

**GREAT CHEBEAGUE ISLAND
MAINE
NAVIGATION IMPROVEMENT PROJECT**

APPENDIX A

PERTINENT CORRESPONDENCE

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**GREAT CHEBEAGUE ISLAND
MAINE**

**DETAILED PROJECT REPORT
AND ENVIRONMENTAL ASSESSMENT**

**APPENDIX A
PERTINENT CORRESPONDENCE**

LIST OF PERTINENT CORRESPONDENCE

Part 1 – Correspondence during Public Review of the Draft Feasibility Report/Environmental Assessment and Preparation and Review of the Final Feasibility Report/Environmental Assessment – Section to be Added After Conclusion of Draft Report Reviews

Part 2 – Correspondence during Preparation of the Draft Feasibility Report and Draft Environmental Assessment

Public Notice – Public Review of Draft Report/EA – 19 January 2021
New England District – Federal Agency Coordination Letters – 3 December 2020
 U.S. Fish and Wildlife Service, Maine Field Office, FCAR Request
 NOAA Fisheries Service, Habitat Conservation Division, EFH and FWCA
 U.S. EPA New England Region I – NEPA and CAA Coordination
Town of Chebeague Island – DPR Support Letter to NAE – 5 November 2020
NAE – Memo to NAD – Draft DPR Review Pre-Brief – 27 October 2020
NAE Letter to Maine SHPO – 9 July 2019 – with SHPO Response – 24 July 2019
NAE Letter to Passamaquoddy Tribal Historic Preservation Officer – 9 July 2019
NAD – Email to NAE – MSC Decision Milestone Completed – 2 July 2019
NAE Letter to Town – Additional Funds Request – 25 September 2018
NAE Letter to Town – Transmitting Signed FCSA and Funds Request – 14 July 2016
New England District – Letter to Town – Execution of FCSA – 9 June 2016
North Atlantic Division – Memo to NAE – FCSA Execution Approval – 6 May 2016
North Atlantic Division, Planning – Memo to NAD CWID – 29 April 2016
NAE Memo to NAD – Request Approval for Execution of FCSA – 11 April 2016
Town of Chebeague Island – FCSA Support Letter and Self Cert to NAE – 21 March 2016
Assistant Secretary of the Army (Civil Works) – 3 June 2015
Town of Chebeague Island – Study Support Letter to NAE – 10 April 2015
North Atlantic Division – Memo to HQUSACE with Fact Sheet – 16 September 2014
North Atlantic Division – Memo to NAE Approval of IAR – 2 September 2014
North Atlantic Division – Memo to NAE Approval of IAR – 22 July 2014
North Atlantic Division, Planning – Memo to NAD CWID – 16 July 2014
NAE Memo to NAD – Transmitting IAR and Fact Sheet – 30 April 2014
Maine Department of Transportation – Letter to Congressional Delegation – 20 March 2013
Town of Chebeague Island – Study Request Letter to NAE – 9 October 2009

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US Army Corps
of Engineers®
New England District

Public Notice

In Reply Refer to: Mr. Mark L. Habel

Mark.L.Habel@usace.army.mil

Planning Division

Date: January 19, 2021

Comment Period Closes: February 18, 2021

696 Virginia Road
Concord, MA 01742-2751

30-DAY PUBLIC NOTICE

NAVIGATION IMPROVEMENT OF GREAT CHEBEAGUE ISLAND, MAINE

Interested parties are hereby notified that the U.S. Army Corps of Engineers (USACE), New England District, plans to perform work in the navigable waters of this District, subject to the provisions of Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (P.L. 92-532) and subject to the requirements of the National Environmental Policy Act (P.L. 91-190). USACE is proposing channel improvements to increase the ability of the Stone Wharf Landing at Great Chebeague Island (town of Chebeague Island, Maine) to accommodate safe and efficient ferry and commercial barge services and commercial fishing vessel operations from the landing. The project is authorized under Section 107 of the River and Harbor Act of 1960. Attachment No. 1 lists pertinent laws, regulations, and directives.

Project Description: The proposed project will make navigation access improvements to the Stone Wharf Landing at Great Chebeague Island in Chebeague Island, Maine. A feasibility study developed and analyzed several alternatives for navigation channel improvements and the benefits that each alternative provides. The Recommended Plan, as shown in Figure 1, would establish a 10-foot mean lower low water (MLLW) by 100-foot-wide federal channel extending about 1,200 feet from deep water west of Great Chebeague Island to the Stone Wharf, widened alongside the wharf to 150 feet for maneuvering of ferry boats, with an 8-foot MLLW turning basin, 100-foot-wide by about 230-foot-long inshore of the channel to access the barge ramp. Approximately 34,000 cubic yards (CY) of mixed gravel, sand, and silt will be removed from the proposed project area using a mechanical dredge. The dredged material has been determined suitable for ocean disposal and will be loaded onto scows and towed about 15 miles south to the Portland Disposal Site (PDS), an U.S. Environmental Protection Agency (EPA) designated ocean

disposal site for dredged material for placement. Construction will occur between October 1 and April 1 and is expected to take three to four months to complete. Construction will occur in any given year in which funding becomes available. This improvement project is authorized under the continuing authority of Section 107 of the River and Harbor Act of 1960, as amended.

Purpose of Work: The principal navigation issue at Great Chebeague Island's Stone Wharf Landing is that the existing conditions do not accommodate safe and efficient operations of the ferries, cargo barge operators, commercial fishermen and other vessels accessing and working from the island. Shoaling of the wharf approaches and maneuvering/turning area has begun to limit waterside access. This leads to delays and inefficiencies that have become problematic for the operators and island residents.

Providing a new channel and turning basin will alleviate the delays and inefficiencies with navigation access to the Stone Wharf. The ferries will be able to maintain a schedule, cargo barges and other craft will have better access to the barge ramp, and the fishing fleet will have easier access to all areas of the landing. USACE has tentatively selected a plan that recommends dredging a new channel to and alongside the wharf with a turning basin inshore of the channel to access the barge ramp. These improvements will allow vessels to safely reach berthing and loading areas.

Alternatives Considered: Alternatives considered included fleet relocation, building a bridge to connect the island to the mainland, constructing a new heavy-duty landing elsewhere on the island, and dredging to improve access to the existing Stone Wharf. Except for dredging, these alternatives were determined to be more costly and impractical. Channel and turning basin depths of six to 12 feet were evaluated for project depth optimization. Alternatives examined for disposal of dredged material included re-handling material ashore for dewatering and transport to an upland disposal facility, nearshore placement, beach placement, or ocean disposal.

Various combinations of channel and turning basin depths were examined, with the basin depth two feet less than the channel depth in each case to account for the different depths needed by the different types of vessels using each area. The selected plan is based on consideration of economic efficiency, minimization of environmental impacts, navigational safety, and the needs of local stakeholders. Establishing a 10-foot channel with 8-foot turning basin results in the greatest net benefits and is the preferred National Economic Development (NED) plan.

Placement Area: Disposal of the dredged material will be at the EPA-designated Portland Disposal Site offshore of Casco Bay (Figure 2). The proposed haul route is found in Figure 2.

Additional Information: Additional information may be obtained from Mr. Mark Habel, Planning Division, at the address shown above, by telephone at (978) 318-8871, or by email at Mark.L.Habel@usace.army.mil.

Coordination: The proposed work is being coordinated with the following federal, state, and local agencies and Federally recognized tribal nations:

Federal

U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
National Marine Fisheries Service
U.S. Coast Guard

State

Maine Department of Environmental Protection
Maine Department of Marine Resources
Maine Coastal Program
State Historic Preservation Office

Federally Recognized Tribes

Passamaquoddy Tribe

Local

Town of Chebeague Island
Chebeague Transportation Company

Environmental Impacts: A draft Environmental Assessment for this work has been prepared and is available for review upon request. USACE has made a preliminary determination that an Environmental Impact Statement is not required under the provisions of the National Environmental Policy Act of 1969. This determination will be reviewed in light of facts submitted in response to this notice.

Federal Consistency with Maine's Coastal Zone Management Program:

USACE finds that the improvement dredging of the Great Chebeague Island navigation project is consistent to the maximum extent practicable with Maine's approved coastal zone management plan established as a result of the Coastal Zone Management Act of 1972.

Other Information:

- a. Local Sponsor: The town of Chebeague Island, Maine, is the non-federal sponsor for the proposed work.
- b. Previous Dredging: The areas proposed to be dredged for navigation improvement have been dredged to a minor extent by the town in 2004.
- c. Alternate Placement Methods: Alternate placement options that have been considered were ocean placement, nearshore placement, upland disposal, and beach placement. The preferred alternative for the placement of dredged material from the proposed project is ocean placement.
- d. Non-Federal Dredging: To date there are no non-federal dredging projects proposed in connection with the proposed federal improvement dredging. Facility owners within the harbor who may be interested in performing non-federal dredging concurrently with this project should be aware that work will require a permit from the U.S. Army Corps of Engineers under Section 10 of the River and Harbor Act and, depending on the location of the non-federal dredged material disposal, may also require a USACE permit under Section 404 of the Clean Water Act. In order to be disposed of in ocean waters, private dredged material must be determined to be suitable for such disposal.
- e. Endangered Species: USACE made the preliminary determination that the proposed project is not likely to adversely affect any state or federally listed threatened or endangered species.
- f. Floodplain Management: The proposed project is not located within the floodplain, so it will not result in further development of the floodplain and will not result in any long or short-term adverse impacts associated with the occupancy and modification of the floodplains.
- g. Cultural Resources: The proposed work will not affect any cultural or archaeological features or resources in the area of dredging, disposal, or mitigation activities, and coordination was completed in accordance with Section 106 of the National Historic Preservation Act and implementing regulations (36 CFR 800). The Passamaquoddy Tribe was also consulted about the work and had no further comment.

- h. Essential Fish Habitat Assessment: USACE has determined that dredging and placement activities will have temporary and permanent adverse effects on Essential Fish Habitat (EFH). Approximately 47,195 square feet of eelgrass habitat will be permanently lost as a result of the dredging of the channel and turning basin. Additionally, the dredging of the turning basin will permanently convert 26,830 feet of intertidal area to subtidal area. These permanent impacts to EFH will be mitigated for by restoring eelgrass elsewhere within Maine waters. The temporary impacts to EFH from dredging include the temporary loss of the benthic resources within the dredge footprint and temporary and localized increases in turbidity in the vicinity of the construction equipment during dredging. These short-term impacts will not significantly affect EFH for any of the managed species noted to occur in the project area.
- i. Additional Requirements: A 401 Water Quality Certificate will not be required as the discharge of dredged material will occur within Federal waters at the PDS.

The decision whether to perform the proposed work will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits that reasonably may be expected to accrue from the proposal will be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered; among these are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use classification, and the welfare of the people.

Please bring this notice to the attention of anyone you know to be interested in this project. Comments are invited from all interested parties and should be directed to the U.S. Army Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742-2751, ATTN: Mr. Mark Habel, or to email address Mark.L.Habel@usace.army.mil within 30 days of this notice.

John A. Atilano II
Colonel, Corps of Engineers
District Engineer

Attachments

Attachment 1:

PERTINENT LAWS, REGULATIONS, AND DIRECTIVES

Clean Air Act, as amended (42 U.S.C. 1221 et seq.)

Clean Water Act, of 1977 as amended (33 U.S.C. 1251 et seq.)

Coastal Zone Management Act of 1972 (16 U.S.C. 1456)

Code of Federal Regulation, Title 33, Parts 335 through 338

Endangered Species Act of 1973 as amended (16 U.S.C. 1531 et seq.)

Estuary Protection Act (16 U.S.C. 1221 et seq.)

Federal Water Project Recreation Act, as amended (16 U.S.C. 4601-12 et seq.)

Fish and Wildlife Act of 1956 (16 U.S.C. 472a, et seq.)

