, consistent with the the areas function as a refuge as a national national seashore.

So maybe we don't want to just send that. No, but.

But we could on the previous slide, I think where Lindsay was going with that if we wanted to change.

On improve regional and sorry reliability and regional connectivity, we wanted to to make sure we had a shout out for for agencies.

We could modify that here.

Yeah. So that it said by providing consistent daily and emergency access for federal, state and local agencies and the travel in public or something like that.

HD Hallac, Dave 37:10

Just out of curiosity, what's the like 10,000 foot strategy for having a totally separate bullet just on Land Management agencies, the way you've got it there, I'm, I'm just, I'm just trying to further understand it. Right 'cause, in the end it's about access to the entire had.

Island and this has just happened to be the beginning of it. But and this is just for the purposes of of sort of talking about alternatives, if the purpose is to provide access by the Land Management agencies to this section, one way to do that quite easily and.

We do all the time in national parks and refuges is by small skiff or by boat.

So I almost feel like it. It dilutes the strength of and I'm not saying we're angling towards one solution or not, but this this entire purpose being highlighted, this potentially dilutes the strength of our Rd. based or drivable based solution for this particular project only because there are.

So many other ways that land managers can can manage.

So and access these areas.

I'd say it's preferable.

By the way, I'm just pointing out for for a handful of people to do management on

barrier islands.

There's a lot of alternative transportation that's very different than what's required for 3.2 million visitors and residents and overall government agencies to service villages in large areas.

HS **Headrick, Hannah S** 38:32

Right, right.

Yeah, I think that at the base level, David's and Dalton are hand up. So I'll turn it on in a second, but.

It's the one solution is that we build a bridge all the way through the corridor, which has no accurate access to the island anymore. And so for the Island National Wildlife Refuge and those entities that have pieces of management needs, all that piece of the island.

Do they need?

A rent to be able to access that grade using vehicles and such? Or are they just going to manage through what you said, arches and other waterborne access?

We don't want to close that door in this purpose and need discussion.

I think it's it's my that's my mindset.

Yeah, I would.

HD **Hallac, Dave** 39:20

Oh yeah, yeah. Makes makes makes total sense.

HS **Headrick, Hannah S** 39:20

I would add it.

HD **Hallac, Dave** 39:23

I think it's great.

I almost just wonder if it's a more of like a sub purpose or maybe what I'd call a consideration.

But yeah, thank you for explaining it.

HS **Headrick, Hannah S** 39:33

I was gonna add I think, I mean I'm not an expert in you know the agencies Braggs, but I I would assume as part of land you know Land Management requirements, it's

it's maintaining access for public use, right.

So that that's a requirement of the duties of that agency, I would think we would wanna wanna include that in here.

And so that that'd be my concern with getting rid of that word access.

But if it's not a concern.

Then right, because this kind of sets the tone.

For what alternatives we end up developing and I wanna like the first question is does it meet purpose and needs right and so?

I think Dawn has a thought there since we're talking about that, you just go ahead.

WM **Washington, Dawn M** 40:21

Yeah. I just wanted to say that I maybe I'm wrong in my impression.

Of what that was meant for was early on. We talked about the purposes for which the refuge was established, which is waterfowl. You know, we've got a lot of other things that we do besides that now with shore birds, T&E species and whatnot, but. It would drastically change how we can do habitat management in in the impoundments for the purposes for which the refuge was established.

So I thought that the reason that we were including that was just because I wasn't thinking about access to the public at all when it came to that necessarily, because our main purpose.

There is for habitat management.

SA **Somerville, Amanetta** 41:20

That seems.

So.

MR **Martin, Rebekah** 41:31

Hey.

WM **Washington, Dawn M** 41:31

Thanks, Rebecca.

I was gonna say, Rebecca, do you wanna chime in too?

MR **Martin, Rebekah** 41:34

This. Yeah, I just.

HS

Headrick, Hannah S 41:34

So.

MR

Martin, Rebekah 41:35

I just have a question I guess under.

Pell, like through this process I've been involved with alternative transportation studies. And so, you know, I recognize that there are other tools it does for thinking about alternative transportation scenarios in the case like that was a great comment about if you know, there was a bridge that.

Completely removed the road from P Island and that creates.

Unique management challenge for the refuge to think about how to accomplish those you know.

Required management actions per the refuges purpose. So.

Under Pell, it feels like the intent of this process is to look at both of those things and and while.

The consistent and reliable transportation corridor is certainly the priority.

Figuring out based on what those recommendations are, how to ensure access to the refuge for management.

If that is the intent of this then then I would support keeping that bullet about Land Management access because I would what I would hate to see is this process play out.

And we have a great solution for.

The transportation.

