



<p>Geographic Response Plan Development Project – Connecticut River in Massachusetts</p>	<p>May 25, 2022 – 1:00 – 2:00 PM Held virtually via Zoom Meeting</p>
<p>Connecticut River Tactics Sub-Group Meeting Summary</p>	
<p>Nuka Research and Planning Group, LLC, has been contracted by the Environmental Protection Agency (EPA) Region 1 to develop ten (10) Geographic Response Strategies or GRS, for the Connecticut River in Massachusetts. GRS are map-based plans tailored to protect specific sensitive areas from oil spill impacts. They show first responders where sensitive areas are located and where to place oil spill protection resources to protect those areas. GRS can save time during the critical first few hours of an oil spill response.</p>	
<p>A multi-agency, multijurisdictional workgroup consisting of Federal, State, and local environmental emergency response partners have identified the candidate area(s) for the development of these GRS. Nuka Research will facilitate the Work Group and the GRS development process. This project will be completed in August 2022, and we anticipate two (2) Work Group meetings and one (1) Sub-Group meeting to be held over the life of this project.</p>	
<p>This meeting was the Tactic Sub-Group meeting of the Connecticut River GRS Work Group. The purpose of this meeting was to review the 10 Connecticut River draft tactic maps, examine each tactic carefully, and gather any additional information to capture on the tactic maps or in the GRS.</p>	
<p>Participants</p>	
<ul style="list-style-type: none"> • MassDEP • Moran Environmental Recovery • US EPA • Nuka Research <p>For a complete list of participants, contact Olivia Norton at Olivia@nukaresearch.com or Mike Popovich at Popovich@nukaresearch.com.</p>	
<p>Agenda</p>	
<p>Introduction and Opening Comments: Mike Popovich (Nuka Research) opened the meeting by thanking everyone for attending the site surveys.</p>	
<p>Review of Post-Site Survey Activity Project Activity: Site surveys were conducted on April 14th and 15th, 2022¹ with a small group of experienced spill responders including personnel from EPA Region 1, MassDEP, Moran Environmental Recovery, and the South Hadley Water and Fire Departments.</p>	
<p>Based on the results of the site surveys, changes were made to some existing mapping areas and alternate mapping areas were developed. These post-site survey changes are summarized in attachment 1 and should be reviewed before continuing to the tactics review summary below.</p>	
<p>Project/Tactic Review Process Overview: Mike Popovich then provided a general project overview of all the sites selected during the site survey process on Google Earth. He then presented to the group the draft tactic maps for review. Mike explained the naming and Site ID convention and mentioned that all of this is subject to change based on the groups input up until the final product.</p>	
<p><u>Connecticut River Draft Tactic Map Review Comments:</u></p>	
<p>CR-MA-01A Northfield/Pauchaug Boat Ramp: Dave Slowick with MassDEP questioned if there was shoreline access on the north end of the cascade array. Mike mentioned that marine anchoring is feasible here if shoreline access is not permitted. No other comments.</p>	

¹ Site surveys were based on the site survey schedule sent to the Work Group on April 13, 2022 and published on the project website.



CR-MA-01B Northfield – Riverview Picnic Area: Nuka to edit the spelling of “Trailrace Tunnel” to “Tailrace Tunnel.” The group agreed to add an exclusion boom tactic at the Fourmile Brook entrance.

CR-MA-01C Northfield – Millers River: While Nuka Research did develop a diversion tactic on the CT River at the confluence of the Millers River, Mike indicated that he isn’t confident in the viability of this tactic due to outflow from Millers River and potential logistical challenges in accessing the riverbank in this area. He indicated that the exclusion tactic on the Millers River should be changed to a diversion tactic. Dave agreed, mentioning that there have been spills in past years that have impacted the Millers River in (and upstream of) Millers Falls including a recent train derailment. The group agreed to remove the diversion tactic on the Connecticut River. Nuka will remove the diversion tactic, change the exclusion tactic to diversion tactic, to include shoreside recovery, and update the satellite base map.

CR-MA-02 Turners Falls: Nuka to fix the spacing between boom legs in the cascade array, remove a duplicate Dam icon, and label the boat ramp. Nuka to place the CT river label elsewhere and label Barton’s Cove.

CR-MA-03 Sunderland: The group mentioned that there is fairly constricted access down the boat ramp. No other comments.