Fish and Wildlife Coordination Act (16 U.S.C. 661-666c)

Land and Water Conservation Fund Act of 1965, as amended (16 U.S.C. 4601-4 et seq.)

Magnuson-Stevens Fishery Conservation and Management Act and amended by the Sustainable Fisheries Act of 1996

Marine Protection, Research, and Sanctuaries Act of 1972. (33 U.S.C. 1401 et seq.)

Migratory Marine Game-Fish Act (16 U.S.C. 760c-760g)

National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347)

National Historic Preservation Act of 1966 (16 U.S.C. 470)

Executive Order 11988, Floodplain Management, 24 May 1977

Executive Order 11990, Protection of Wetlands, 24 May 1977

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, 11 February 1994

Executive Order 13045, Protection of Children from Health Risks and Safety Risks, 21 April 1997

River and Harbor Act of 1960

Figure 1: Proposed Channel and Turning Basin at the Stone Wharf

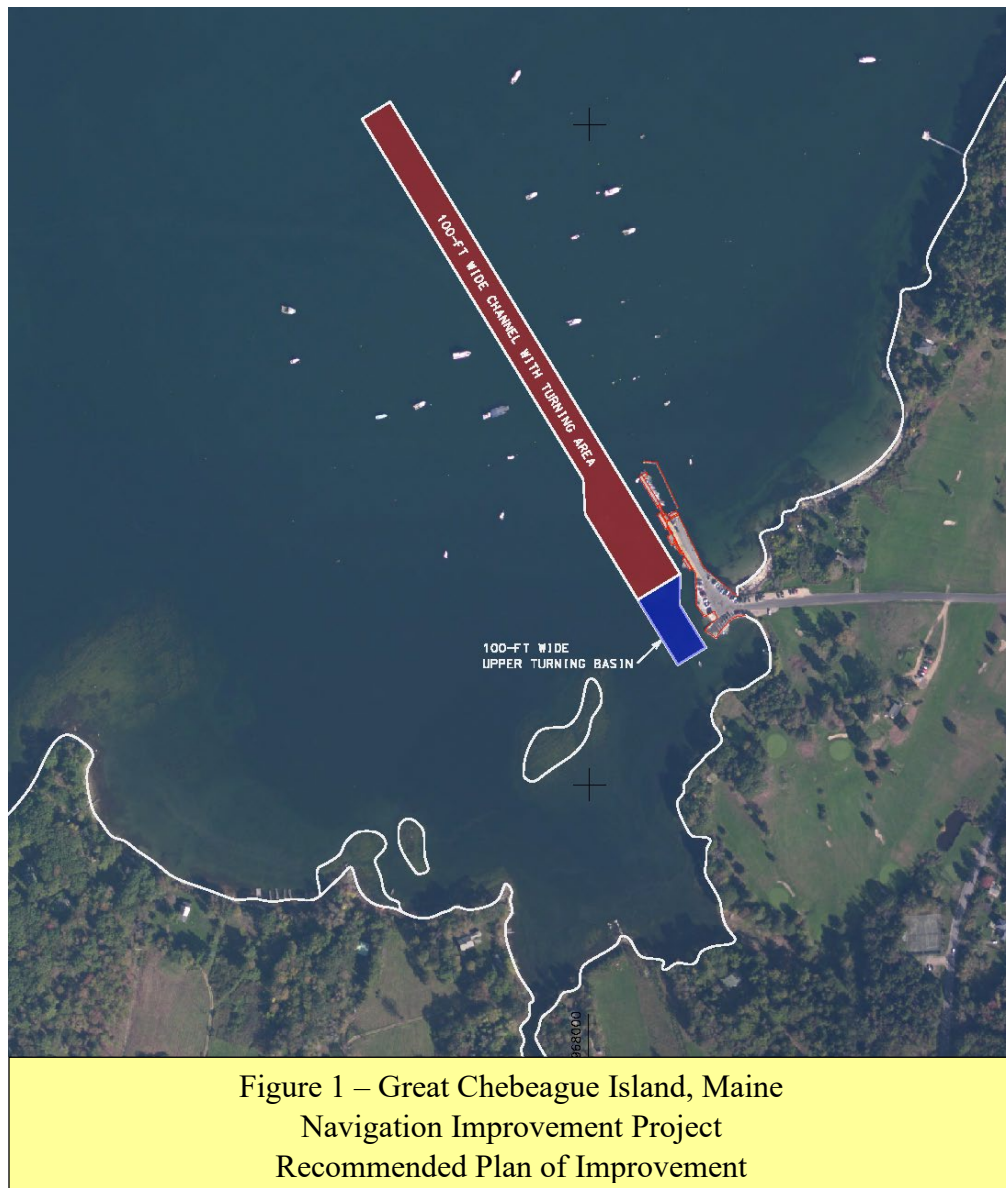
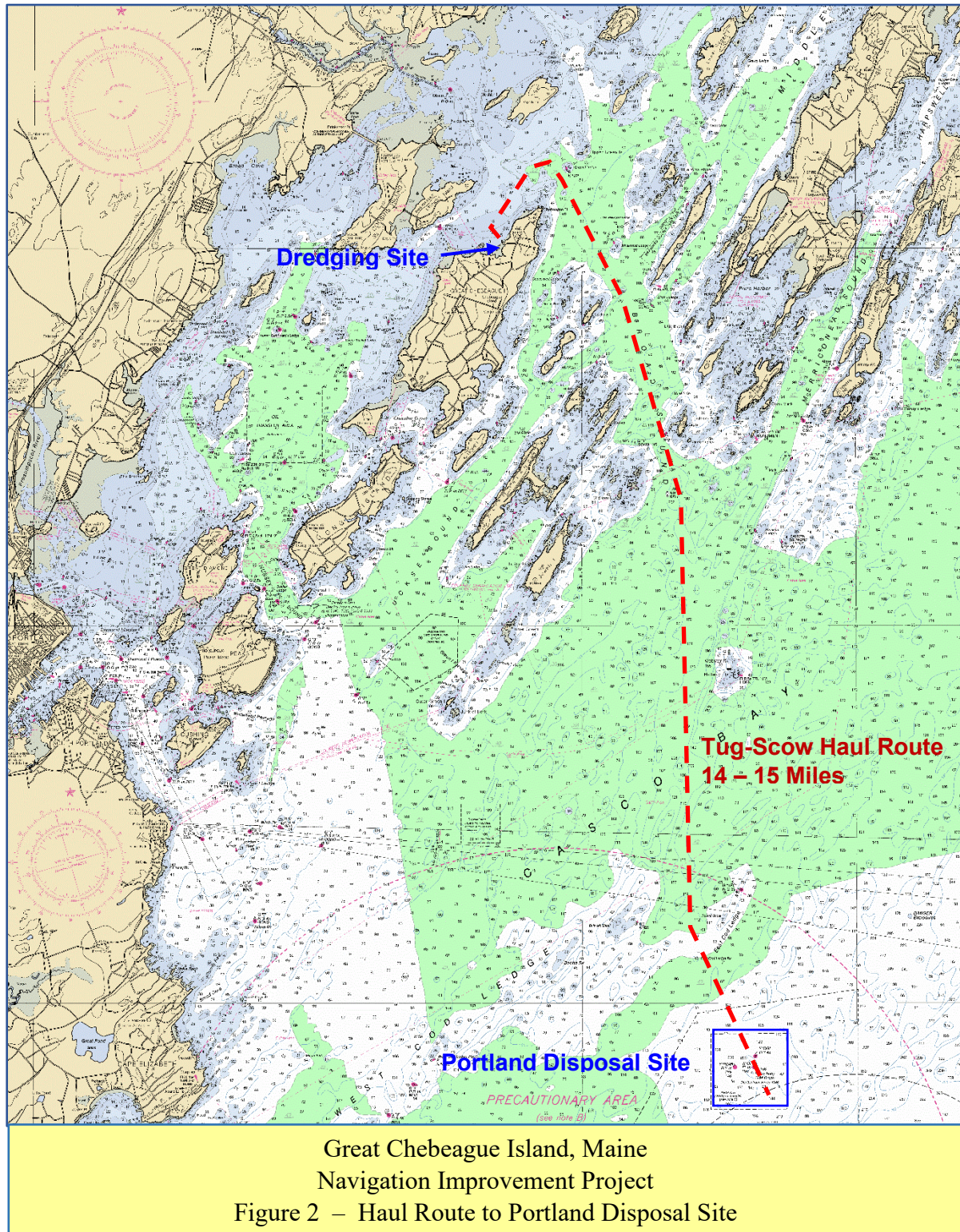


Figure 2: Proposed Tug/Scow Haul Route





DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

December 3, 2020

Planning Division
Environmental Branch

Ms. Anna Harris
Maine Field Office Project Leader
Maine-New Hampshire Fish and Wildlife Complex
U.S. Fish and Wildlife Service
306 Hatchery Way
East Orland, ME 04431

Dear Ms. Harris:

I am writing to request a Final Coordination Act Report (FCAR) pursuant to the Fish and Wildlife Coordination Act and any final comments with respect to the Endangered Species Act for our proposal to perform improvement dredging Great Chebeague Island, Maine. We will provide a copy of the draft Environmental Assessment by electronic file transfer. The draft EA and its appendices include maps of the proposed project area, a project description, resource characterizations of the project area, mitigation plan, and USACE's determination of effects the proposed project may have on threatened and endangered species.

The proposed project includes dredging a 10-foot deep mean lower low water (MLLW), 100-foot wide channel from deep water in Casco Bay southwesterly about 1,600 feet to the Town's Stone Wharf Landing. The channel would be widened alongside the wharf to 150 feet to allow safe turning of the ferries that provide access to the island. The channel would extend about another 230 feet by 100 feet wide, at a depth of -8 feet MLLW to provide access and a turning basin for the cargo ramp at the inshore end of the Stone Wharf. The channel and turning basin would ensure safe and efficient navigation of ferries, barge services, and fishing vessels which are all critical to the island's economy and lives of its residents.

Dredging of the channel and turning basin would require removal of about 34,000 cubic yards of predominately mixed sand and silt and has been determined suitable for ocean placement. Dredging would be performed by a mechanical dredge. The material would be loaded onto scows and towed about 15 miles south to the EPA designated Portland Disposal Site (PDS). Construction will occur between October 1 and April 1 and is expected to take three to four months to complete.

The dredging of the channel and turning Basin will impact approximately 47,190 square feet (1.08 acres) of eelgrass and would convert about 26,830 square feet of intertidal bottom to subtidal bottom. Mitigation is being proposed for the permanent conversion of and the permanent loss of these habitats. Additional mitigation for the temporal loss of eelgrass resources is also proposed. In addition to the eelgrass impacts, biological impacts of the proposed work would consist of a temporary loss of benthic community at the dredging and disposal sites. However, these organisms will be replaced in time by recolonization of species from adjacent areas.

It is the USACE's determination that the proposed work is not likely to adversely affect any Federally-listed threatened or endangered species under the jurisdiction of the USFWS. Please review the enclosed information and provide your comments in accordance with the Fish and Wildlife Coordination Act and the Endangered Species Act concerning the proposed project. I would appreciate your comments within 30 days of the date of this letter.

If you or your staff have any questions or require additional information, please feel free to contact Mr. Todd Randall, the Environmental Resources Team Member at (978) 318-8518 or Mr. Mark Habel, the Project Manager, at (978) 318-8871.

Sincerely,

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John Kennelly
Chief, Planning Division

Enclosures (via electronic transfer)



**DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751**

December 3, 2020

Planning Division
Environmental Branch

Mr. Louis A. Chiarella
Assistant Regional Administrator for Habitat Conservation
NOAA Fisheries Service
Northeast Regional Office
Habitat Conservation Division
55 Great Republic Drive
Gloucester, MA 01930

Dear Mr. Chiarella:

I am writing to request your Essential Fish Habitat (EFH) conservation recommendations, if any, under the Magnuson-Stevens Fishery Conservation and Management Act and comments in accordance with the Fish and Wildlife Coordination Act (FWCA) on our proposal to perform improvement dredging Great Chebeague Island, Maine. We will provide a copy of the Feasibility Report and the draft Environmental Assessment by electronic file transfer. The Feasibility Report contains an alternatives analysis for the need of the project. The draft EA and its appendices include maps of the proposed project area, a project description, resource characterizations of the project area, a mitigation plan, an essential fish habitat assessment, and the NMFS EFH consultation worksheet.

