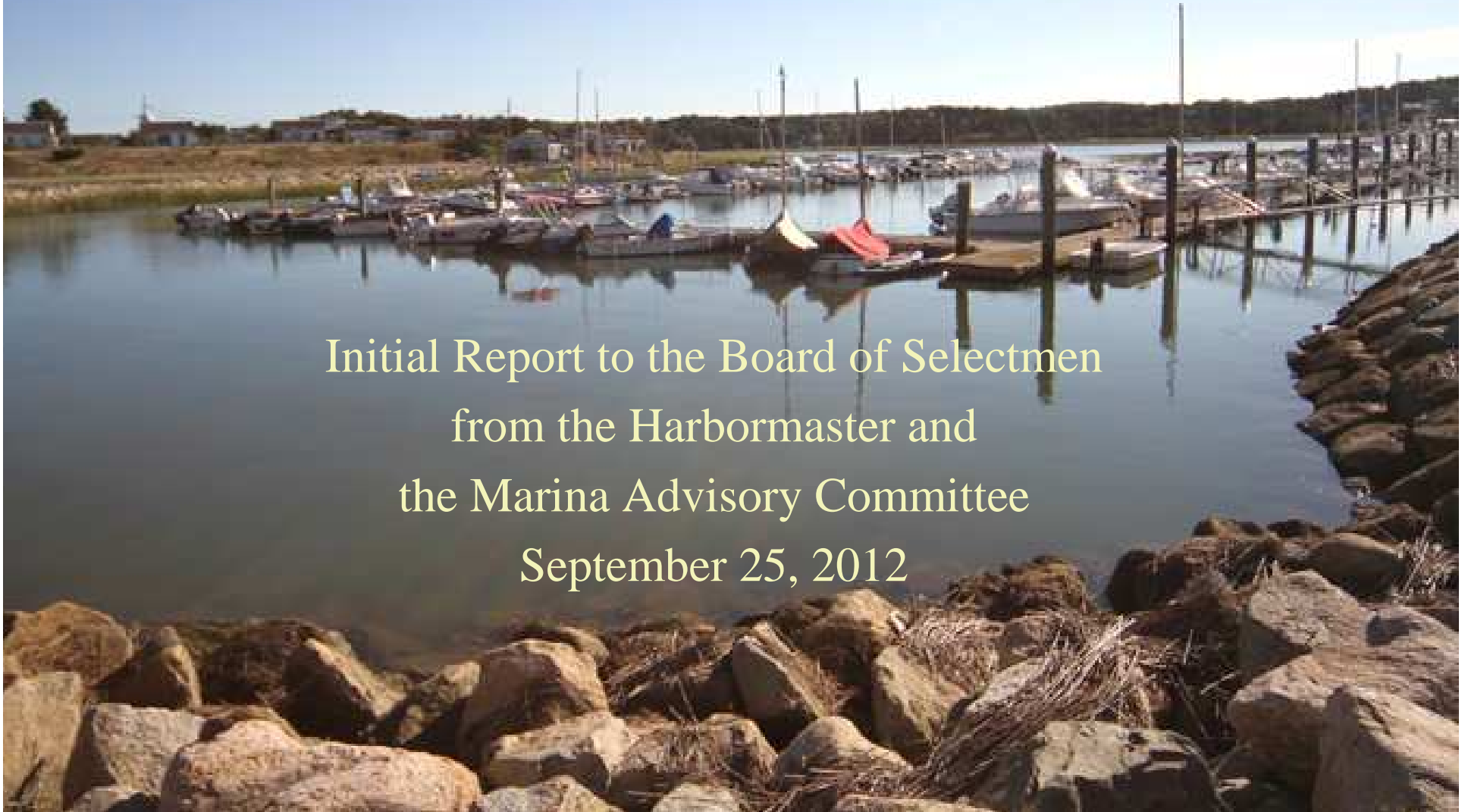


DREDGING WELLFLEET HARBOR

Initial Report to the Board of Selectmen
from the Harbormaster and
the Marina Advisory Committee
September 25, 2012





WHY DREDGE?



WHY DREDGE?

