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GOVERNORS OFFICE P05

P02



THE SECRETARY OF THE INTERIOR
WASHINGTON

October 31, 1990

Manuel Lujan, Jr.

The Honorable Jim Martin
Governor
State of North Carolina
State Capitol Building
Raleigh, NC 27603-8001

Dear Governor Martin:

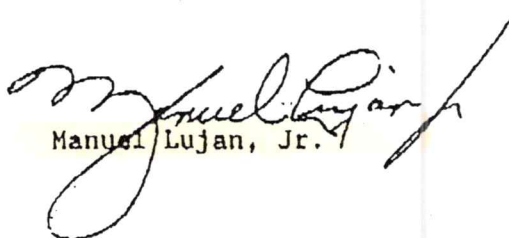
Thank you for your call regarding the construction in Oregon Inlet. I have had several meetings on this subject and I can report to you the following:

I have conferred with the Secretary of the Army, Michael P. W. Stone, and have requested that the Fish and Wildlife Service (FWS) and the National Park Service (NPS) be participants in the design phase.

With the participation of FWS and NPS, the natural flow of events will be that, upon completion of the design, the requirements of the FWS and NPS will have been met and the permit can be issued.

I will keep you informed as we progress through this process.

Sincerely,


Manuel Lujan, Jr.

FOR IMMEDIATE RELEASE:

"THE OREGON INLET JETTIES WILL BE BUILT"
STATEMENT BY SENATOR HELMS
NOVEMBER 1, 1990

IT CAN NOW BE SAID WITH CONFIDENCE THAT THE TWIN JETTIES
WILL BE BUILT TO STABILIZE THE CHANNEL AND PROTECT BONNER
BRIDGE AT OREGON INLET.

LATE YESTERDAY EVENING, U.S. SECRETARY OF THE INTERIOR
MANUEL LUJAN, JR. INFORMED GOVERNOR MARTIN AND ME THAT AN
AGREEMENT HAD BEEN REACHED IN HIS DEPARTMENT WHICH WILL LEAD
IN SIX TO EIGHT MONTHS TO THE ISSUANCE OF THE PERMITS NEEDED
TO CONSTRUCT THESE LONG-DELAYED JETTIES. THIS MAJOR
BREAKTHROUGH FOLLOWS A DISCUSSION WE HAD RECENTLY WITH
OFFICIALS OF THE DEPARTMENT OF INTERIOR AND THE ARMY CORPS
OF ENGINEERS IN SECRETARY LUJAN'S OFFICE.

IT OVERCOMES THE EARLIER OBJECTIONS OF THE U.S. FISH AND
WILDLIFE SERVICE AND THE NATIONAL PARK SERVICE, THE TWO
AGENCIES WHICH CONTROL THE LAND ACCESS ON THE SOUTH AND
NORTH SIDES OF THE INLET, BY INVOLVING THEM AS PARTICIPANTS
WITH THE CORPS OF ENGINEERS IN THE DESIGN OF THE PROJECT.
SECRETARY LUJAN STATED THAT WITH THIS PARTICIPATION, " THE
NATURAL FLOW OF EVENTS WILL BE THAT, UPON COMPLETION OF THE
DESIGN, THE REQUIREMENTS OF THE FISH AND WILDLIFE SERVICE
AND NATIONAL PARK SERVICE WILL HAVE BEEN MET AND THE PERMIT
CAN BE ISSUED."

WE KNOW THAT WE HAD A CLOSE CALL THIS PAST WEEK WHEN THE
HOPPER DREDGE DRAGGED ITS ANCHOR AND DESTROYED A 370 FOOT
SECTION OF BONNER BRIDGE. FORTUNATELY, NO LIVES WERE LOST.

THE EVACUATION PROVED THAT FERRY SERVICE WOULD HAVE BEEN OF
LITTLE VALUE HAD THE BRIDGE FAILED IN A HURRICANE WITH ITS
SEVERE FLOODING.

FOR YEARS WE HAVE BEEN UNABLE TO GET THE PERMITS TO ALLOW
ENGINEER TO GO ON FISH AND WILDLIFE AND PARK SERVICE LAND.
THANKS TO THE SOLUTION WORKED OUT FOR US BY SECRETARY LUJAN,
WE CAN NOW SEE THE END OF THE TUNNEL FOR THAT PROBLEM.