The proposed project includes dredging a 10-foot deep mean lower low water (MLLW), 100-foot wide channel from deep water in Casco Bay southwesterly about 1,600 feet to the Town's Stone Wharf Landing. The channel would be widened alongside the wharf to 150 feet to allow safe turning of the ferries that provide access to the island. The channel would extend about another 230 feet by 100 feet wide, at a depth of -8 feet MLLW to provide access and a turning basin for the cargo ramp at the inshore end of the Stone Wharf. The channel and turning basin would ensure safe and efficient navigation of ferries, barge services, and fishing vessels which are all critical to the island's economy and lives of its residents.

Dredging of the channel and turning basin would require removal of about 34,000 cubic yards of predominately mixed sand and silt and has been determined suitable for ocean placement. Dredging would be performed by a mechanical dredge. The material would be loaded onto scows and towed about 15 miles south to the EPA designated Portland Disposal Site (PDS). Construction will occur between October 1 and April 1 and is expected to take three to four months to complete.

The dredge area (including side slopes) in the proposed -10-foot-deep channel covers approximately 126,600 square feet (2.97 acres) of subtidal bottom. The dredge area (including side slopes) in the proposed -8-foot-deep turning basin covers 14,760 square feet (0.33 acres) of subtidal bottom and approximately 26,830 square feet (0.61 acres) of intertidal bottom. The dredging of the channel will impact approximately 40,490 square feet (0.93 acres) of eelgrass and the dredging in the turning basin will impact approximately 6,700 square feet (0.15 acres) of eelgrass. Mitigation is being proposed for the permanent conversion of 26,830 square feet of intertidal bottom to subtidal bottom and the permanent loss of 47,190 square feet (1.08 acres) of eelgrass habitat. Additional mitigation for the temporal loss of eelgrass resources is also proposed. In addition to the eelgrass impacts, biological impacts of the proposed work would consist of a temporary loss of benthic community at the dredging and disposal sites. However, these organisms will be replaced in time by recolonization of species from adjacent areas.

Please provide any EFH conservation recommendations and comments under the FWCA within 30 days of the date this letter.

If you or your staff have any questions or require additional information, please feel free to contact Mr. Todd Randall, the Environmental Resources Team Member at (978) 318-8518 or Mr. Mark Habel, the Project Manager, at (978) 318-8871.

Sincerely,

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John Kennelly
Chief, Planning Division

Enclosures (via electronic transfer)

Copies furnished (via email):

Mr. Mike Johnson: mike.johnson@noaa.gov
Mr. Zachary Jylkka: zachary.jylkka@noaa.gov



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

December 3, 2020

Planning Division
Environmental Branch

Mr. Timothy Timmermann
Office of Environmental Review
EPA New England-Region 1
5 Post Office Square, Suite 100
Mail Code OEP 06-3
Boston, MA 02109-3912

Dear Mr. Timmerman:

I am writing to request EPA's comments on our proposal to perform improvement dredging Great Chebeague Island, Maine. We will provide a copy of the draft Environmental Assessment by electronic file transfer. The draft EA and its appendices include maps of the proposed project area, a project description, resource characterizations of the project area, mitigation plan, and an air quality conformity determination.

The proposed project includes dredging a 10-foot deep mean lower low water (MLLW), 100-foot wide channel from deep water in Casco Bay southwesterly about 1,600 feet to the Town's Stone Wharf Landing. The channel would be widened alongside the wharf to 150 feet to allow safe turning of the ferries that provide access to the island. The channel would extend about another 230 feet by 100 feet wide, at a depth of -8 feet MLLW to provide access and a turning basin for the cargo ramp at the inshore end of the Stone Wharf. The channel and turning basin would ensure safe and efficient navigation of ferries, barge services, and fishing vessels which are all critical to the island's economy and lives of its residents.

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acres) of intertidal bottom. The dredging of the channel will impact approximately 40,490 square feet (0.93 acres) of eelgrass and the dredging in the turning basin will impact approximately 6,700 square feet (0.15 acres) of eelgrass. Mitigation is being proposed for the permanent conversion of 26,830 square feet of intertidal bottom to subtidal bottom and the permanent loss of 47,190 square feet (1.08 acres) of eelgrass habitat. Additional mitigation for the temporal loss of eelgrass resources is also proposed. In addition to the eelgrass impacts, biological impacts of the proposed work would consist of a temporary loss of benthic community at the dredging and disposal sites. However, these organisms will be replaced in time by recolonization of species from adjacent areas.

We are requesting that you review this project information relative to all applicable EPA authorities including but not limited to Section 176c and 309 of the Clean Air Act. We would appreciate your comments within 30 days of the date of this letter.

If you or your staff have any questions or require additional information, please feel free to contact Mr. Todd Randall, the Environmental Resources Team Member at (978) 318-8518 or Mr. Mark Habel, the Project Manager, at (978) 318-8871.

Sincerely,

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John Kennelly
Chief, Planning Division

Enclosures (via electronic transfer)

Copies furnished (via email):

Ms. Regina Lyons: lyons.regina@epa.gov



Town of Chebeague Island

192 North Road

Chebeague Island, ME 04017

TownAdmin@townofchebeagueisland.org

www.townofchebeagueisland.org

November 5, 2020

John Kennelly
Chief of Planning
US Army Corps of Engineers
New England District
696 Virginia Road, Concord, MA 01742

Dear Mr. Kennelly:

The Board of Selectmen of Chebeague Island, Maine has reviewed the draft Section 107 Navigation Improvement Project Detailed Project Report and Environmental Assessment dated October 2020. The Town supports the plan for a 10-foot channel and 8-foot turning basin and is willing and capable of providing the needed cost-sharing.

We are very anxious for the project to move forward as we are already experiencing Chebeague Transportation Company (CTC) cancellations at extreme low tides. This puts us in a potentially dangerous situation as CTC is our Emergency Medical Services transportation.

Please let us know if there is anything we can do to facilitate this process as we move forward with the Chebeague Island Project.

Sincerely,

Marjorie E. Stratton
Town Administrator



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

CENAE-PD

27 October 2020

MEMORANDUM FOR RECORD

FOR: Mr. Christopher Ricciardi, USACE-NAD, Fort Hamilton Military Community, 301 General Lee Avenue, Brooklyn, New York 11252-6700

SUBJECT: Great Chebeague Island, Maine, MA, CAP Section 107 Navigation Improvement Project – Draft DPR/EA MSC Review Pre-Brief - Memorandum for the Record

1. A pre-brief web conference was held on the subject study on 27 October 2020 from 1100 to 1200. The following persons participated:

NAD – Christopher Ricciardi, Naomi Fraenkel, Valerie Cappola, Ralph Lamoglia, John O’Conner, Patricia Bolton, Nancy Bethurem, Carlos Gonzales, and Young Kim

NAE – Mark Habel, John Kennelly, Chris Hatfield, Todd Randall, Pat Devine and Janet Cote

2. After introductions, Mr. Habel proceeded with a summary of the project and draft documents including a PowerPoint presentation. Read-ahead material consisted of a copy of the draft Executive Summary from the DPR. The meeting was conducted by web conference as a pre-brief for release of the draft report for concurrent MSC, ATR and Public Review. Material covered in the presentation included: study sponsor, study background and location, problems and opportunities, objectives, formulation and evaluation of the final array of alternatives, cost estimates, economic assessment, environmental investigations and coordination, eelgrass mitigation, real estate and cost sharing.

3. NAD staff asked about the proposed eelgrass mitigation plan, would it be done as a second contract, would any real estate be needed for staging? NAE replied that the eelgrass harvest and replanting would be carried out by NAE dive team staff (in-house crew) using NAE boats. No staging would be needed and there would be no contract.

4. In response to an NAD question NAE responded that DQC had been completed for the draft documents.

5. NAD asked whether concurrent reviews were to be conducted. NAE responded that yes, ATR, MSC Review and Public Review would be done concurrently starting in about mid-November.

6. NAE’s presentation stated that the project had no real estate requirements as all work would be done with waterborne plant and all dredging and disposal would be seaward of MHW. Contractor staging would be left up to the bidders to decide based on their equipment and crew access needs. NAD asked how a need for staging areas would be resolved if it came up. NAE responded that standard practice for dredging is for any staging to be arranged by the contractors, where there is no need for material storage ashore and site access is via public roads for crew access.

27 October 2020

7. NAD staff asked about the 28% contract contingency – what were the main drivers and was staging included in contractor overhead. NAE stated that the main drivers, as with all winter work along the northern New England coast were labor and fuel costs and adverse weather impacts. Staging again would be limited to crew access and figured into the contractor's bid price.

8. Mr. O'Connor brought up the potential for Cost ATR to be done by a Cost-DX certified cost reviewer. NAE stated that they already had Bill Bolte of NWW lined up for the ATR.

9. A brief discussion of the report review submittal checklist followed. Mr. Ricciardi and Mr. Habel will confer on the package requirements.

Prepared and Submitted by:



Mark Habel
Planning Division
New England District



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

July 9, 2019



Planning Division
Evaluation Branch

Mr. Kirk F. Mohney
Director and State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333-0065

Dear Mr. Mohney:

The U.S. Army Corps of Engineers (USACE), New England District is preparing an Environmental Assessment for a proposed Section 107 navigation improvement study for establishment of a federal channel to Great Chebeague Island, Cumberland County, Maine (see enclosed Figure 1). We would like your comments on the following undertaking in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

The Town of Chebeague Island is a municipality consisting of 17 islands in upper Casco Bay, Cumberland County, Maine, about 10 miles north of Portland. Two of the Town's islands are inhabited, of which Great Chebeague Island is the largest and the center of town commerce and population. The island's principal landing is at the Stone Wharf on the northwest shore facing the mainland, and is the location of its ferry terminal and principal commercial anchorage.

Town officials report that shallow water hinders operation of the many activities that rely on the landing at the Stone Pier, including fishing, barge and ferry operations. As the Island's principal landing, public safety, the island economy, and island services all depend on adequate access to the mainland over the pier. While depth alongside the pier on the mainland (Cousins Island) end are naturally deep, shallow water at the Stone Pier on Great Chebeague Island limits access to higher stages of the tide and causes damage to craft using the pier. Deepening of the channel to the pier, with adequate maneuvering/turning areas for vessels are necessary to ensure safe navigation access.

The proposed project will consist of a 100-foot wide and 10-foot deep Mean Low Lower Water (MLLW) channel from deep water in Casco Bay southeasterly to the Great Chebeague Island public landing at the Stone Pier, widened to 150 feet by 300 feet alongside the pier for maneuvering and turning of vessels; and a 100-foot wide upper maneuvering/turning basin at 8 feet deep MLLW between the channel and the Stone Wharf

barge ramp area. Approximately 37,000 cubic yards of material will be dredged for the channel, maneuvering/turning area, and upper turning basin. See enclosed project plan. All material will be disposed at the previously utilized Portland ocean disposal site depicted in Figure B-2.

