

Joann M. McDermon, Mayor  
Mike Benson, Mayor Pro Tem



Alice Derian, ICMA-CM  
Town Manager

Aldermen:  
Fred Fontana  
Richard Grant  
Tom Leonard  
Connie Pletl

Nancy Avery  
Interim Town Clerk

**Beach, Inlet, Sound Advisory Committee  
Tuesday, December 5, at 10:30 A.M.  
MINUTES**

The Beach, Inlet, Sound Advisory Committee held its regular meeting on December 5, 2023.  
A quorum of the committee was present.

Committee members in attendance:

Larry Strother – Chair - Phase 5  
Teri Ward – At Large  
Deborah Coltrane – Phase I  
John Gardner – Phase 4  
Mike Benson – Alderman  
Rick Grant – Alderman

Members absent:

Steve Scheibner – At Large  
Tim Foster – Onslow County Commissioner

Staff present:

Alice Derian – Town Manager  
Nancy Avery – Interim Town Clerk  
Ricky Schwisow – IT Director

Chris Gibson, TI Coastal Services, Inc. was in attendance.

Welcome and Introductions

Chair Strother called the meeting to order at 10:30 am.

Approval of the Agenda

Member Benson requested the addition of an item to the agenda ‘committee membership organization’.

Motion - Member Grant motioned to approve the agenda as amended; seconded by Member Ward; unanimously approved.

Approval of August 15, 2023, minutes

Motion - Member Gardner motioned to approve the August 15, 2023, minutes a presented; seconded by Member Ward; unanimously approved.

Public Comments

None

Current status of Shoreline Projects

Manager Derian reported:

**Beach Projects:**

- The Phase I project resumed on December 4th and is expected to be completed between two and four weeks, depending on weather and surf conditions. The contractor is accessing the beach at BA#41 (Jenkins Way Parking Lot located at 1294 NRI Rd). Sand is being placed on the active beach just South of Topsail Reef and continuing South towards Oceans Edge Restaurant at the St. Regis.
- The Phase 5 project resumed November 16th, and work will continue through February and will be completed. The contractor is accessing the beach at Gray Street and has started placing sand at the Surf City line and will continue approximately 3,200 feet north of the town line. At the close of last season, we placed 410,905 cubic yards of sand and we expect to place an additional 225,095 cubic yards of sand that is expected to be completed in February 2024. The contractor has placed 6,165 cubic yards of sand since resuming operations.
- Phase 4 is anticipated to start February.

Committee membership organization

Member Benson stated the committee needs to look at its appointments for the coming year. The committee's first meeting when established was the 4<sup>th</sup> February of 2022. Members Gardner, Ward and Grant have two-year terms that will be up in February 2024. The Town is in the process of coming up with new rules for committees. We want members that are interested in being re-appointed to make their wishes known by going online and re-applying. We also need to advertise for anyone that wants to serve, particularly from Phase Two and Three. The normal term is three years.

Member Benson recommended to Chair Strother to contact Onslow County member Tim Foster for an alternate member from the county commissioners since Commissioner Foster has only been able to attend one meeting.

Presentation and discussion of the proposed 5-year action plan/ 30-year plan.

Engineer Chris Gibson, T.I. Coastal, gave a presentation to the committee with the following highlights:

- He presented a draft back in the August timeframe as to what to do
- Today's presentation will get into the economics of it
- There are five Reaches (One to Five)
- DA143 located at the crossroads of the intra-coastal waterway and Cedar Bush Cut across from Swan Point is the borrow area that will be used because it has high quality sand and is the most economical source we have.

- DA 143 has approximately 1.9 million cubic yards, is relatively easy to permit; is less expensive to use than offshore borrow; it is sufficient for Reaches One, Two & Three plus; is eligible for Shallow Draft Fund and the Corps of Engineers wants to get rid of the sand.
- Overall goal is to become designated as an ‘engineered beach’ which allows FEMA reimbursement (75%) and State Emergency Management fund (25%) for a total 100% reimbursement for sand lost during a declared disaster (storm).
- An un-engineered beach is only eligible for funding to rebuild a dune with six cubic yards per linear foot which is approximately five feet high and twenty feet wide. You cannot build the dune back any larger than it was before.
- For this plan to work, we cannot use New River Inlet as a borrow source without some sort of structure to prevent immediate erosion out of Reach One back into the inlet.
- We are proposing for this a temporary sheet pile driven into the sand forty feet at about 750 feet long. This is a relatively inexpensive fix. It would be located at the north end of the fill right at the last house at the New River Inlet, perpendicular to the shoreline, parallel to the inlet, and from the house 750 feet long out into the water. It would basically be at the stern of the abandoned shrimp boat to where there is high ground beach.
- The design schedule is:
  - 30 Year Concept Plan – December 2023
  - Stand Alone Permit for Reaches One, Two & Three (DA143) - Dec 2023 - Nov 2024
  - Long term sand source development January 2024- December 2024
  - Finalization of 30 Year Plan, including permitting - December 2025
- Initial Construction Schedule would be:
  - Winters of Fiscal Year (FY) 24 & FY 25 - Complete Reaches 5 & 4
  - Winter FY 26 - Complete Reaches One, Two & Three (Maintenance on Reach One)
  - Potential for temporary terminal structure FY 26
  - Initial inlet improvement / maintenance Reaches One, Two and Three in FY29
  - Cycle every 4 years w/ small hopper maintenance annually
  - Initial hopper maintenance FY 32
  - Cycle every 10 Years
- Funding opportunities are:
  - DA-143 – Shallow Draft Fund is a three (3) to one (1) State match
  - Maintenance/Borrow from New River Inlet – also Shallow Draft Inlet Fund three (3) to one (1) State match
  - Beach Resilience Fund (aka Reach 4) is a State one (1) to one (1) match
  - Directly legislated state grants
  - FEMA assistance after declared disasters
  - Other County/State/Federal Opportunities yet Identified
  - There are enough funding opportunities identified to carry out a long-term plan without a change in the tax rate.