Rotation and the we've lost, you know, the ability to manage the refuge because we public access or not public management access wasn't incorporated.

So I'm just trying to discern if this process all-encompassing at the end of the day we should expect.

Transportation solutions that are reliable that also.

Have taken into consideration how, in light of each of those solutions.

P Island would be accessed for management, then it feels like keeping this would be important, at least to the Fish and Wildlife Service.

HS

Headrick, Hannah S 43:45

Yeah. And I think I think that's that's the purpose right here.

Here is the intent is if there are other needs that we need to consider as we develop concepts, alternatives and eventually turn this into a project, we want to make sure those get captured here so that as we put these concepts and things through screening.

We're making sure we're looking at the right things because at the end of the day, right, we've got a transportation facility as ADOT.

That's not 100% reliable.

It's vulnerable.

And it may not be here in the future.

And so we're trying to figure out what is the solution to keep provide access to the public. And there's lots of agencies out here that all have interests in areas of jurisdiction and. And so trying to understand, you know, depending on what we end up doing out here.

How can we consider you know what each agency is doing and make sure that we incorporate those those concerns and those things into our?

Purpose of this thing.

Yep. And just building on that. Like if if Don and Rebecca said that tomorrow the refuge plans to abandon the bonds for some reason because you want to manage waterfowl in a different way. Yeah, that drastically changes how we look at the island and how we look at.

The effects of our Transportation Board org that we're trying to plan for the future on.

So yeah, we inherently yeah, need need that refuge input.

And vice versa.

Yeah, this is.

This is exactly the kind of discussion that I think we we need to be having at this point too.

The other piece is the the public access and understanding how you know the the mission of the refuge.

Is is consistent or or differs from the mission of the Park Service and how?

Having you know access for the public fits into this so.

So I'll I'll put that one back up into the ether, but that's that's a a part that I think we're also curious to to make sure that we're.

Do we have a good understanding? And then I'll I'll say to we also have kicked around the idea of this being a a secondary purpose for the project and and that

could be you know a a viable way to make sure this stays as a an upfront discuss. Item but allows us to to keep moving and keep having those conversations. I guess.

HD Hallac, Dave 46:16

I think the Discussion's fantastic. It all makes a lot of sense and I think it supports keeping it from. From my perspective, after hearing everything, probably the point that threw us a little bit was the Cama public trust areas, which we also support access to that I.

Assume were talking about the Buxton Coastal Woods Reserve, and I think that was the piece that maybe got us a little confused only because it's not.

On Northern Hatteras Island, so.

Unless there's something I'm missing about a different public trust area, but I wasn't sure what you were referring to.

HS Headrick, Hannah S 46:45

Oh.

No, sorry.

Thanks James.

Yeah. No, I we were talking. We thought that the the beach access area north of the jug handle was was a cama public trust access area.

HD Hallac, Dave 47:02

Right, I.

HS Headrick, Hannah S 47:02

Yeah, the, the, the, the Buxton Woods, I think you're thinking of the environmental features map and that has it on there. 'cause we we showed the entire island on the public meeting map so.

HD Hallac, Dave 47:15

Yeah, the boxing coastal Woods Reserve is a a state managed coastal reserve that coastal management manages, but obviously it's South of here.

I'm pretty sure that the only public trust lands that the state manages is. I don't know if it's seven or nine acres around the Oregon Life Saving Station, but I don't know if

it's really billed as public trust lands.

I'm pretty sure you've done 99% of the people that go there have no idea that they're.

Entering essentially a state in hole link, but I'm I'm not sure about the exact acreage.

HS **Headrick, Hannah S** 47:54

So I'm thinking a couple things because there's a lot of conversations. But I mean, we could delete all of this and just keep it more specifically vague.

Or, you know, we could.

Whatever you all think here.

To kind of achieve.

HD **Hallac, Dave** 48:18

We're not recommending that you delete it.

I think the conversation has helped us understand it better, and obviously it's important to Rebecca and Don.

HS **Headrick, Hannah S** 48:22

OK.

HD **Hallac, Dave** 48:25

So we we were very comfortable with it.

I guess we're this is just fostering understanding. Thank you.

HS **Headrick, Hannah S** 48:31

OK, cool.

Do you?

Would you like the language to be kind of modified to include but not preclude?

Like is it?

I'm just, I'm trying to kind of listen and see what everyone's agreeing on and getting it to a point where if we do recirculate it, everybody's like, yeah, that sounds OK.

So.

Could do no changes at all and just leave it like it is.

Or I can just kind of secondarily bullet point these things and.

And are we thinking that this this is non applicable anymore the CAMA?

Yeah, I think we removed that. But I think we need rest of this is so strike through this and then.