In 2017, USACE conducted a video and hydroacoustic survey to characterize submerged aquatic vegetation in the vicinity of the proposed dredge area. A total of 43 survey transects at intervals of 50 feet were laid out perpendicular to the proposed channel alignment. Bottom conditions consisted primarily of unvegetated fine sand and silt with leafy organic debris, while the area in the vicinity of the boat ramp was found to be coarse substrate consisting of cobble, gravel and shell. Neither the sonar nor video capture data revealed any possible submerged historic properties. ✓

A review of the National Oceanic and Atmospheric Administration's Automated Wreck and Obstruction Information System and Electronic Navigational Charts database did not identify any shipwrecks within the area of potential effect. Several potential wrecks were noted on the eastern and western sides of the island outside of the project area limits. Two wrecks from 1880 and 1870 are reportedly listed in your office's data inventory for Chebeague; however, we have been unable to confirm their locations at this time. }

The Town of Chebeague Island prepared a comprehensive plan in 2011 that included historic and archaeological resources and referenced the two wrecks above. Additionally, areas considered sensitive for Native American shell midden sites were noted in various areas along the shoreline. Many of these sites have eroded or been so badly damaged that they are no longer considered significant. None of the archaeologically sensitive areas are located within the proposed channel's limits.

Therefore, we feel that the proposed navigation improvement project at the Great Chebeague Island Stone Pier with dredged material disposal at the previously used Portland ocean disposal site will have no effect upon any historic properties in accordance with Section 106 of the NHPA and implementing regulations 36 CFR 800. We would appreciate your concurrence with this determination.

If you have further questions, please contact Mr. William Bartlett, the Study Manager at 978-318-8004 or Mr. Marc Paiva, Archaeologist at 978-318-8796.

Sincerely,

Based on the information submitted, I have concluded that there will be no historic properties affected by the proposed undertaking, as defined by Section 106 of the National Historic Preservation Act.

Consequently, pursuant to 36 CFR 800.4(d)(1), no further Section 106 consultation is required unless additional resources are discovered during project implementation pursuant to 36 CFR 800.13.

Kirk F. Mohney
Kirk F. Mohney
State Historic Preservation Officer
Maine Historic Preservation Commission

7/24/19
Date

Christopher L. Walcott
John R. Kennelly
Chief, Planning Division

MHPC # 0974-19



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

July 9, 2019

Planning Division
Evaluation Branch

Mr. Donald Soctomah, Tribal Historic Preservation Officer
Passamaquoddy Tribe
Indian Township Reservation
P.O. Box 301
Princeton, ME 04668

Dear Mr. Soctomah:

The U.S. Army Corps of Engineers (USACE), New England District is preparing an Environmental Assessment for a proposed Section 107 navigation improvement study for establishment of a federal channel to Great Chebeague Island, Cumberland County, Maine (see enclosed Figure 1). We would like your comments on the following undertaking in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

The Town of Chebeague Island is a municipality consisting of 17 islands in upper Casco Bay, Cumberland County, Maine, about 10 miles north of Portland. Two of the Town's islands are inhabited, of which Great Chebeague Island is the largest and the center of town commerce and population. The island's principal landing is at the Stone Wharf on the northwest shore facing the mainland, and is the location of its ferry terminal and principal commercial anchorage.

Town officials report that shallow water hinders operation of the many activities that rely on the landing at the Stone Pier, including fishing, barge and ferry operations. As the Island's principal landing, public safety, the island economy, and island services all depend on adequate access to the mainland over the pier. While depth alongside the pier on the mainland (Cousins Island) end are naturally deep, shallow water at the Stone Pier on Great Chebeague Island limits access to higher stages of the tide and causes damage to craft using the pier. Deepening of the channel to the pier, with adequate maneuvering/turning areas for vessels are necessary to ensure safe navigation access.

The proposed project will consist of a 100-foot wide and 10-foot deep Mean Low Lower Water (MLLW) channel from deep water in Casco Bay southeasterly to the Great Chebeague Island public landing at the Stone Pier, widened to 150 feet by 300 feet alongside the pier for maneuvering and turning of vessels; and a 100-foot wide upper maneuvering/turning basin at 8 feet deep MLLW between the channel and the Stone Wharf barge ramp area. Approximately 37,000 cubic yards of material will be dredged for the

channel, maneuvering/turning area, and upper turning basin. See enclosed project plan. All material will be disposed at the previously utilized Portland ocean disposal site depicted in Figure B-2.

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The Town of Chebeague Island prepared a comprehensive plan in 2011 that included historic and archaeological resources and referenced the two wrecks above. Additionally, areas considered sensitive for Native American shell midden sites were noted in various areas along the shoreline. Many of these sites have eroded or been so badly damaged that they are no longer considered significant. None of the archaeologically sensitive areas are located within the proposed channel's limits.

Therefore, we feel that the proposed navigation improvement project at the Great Chebeague Island Stone Pier with dredged material disposal at the previously used Portland ocean disposal site will have no effect upon any historic properties in accordance with Section 106 of the NHPA and implementing regulations 36 CFR 800. We would appreciate your concurrence with this determination.

If you have further questions, please contact Mr. William Bartlett, the Study Manager at 978-318-8004 or Mr. Marc Paiva, Archaeologist at 978-318-8796.

Sincerely,


for John R. Kennelly
Chief, Planning Division

Enclosures

Copy Furnished (with enclosures):

Mr. Kirk F. Mohny,
Director and State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333-0065

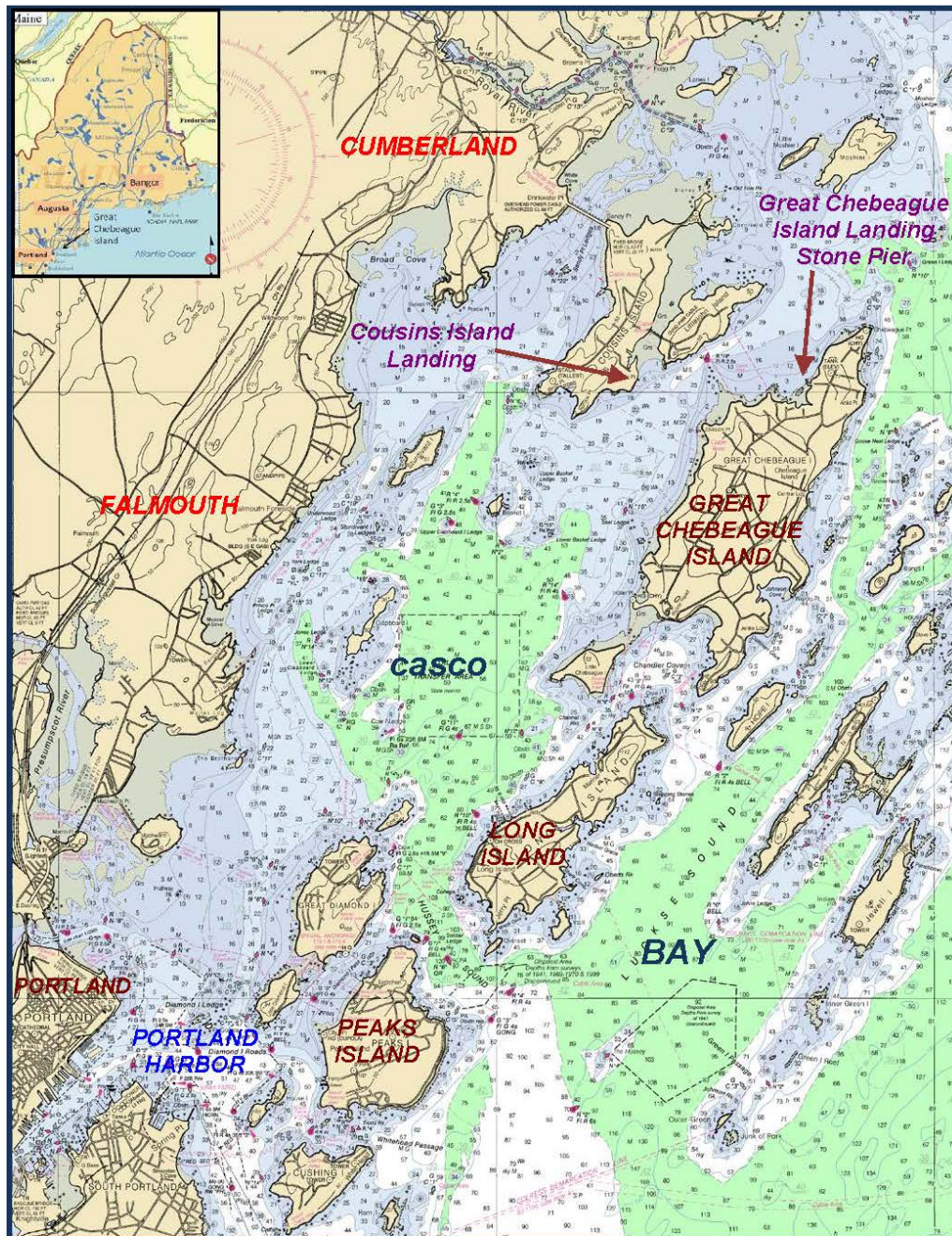
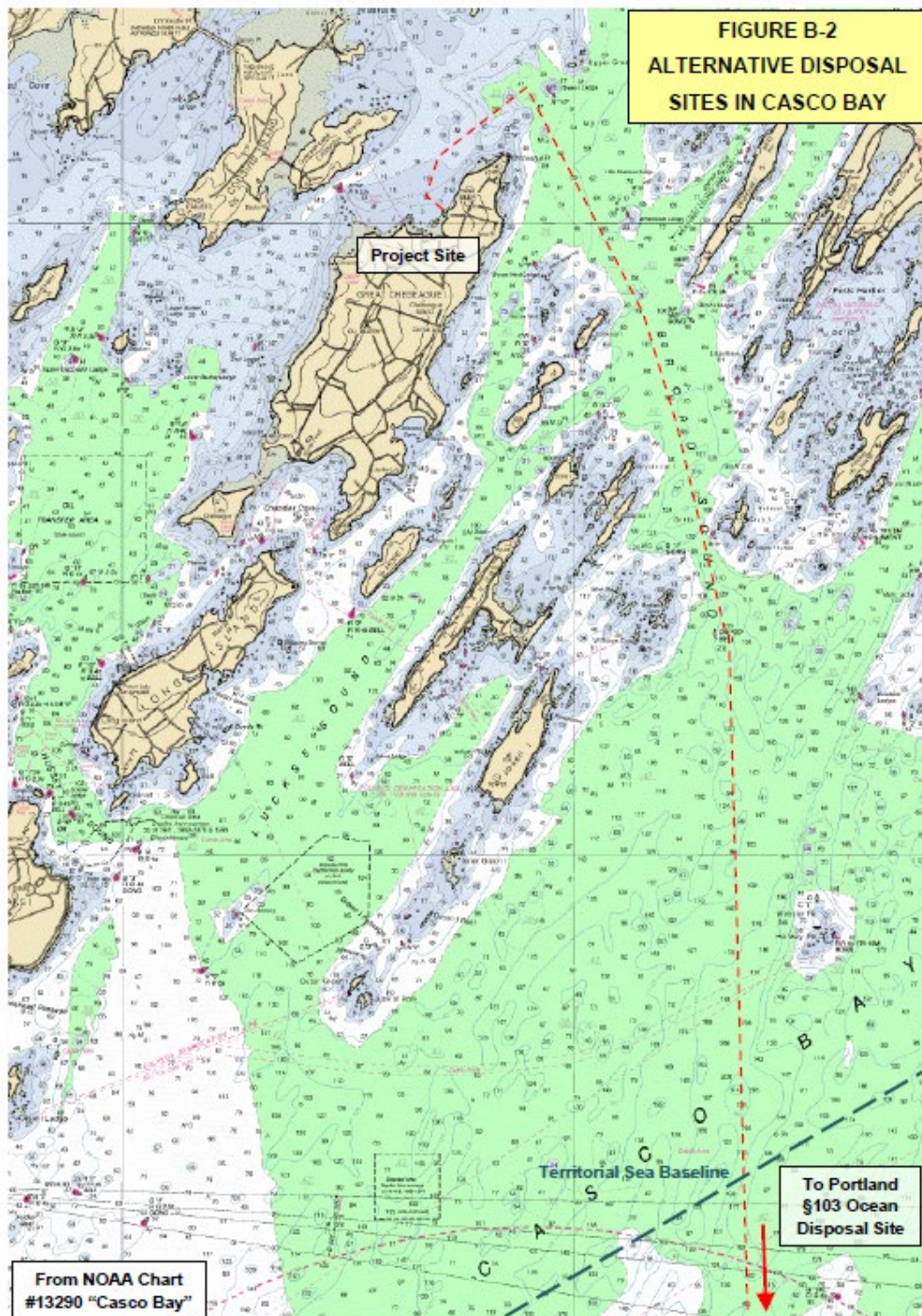