Engineer Gibson reviewed the following spreadsheet of projected revenues and expenses.

FY	AV & ROT	Sales & Park	Grants	FDA Loan	Project Expenses	Balance	Notes
						\$ 17,800,000	
2024	\$ 3,200,000	\$ 1,000,000	\$ 8,300,000		\$ 8,300,000	\$ 22,000,000	Reach 5
2025	\$ 3,200,000	\$ 1,000,000			\$ 11,500,000	\$ 14,700,000	Reach 4
2026	\$ 3,200,000	\$ 1,000,000	\$ 25,875,000	\$ 2,000,000	\$ 36,500,000	\$ 6,275,000	Reach 1,2,3 DA143
2027	\$ 3,200,000	\$ 1,000,000		\$ 2,000,000	\$ 500,000	\$ 7,975,000	
2028	\$ 3,200,000	\$ 1,000,000		\$ 2,000,000	\$ 5,000,000	\$ 5,175,000	Terminal Groin Armoring
2029	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000	\$ 2,000,000	\$ 16,000,000	\$ 3,375,000	Reach 1,2,3 Inlet
2030	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 7,300,000	
2031	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 11,225,000	
2032	\$ 3,200,000	\$ 1,000,000	\$ 12,050,000		\$ 24,100,000	\$ 3,375,000	Reach 4,5 Hopper
2033	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000		\$ 16,000,000	\$ 3,575,000	Reach 1,2,3 Inlet
2034	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 7,500,000	
2035	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 11,425,000	
2036	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 15,350,000	
2037	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000		\$ 16,000,000	\$ 15,550,000	Reach 1,2,3 Inlet
2038	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 19,475,000	
2039	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 23,400,000	
2040	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 27,325,000	
2041	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000		\$ 16,000,000	\$ 27,525,000	Reach 1,2,3 Inlet
2042	\$ 3,200,000	\$ 1,000,000	\$ 12,050,000		\$ 24,100,000	\$ 19,675,000	Reach 4,5 Hopper
2043	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 23,600,000	
2044	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 27,525,000	
2045	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000		\$ 16,000,000	\$ 27,725,000	Reach 1,2,3 Inlet
2046	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 31,650,000	
2047	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 35,575,000	
2048	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 39,500,000	
2049	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000		\$ 16,000,000	\$ 39,700,000	Reach 1,2,3 Inlet
2050	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 43,625,000	
2051	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 47,550,000	
2052	\$ 3,200,000	\$ 1,000,000	\$ 12,050,000		\$ 24,100,000	\$ 39,700,000	Reach 4,5 Hopper
2053	\$ 3,200,000	\$ 1,000,000	\$ 12,000,000		\$ 16,000,000	\$ 39,900,000	Reach 1,2,3 Inlet
2054	\$ 3,200,000	\$ 1,000,000	\$ 825,000		\$ 1,100,000	\$ 43,825,000	
Total	\$ 99,200,000	\$ 31,000,000	\$ 167,525,000	\$ 8,000,000	\$ 263,700,000	17%	
Annual	\$ 3,200,000	\$ 1,000,000	\$ 5,404,032		\$ 8,506,452		
Annualized SDI			\$ 3,080,645				
Annualized Beach Fund			\$ 2,323,387				

- Non –construction expenses over the fiscal year 2024-2025 would be:
  - Surveys & Geotechnical Analysis of DA 143 \$400,000
  - Engineering/ Design of Borrow Area \$150,000
  - Environmental Analysis \$ 75,000
  - Permitting/ Grant Applications \$150,000