That's what I'm that's what I'm hearing amongst the whole group is OK.

What's on the screen with the strike groups?

I mean, in a way, it kind of makes it, you know, secondary to by indenting the bullet point leaves it more open.

And I know we lost, Kathy. I think she's having some audio issue.

She's back. She's back, OK.

All right, so I'm good on this one.

Yeah.

Come back to this one.

Is this necessary to kind of clarify?

HD **Hallac, Dave** 50:13

I think it's helpful.

HS **Headrick, Hannah S** 50:22

Yeah, I think it's it's optional as far as we're concerned.

Maybe NCDOT inherently the the leave out the highlighted portion. We kind of we deliver transportation for all users public and agencies like, but everybody can find the list that needs to clarify.

And I know there's a question about the regional connectivity terminology for us.

That's very much a transportation term.

This road is an arterial brass and the Federal Highway Rd. classification world.

And so that inherent remains regional connectivity from.

Cities and communities.

By that that connection.

So that's why we.

Right.

I wanna look at this job.

Staples Richmond. That's a lot of too many. Should I start, say, local?

It's in depot, just the public. Or is that what you mean?

It is everybody and their mother.

Now I would delete the second state local.

Just stop that.

OK, the public or public?

The publisher, that's what goes pattern is that.

BC **Brittingham, Cathy** 51:58

Maybe you could just put a period after the word access.

And delete the rest.

HS **Headrick, Hannah S** 52:07

OK.

Let me go ahead.

Your federal highways, you get your breakth.

All right, Dave, are you all right?

I think Kathy might have been reconnecting when you mentioned that you you liked that text.

So do you want to keep that? Let let you all circle back to that one more time.

HD **Hallac, Dave** 52:39

I don't.

I'll let Michael try and I don't know that we feel that strongly about it.

It it does help to clarify a little bit that it's.

You know, it's everybody. I I think now that there's some clarification for the other.

Sub purpose and need that.

This is maybe a little less important, so thank you.

HS **Headrick, Hannah S** 53:02

Stop there.

Does anybody want to?

Any other comments about this?

The regional reliability and connectivity.

FJ **Flynn, Michael J** 53:22

Yeah, I think some of it came up in just what was listed as Recon regional connectivity, but only calling out to your county.

And so we were providing a comment referring to some of the other surrounding

counties of Hyde and Carteret who are also leveraging NC 12 on this for access to these amenities.

HS **Headrick, Hannah S** 53:42

Didn't we say in the study area?

The statement does have that in OK.

What about this?

Michael, that that makes the the bullet here align with the the purpose and needs summary statement.

FJ **Flynn, Michael J** 54:08

OK. Yeah.

HS **Headrick, Hannah S** 54:11

And and just a A side note for everybody the the D in San die.

I want to talk about the third one.

Talked about the the.

HD **Hallac, Dave** 54:41

So yeah, so just to in a nutshell, our recommendation for this one was to turn this around a little bit and make. And I understand that this is a transportation project and that is the primary purpose and we we respect that.

We're trying to recommend a slight change to make it clear that actually one of the purposes of this project is to restore the barrier island function by re establishing.

Ocean overwash processes. We felt like this was.

I don't know.

For whatever reason, when we reviewed it, we felt like it was just a little bit unclear, but it does seem like this might be slightly changed from what we reviewed.

So we just might need to take another look at it.

HS **Headrick, Hannah S** 55:27

Yeah. When we were looking at this, we struggled with it.

We had a number of conversations because.

Because it's a transportation project, you don't want to, you know, come out and make it. Restoring the the the barrier island processes.

But we wanted to be sensitive to a cop, like accommodating natural processes of this of the existing system out here.

So that was kind of how we tried awards method, but I know what you're.

Getting at because we kind of were intentionally.

Vague that way to to. You know, honor it.

But not specifically state that.

Yeah, I think.

I mean, we can.

We can spend Federal Highway money to build a road that allows these processes to occur or restoration, or, you know, whatever part makes the right words.

But forgive me but.

We can't use Federal Highway money to do habitat restoration.

Shoreline, whatever. Sorry.

Biologist and geologist.

I'm not going to work.

You can get what I'm saying, but we're kind of hemmed in with what we can spend transportation money on.

And just a last note on that. I think Dave, part of the the reason of having that second bullet in there solutions should allow natural island processes to continue.

You is because you know just having to acknowledge that if we're, if we're trying to fight Mother Nature out here, you know that mother Nature's gonna win.

You know the the way to have a successful transportation project is to to accommodate the the natural processes and and as an effect from that you know that's where you would see, you know, less of an impediment to those natural processes and more of.

A.

Tipping the needle towards a a balance.