* * *



THE SECRETARY OF THE INTERIOR
WASHINGTON

December 21, 1990

Mr. George T. Frampton, Jr.
The Wilderness Society
900 17th Street, N.W.,
Washington, D.C. 20006-2596

Dear Mr. Frampton:

Thank you for your letter requesting clarification of my position on the proposed construction of jetties at Oregon Inlet, North Carolina.

The Department of the Interior's ultimate decision on this proposal will be predicated on the following three considerations:

- (1) the determination by the Office of Management and Budget on the current cost benefit ratio of the project;
- (2) the determination by the Department's Solicitor on the compatibility and legality of building jetties on National Park and National Refuge lands; and
- (3) an assessment by the Department of the Interior of the environmental consequences of the proposal.

The Department's early coordination with the Corps of Engineers in evaluating this project is not to be interpreted as prejudging any of these three considerations. These cooperative efforts do not guarantee that the resulting project proposal will receive the automatic approval of the Department. We will have to make an independent evaluation of whether the resulting proposal can be conducted without derogating park and refuge resources and values.

I remain committed to protecting the resources of Cape Hatteras National Seashore and Pea Island National Wildlife Refuge for the enjoyment of current and future generations.

Sincerely,



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

March 14, 1991

Honorable Jesse Helms
United States Senate
Washington, D.C. 20510

Dear Senator Helms:

Thank you for your letter of January 14th to Director Darman regarding the Office of Management and Budget's review of the economic feasibility of the Army Corps of Engineers' proposed project at Oregon Inlet.

The Office of Management and Budget staff has concluded its review of the Army Corps of Engineers' Report on Oregon Inlet, titled the 1990 Update of the 1984 Economic Analysis of the Manteo (Shallowbag) Bay Project, North Carolina. I am pleased to inform you that the Office of Management and Budget agrees with Army's finding that the investment in this project, given its current configuration and cost, is economically justified. This finding will be communicated to the Army immediately.

The Corps' report assumed that vigorous implementation of various fishery management plans would yield a significant improvement in commercial fishery resources. The Corps further assumed that these increased resources, in combination with the increased fishing effort facilitated by the jetties, would produce sustainable economic benefits sufficient to justify project construction. Given the importance of these fishery management plans to overall project benefits, it is important that these plans be put in place prior to the initiation of construction.

As you know, final design must be consistent with various public lands and environmental criteria set forth in Department of the Interior regulations. I believe that the Department of the Army is addressing these concerns with Interior directly.

Sincerely,

Robert E. Grady
Associate Director
for Natural Resources,
Energy and Science

From Dan Gray-
Is he the
fish guy?

Document Originally
Attached to
Following Page

Cop

Oregon Inlet
File

DARE COUNTY REPUBLICAN PARTY

Dan Gray, Chairman

P. O. Box 189

Avon, NC 27915

1-919-995-6238

F A X F O R M

DATE: 23 June 92FROM: Dan GrayFAX NUMBER: 1-919-995-6238TO: Richard PorterFAX NUMBER: 1-202-456-6216NUMBER OF PAGES: 2FAX RESPONSE REQUESTED: ✓SHOULD YOU NOT RECEIVE ALL PAGES, PLEASE CALL
1-919-995-6238

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DARE COUNTY REPUBLICAN PARTY

Dan Gray, Chairman

P. O. Box 189

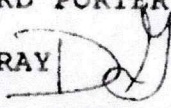
Avon, NC 27915

1-919-995-6238

June 23, 1992

MEMORANDUM

TO: RICHARD PORTER

FROM: DAN GRAY 

RE: OREGON INLET STABILIZATION PROJECT

I appreciated the opportunity to talk briefly with you the other day about the Oregon Inlet stabilization project. I hope that the information we provided was helpful.

I have been looking forward to a response from you or your office as to any information you have that might help us in our efforts, but have received nothing to date. Please let me know as soon as possible what further thoughts you have. I can be reached at (919) 995-6238 (phone and FAX). Also, if you need more details about this issue, I would be glad to provide them.