FIGURE 1
GREAT CHEBEAGUE ISLAND, MAINE
NAVIGATION IMPROVEMENT STUDY – PROJECT LOCATION

**FIGURE B-2
ALTERNATIVE DISPOSAL
SITES IN CASCO BAY**



From: [Oconnor, John A CIV USARMY CENAD \(US\)](#)
To: [Bartlett, William C Jr CIV USARMY CENAE \(USA\)](#); [Habel, Mark L CIV USARMY CENAE \(US\)](#); [Hatfield, Christopher L CIV USARMY CENAE \(US\)](#)
Cc: [Ricciardi, Christopher CIV USARMY CENAD \(USA\)](#); [Forcina, Joseph CIV USARMY CENAD \(USA\)](#); [Sabalis, Paul A CIV USARMY CENAD \(USA\)](#); [Altschul, Naomi Fraenkel CIV USARMY CENAD \(US\)](#); [Cappola, Valerie A CIV USARMY CENAD \(US\)](#); [Cocchieri, Lawrence J CIV USARMY CENAD \(USA\)](#); [Gruber, Henry W CIV USARMY CENAD \(USA\)](#); [Kim, Young S CIV USARMY CENAD \(US\)](#); [Stern, Roselle H CIV USARMY CENAD \(US\)](#); [Vietri, Joseph R CIV USARMY CENAD \(USA\)](#); [Weichenberg, Rena CIV USARMY CENAD \(US\)](#); [Lamoglia, Ralph CIV USARMY CENAD \(USA\)](#); [Kennedy, Karen M CIV USARMY CENAD \(US\)](#); [Falcigno, Patsy M CIV USARMY CEHO \(US\)](#); [Kennelly, John R CIV USARMY CENAE \(US\)](#); [Cresitello, Donald E CIV USARMY CENAD \(US\)](#); [Blanchette, Kristine F CIV USARMY CENAE \(USA\)](#); [Harrington, Janet G CIV USARMY CENAE \(US\)](#); [Stamper, Douglas H II CIV USARMY CENAD \(USA\)](#); [Jadrosich, Megan CIV USARMY CENAD \(US\)](#)
Subject: NAE - Great Chebeague CAP 107 MSC Decision Milestone (formerly AFB) 2 July 19
Date: Tuesday, July 2, 2019 1:36:49 PM

NAE Team

Good presentation and discussion during the Great Chebeague (Section 107) MSC Decision milestone meeting today 2 July 2019.

I am tracking that the NAE meeting participants were William Bartlett, Mark Habel, and Chris Hatfield and NAD meeting participants were John O'Connor, Chris Ricciardi, Ralph LaMoglia, Hank Gruber, Rena Weichenberg, Naomi Altschul, Valerie Cappola, Young Kim and Megan Jadrosich.

NAD concurs that after completing the District Quality Control, the District should proceed release of the draft Report for concurrent public, ATR and NAD reviews.

The draft report is currently schedule for release in Sept 2019.

Please actualize the MSC Decision milestone in P2 and memorialize the meeting in a brief MFR.

thanks

John O'Connor, P.E.

Continuing Authorities Program Manager

United States Army Corps of Engineers

Fort Hamilton - Building 301

Brooklyn, New York 11252-6700

Tel: 347.370.4565

Cell: 917.509.9068



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

September 25, 2018

Planning Division

Attn: Marjorie Stratton
Town of Chebeague Island
192 North Road
Chebeague Island, ME 04017

Dear Mrs. Stratton:

I am writing in reference to the Chebeague Island Navigation Improvement project and the Feasibility Cost Sharing Agreement (FCSA) signed on July 01, 2016 between the Town of Chebeague Island and the U.S. Army Corps of Engineers (USACE).

In accordance with discussions held between the USACE and Town of Chebeague Island, we request that you provide an additional \$32,750 towards your share of total project costs. The additional Town funds, together with additional Federal funds, will be used to complete sampling and testing of sediment adjacent to Stone Wharf at Chebeague Island. The purpose of this additional work is to determine the suitability of dredge spoils for open water disposal. This additional payment will increase your total cash contribution for the project to \$212,750.

Please provide a check in the amount of \$32,750 payable to "FAO, U.S. Army Corps of Engineers, New England District." The mailing address is New England District, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742, Attn: Mr. John Kennelly.

If you have any questions or require any additional information, please contact the project manager, Mr. William Bartlett at (978) 318-8004 or at William.C.Bartlett@usace.army.mil

Sincerely,


John R. Kennelly
Chief, Planning Division



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

July 14, 2016

Planning Division

Town of Chebeague Island
Board of Selectmen
192 North Road
Chebeague Island, Maine 04017

Board of Selectmen:

Enclosed for your use are two fully executed copies of the Feasibility Cost Sharing Agreement (FCSA) for the Navigation Improvement Feasibility Study in Chebeague Island, Maine.

As stipulated in Article III - "Payment of Funds" of the FCSA, your estimated cash contribution toward study costs is \$180,000. We request that you transmit a check to cover this amount payable to "FAO, USAED, NEW ENGLAND" to the attention of the Project Manager, Mr. William Bartlett.

If you have any questions or require any additional information, please contact me at (978) 318-8505 or Mr. Bartlett, at (978) 318-8004.

Sincerely,

John R. Kennelly
Chief of Planning

Enclosure



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

June 09, 2016

Engineering/Planning Division
Planning Branch

Town of Chebeague Island
c/o Board of Selectmen
192 North Road
Chebeague Island, ME 04017

Dear Board of Selectmen:

On May 6, 2016 the New England District received approval from the Corps North Atlantic Division to execute the Feasibility Cost Sharing Agreement between the Town of Chebeague Island and the Department of the Army for the Feasibility Study of navigation improvements at Great Chebeague Island, Maine. Enclosed are four (4) copies of the Feasibility Cost Sharing Agreement. Please sign and date the three signature pages at the end of each copy of the agreement and return all four (4) copies to this office for the Corps New England District Engineer's signature. Once signed by the District Engineer, we will date the first page and send you two (2) copies of the fully executed agreement for your records, along with our request for sponsor cost-share funds.

If you have any questions or require any additional information, please contact me or Mr. William Bartlett, at (978) 318-8162 or (978) 318-8004 respectively.

Sincerely,

A handwritten signature in blue ink, reading "Scott E. Acone", is positioned above the printed name.

Scott E. Acone, P.E.
Chief, Engineering/Planning Division

Enclosures



DEPARTMENT OF THE ARMY
NORTH ATLANTIC DIVISION, CORPS OF ENGINEERS
FORT HAMILTON MILITARY COMMUNITY
GENERAL LEE AVENUE, BLDG 301
BROOKLYN, NY 11252

REPLY TO

CENAD-PD-CS

06 May 2016

MEMORANDUM FOR Commander, New England District, US Army Corps of Engineers, ATTN: CENAE-EP-PP

SUBJECT: Chebeague Island, Maine Navigation Improvement – CAP
Section 107 Feasibility Cost Share Agreement Package P2# 332338

1. Reference is made to the following:

- a. CENAE-EP-PP memorandum, 11 April 2016, SUBJECT: Approval to Execute the Feasibility Cost Sharing Agreement (FCSA) for the Great Chebeague Island Navigation Improvement Study, Chebeague Island, Maine, PWI# 332338, Section 107.
- b. CENAD-PD-P memorandum, 29 April 2016, SUBJECT: CENAE New England District – Feasibility Cost Sharing Agreement (FCSA) for the Great Chebeague Island Navigation Improvement Study and Project Management Plan, Chebeague Island, Maine, PWI# 332338, Section 107.

2. The enclosed subject FCSA is approved for execution by the District Commander. The Division has reviewed the package (reference 1a) and concurs with execution of the model FCSA and requests resubmittal of the PMP to address comments (reference 1c) regarding project information, the analyses involved and the District Quality Control. Please resubmit the PMP in electronic format (tracked changes). The FCSA reflects a total study cost of approximately \$360,000, which will be cost shared on a 50% Federal and 50% non-Federal basis

3. You may not deviate from this approved FCSA without prior authorization from the North Atlantic Division. A copy of the executed FCSA should be forwarded to CENAD-PD-C (Mr. John O'Connor) not later than 7 days after execution.

4. The point of contact for this action is Ms. Hibba Haber (NAD DST Manager). Ms. Haber may be reached at 347-370-4779.

Encl.

JOHN O'CONNOR, P.E.
Continuing Authorities Program Manager



DEPARTMENT OF THE ARMY
NORTH ATLANTIC DIVISION, CORPS OF ENGINEERS
FORT HAMILTON MILITARY COMMUNITY
BROOKLYN, NY 11252-6700

29 April 2016

CENAD-PD-P

MEMORANDUM FOR: Civil Works Integration Division (Ms. Linda Monte)

Subject: CENAE New England District – Feasibility Cost Sharing Agreement (FCSA) for the Great Chebeague Island Navigation Improvement Study and Project Management Plan, Chebeague Island, Maine, PWI# 332338, Section 107

1. References:
 - a. CENAE-PP Memorandum to NAD dated 11 April 2016
 - b. CENAD-PD-CS Memorandum to Planning and Policy Division dated on 13 April 2016
 - c. CENAD-PD-CS An email dated on 13 April 2016
2. The NAD Planning and Policy Division has reviewed the Feasibility Cost Sharing Agreement (FCSA) and Project Management Plan for the Great Chebeague Island Navigation Improvement Study, Chebeague Island, Maine as per the review requests (References 1b & 1c).
3. Planning and Policy Division has comments on the Project Management Plan (PMP) for the Great Chebeague Island Navigation Improvement Study, Chebeague Island, Maine, PWI# 332338, Section 107. The PMP needs to be revised in accordance with enclosure 1.
4. Please direct any questions to Mr. Young Kim, P.E., Planning Program Manager at (347) 370-4514.


JOSEPH R. VIETRI
Chief, Planning and Policy Division
Programs Directorate

Cc: Hibba Haber

Encl.

ENCLOSURE 1:

1. Section II - Project Information, first paragraph should be rewritten as it does not make sense.
2. Section II - Project Information, first paragraph, a landing facility would be a Local Service Facility and the Corps would not participate in its construction. The Corps could, if determined economically justified, participate in providing a channel and/or anchorage area.

3. Section II - Project Information, Project Assumptions discusses that the Portland site was used for dredged material placement in 2003. Has it been established that the site has the required placement capacity and a DMMP would not be warranted as part of the Federal action?
4. Has the economics for the effort been coordinated through the DDNPCX per the 2012 OPORD? As of 25 April 2016, the Center was not aware of the project.
5. Why is CE/ICA being used for this project? CE/ICA is generally used when benefits cannot be monetized, as in environmental restoration, or when there is a known outcome to be achieved and we are seeking a cost effective way to garner such an outcome (i.e., Section 14). The study may not warrant the use of HarborSym, but the PMP does need to establish the rationale for the use of the economic model and the economic analysis coordinated through the DDNPCX.
6. District is advised that forthcoming District Quality Control documents for Planning Products should, at a minimum, include the names of the persons reviewing each functional area (engineering, economics, environmental). Appendix A, QA Plan does not reference DQC and QA plan should be revised to include the DQC team members.
7. The use of CE/ICA is cited as part of the role of the PM, Environmental and Cultural Team Members. CE/ICA is used for plan formulation of ecosystem restoration studies, and mitigation planning for all Studies. Given that this is a Section 107 Study, the use of CE/ICA suggests a significant mitigation need. District is asked to confirm the use of CE/ICA for mitigation planning, and advise, if mitigation is needed why an EA is proposed vs an EIS. District should note that an EIS would require revision on the PMP to include the increased level of effort.



DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

CENAE-EP-PP

11 April 2016

MEMORANDUM FOR Commander, North Atlantic Division, U.S. Army Corps of Engineers CENAD-PD-CID-P (Attn: Mr. Forcina), Ft. Hamilton Military Community, 302 General Lee Avenue, Brooklyn, New York 11252-5700

SUBJECT: Approval to Execute the Feasibility Cost Sharing Agreement (FCSA) for the Great Chebeague Island Navigation Improvement Study, Chebeague Island, Maine, PWI# 332338, Section 107

1. The New England District (NAE) requests that North Atlantic Division (NAD) approve for execution the enclosed FCSA for the Great Chebeague Island Navigation Improvement Study, Chebeague Island, Maine.
2. The town of Chebeague Island, Maine, the non-federal sponsor, supports this study and will provide the non-Federal share when requested. There are no deviations to the revised model FCSA, dated February 5, 2016.
3. Attachments to the FCSA include:
 - a. Certificate of review for legal sufficiency
 - b. Non-Federal sponsor's self-certification of financial capability for agreements
 - c. Funds allocation table
 - d. Letter of support from non-federal sponsor
4. Please contact the Project Manager, William Bartlett, at (978) 318-8004 if you require further information.

FOR THE COMMANDER:

A handwritten signature in black ink, appearing to read "Scott E. Acone", is positioned above the printed name.

SCOTT E. ACONE, PE
Chief, Engineering/Planning Division
Dam Safety Officer

4 Encls



Town of Chebeague Island

192 North Road
Chebeague Island, ME 04017
TownAdmin@chebeague.net
www.townofchebeagueisland.org

March 21, 2016

John Kennelly, Chief
Planning Branch
U.S. Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Dear Mr. Kennelly:

Enclosed is the signed Non-Federal Sponsor's Self-Certification of Financial Capability for Decision Documents. The Town has reviewed the Project Management Plan and Estimate and we intend to execute the Feasibility Cost Sharing Agreement with the Army Corps of Engineers for the study.

Thank you for your assistance.

Sincerely,

Marjorie E. Stratton
Town Administrator

**NON-FEDERAL SPONSOR'S
SELF-CERTIFICATION OF FINANCIAL CAPABILITY
FOR DECISION DOCUMENTS**

I, Marjorie E. Stratton, do hereby certify that I am the Treasurer of the Town of Chebeague Island, ME (the "Non-Federal Sponsor"); that I am aware of the financial obligations of the Non-Federal Sponsor for the Chebeague Island Federal Navigation Improvement Study; and that the Non-Federal Sponsor will have the financial capability to satisfy the Non-Federal Sponsor's obligations for that project. I understand that the Government's acceptance of this self-certification shall not be construed as obligating either the Government or the Non-Federal Sponsor to implement a project.

IN WITNESS WHEREOF, I have made and executed this certification this 17th day of March, 2016.

BY: Marjorie Stratton Marjorie E. Stratton
TITLE: Town Administrator / Treasurer
DATE: 3-17-2016



DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108

JUN -3 2015

MEMORANDUM FOR THE DEPUTY COMMANDING GENERAL FOR CIVIL AND
EMERGENCY OPERATIONS

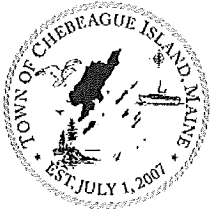
SUBJECT: Great Chebeague Island, Maine Navigation Improvement Project Section
107 Fact Sheet

This responds to a memorandum from the Director of Civil Works, dated May 5, 2015, requesting concurrence with the subject fact sheet to allow the New England District to proceed with negotiating and executing a Feasibility Cost Sharing Agreement with the Town of Chebeague Island, the non-Federal sponsor of the project.

I concur with the fact sheet. However, the non-Federal sponsor is to be advised that, even if the Corps finds the project to be feasible, in the Federal interest, and funds project construction, future budgets for the Civil Works program might not include funding to maintain the project. Future funding for maintenance of navigation projects with low commercial tonnage is likely to be highly constrained.

Also, I am delegating the concurrence of Section 107 fact sheets to the Director of Civil Works.


Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)



Town of Chebeague Island

192 North Road

Chebeague Island, ME 04017

TownAdmin@chebeague.net

www.townofchebeagueisland.org

April 10, 2015

John Kennelly
Chief of Planning Branch
US Army Corps of Engineers
696 Virginia Road
Concord, MA 01742

Dear Mr. Kennelly:

I am writing on behalf of the Town of Chebeague Island Board of Selectmen. As discussed and voted at their April 8, 2015 meeting, they confirm their support for the Great Chebeague Island navigation improvement study. We would like to move forward with a feasibility study cost-sharing agreement.

We would like the study to include just the channel with the turning basin off the ramp, not the anchorage areas. Also, we would like to use the ocean site in Federal waters off Cape Elizabeth for the disposal site with the understanding that there are higher construction costs associated with this decision.

We understand that we are waiting for approval from the office of the Assistance Secretary of the Army for Civil Works to execute a feasibility study cost-sharing agreement. Please let us know if we can be of further assistance. You can contact me at 207-846-3148 or townadmin@chebeague.net.

Sincerely,

Marjorie E. Stratton
Town Administrator



DEPARTMENT OF THE ARMY
NORTH ATLANTIC DIVISION, CORPS OF ENGINEERS
FORT HAMILTON MILITARY COMMUNITY
GENERAL LEE AVENUE, BLDG 301
BROOKLYN, NY 11252

REPLY TO

CENAD-PD-CS

16 September 2014

MEMORANDUM FOR Commander, Headquarters, US Army Corps of Engineers,
(CECW-NAD/Ms. Cathy Shuman), 441 G Street, NW, Washington DC 20314

SUBJECT: Great Chebeague Island Navigation Improvement Project, Maine, CAP Section
107 Policy Fact Sheet CWIS/P2 #: 332338

1. References:

- a. CENAE Section 107 policy fact sheet, dated September 2014.
- b. Engineer Regulation (ER) 1105-2-100, Appendix F, Para F-25

2. The Division staff has reviewed the revised District policy fact sheet submission (Reference 1a) and concurs that it is consistent with current policy and guidance. Consistent with standing guidance for this project (Reference 1b), request your review and coordination with OASA (CW) for concurrence to proceed with the execution of a Feasibility Cost Sharing Agreement for the project.

3. The point of contact for this action is Mr. Paul Sabalis, PE, PMP. Mr. Sabalis may be reached at 347-370-4589.

JOHN O'CONNOR, P.E.
Continuing Authorities Program Manager

Encls.

SECTION 107 PROJECT FACT SHEET

1. **Project Name:** Official Name of Project: Great Chebeague Island Navigation Improvement Project, Chebeague Island, Maine.

Study Authorized under the Continuing Authority of Section 107 of the River and Harbor Act of 1960, as amended.

2. **a. Corps District:** New England (NAE)

b. Sponsor: Town of Chebeague Island, Maine

3. **Congressional Delegation:** Representative: Pingree (ME-1)
Senators: Collins and King (ME)

4. **Location:** The Town of Chebeague Island is a municipality consisting of 17 islands in upper Casco Bay, Cumberland County, Maine, about 10 miles north of Portland. Two of the Town's islands are inhabited, of which Great Chebeague Island is the largest. The Town is isolated, with no bridge access to the mainland. Figure 1 shows the island and its location in the bay.

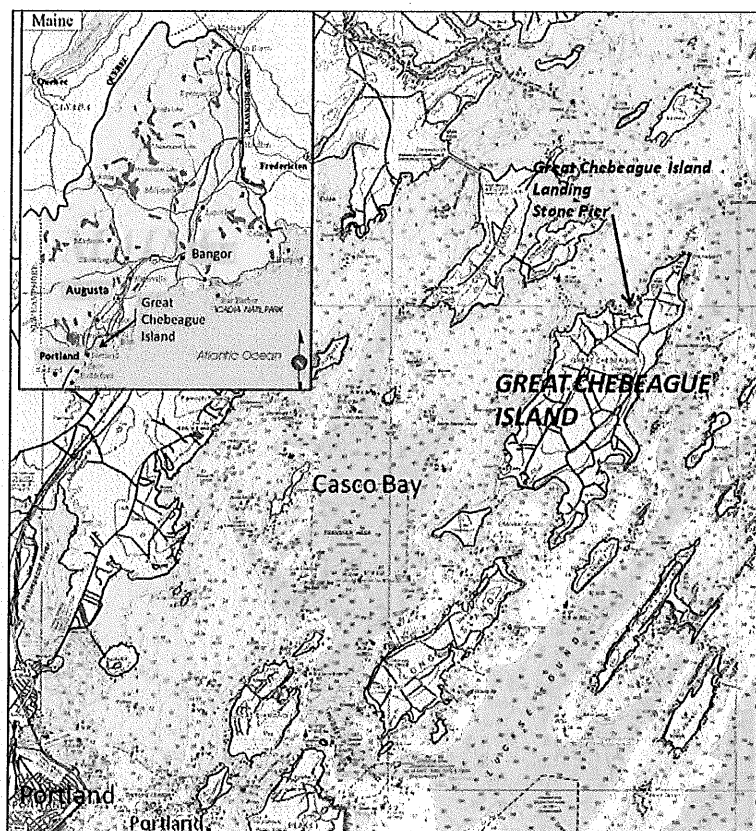


Figure 1

5. **Problem:** Great Chebeague Island relies on vessel access through the Stone Pier for all of its needs and services. Great Chebeague Island fishermen ship their catch over the pier. Emergency services (police, fire), commuters including school children and teachers, utility service, food, fuel, building supplies, road paving, trash, etc., all cross over the island's landings. Ferries carry about 125,000 passengers per year to the island.

Controlling depth in the channel to the Stone Pier is less than 5 feet at low water. The Town has conducted minor dredging in the past to maintain ferry access during higher tidal stages. Deep draft lobster vessels have run aground in the pier approaches when transporting their catch. Commercial fishing vessels must also tie up to a floating dock in order to load supplies or off load catch because the area along the Stone Wharf is too shallow. Approximately 200 feet inshore of the ferry berth is a boat/barge ramp located at the end of Stone Wharf Road. The ramp can only be used at high tide because that area is exposed during low tides. The mean tidal range at Great Chebeague Island is 9.1 feet, with minimum and maximum ranges about 3.5 feet of greater.

Barging between Great Chebeague Island and the dock at Cousins Island, or Portland Harbor, is also severely restricted by the tide at the Chebeague Island end of the routes. To avoid sustaining grounding damages, ferries have less than 1 foot underkeel clearance at low tide and are restricted from approaching the wharf on minus tides or in seas exceeding that clearance. Most importantly, lack of adequate vessel depth may restrict the island's rescue services.

Great Chebeague Island commercial fishing fleet consists of 44 registered vessels. Two public ferries provide seven days per week passenger and small freight service for the island, tides and weather permitting. Seasonally a barge and push boat transport vehicles and commercial freight to the island.