CR-MA-04A Hadley-Hatfield – Hatfield Boat Launch: No comments

CR-MA-04B Hadley-Hatfield – Mill River – Flood Plain Forrest: Mike reminded the group that this mapping area was specifically requested by the Whatley Conservation Commission who provided site sensitivity information during the site selection process (see attachment).

CR-MA-05 Northampton – Hadley – Elwell Island: Nuka to separate the line segments in the cascade array to clearly depict cascade array. Dave mentioned they have a good working relationship with the property owners at the location of DV-01.

CR-MA-06 Easthampton – Oxbow Boat Ramp: Dave mentioned that the boat ramp is a great location to set up equipment. No other comments.

CR-MA-07A Holyoke S. Hadley – Dry Brook: Mike indicated that during the site survey, S. Hadley Fire and Water Department personnel mentioned that there have been spills from nearby Titan Pier Rd that have impacted the brook. No other comments.

CR-MA-07B Holyoke S. Hadley – Brunelle’s Marina: Dave recommends adding exclusion boom tactic to protect the Brunelle’s Marina pier complex and surrounding shoreline. Nuka will add this tactic to cover the entire marina and the confluence of Stony Brook

CR-MA-07C Holyoke S. Hadley – Cove Island – Holyoke Dam: No comments

CR-MA-08 Chicopee – Chicopee River: Nuka to fix cascade array spacing. Dave indicates that location of DV02 tactic is a hazardous site and a good location for booming. Access to this site is gated and MADEP has and can provide access. Nuka to clean-up the redundant road name labeling in GIS. Nuka to delete some outdated rail segments.

CR-MA-09 Springfield – W. Springfield: Dave mentioned that this part of the river is extremely shallow and is difficult to navigate, therefore deploying the diversion tactic as depicted is not feasible. The boat ramp is not a good location to launch a boat due to shallow waters. The group agreed to move the mapping area north to North Riverfront Park where a similar diversion tactic will be mapped. This location has good site access and staging. Nuka to edit CR-MA-09 accordingly.

CR-MA-10 Agawam – Westfield River: Nuka to reverse the diversion boom cascade array to allow for shoreside recovery along the north bank of Westfield River. Dave indicates that the shoreline along the



Springfield Water and Sewer Commission facility at Bondis Island. MassDEP has access to this site and have used it for past incidents.

NOTE: All current GRS names remain tentative and subject to change up to the conclusion of the final Work Group meeting

GRS Development Process & Project Timeline

Following the review of the draft tactic maps, Mike Popovich indicated that the next phase in the GRS development process is to draft the GRS documents and prepare for a final Work Group meeting. Nuka Research will draft these documents within the next few weeks and send them to the Work Group for feedback. The final Work Group meeting will occur virtually sometime between late July and early August 2022. The project end-date is August 30, 2022. This will allow Nuka Research time to make any additional changes identified during the final Work Group meeting. At the conclusion of this project, EPA and Nuka Research will finalize these documents and EPA will post them on the RRT1 website for public access.

Comments and Suggestions

There were no additional comments made by the sub-group.

Next Steps:

Nuka Research will:

- a. Post the meeting summary on the project website and accept feedback within a set comment period.
- b. Post documents and presentations used in this meeting on the project website.
- c. Make edits to the draft tactic maps identified at this sub-group meeting.
- d. Determine a final Work Group meeting timeframe (July/August 2022) based on Work Group feedback and schedule the virtual Zoom meeting accordingly.
- e. Prepare the draft Connecticut River GRS documents and send them to the entire Work Group for feedback prior to the final Work Group meeting.

Attachment: Post Site Survey Site Identification and Tactics Map Development

Contact person for additional information: Mike Popovich: popovich@nukaresearch.com 508-524-8015



EPA Region 1 2022 CT River (MA) GRS Development – Post Site Survey Tactics Map Development

(Attachment to the Connecticut River Tactics Sub-Group Meeting Summary)

This overview originally supplemented the preliminary mapping areas document (posted on the project site) and recommend booming tactics at each site based on site surveys conducted on April 14-15, 2022. The primary purpose of this document is to summarize changes that were made to some existing mapping areas and provide additional information where alternate mapping areas were developed. References to the preliminary site area names are based on the site survey schedule.

CT-MA-01A-C Northfield

- Millers River – question the viability of DV on CT River as depicted due to outflow from Millers River. Recommend discussion during tactics meeting.

