



Geographic Response Strategy Development Project – Moosehead Lake Region in ME June 24, 2024 – 10:30 AM – 12:00 PM Held virtually via Zoom Meeting

Tactics Sub-Group & Passamaquoddy Trust Land GRS Development Meeting Summary

Nuka Research and Planning Group, LLC, has been contracted by the Environmental Protection Agency (EPA) Region 1 to develop up to ten (10) Geographic Response Strategies or GRS, for the Moosehead Lake Region in Maine. 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.

A multi-agency, multijurisdictional workgroup consisting of members of Federal, State, and local environmental emergency response partners, the Penobscot Nation, and the Passamaquoddy Tribe have identified 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 2024.

This meeting was the Tactic Sub-Group meeting of the Moosehead Lake Region GRS Work Group. The purpose of this meeting was to review the 10 Moosehead Lake Region draft tactic areas, examine each tactic carefully, gather additional information to capture on the tactic maps or in the GRS, and examine the Passamaquoddy Trust Land to consider additional locations for GRS development.

Participants

- Maine DEP: Ann Hemenway, Robert Shannon
US EPA: Karen Way
Passamaquoddy Tribe: Ralph Dana, Leah Moore
Penobscot Nation: Dan Kusnierz
Maine Land Use Planning Commission Greenville: Ruby Goodmen, Genevieve Trafelet
Nuka Research: Sam Butler, Haley Griffin

Agenda

Introduction and Opening Comments: Sam Butler (Nuka Research) opened the meeting by introducing himself and thanking participants for attending the meeting (as well as those who attended site surveys). He then provided a brief overview of the remaining components of this GRS Development project.

Review of Site Surveys: Site surveys were conducted on May 29th and 30th, 20241 and included personnel from EPA Region 1, Maine DEP, Nuka Research, Maine Land Use Planning Commission, and the Penobscot Nation.

Project/Tactic Review Process Overview: Sam used Google Earth to provide a general project overview of all the sites selected during the site survey process, then presented draft tactic maps for review and feedback. Sam explained that additional content will be considered for incorporation into the GRS documents at any point between this meeting and the final Work Group meeting which will be held in the July/August timeframe.

Moosehead Lake Region Draft Tactic Map Review Comments:

Sam began by indicating that the primary focus of the EPA inland river GRS development projects remains threats posed by railways (in addition to those from roadways, above/below ground storage tanks, etc.). Sam also provided a brief review of some of the iconography typically used in GRS.

Greenville

Sam provided a summary of the intended tactics within this GRS, which call for a 500 ft single leg diversion (DV) tactic with shoreside recovery and a 150 ft chevron exclusion (EX) tactic on the southeast side of the staging location, the Greenville Junction Boat Launch.

- Sam noted the presence of two boat launches on either side of the staging location, and that railroad tracks run along the west side of Moosehead Lake.
Haley: Is shoreside recovery possible for the EX tactic if a spill were to occur from the rail line?
Bob Shannon: The area is sufficient for shoreside recovery on either side of the EX tactic.

1 Site surveys were based on the site survey schedule sent to the Work Group on May 22, 2024, and published on the project website.

- Ann: Suggest changing the chevron EX configuration to a single boom array that pushes oil to one side for shoreside recovery.
- Ruby: Land on the south side of the EX tactic is private property, so shoreside recovery would be best from the opposite side, nearest the boat launch.
- Sam: We will change the EX tactic from a chevron array to a pair of single boom arrays (primary and alternate) with shoreside recovery.

East Outlet Dam

Sam provided a summary of the GRS, which calls for a 300 ft DV tactic with shoreside recovery near the southernmost staging location.

- Sam noted that the best place to access the staging area is via an access road off of Route 15, located on the west side of the river.
- Sam suggested identifying the staging area on the eastern side of the river, directly across from the beginning of the access road.
- Bob/Karen: Suggest changing the 300 ft DV tactic from a single array to a series of two 150 ft cascading arrays to overcome what could be strong rapids in this area.
- Bob also noted that the banks of the river can be steep in this location, making it difficult to operate a vacuum truck in the area.

Indian Pond North

Sam provided a summary of the GRS, which calls for Free Oil Recovery (FO) in both the East and West Outlets of Indian Pond.

- Sam noted the access point at the Burnham Pond Road boat ramp and also pointed out that because the Pond was manmade, there are many shallow areas containing stumps and rocks that may limit the ability to deploy diversion or exclusion tactics in the area.
- No other comments.