You know as much as those natural processes, those dynamic natural processes are are can balance out there.

But removing the transportation element.

In the effects that it would have on the the natural processes.

HD Hallac, Dave 57:40

Got it.

Yeah. So you, I don't want to get into wordsmithing, but it says processes to

continue.

But they're not happening. So I and I know you don't want to use the word restore, but it would become restored since they don't occur now.

Did you this? Is this is good what you have on the screen is different from what we reviewed, which I I think it it feels like it actually is responsive to some of our comments because I don't recall seeing all of this in what we reviewed but this. Is good.

HS **Headrick, Hannah S** 58:12

And Dave, help me out.

What's the term I should have been using there?

HD **Hallac, Dave** 58:19

I think to occur.

HS **Headrick, Hannah S** 58:21

Out of here? Something restoration or?

HD **Hallac, Dave** 58:25

Solutions should allow natural island processes to occur.

HS **Headrick, Hannah S** 58:25

Ecosystem.

Yeah.

HD **Hallac, Dave** 58:32

Since they haven't been occurring just because of the the construction and maintenance of the dune system.

HS **Headrick, Hannah S** 58:41

Can we change it to occur?

I don't know.

What do you guys think? Or can we just remove to continue either one of those?

I think I think we probably use the term continue because we've got the mile bus on the South end, just N rodante where we do allow that to continue. We built a bridge

and we turned that we got rid of the old roadbed and the refuge is man.
That piece for natural overwash processes there.
So the idea is to.

HD **Hallac, Dave** 59:08

We did, but we've we've never taken the dunes down that were made by the CCC and NCDOT.

So it's probably gonna be a decade or more before those processes actually occur. So they're they're not occurring there now with the exception of the last little bit right in front of right, just north of Myrtle Beach. But for the rest of the section, they're not occurring due to the remnant human made.

It's fine.

It's not a big deal.

It's not critical, I think that.

The the primary message is being conveyed.

BC **Brittingham, Cathy** 59:42

I would say maybe you could say natural processes to occur throughout the project area without disrupting transportation access, recognizing that it is occurring in some spots but not all spots.

HS **Headrick, Hannah S** 59:55

How long to cook?

Your hand up.

Go ahead.

WM **Washington, Dawn M** 1:00:02

Yeah, I I did wanna. Did know what Dave was saying?

There's not many areas where natural processes are occurring on on P Island right now. So yeah, I definitely don't support the to continue so.

HS **Headrick, Hannah S** 1:00:22

How's this look?

Can I spell occur?

Show the cartoon very bad speller.

And just one last tweet.

Can we?

Can we say study area instead of project area?

OK.

What's next?

OK.

This will be the most hashed over purpose in the I've ever been involved.

I spent a lot of time on it prior to this meeting.

Yeah, I'll say that.

Again, thanks for jumping in on the sausage making here.

Appreciate everybody.

So this is the list of folks that are signatories I guess on here. Is that correct?

I don't know historic preservation offices, but now we miss one.

The RDO. OK. Yeah. Sorry, Ethan.

This is the list right here.

Do you usually just go through 1 by 1?

Yeah, we, I mean, we'll run through.

Yeah, the the full list, we kinda call everybody.

So I guess start with file there top to left.

How how do you all feel about concurring on what we've made that it's on today?

With the changes that we've made here, do we wanna see a final product before we?

I think we can certainly distribute.

A draft meeting summary of this, yeah, I guess.

General, I mean, but as far as changes and stuff that we made during the meeting today.

Sticking to the list.

And I'm sorry. Renee's got her rank and up.

Go ahead, Renee.

GR **Gledhill-earley, Renee** 1:03:04

I do have my hand up.

I'm wondering why we have the department rather than the SHPO.

HS **Headrick, Hannah S** 1:03:14

I don't know. You know what?

Honestly, we I think we used this to kind of guide us.
So we may have messed that up.
Because it we basically kind of used the same signature words, right?
Yeah, we can.
We can fix that, Renee, for we obviously send out for signatures.

GR **Gledhill-earley, Renee** 1:03:37
OK.

HS **Headrick, Hannah S** 1:03:37
Got a lot of lot of history to overcome on this.

GR **Gledhill-earley, Renee** 1:03:38
Thank you.
I do remember all the planning for the bridge.

SA **Somerville, Amanetta** 1:03:53
Bo, this is amanetta.
We would be able to move forward once we get the revised language.

HS **Headrick, Hannah S** 1:04:02
Thanks, amna.
Umm see TWR.
Would that be all right?
The likely signatory.

HF **Hardin, Faith** 1:04:18
Yes, Paul would be the signature here.

NP **Nyarko, Paul** 1:04:19
Yeah.