I look forward to hearing back from you soon.

Dear George:

Our economic and social heritage has been and continues to be threatened by misguided bureaucrats in government through these good old United States. The citizens of our country are becoming ever more painfully aware that important decisions at all levels of government are being made by entrenched and appointed bureaucrats who have **no accountability to the voters**. This sense is reaching epidemic proportions and may very well become the cause of some major political upheavals.

A prime example of this is the stabilization of Oregon Inlet, adjacent to Interior lands on the Outer Banks of North Carolina, about which we have spoken recently. Although **Secretary Lujan** says he **agrees with jetties** as being the **best alternative**, he has failed to issue **use permits**, the regulatory requirement of which is being **retroactively applied** to a project **Congressionally authorized in 1970**, before there was such a requirement.

George, the federal government has already spent nearly \$90 million dollars since the 1960's, and **over \$3 billion** (\$3,000,000,000) is **at risk** from no action. Twenty (20) lives have been lost since 1962. The latest of several benefits to costs ratios ranges from 2.6-1.6 to 1. More than 100 studies have been preformed, ending most recently with a one-year long Department of Interior and Corps of Engineers **cooperative Task Force review**. The **net result** was that all **major questions** were **resolved** with the exception of hypotheticals.

You certainly were on the **right track** in your **State of the Union address** when you called for an end to bureaucratic hindrances to economic growth. Sad to say, George, the **Interior Department** obviously missed your point.

George, the people of this country need for someone to step forward to show **decision-making via merits and accountability** returned to the decision makers. The federal government has welched on promises made to the people and state of North Carolina, and they have been treated with dishonesty in a scandalous manner by Interior, although North Carolina has worked in good faith to overcome these unmeritorious hindrances and obstructions of a very worthy project.

Personally, I can assure you governmental deception is a major thorn in the backside of caring elected officials and will be a **MAJOR FACTOR** in the upcoming election. Your **personal help in obtaining the permits** from the Department of Interior **very soon** for my native state of North Carolina is the **proper and necessary action with great benefits for all**.

As a matter of record, all of the N.C. Congressional delegation solidly supports this project. We sorely need your creative leadership!

Warmest personal regards,

...and continued ...
...government through ...
...of our country ...
...important ...
...being made by ...
...have no ...
...responsibility to the voters. This sense is reaching ...
...and may very well become the cause of ...
...appeals.

A prime objective of this is the stabilization of Union Trust ...
...interior lands on the Outer Banks of North ...
...which we have spoken recently. Although ...
...Secretary ... says he agrees with getting as many ...
...has failed to make use ...
...requirement of which is being retroactively ...
...project Congressionally authorized in 1945. ...
...was such a requirement.

George ... federal government has already spent nearly \$30 ...
...since the 1940's, and over \$1 billion ...
...(\$1,000,000,000) is at risk from no action. Twenty ...
...lives have been lost since 1942. The latest of several ...
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George, the people of this country need for someone to step ...
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...returned to the decision makers. The federal government has ...
...watched its promises made to the people and state of North ...
...Carolina, and they have been treated with dishonesty in a ...
...scandalous manner by Interior, although North Carolina has ...
...worked in good faith to overcome these unmeritorious ...
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Personally, I can assure you governmental deception is a ...
...major factor in the backside of caring elected officials and ...
...will be a major factor in the upcoming election. Your ...
...personal help in obtaining the permits from the Department of ...
...Interior very soon for by native state of North Carolina is ...
...the proper and necessary action with great benefits for all.

Virginian Pilot 10/6/90

Officials push for decision on inlet jetties

But ruling not expected until 1991

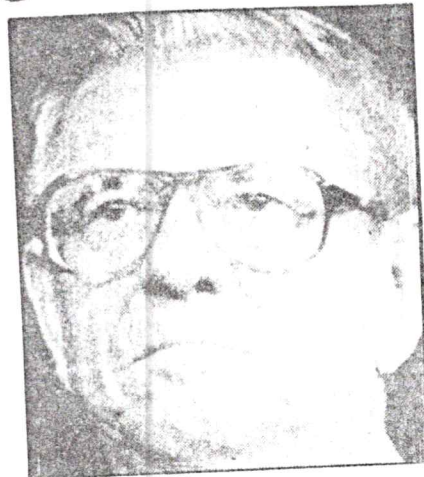
Staff and wire report

A top delegation of North Carolina officials met Friday with U.S. Interior Secretary Manuel Lujan Jr. in hopes of accelerating the department's review of a proposal to stabilize Oregon Inlet with rock jetties. But it could be next year before the federal agency decides whether to issue a permit for the project, officials said Friday.