6. **Alternative Plans Considered:** Providing adequate depth for the approaches to Great Chebeague Island's Stone Wharf, its berths and barge ramp, and adequate anchorage for its fishing fleet, are critical to the island's economy and the safety of its residents. This appraisal considered plans providing navigation improvements for Great Chebeague Island. At the town's request two navigation improvement plans were developed. Plan A would establish a navigation channel leading from deep water to the island's stone pier. Plan B would establish a navigation channel and provide anchorage areas for the commercial fleet. A Feasibility Study will further develop and assess all practical alternatives to achieve improved navigation access for the harbor.
7. **Description of Likely Recommended Plan:** Chebeague is a relatively newly organized municipality with limited resources. To meet the Town's needs for choices in moving forward with navigation improvements two plans were developed. One plan would focus solely on ensuring safe and efficient access to the landing at the Stone Pier for ferries and

cargo carriers, and vital services for the island. The other would expand on that base plan to provide improved year-round access for the Town's commercial fishing fleet as well. The two plans evaluated for this appraisal consist of the following project features:

Plan A: A channel 100 feet wide and -10 feet MLLW from deep water in Casco Bay southeasterly to Great Chebeague Island public landing at the Stone Pier, widened to 150 feet alongside the pier for maneuvering and turning of vessels, an upper maneuvering/turning basin at -8 feet MLLW between the channel and the boat/barge ramp area by about 150 to 100 feet wide;

Plan B: In addition to the features provided in Plan A, Plan B would provide a -8-foot MLLW by 13-acre anchorage area located northeast of the proposed channel, and a -6-foot MLLW by 13-acre anchorage located southwest of the proposed channel.

Based on the subsurface probes conducted during a prior study, no ledge is expected to be encountered in the area to be dredged. Dredged material is anticipated to be a mix of silts, clays and sand. The dredged spoil should be suitable for placement at the Royal River spoil site in upper Casco Bay about 6 miles from the project site.

For both Plan A and B, preliminary benefits to deepening the channel as well as providing safe anchorages for the commercial fishing fleet were estimated by the reductions labor and time costs related to tidal delays, fuel cost savings, and damages from running aground. All costs and benefits were calculated using 2014 Price Levels and the FY14 Federal discount rate of 3.5%. It should be noted that potential benefits for the two Casco Bay ferries servicing Great Chebeague Island were not included in this analysis. The ferries are currently restricted from stopping at the Stone Wharf due to insufficient depth.

	<u>Plan A</u>	<u>Plan B</u>
First Cost +IDC	\$900,000	\$2,738,000
Annual Cost	\$110,300	\$253,200
Annual Benefits - Commercial	\$736,900	\$1,256,300
Benefit-Cost Ratio	6.68	4.96
Net Annual Benefits	\$626,600	\$1,003,100

All costs and benefits are in FY14 Price Levels

Annual Costs were estimated at the Initial Appraisal level of detail and is based on recent O&M dredging and includes seasonal windows. Environmental considerations and NEPA compliance will be fully developed and documented during the feasibility phase.

The Town will balance its needs and ability to cost-share in studies and improvements in determining the scope of the feasibility study it is willing and capable of participating in.

8. **As of the date of this fact sheet, are there any policy waivers required, including a waiver for deviation from the NED Plan? If so, provide rationale for waiver and highlight waiver request in transmittal:** No waivers required.
9. **Scheduled Initial Construction Award (FY):** The Feasibility Study will develop projected award date.

10. Authorization, appropriations act, or report language: Cite specific provisions, and attach copies of language: Study Authorized under the Continuing Authority of Section 107 of the River and Harbor Act of 1960, as amended.

11. Financial Information:

a. **Feasibility Study Cost:**

Plan A: \$260,000 (Federal Share \$180,000)

Plan B: \$350,000 (Federal Share \$225,000)

b. **Plan A GNF Costs:**

Total: \$899,000 (Federal share – 90%: \$809,100)

(Plans and Specifications: \$114,000)

Construction: \$785,000)

Plan B GNF Costs:

Total: \$2,730,000 (Federal share – 90%: \$2,457,000)

(Plans and Specifications: \$184,000)

Construction: \$2,546,000)

c. **LEERD Costs:** \$0

d. **Local Service Facilities (LSF) Costs:** \$0

Existing facilities adequate for prospective commerce.

e. **Ultimate Federal Cost:**

Plan A: \$719,200 (\$809,100 less 10% non-Federal reimbursement (\$89,900), excludes feasibility cost of \$180,000)

Plan B: \$2,184,000 (\$2,457,000 less 10% non-Federal reimbursement (\$273,000), excludes feasibility cost of \$225,000)

f. **Benefit/Cost Ratio:** Plan A: 6.68; Plan B 4.96 (Price Level FY 14)

g. **Average Annual O&M Costs:** for Plan A: \$71,900 and Plan B: \$136,500

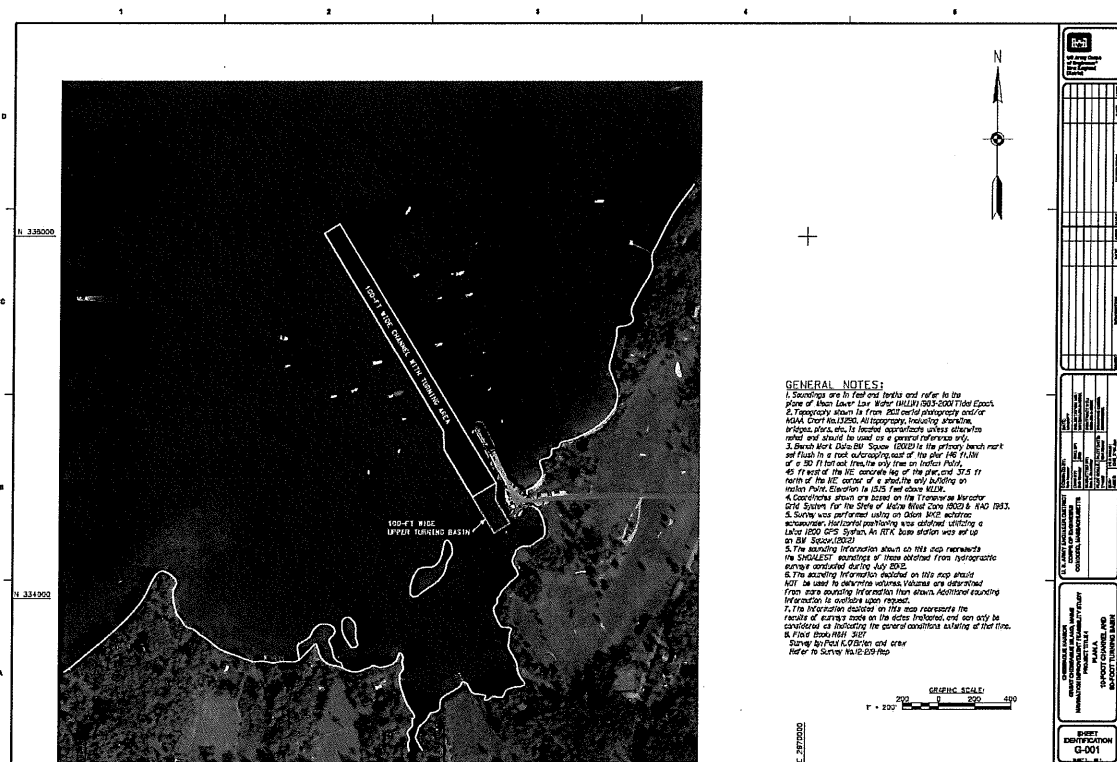
12. Complete Funding History by FY (Include one line for each additional FY):

	AMOUNTS SPECIFIED ("NAMED") BY CONGRESS	NET ALLOCATIONS FOR FISCAL YEAR
FY12	\$0	\$50,000
FY13	\$0	\$50,000

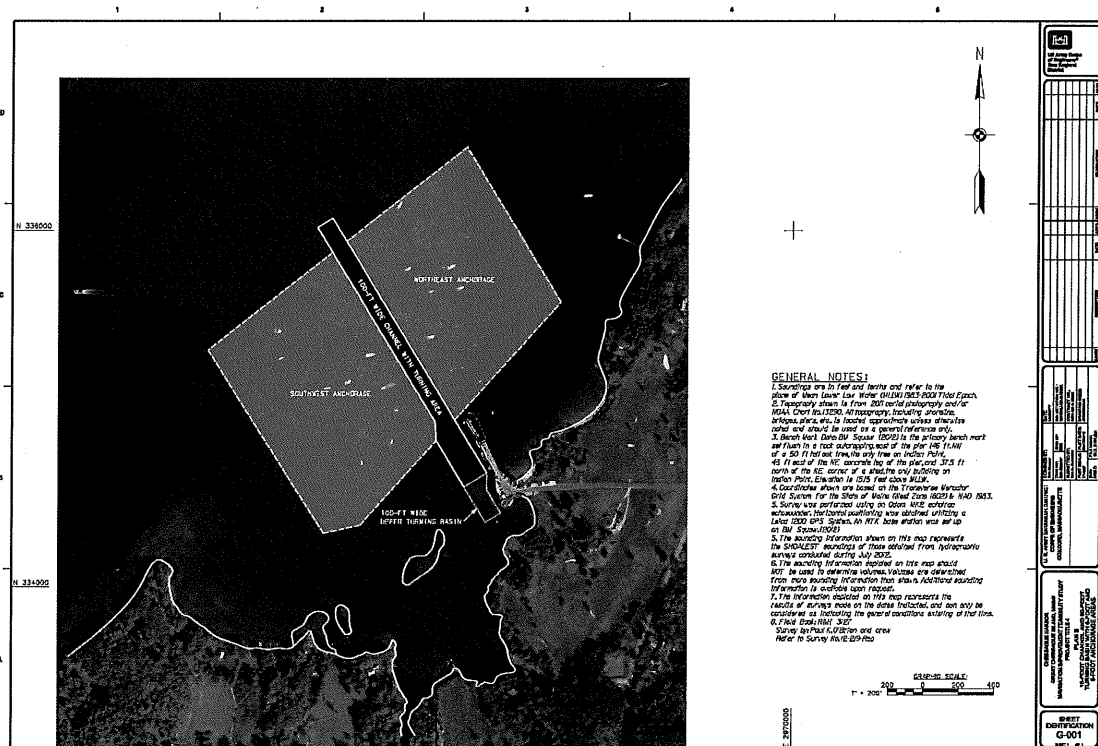
13. Supplemental Information: None

14. Project Maps:

Great Chebeague Island, Maine Considered Alternatives - Plan A and Plan B
For Commercial Navigation Improvement



Considered Alternative - Plan A – Channel and Turning Basin



Considered Alternative - Plan B – Channel, Basin and Anchorage Areas



DEPARTMENT OF THE ARMY
NORTH ATLANTIC DIVISION, CORPS OF ENGINEERS
FORT HAMILTON MILITARY COMMUNITY
GENERAL LEE AVENUE, BLDG 301
BROOKLYN, NY 11252

REPLY TO


CENAD-PD-P

2 September 2014

MEMORANDUM FOR Civil Works District Integration Division (Sabalis)

SUBJECT: Great Chebeague Island, ME -- Initial Appraisal Report
Continuing Authorities Program, Section 107 - P2/CWIS#: 332338

1. Reference is made to
 - a. CENAD-PD-CS memorandum, dated 4 August 2014, requesting review and approval of NAE's Fact Sheet.
 - b. CENAE Fact Sheet dated July 2014 on subject project.
2. At your request (Reference 1a), Planning staff has reviewed the Fact Sheet (Reference 1b) and has the following comments:
 - a. The current price levels should be added to numbers presented. This could be done as a general statement overall that all costs and benefits are in FY14 price levels. (The benefit to cost ratio does not need a price level.)
 - b. The discount rate needs to be presented for the cost and benefit calculations.
 - c. Page 2 has a misplaced number 7 at the beginning of the bottom paragraph, or, alternatively, numbers 5 and 6 are missing from the numeration of the document.
3. NAD Planning approves this document provided that the comments are addressed in the final version.
4. The point of contact for this action is Ms. Naomi Fraenkel, AICP (NAE Planning Program Manager). Ms. Fraenkel may be reached at (917) 790-8615.