HS **Headrick, Hannah S** 1:04:21
Oh, you feel like you could concur based on what we talked about today.

NP Nyarko, Paul 1:04:25

Yes.

HS Headrick, Hannah S 1:04:29

And Renee, your blood.

Sweet answered your questions and feel like you could concur.

CT Cao, Luan T 1:04:38

Ship a concurst. Then you can send it for me for signature.

HS Headrick, Hannah S 1:04:43

Thanks LON.

I don't know if we had anybody to know fisheries on did we, national fisheries.

I don't know.

OK, I will have to follow up with to see if they plan to sign or not. If they want to see the Mets first, OK.

Kathy, do you see him?

BC Brittingham, Cathy 1:05:13

Hey, I'll, I'll start and then Greg might have some comments to add. I would say that yes, DCM will be able to sign the purpose and need, but we also being an umbrella agency under CAMA, wanna ensure that all of the agencies that would be commenting on any.

Future CAMA permit or federal consistency decisions also are in agreement.

So we, we'd wanna wait and hear from.

DMF February etcetera before we.

Agree. And then also I did wanna make a comment about the 2015 settlement agreement that I'd like to have reflected in the meeting minutes and that is that.

I think everyone probably knows the 2015 settlement agreement with SCLC and dot and DCM related to a Kama permit that DCM had issued for the B 2500 Bonner Bridge project.

And there are certain covenants and obligations within that agreement that still remain valid. And so our signature of the purpose and need would not change any of

those agreements that were made in that settlement agreement.
Greg, did you have anything you wanted to clarify or add to that?

BG Bodnar, Gregg 1:06:33

No, you hit him.

BC Brittingham, Cathy 1:06:34

OK.

Let's see if there's something else. Yes.

HS Headrick, Hannah S 1:06:37

Kathy, would you like to be quoted in the meeting summary in the way you just said that? Is that OK?

BC Brittingham, Cathy 1:06:44

Yeah, that'd be good.

Yep, that'd be good.

HS Headrick, Hannah S 1:06:47

We're recording it so we can do that.

BC Brittingham, Cathy 1:06:48

OK, awesome.

I could also watch that, yeah, or I could send it to you in an e-mail.

You just let me know what's easier for you.

And then I think we would also like to see the updated language before we make our final decision about signing.

And and that was it, I think.

HS Headrick, Hannah S 1:07:11

Awesome. Thanks for the comments.

Awesome.

Donald or Rebecca?

MR Martin, Rebekah 1:07:18
Yeah. Hey, this is. This is Rebecca.

HS Headrick, Hannah S 1:07:18
For the record.

MR Martin, Rebekah 1:07:22
I will serve as the signatory and I anticipate we will get to concurrence at let Lindsay know earlier this week.
We are working through our briefing process of our leadership, so kind of similar to what Kathy just said. We've got a little bit more work to do before I can officially concur and seeing the final language will help with that.

HS Headrick, Hannah S 1:07:46
OK.
Thank you.
Kind of. You know, obviously if you all need a follow up phone call or anything with us, we're happy to with your leadership too.

MR Martin, Rebekah 1:07:48
Mm-hmm.

HS Headrick, Hannah S 1:07:55
We're happy to help there.

MR Martin, Rebekah 1:07:57
Thank you.

HS Headrick, Hannah S 1:08:02
Ethan darvier.

ES Ethan Sommers 1:08:04
Yeah, all looks good to me.

HS Headrick, Hannah S 1:08:05

I guess that's the whole purpose behind Phil. We're all learning about this, but yeah, it's to get our arms around all the all the comments and thoughts and opinions.

ES Ethan Sommers 1:08:06

Lot more comments than I was expecting today, so but it all looked good when I went was listening through.

HS Headrick, Hannah S 1:08:21

That's great.

I'll speak for dot.

I think dot anticipates concurrent.

Fish and Wildlife Gary Jordan was not able to attend today.

He did it, though.

That gave us notice of that beforehand.

I think he didn't see any issues, but then that would concur this e-mail that he sent. Travis.

You quiet today, but any thoughts?

WW Wilson, Travis W. 1:08:47

Yeah, I think we can.

WRC can we'll be able to concur considering the revisions that were made today.

HS Headrick, Hannah S 1:08:57

That's your question.

Oh, highway tends to concur. And then seeing these revisions.

Maybe we did it in real time, so there might be a typo here there.

But I like to change that occur and again appreciate advice input from all the agencies.

State Bank fisheries.

DD Deaton, Charlie D 1:09:20

Yeah, DMF intends to concur as well.

HS **Headrick, Hannah S** 1:09:24

And who should our point person be for?
That.