Gov. James G. Martin, Sen. Jesse A. Helms, R-N.C., and Sen. Terry Sanford, D-N.C., met in a "working session" with Lujan in Washington to discuss the project, a spokeswoman for Martin said.

Interior spokesman Steve Goldstein said Lujan and the North Carolina contingent discussed the issue and Lujan told them only that the matter continues to be under consideration. Goldstein said Lujan made no commitment on whether the department would issue a permit.

"He indicated that Interior wants



Manuel Lujan Jr.

Has made no commitment

to be absolutely sure it can be done in an environmentally sound manner," Goldstein said. "He (Lujan) made no commitment one way or the other."

The Department of the Interior wants to wait until next September for the U.S. Army Corps of Engineers to modify its dredging techniques at the inlet before making a decision, Martin said after the meeting. The corps has spent about \$5 million annually since 1983 to clear the inlet's navigation channel of sand for the area's commercial

Please see **JETTIES**, Page **B3**

JETTIES

continued from Page B1

fishing fleet.

"They were indicating to us that they were going to wait another year before making up their minds, and so we talked to them about the importance of trying to get a decision a lot sooner than that so we can move forward," Martin said.

Two officials from the corps' Wilmington district office explained technical aspects of the project, including a sand-bypassing system, Martin spokeswoman Pam Albright said. The system, which would transfer sand by pipeline from the tip of Bodie Island to federal lands on the north end of Hatteras Island, is designed to prevent erosion to the island.

"The governor wants to make sure Lujan has every bit of information he needs," Albright said.

Interior Department officials have blocked the project for more than a decade because of fears that the rock jetties would block the natural transport of sand through the inlet and accelerate erosion to the Pea Island National Wildlife Refuge.

In a similar meeting with Martin and other North Carolina officials in August, Lujan had indicated that his decision on the permit would be coming soon. The permit is needed to anchor the milelong jetties on federal lands that frame the inlet.



Gov. James G. Martin

Arranged Friday's meeting

Martin spokesman David Prather said the governor arranged Friday's meeting after learning that Lujan had delayed the issue for another year.

"The governor told (Lujan) how important it was that a decision be made sooner than that," Prather said.

Michael P. Daniels, chairman of the Dare County Board of Commissioners, also attended the meeting. He said he is optimistic that Lujan eventually will give his blessing to the project.

"We didn't get an answer today, but things are moving," Daniels said. "He's not backing away from it. I've got faith that we're going to get them."



COUNTY OF DARE
MARTELL, NORTH CAROLINA 27954

P. O. BOX 1000
PHONE (919) 451-1111

July 27, 1992

Richard Porter
Chief of Counsel to the Vice-President
Old Executive Office Building, Room 200
Washington, D.C. 20501

Dear Richard:

Thank you for taking the time to meet with us to discuss the Oregon Inlet stabilization project last week. We especially appreciate your work in contacting Tom Weimar of the Department of Interior and the resultant meeting with Interior staff. As we discussed with you, the general mood of many in Interior seems basically unchanged, and seems to run counter to all that Vice-President Quayle stands for as far as encouraging economic development is concerned.

The North Carolina Attorney General's office has documented that permits can, in fact, be issued now by Secretary Lujan to permit the use of DOI lands for this Congressionally authorized project. We need the good influence of your office to help emphasize to Secretary Lujan that this worthwhile project is important not only to North Carolina, but to the Vice-President as well.

As we have said so many times, this is the type of project that illustrates much of which is wrong with our bureaucratic system today, and can be a prime example of success if the Bush Administration intervenes to ensure positive action via permit issuance.

Sincerely,

Harry B. Schiffman, Chairman
Dare County Oregon Inlet and Waterways Commission