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TOTAL \$775,000

Engineer Gibson stated that what is great is that without changing existing taxes, nowhere does it go negative. We have monies in the third year out (FY 2026) to put in Reaches One, Two and Three as well as the temporary terminal structure and some engineering costs the following year. Assuming in fiscal year 2029, another \$5 million dollars is spent to make a formal terminal groin and a large-scale project in New River Inlet for Reaches One, Two and Three. Each year we would look at spending about \$1 million dollars. Then about every ten (10) years, we would look at the beach resiliency fund to do about a million-yard hopper project in Reaches Four and Five. These costs are in today’s dollars assuming interest rates and inflation stay comparable with each other. Over the thirty (30) year life of this, between local and state with no FEMA money

involved, is about \$263,700,000. About \$130 million is local and \$67 million is in grants. When that is looked at on an annualized basis, we are asking the State for about \$5.4 million in grants on an annualized basis. Of that, from the Shallow Draft Inlet, we are asking for about \$3.1 million a year. That is a reasonable ask for an inlet. Oregon Inlet is designated at a minimum of \$5 million dollars a year for inlet maintenance. It is comparable for what we have seen at Topsail Beach. Also, the beach fund annualized is about \$2.3 million. This is not a big ask when you look at what the State is giving to Wrightsville Beach and Carolina Beach and other federal projects. These are reasonable amounts of money that he does not think the State would balk at. The Fund Balance builds up as we go. We have a 17% margin of error with things staying the way they are. The Town is in good shape.

Engineer Gibson stated that one of the great things about the beach management plan process that the State is asking towns to do is that the permits will be initially issued for a ten (10) year lifespan instead of a three (3) to five (5). Then through the first ten (10) years, if everything has gone well, they may issue them for a longer term. By doing small hopper maintenance in Reaches four (4) and five (5), we keep those in maintenance active. FEMA likes to see a nourishment schedule of five (5) years or less. This is an economic way to maintain it during these periods and then use larger projects and get the economy of scale.

#### *Discussion*

Manager Derian asked if all the projects being proposed are transitioning to dredge projects as opposed to truck haul projects.

Engineer Gibson said yes that is correct.

Member Grant asked if this would let us capture sugar sand that the Army Corps of Engineers projects do. Folks in Reach one (1) say that sand is gone.

Engineer Gibson replied absolutely. Utilizing this retention structure for the first couple of years will stabilize things. Then, hopefully having the terminal groin in place down the road, the Corps navigation maintenance dredging of the waterway will be enough to maintain the areas up around the beach club basically from the Reefs north. Then you will be looking at doing south Reaches 1-5. What comes out of the waterway Channel to Jacksonville would be retained by the terminal groin with a slower erosion rate. Because of that, the maintenance should be enough to cover that.

Member Benson asked if there would be issues if the town is successful in getting areas out of the CBRA area because of the federal regulation about using sand in CBRA areas on non CBRA beaches with borrow area DA 143 being in a CBRA area.

Engineer Gibson stated no because DA143 is a developed property, a combined disposal area for material that is not wanted and not a natural environment. If it did impact it, it would mean we could not get federal assistance but we could still use it and get State funding.

Member Coltrane asked Manager Derian to talk about money that has been received and to be used for this.

Member Benson said the Town has a budget of \$4 million dollars every year for the beach fund. That money is committed right now for finishing off the Special Obligation Bonds we took for

the Phase Five (5) project in 2015. Once that project is paid off, we will have a full \$4 million dollars a year to put towards Chris' (Engineer's Gibson's) plan.

Member Grant said the overall plan is to get the permits in place and be opportunistic if grants come through and take advantage of them. These numbers might overwhelm people in the time frame associated with them, but if you start net present valuing back, \$260 million in thirty years is a pretty good number. This assumes no inflation on either side. He said he feels strongly that the Town has to be careful not to fall back into assuming we can borrow everything for these things going forward. The best thing is for us to stay in our lane, in our fiscal structure to be able to do the things we are doing. We need to go to the State legislature to get things with our name on it, specific allocations going forward.

Member Ward asked Mr. Gibson if this plan with the temporary structure addresses sea level rise and twenty-year tides or will the plan have to be changed.

Engineer Gibson replied that the beach design allows you to key what elevation you want your dunes to be as well as the beach based on the wrack line (where debris is deposited at high tide) and the vegetation line. It is completely adaptive at any given time.

Chair Strother asked Mr. Gibson where we are in the point of time for this committee to approve this to move it forward to the Board (of Aldermen).

Mr. Gibson said he needs to prepare the document for the committee to approve. He expects to have it ready in two months, at the worst case.

#### Public Comments

None

#### Next Meeting

Chair Strother announced that the next meeting will be on Tuesday, January 16<sup>th</sup>, 2024, at 10:30 am.

#### Adjournment

Member Grant motioned to adjourn at 11:47 am; seconded by Member Gardner; unanimously approved.

*I certify these minutes were adopted as presented by a unanimous vote of the committee on January 16, 2024.*

*Nancy Avery Interim Town Clerk*