DD **Deaton, Charlie D** 1:09:29

You can.
You can make me the point person.
Charlie Deaton, thank you.

HS **Headrick, Hannah S** 1:09:35

Thanks for let.
We did not have the Coast Guard on.
I don't believe any cop on or anything.
Did anyone hear from them prior to the meeting?
No, but they were invited.
It's not unusual for them to come.
Well, I did make note that they didn't sign the last one, but I didn't know if that was
stain anymore.
It's a statement tradition of got it better mess.
Sometimes it's all.
Yes.
Sorry, Kathy.
Go ahead. You were talking about the Coast Guard.

BC **Brittingham, Cathy** 1:10:14

Oh no, I don't.
But I just noticed that you probably want to have two lines for the Fish and Wildlife
Service, one for the refuge and one for ecological services. Kerry Jordan.

HS **Headrick, Hannah S** 1:10:25

We do.
We it's on the bottom left of P Island National Lab Refuge has a separate acronym
there, but we should probably.

BC **Brittingham, Cathy** 1:10:32

Oh, I see it. I'm. Yep, I got it.

HS **Headrick, Hannah S** 1:10:34

Just yeah, different acronyms.

Sorry, thanks for pointing that out.

BC **Brittingham, Cathy** 1:10:37

OK.

HS **Headrick, Hannah S** 1:10:39

Throw me for a loop too.

BC **Brittingham, Cathy** 1:10:43

Maybe add refuge after Fish and Wildlife service.

HS **Headrick, Hannah S** 1:10:43

And.

Okie doke.

And Park Service.

HD **Hallac, Dave** 1:10:53

Yeah, this is Dave.

Our message is very similar to Rebecca's.

Dissipate, being able to concur.

We'll need another couple of weeks, two to four weeks to get regional briefings and buy off. Done. But I don't anticipate any issues and we look forward to reviewing the final version and appreciate the discussion and consideration of our comments.

HS **Headrick, Hannah S** 1:11:19

Yeah. Thanks for all the thoughts and input. You think it'll be you, Dave, or would it be Michael?

If somebody else, you should be.

HD Hallac, Dave 1:11:25

It will probably be.

It'll probably be me, yes.

HS Headrick, Hannah S 1:11:29

Thanks.

I think with all the moving parts, we'll want to close advantage the DocuSign when we do decide to send that out I can be.

A tricky issue sometimes, yes.

Make sure we just pay close attention to that on our end.

You got more slides.

Well, our thoughts were we've been keeping, doing work on some of this. So we were just gonna kind of jump into possibly having a data review discussion just to kind of share.

Since we were able to have have some resolution on this and I guess I would just say for the folks that want to stick around and listen great. But if other folks have other things to do, they can pop up and listen well and and if I can.

Bend everybody's ear just if if. If we wanna do it that way.

I'll just finish up the schedule and next steps, OK and then and then, yeah, whoever wants to.

Sorry if you not check out this incredible GIS viewer can go.

All right.

So this folks are in the first project team meeting the informational meeting you've you've seen this in the the next image here.

But this is just our project timeline to give you an idea of where we are and what we've got on deck.

So of course, here we are month 8 with with January being month one.

So we're having our project team meeting, we're prepping for some public involvement in November.

Down into the planning level and environmental considerations, we're finishing up purpose and need. Our coastal modelers are in the midst of developing their baseline model, validating, calibrating and all that good stuff and moving on to.

Modeling future scenarios. Also doing design studies doing our alternatives development and then those last items there at the bottom that goes into the

beginning of next year where we'll have the the documentation piece and be coming back to y'all you know with recommended alternatives and then upheld excuse.

Me Anita pathway.

So that's your typical Gantt chart. On the next slide, you can see what that looks like, a little bit more sorted out by.

By roles.

So we've got the core team there.

That's the the group that meets monthly, the project team.

That's the core team plus merger agencies, plus local government and tribal representatives. And just a caveat there. That's the merger. Meetings are part of the project team meetings, but the merger meetings don't have local folks involved in that.

The Technical SME's subject matter experts.

In academia, we have a scientific advisory committee made-up of a coastal modeling brain trust from all the universities in the region, and they are supporting this study. It also brings in NC State and Doctor Katherine Andardi with the Coastal Monitoring program that was developed as part of the mitigation commitments for the Bonner Bridge.

Our stakeholder groups, we're getting more into that. All the different parties with vested interests.

In this project and then obviously the public and keeping public facing content up to date, being responsive throughout the duration of the project and you can see.

So we're again in months 7 through 9. So that column and you can see what we've accomplished where we're at right now. I kind of recapped some of that on the last slide.

So I won't go into detail, but.

Most interesting to this group on the project team row.