- To provide the Town and Marina with safe and reliable navigation channels and adequate docking and mooring areas
- To maintain and enhance the already considerable economic services provided by the Marina
 - A resource for local and visiting commercial fishermen and local and visiting pleasure boaters as they visit restaurants, stores and marine services
 - Fees and fuel sales which support the Marina Enterprise Fund and the Town as well as local boaters and fishermen



WELLFLEET'S DREDGING HISTORY

- The first recorded dredging of the harbor was authorized in 1872 and completed in 1899. The Federal channel and Federal mooring basin were authorized in 1945 and completed in 1958 at a cost of \$157,634 in federal funds and \$32,000 in non-federal funds.
- Between 1952 and 1958 a series of projects created Shirttail Point pier, the launch ramp, related docks and slips, and the breakwater.
- Maintenance dredging by the Army Corps of Engineers (ACE) occurred in 1972, 1981, and 1994 and by the state in 1968, 1982, and 2001.
- The Town mooring area south of the Federal mooring area has not been dredged since 1957.

FINANCING THE 2001 DREDGING

Hydrographic Survey	\$108,695
North and South Channel	\$1,028,420
Town Anchorage	\$339,606
Transport to Dump Site	\$60,000
Total	\$1,536,720
Town Portion: 25% (the Commonwealth provided 75%)	\$410,917

AREAS PROPOSED TO BE DREDGED



ESTIMATED COSTS FOR PROPOSED PROJECT

Studies (economic, harbor conditions, etc)	\$150,000
Preliminary Survey (dredging)	100,000
Testing (dredging projects)	50,000
Engineering/Design (includes permitting)	75,000
Environmental Studies(fish habitat, EIR)	100,000
Construction	11,500,00
Total	11,975,000
Town Portion: 25%	\$2,993,750

TIMELINE

Anticipated Project Schedule

ACTIVITY	START	FINISH
Studies	July 2010	July 2014
Preliminary Survey	July 2011	July 2014
Testing	July 2012	July 2014
Engineering/Design	July 2013	July 2014
Environmental Studies*	July 2013	July 2014
Construction	Oct 2015	June 2016
*Note: Turtle Monitoring began in July 2010	July 2010	July 2014

WHERE ARE WE NOW?

- The turtle study continues.
- We have received and are reviewing the Draft Feasibility Study (funded by the Marina Enterprise Fund). This will be presented to the BOS on Tuesday, October 23.
- We are in the process of applying for assistance from the Commonwealth for funding. Projected costs and are outlined above and based on estimates in the Feasibility Study.
- The process for application and funding the Federal areas will follow a similar and parallel track.



CHALLENGES-REGULATORY

Required Licenses/Permits (we anticipate we will need all)

- Environmental Notification Form (MEPA)
- Environmental Impact Study/Report (MEPA/ACE)
- Notice of Intent (Wellfleet Conservation Commission)
- Water Quality Certificate (DEP)
- Chapter 91 Permit (DEP)
- Federal Consistency Certification (MCZM)
- Federal Permit (ACE)

CHALLENGES - FINANCIAL

Financial Resources

- **Marina Enterprise Fund** – retiring the note for pier parking will free \$150,000 per year currently being paid from the MEF
- **Waterways Fund** – the yearly average is approximately \$15,000, the Harbormaster and the MAC will request that the entirety of the funds be devoted to the Marina to support dredging
- **Fees** – the Marina will increase slip and mooring fees or add a dredge surcharge, the BOS will be requested to support the imposition of parking fees on the pier. Income estimates to be developed.
- **Town Meeting**

CHALLENGES – FINANCIAL

Resources continued-

- State Seaport Advisory Council
- State Office of Waterways (part of DCR)
- Federal resources that may become available

The usual federal and state funding sources have dwindled dramatically in the past few years. No part of the project can go forward without substantial aid from both these sources.

PLAN

- The figures and timeline above reflect an optimal process and are dependent on funding being available in the very near future.
- In the absence of such funding, planning should continue as should testing, evaluation and permitting. To be discussed in full on October 23.
- Depending on the costs of such activities, they may be supported largely by the MEF.





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