CT-MA-02 Turners Falls

- Four potential site areas initially identified. Based on site surveys, recommend a single Turners Falls site favoring Barton Cove area upstream of dam. Despite concern over Rawson Island area downstream of dam, access to the river downstream of dam to Deerfield River is problematic at best. Similarly, after surveying the area near the confluence of the Deerfield River (via the Montague kayak put-in site) booming options did not appear viable due to access, steep banks, and the currents/flow rate at the confluence of both rivers. There does not appear to be any viable access points along the Deerfield River near the confluence of the CT River.

CT-MA-03 Sunderland

- Site survey revealed that Sunderland Boat Ramp has recently been repaved and improved and while it doesn't offer much in way of staging, and there are nearby residences, it should prove to be a viable location for boat and boom deployment.

CT-MA-04 Hatfield/Hadley

- CT-MA-04B: Included this as a mapping area with only a small-scale Exclusion boom tactic as this area was identified as a place of concern by the Whatley Conservation Commission (ConComm). Their comments: *"[The] Floodplain forest at the confluence of the Mill and Connecticut Rivers (in Hatfield). This floodplain forest is identified as Biomap2 core habitat because of the presence of Core Habitat Aquatic Core, Core Habitat for Priority Natural Communities, and Core Habitat for Species of Conservation Concern. It is also listed as Priority Habitat by the Natural Heritage and Endangered Species Program, indicating that it supports state listed plant and/or animal species."*

CT-MA-05 Northampton/Hadley

- Here we combined the two Northampton sites visited into one encompassing the area surrounding Elwell Island.

CT-MA-06 Easthampton/Oxbow Boat Ramp

- This area includes the Oxbow which was identified as an area worthy of covering due primarily to the Oxbow Marina though this marina appears to be fairly sheltered in terms of any potential spills occurring at the marina that might impact the Oxbow and migrate towards the CT River. I-91 does cross over the Oxbow so land-based spills may impact the Oxbow and the CT River in this location.

CT-MA-07A-C Holyoke/S. Hadley

- Three mapping areas are incorporated here including:
 - **Dry Brook** (site of S. Hadley Wells)
 - **Brunelle's Marina**



- **Holyoke Dam** (based on the results of our site surveys and additional research, we don't see many good options for large-scale Diversion booming and shoreside recovery. The area we visited at Canal Park and the Redcliffe Canoe Club is not conducive to booming operations due to steep banks and lack of access (the Canoe Club is private property). Additionally, there are no suitable locations immediately upstream of the Dam to stage or deploy equipment. We did include Exclusion booming at the marshy area on the west bank near the RT 202 bridge as well as Culvert Blocking farther upstream at the Cove Island area as it was identified by S. Hadley ConComm as important. *"Cove behind Cove Island Road. This area is NHESP habitat. The culvert at the north end of the Cove is perched, but South Hadley has mapped all culverts that need replacing and all these culverts will slowly but surely be updated at some point in the future."*

CT-MA-08 Chicopee/Chicopee River

- While we did not visit any sites along the Chicopee River near the confluence of the CT River, we did include a diversion booming tactic on the Chicopee River just east of the confluence of the CT River as there are likely multiple land-based sources upstream on the Chicopee River. There does appear to be limited river access in this area.

For the last two mapping areas we not only retitled the mapping areas but also eliminated the Agawam/Longmeadow site (the list site visited). We recommend eliminating the Agawam Longmeadow site for several reasons. 1) The only viable location where any booming can be deployed is located at the small park area we visited just south of the Pioneer Valley Yacht Club (PVYC). While PVYC has a boat ramp, it is a private club so access is problematic. The park area is part of the Riverfront Conservation Area so not only is it not a location we'd probably consider for booming/oil recovery operations, but deploying boom at this location would require in excess of 2,500 ft of boom.

We instead identified the Springfield A site as CT-MA-09 Springfield/W. Springfield and the Springfield B-Westfield River site as CT-MA-10 Agawam/Westfield River and included booming strategies as outlined below.

CT-MA-09 Springfield/W. Springfield

- Following the site surveys and as we began drafting booming tactics, we discovered that there is a boat ramp on the west side of the river just upstream from the Springfield Water and Sewer facility. This location appears to be ideal for boat launching (for this site and CT-MA-10 immediately downstream) and staging and is likely the last viable location to do this before reaching the MA/CT border.

CT-MA-10 Agawam/Westfield River

- Here we should focus on booming along the Westfield River to address any potential spill sources upstream along the Westfield River including RT 5 to reduce the likelihood of spills reaching the CT River.