We anticipate having another project informational meeting in October and that's when we'll bring.

The alternative give you an update on the alternatives development process and then go go back out to the public and then come back to you in the first part of next year with concurrence .2.

And then just as easier snapshot to see you when this group is going to be reconvening right now. As I mentioned, an informational meeting in October, an informational meeting in January.

That's when we'll come back again.

Share the results of the the public meetings in November.

Prep for CP Pre CP two meeting with the Co leads in March and then have CP2 in May.

Followed by our last meeting where we will.

Layout the the content of health study meet the pathways and and all that good stuff.

And then the last slide there just describes some of the, the, the upcoming activities that we have.

So we're working on the alternative screening methodology.

And then actually doing the level, the alternative screenings and that's levels one and two at that point, again coming back to you all in October.

Public meeting and then and then in January, that's when we'll have that final conversation on level three of the alternative screening.

OK.

So that's that's next steps.

Can you describe between levels one and two?

Screen for those that may not be, yeah.

So it's it's kind of what we we call the funnel approach. So the with different sips maybe as you go up. So that first level is really just the, the the biggest you know hold sieve of the screening.

What gets in or or drop based on? Does it meet the purpose?

Is there, uh, you know, an obvious fatal flaw either related to, you know, environmental impacts or constructability or something that would.

Just make the alternative completely unreasonable.

And then the level 2 gets into more of a rating and bringing in some, you know as much as we can do pontifiable impact screenings based on GIS data. We'll also have our actual alignments at that point.

So not just concepts and then and then Level 3 is a further refinement of that where we're we're.

Getting more into you know, understanding what are some of the limitations of the specific alternatives, how they might fit together to to to create what we're calling phasing concepts of near term and long term solutions that are bundled as a as a phasing concept that can ultimately be.

Evaluated in NEPA and set the course for her programming and implementation.
So that that's the two second.

HD **Hallac, Dave** 1:18:38

Amy, can I ask a similar question?

I see the alternative screening methodology and I see the screening, but I don't see the alternative development process. When is that occurring.

HS **Headrick, Hannah S** 1:18:48

That that is basically parallel to it the the alternatives development will happen. I guess the the alternative screenings are those milestones for coordination to review the alternatives development process and make sure that everybody's on board with OK this is what we're looking at. As you know the.

The universe of alternatives in that first Level 1 screening, is there anything else that needs to be on the table?

Do we have consensus on what's in what's out?

And and Dave, the vehicle that we'll use for that is primarily the 14 meetings that that as you know, Park Service and Fish and Wildlife are the refuge specifically are part of.

So kind of, you know the phrase.

How do you e-mail that one bite at a time?

The aim of the core team meetings is to to to take a bite out of this.

You know, every month as we, we have new information to share with that group.

And then and then the touch points here with the project team meeting. Uh project team.

HD **Hallac, Dave** 1:19:49

OK.

I apologize.

I guess I'm a little, I'm not following.

So when is, this is next steps.

So when is the like alternative development workshops or planning meetings?

Isn't that before these next steps?

Or am I missing something?

HS **Headrick, Hannah S** 1:20:05

Oh, sure. So a lot of this.

Sorry, this was really kind of meant for of a higher level, but yes, the alternative development is going on right now so.

We're standing is working on draft.

Materials for that dot has a draft copy of the Alternative screening methodology that'll get routed through.

Seth, you know, federal highways make sure that they're agreeable with that.

We'll bring that to the core team.

Get Charles input.

Make sure there's not anything we're missing.

And you might recall from the July meeting we gave like an overview of the alternative screening methodology framework.

So kind of the basically the outline of the the screening methodology document that's under review right now.

HD **Hallac, Dave** 1:20:53

Yeah, I I apologize.

HS **Headrick, Hannah S** 1:20:53

So.

HD **Hallac, Dave** 1:20:54

I don't articulate my question.

When, when are we actually gonna?

Yeah. When are we going to develop the alternatives?

I assume there will be some what I what we typically do is alternative development workshops where we bring you know, the interested stakeholders together to look at all the planning assumptions, the time frame and start to generate the actual list of alternatives.

And obviously it's usually fairly large and it gets whittled down to something, and then they become screened.

So I understand that you've worked on the methodology and you're continuing to, but when is the alternative development process itself?

HS **Headrick, Hannah S** 1:21:30

I'm gonna.

I'm gonna let somebody else have that back, because that way I might be stuck.

No, I I think.

I think there will be opportunities and we'll certainly gonna have more team meetings to recommend and suggest and present alternatives like Amy's saying. I think there are some alternatives we've identified, right.

We've got the the alternatives. Yeah. From the settlement agreement. And so we have a number of different alignments or potential solutions that we want to make sure that we include in this screening process as we develop.

