



PO Box 159
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October 7, 2026

The Honorable Sean Duffy
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Duffy,

On behalf of Tideland Electric Membership Corporation (Tideland EMC), I am pleased to express our strong support for North Carolina Department of Transportation's (NCDOT's) Adaptation for North Carolina's Critical Hatteras-Ocracoke Route (ANCHOR, or "the Project") application to USDOT's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) grant program. ANCHOR is a vital step to securing viable, long-term access to Ocracoke Island, which is located within the 70-mile Cape Hatteras National Seashore.

Ferry service from Hatteras is the Island's primary means of access, making it a lifeline for both residents and visitors. According to the Institute for Transportation Research and Education, over 750,000 residents and visitors access Ocracoke Island by ferry annually. Ferry service is not simply for convenience and recreation; it is an essential transportation link that enables access to essential services like off-island medical care while also supporting key economic needs like the movement of freight, commercial goods, and service vehicles to and from the island. However, the natural wind and wave action that shape this barrier island along with increasingly frequent and severe storm events are contributing to closures and costly repetitive damage to NC 12 during storm or high tide events and erosion at the existing South Dock ferry terminal at the north end of Ocracoke Island. The damage has led to the destruction of vehicle stacking lanes and the loss of the existing septic field for the visitor restrooms.

To address this urgent concern, NCDOT is requesting PROTECT funding to complete an alternatives analysis and a streamlined environmental review to satisfy the requirements of the National Environmental Policy Act (NEPA) process. Environmental approvals for a resilient, long-term, multimodal solution for Ocracoke Island access is a critical milestone, and needs to be supported with the detailed analyses, interagency coordination, and public engagement necessary to advance a viable solution in this complex coastal environment. A successful project will position NCDOT and its federal, state and local partners to pursue future construction funding and quickly move toward project delivery.

Hyde County, NC and the County's barrier island at Ocracoke are entirely served by Tideland EMC as the sole electric distribution provider in this very rural coastal region. Tideland EMC's access to the island depends upon a combination of limited resources permanently assigned to Ocracoke and our support via the Hatteras-Ocracoke ferry route with more significant resources when necessary. Such resources often originate on Hatteras Island due to the location of our transmission provider, Cape Hatteras Electric

Cooperative (CHEC), and the CHEC infrastructure that energizes the Tideland EMC distribution system on Ocracoke. Examples of such resources include additional electric line worker crews, additional right-of-way management crews, and substation and device experts associated with not only the traditional electric distribution system, but also 3MW of diesel generation located on Ocracoke in combination with a Battery Energy Storage System (BESS).

Tideland EMC understands that ANCHOR will bring together Federal and State agencies, local communities, academic institutions, and advocacy organizations to establish a streamlined framework for decision-making and advance a resilient, long-term solution for safe and reliable access between Hatteras and Ocracoke Islands. We strongly encourage USDOT to favorably consider ANCHOR for PROTECT funding. Tideland EMC looks forward to any support we can provide for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Spruill", written in a cursive style.

Paul Spruill,
GM & CEO

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