JOSEPH R. VIETRI
Chief, Planning and Policy

RECEIVED
9-5-2014



DEPARTMENT OF THE ARMY
NORTH ATLANTIC DIVISION, CORPS OF ENGINEERS
FORT HAMILTON MILITARY COMMUNITY
GENERAL LEE AVENUE, BLDG 301
BROOKLYN, NY 11252

REPLY TO

CENAD-PD-CS

22 July 2014

MEMORANDUM FOR Commander, US Army Corps of Engineers, New England District (CENAE-EP-P), 696 Virginia Road, Concord, MA 01742-2752

SUBJECT: Great Chebeague Island, ME, Continuing Authorities Program, Section 107, CWIS/P2 332338

1. Reference is made to the following:
 - a. CENAE-EP-PS revised Initial Appraisal, submitted 16 July 2014.
 - b. CENAD-PD memorandum, received 22 July 2014.
2. The Division has reviewed the District's Federal Interest Determination (FID) (Reference 1a) and concurs with the District's finding of Federal Interest (Reference 1b).
3. Please mark the completion of this Federal Interest Determination milestone in P2 and in the CAP database. The District must also submit the current Section 107 policy fact sheet for coordination with OASA (CW) to seek concurrence to proceed with a FCSA.
4. The point of contact for this action is Mr. Paul A. Sabalis, P.E., PMP. He may be reached at 347-370-4589.

Encl


JOHN O'CONNOR, P.E.
Continuing Authorities Program Manager
Civil Works Integration Division



DEPARTMENT OF THE ARMY
NORTH ATLANTIC DIVISION, CORPS OF ENGINEERS
FORT HAMILTON MILITARY COMMUNITY
GENERAL LEE AVENUE, BLDG 301
BROOKLYN, NY 11252

REPLY TO

CENAD-PD

16 July 2014

MEMORANDUM FOR Civil Works District Integration Division (Sabalis)

SUBJECT: Great Chebeague Island, ME – Initial Appraisal Report
Continuing Authorities Program, Section 107 - P2/CWIS#: 332338

1. Reference is made to
 - a. CENAD-PD-CS memorandum, dated 22 May 2014, requesting review and approval of NAE's Initial Appraisal Report.
 - b. CENAE-EP-PN memorandum, received 30 April 2014, which transmitted the District's Initial Appraisal Report for review and approval.
 - c. CENAD-PSD-P memorandum dated 5 June 2014, which transmitted PSD comments to PD.
 - d. CENAE-EP-PN's resubmission of subject report, dated July 2014.
2. At your request (Reference 1a), Planning staff reviewed the Initial Appraisal Report (Reference 1b) and had a series of comments (Reference 1c). These comments were addressed in the District's resubmission of the document (Reference 1d). CENAD-PD has no further comments and approves this document.
3. The point of contact for this action is Ms. Naomi Fraenkel, AICP (NAE Planning Program Manager). Ms. Fraenkel may be reached at (917) 790-8615.

RECEIVED
7-22-14


JOSEPH R. VIETRI
Chief, Planning and Project Formulation
Programs Directorate



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

CENAE-EP-PN

30 April 2014

MEMORANDUM FOR Commander, U.S. Army Corps of Engineers, North Atlantic Division, ATTN: CENAD-PD-CID-P (Attn: Mr. Paul Sabalis), Fort Hamilton Military Community, 302 General Lee Avenue, Brooklyn, NY 11252-6700

SUBJECT: Continuing Authorities Initial Appraisal Report, Section 107 Navigation Improvement Project, Great Chebeague Island, Maine (PWI # 332338)

1. Enclosed are copies of the Initial Appraisal Report and Fact Sheet for the Great Chebeague Island Navigation Improvement Project, Chebeague Island, Maine, for your review and approval to proceed to the Feasibility Phase. Upon completion of your review and incorporation of any comments and revisions, the report will be provided to the Sponsor as a basis for their decision to proceed with a cost-shared feasibility study.
2. To meet the town's needs for choices in moving forward with navigation improvements two plans were developed. Plan A would focus solely on ensuring safe and efficient access to the landing at the Stone Pier for ferries and cargo carriers, and vital services for the island. Plan B would expand on that base plan to provide improved year-round access for the town's commercial fishing fleet as well. The initial appraisal indicates both plans carry favorable benefit-cost ratios, 6.68 and 4.96, respectively, and net annual benefits. Both plans are in the Federal interest, and provide the basis to prepare and negotiate a Feasibility Cost Sharing Agreement (FCSA). Execution of a Feasibility Cost-Sharing Agreement with the Sponsor, the Town of Chebeague Island, Maine, is required to share the costs of the feasibility phase.
3. If you have any questions or require additional information, please contact me at (978) 318-8162, or Mr. Robert Russo, the Project Manager, at (978) 318-8553.

FOR THE COMMANDER:

SCOTT E. ACONE, P.E.
Chief, Engineering/Planning Division

Enclosures



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

March 20, 2013

The Honorable Susan M. Collins
United States Senate
188 Russell Senate Office Building
Washington, DC 20510

The Honorable Angus S. King, Jr
United States Senate
413 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Michael H. Michaud
United State House of Representatives
1318 Longworth HOB
Washington, DC 20515

The Honorable Chellie M. Pingree
United State House of Representatives
1724 Longworth HOB
Washington, DC 20515

Dear Senator Collins, Senator King, Congressman Michaud and Congresswoman Pingree:

In response to previous requests from our Congressional Delegation staff, this letter is to provide information for your consideration in addressing the State's interests and concerns regarding federal funding for maintenance and improving dredging and related matters.

The Army Corps of Engineers' ("ACOE") policy for prioritizing among projects that qualify for and need federal funds for maintenance dredging is based primarily on the tonnage of commercial freight that passes through a port. With few exceptions, the federal navigation projects which the ACOE maintains along Maine's coast serve primarily commercial fishing and recreational boating-related small businesses as well as many water-dependent public uses. Most of Maine's ports have little or no commercial shipping traffic yet provides critical infrastructure and supports small businesses vital to the economy of our coastal communities and in turn our state economy as a whole. As a consequence, many Maine projects do not rank highly among the ACOE's funding priorities. For example the Kennebec River project, which provides access for Navy vessels built and repaired at Bath Iron Works, one of the few naval shipyards of its kind in the country, does not rank highly in the ACOE's maintenance dredging ranking scheme, illustrates the narrowness of the ACOE's focus, even in addressing strategic national interests.

In recent years, Congress has considered legislation, such as the Renew America's Maritime Promise ("RAMP") bill, which would provide additional funding to the ACOE from the Harbor Maintenance Trust Fund, to meet the maintenance dredging-related needs of the nation's ports and harbors. We urge that you give thoughtful consideration to any such legislation that may facilitate maintenance and improvement of Maine's ports and harbors.



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The federal navigation projects in Maine require maintenance at varying intervals and in varying degrees over time, depending on shoaling rates, weather, and other natural factors. Likewise, the local, state, federal processes to determine dredging needs and ensure the necessary environmental review and approval of dredging activities may vary. As a result, the State's priorities regarding federal funding for dredging in a given year focuses on projects that are ready, are anticipated to be ready, or are in a position to move forward in the project planning and assessment process if federal funds were available.

The State has identified the following as current needs for federal funding for maintenance dredging, navigation improvement, and navigation project planning:¹

Maintenance dredging

- Portland Harbor project - \$13 million
- Wells Harbor project - \$3.5 million
- Beals Island/Pig Island Gut project - \$4 million (The ACOE has advised that, for efficiency's sake, it would undertake these two projects together when funded.)
- Royal River project - \$3 million

We note that funding for the Portland Harbor project is in the President's budget for this year and that funding for the Wells Harbor project is provided by legislation to address the effects of Hurricane Sandy. We appreciate and encourage your continuing support for the anticipated federal appropriations needed to complete these projects.

Please be advised that the ACOE has also identified the Scarborough River, Biddeford Pool, Saco River, Kennebunk River, and York Harbor projects as other federal navigation projects which the ACOE is evaluating and which may be ready for maintenance dredging funding in a subsequent, near-term fiscal year.

Navigation improvement

It is our understanding that there is potential that Congress may consider and enact a Water Resources Development Act ("WRDA") bill this year. The ACOE has advised that it needs authorization in WRDA as well as an appropriation in the amount indicated to complete the following navigation improvement-related projects:

¹ The approximate project cost estimates indicated are based on information provided by the ACOE at its annual meeting with Maine congressional delegation staff, state and federal agencies, local officials, and other stakeholders to discuss the status, funding needs, and related issues regarding ACOE navigation projects in Maine.

- Searsport Project - \$8.6 million (design & construction)
- Piscataqua River/turning Basin Project - \$5.3 million (Dredging for this New Hampshire-sponsored project would occur in Maine. The Towns of Wells and Kittery are among those which have expressed interest in using the dredged materials, sand and blasted ledge, for beach nourishment or other beneficial uses.)
- Saco/Camp Ellis Project

Disposal of dredged materials

In 2010, due to a deadline under the federal process for formally designating it as a disposal site, the Cape Arundel Disposal Site ("CADS") ceased to be open for disposal of dredged materials. For decades, CADS was used as a site for deposition of dredged materials suitable for ocean disposal and has the capacity for such use in the future. The York Harbor project, for example, would be about \$1.2 million less if CADS were available for disposal of dredged materials according to the ACOE.

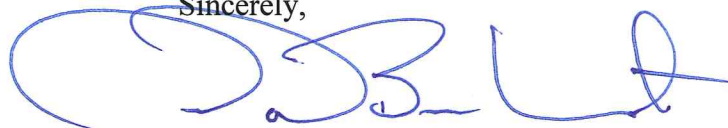
Project planning and development

The ACOE works with communities to help plan and design navigation improvement projects. The State has identified the following current funding needs to continue to advance these efforts in the following Maine coastal communities:

- Blue Hill - \$200,000
- Chebeague Island - \$216,000

Thank you for your consideration and work on behalf of our State.

Sincerely,



David Bernhardt
Commissioner

Town of Chebeague Island

196 North Road, Chebeague Island, ME 04017

Telephone: (207) 846-3148 Fax: (207) 846-6413

October 9, 2009

John Kennelly
Chief of Planning
New England District
U.S. Army Corps of Engineers
696 Virginia Road
Concord, MA 01742

Dear Mr. Kennelly:

On behalf of the citizens of the Town of Chebeague Island, I request that the Corps of Engineers take steps to perform an initial feasibility appraisal of the Great Chebeague Island Stone Wharf maintenance dredging needs under Section 107 of the River & Harbor Act of 1960. The Town of Chebeague Island is the newest town in the State of Maine, having seceded from the Town of Cumberland in July of 2007. Chebeague's marine economy is the single largest element in the Town's overall economy.

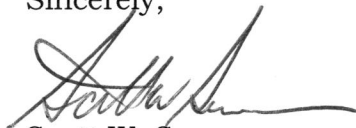
The Stone Wharf is the only town-owned wharf, and is the primary location for emergency rescue operations, year round ferry and commercial fishing, barging and passenger operations. This is the channel access for the year-round passenger ferry which carries school children, commuters, year-round residents, medical and service personnel, among others. The ferry has been recognized by the Maine Department of Transportation as an essential transportation service for this community when they established permanent mainland parking for the island community. This area has shoaled in recent years, creating increasing difficulty for the ferry to operate, even more challenging in winter when there is ice accumulation. The commercial fishing fleet is now limited to tidal access directly to the Stone Wharf for loading of gear.

Also requested in this initial appraisal is to include a study of potential navigation improvements to the area around the Great Chebeague Island Stone Wharf to increase the depth of water beside the Stone Wharf for the use by the Town's commercial fishing fleet and barging services. The fishing fleet is the core economic activity for the Town of Chebeague Island.

Timely maintenance dredging and appropriate navigation improvements are needed to restore and protect the economic and safety needs of this community.

The Town of Chebeague Island looks forward to working with the Army Corps of Engineers to ensure safe navigation for the benefit of all commercial, ferry and public interests at the Great Chebeague Stone Wharf.

Sincerely,



Scott W. Seaver
Town Administrator
SWS/cmr

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