You know the screening methodology.

Exactly how we're going to evaluate each concept that's developed, but there's gonna be a public meeting in November. And so we're gonna listen to the public. And so perhaps the public has some thoughts or concepts that we may wanna meld into alternative that we wanna consider. And so.

There will be.

It's gonna be an iterative process over the next several months, but we're not starting from scratch because we could have.

You know previous concepts that have been developed during previous environmental reviews.



Hallac, Dave 1:22:32

OK, I guess.

Thank you for explaining that.

I guess we would make a fairly strong recommendation that there be another step added here, which is the actual alternatives development process which would include all the input from everybody on this call. But that would really be the heart of this entire planning process. Clearly if there's somet.

That was committed to in a in a in a settlement agreement. Of course, that would be on the table, but a lot of things have changed and and we've got a lot of, I think both recommendations and questions about.

Planning assumptions in terms of the hotspot itself.

Short term long term solutions longevity. So we're very interested in helping and participating there, but I don't know that it's clear to us when that's going to be happening.

HS

Headrick, Hannah S 1:23:13

Yeah, sorry, I'm trying to make sure I'm articulating too.

So the core team meetings, Dave like that's that's when a lot. I mean we can use that that time that we have every month whether it's for for updates or you know sharing new information or having work sessions to to review things like you know the the level.

One options and making sure that everything's on the table but.

But we can also have technical SME meetings where you know, if there's other folks.

In the Park Service and Fish and Wildlife that y'all want to bring to make sure that we're we've got a broad perspective and we're not missing anything and it it sounds like maybe that might be a good approach is to have an interim huddle with with you all.

And you know, with Don and Rebecca and and their crowd and make sure that that you all are good. You know specifically with the methodology and then and that we're clarifying where those.

Those those workshops or.

You know, coordination or other points.

For for involvement that we're all clear on when those are gonna occur.

In the core team meeting to think will be a great venue to share information back and forth, but certainly if we want to set up some meetings outside of that to to brainstorm, I think as you as Amy indicated or schedule, there's coastal monitoring or coastal modeling rather.

That's happening right now.

And some preliminary results that kind of inform maybe some other, you know concepts that we look at it.

So rather than just kind of rushing out some preliminary results, I think we're trying to digest some of that information and figure out, you know, how does this, how does this result into an actual tangible concept?

So those will be future core team meetings where we'll start to to have conversations about those, those different concepts.

WM

Washington, Dawn M 1:25:15

I wanted to chime in and say too that I kind of.

I agree with Dave.

I think we need more time on a calendar outside of the core team meetings because it doesn't seem like we do have a lot of time.

So I appreciate this meeting being scheduled and it being scheduled for a longer period of time. So we could have some meaningful and more in depth conversations.

And I'd also like to suggest that we could get.

Those meetings, flushed out sooner than later.

On people's calendars. Just because our calendars fill up really quickly.

So if we could get some idea of when that.

What that might look like and what month that would be, I think getting those on the calendar would be really helpful.

HS **Headrick, Hannah S** 1:26:00

Yeah, maybe the first meeting can be that that exact process, Don, and kind of plan this out for the remaining duration of the project.

WM **Washington, Dawn M** 1:26:09

That would be great.

HS **Headrick, Hannah S** 1:26:17

That's coming up, isn't it?

I think it's so next week the core team.

Oh yeah, yeah. I was at one week. We can have a a meeting with Park Service and vision hotline and set like what we want to do for.

Sidebar coordination at that 14, right?

Oh no. Like, yeah.

Sorry at the first meeting with with just those agencies.

We'll iron out coordination, the sidebar coordination on you know about it.

OK.

Any other comments?

And like I said, we can make this kind of the break points here and then for folks who want to sit around and look at the the data sets and state.

Thank you everyone who participated and.

Thanks everybody who feels like hanging out.

Thank you folks.

BG **Bodnar, Gregg** 1:27:20

Thank you.

HS **Headrick, Hannah S** 1:27:23

Sure. And. And one quick final note that y'all have this link to the online GS viewer. So even if you do want to drop now, we could still welcome your thoughts on data slots. And Kathy, I know at the the pre meeting we talked about making sure that that we have the right data sets reflected so. So DCM is specifically one on my list. To make sure that we're we're showing the right stuff.

Yeah, Kim.

Kim, if you are ready, we're ready for you.

I'll drop this in the chat.

JK **Jacobus, Kimberly** 1:28:07

Sure.

Yeah, I can go ahead and share my screen if you're ready.

HS **Headrick, Hannah S** 1:28:09

And yeah, stop.

● **Headrick, Hannah S** stopped transcription