Indian Pond South – Harris Station Dam

Sam provided a summary of the GRS, which calls for a 400 ft EX tactic in proximity to the Harris Station Dam and shoreside recovery near the east staging area off Indian Pond Rd.

- Sam suggested that a cascade EX array could be used instead of the pictured single leg array (given the proximity of the tactic to the dam). He also noted a potential access point on the southern side of the dam at the start of the Kennebec River (in the event that oil was to reach the dam).
- Ruby: There are also stairs leading to the Kennebec River access point with rail sliders (to bring equipment down).
- Karen: We should focus our efforts on trying to stop oil before it reaches the dam.
- Ralph: Suggest adding an additional EX or DV boom array along the northwestern corner of the island just north of the staging area to divert oil to a recovery location on the island.
- Karen: This could be a cascade EX or DV array if needed, with another array added from the southeastern point of the island to the staging location to direct oil to shoreside recovery.
- Sam: We will make these additions to the GRS and present them for review at the Final Work Group meeting.

Rockwood – Brassua Lake Dam

Sam provided a summary of the GRS, which calls for a 900 ft cascade DV tactic with shoreside recovery on the eastern side of Dam Road (near the staging location) and an 800 ft chevron EX tactic around Brassua Lake Dam.

- Sam pointed out that the icon for shoreside recovery was missing to the right of the dam and needs to be added to the tactics map. The tactic also calls for FO recovery to take place on the lake. Vessels can be launched via the Brassua Lake Boat Ramp on the southeasternmost point of the lake.
- No other comments.

Misery Stream

Sam provided a summary of the GRS, which calls for a 150 ft DV tactic with shoreside recovery near the staging location.

- Sam noted that the staging area (accessed via the dirt road located off Route 15, just south of the Brassua Lake Boat Ramp) does not have a boat ramp.
- No other comments.

Little Brassua Lake

Sam provided a summary of the GRS, which calls for incident-specific protection tactics along the southern edge of Little Brassua Lake (adjacent to the railroad tracks), and as represented by an orange box encompassing the area of interest. While specific tactics are not identified for the area, specific protection measures may be implemented in the event of a spill (e.g., various booming tactics, passive recovery, sorbents, etc.).

- Sam noted that there are not many access points to the water from this location.
- Ruby: There are some farm roads in the area, which could be accessed from the west off Panther Road, but these are not well maintained. Traveling to this location via vessel may be the best option.

Long Pond

Sam provided a summary of the intended tactic, which calls for incident-specific protection tactics. This is represented by an orange box encompassing the area of interest.

- Haley: Is Parlin Stream a good access point for Long Pond?
- Ruby: We stopped there on the way back from Wood Pond and it didn't look like there was much room to launch a boat besides something small (kayak or canoe). She will send photos of the area.
- Ann: Access to Long Pond is all through private residences.
- The team ultimately decided to remove this GRS and replace it with a new GRS in the area of Moose Bay (near Kennebec River East Outlet). See **additional comments** below.

Wood Pond North/Moose River

Sam provided a summary of the GRS, which calls for a 400 ft DV tactic with shoreside recovery at the Jackman Landing Campground and a 450 ft chevron EX tactic where Wood Pond and Moose River meet.

- Sam suggested changing the DV tactics to cascade arrays (given the amount of boom needed)
- Ann: There are no accessible points on the west side of Moose River (where the eastern leg of the chevron EX tactic is placed).
- The team agreed to change the EX tactic to a cascading DV array with shoreside recovery on the eastern side of the river.

Wood Pond South

Sam provided a summary of the GRS, which calls for FO Recovery in the center of Wood Pond, a 200 ft DV tactic with shoreside recovery in the southeastern corner of the Pond (at the mouth of the stream connecting Attean Pond with Wood Pond), and a 150 ft EX tactic just north of the DV tactic. Sam also identified the orange box to delineate incident-specific protection tactics to address any potential incidents in the immediate vicinity of the railroad.

- Haley suggested adding a staging area icon at the Jackman Public Boat Landing.
- Ruby: I was able to get land ownership information for the area where the shoreside recovery icon is located.

Additional Comments

- Ruby: The railroad is close to the banks of Moosehead Lake in Deep Cove and Moose Bay and there are access points to the north of Deep Cove via Island Road and Harvard Point. The railroad track is about 20 ft from a steep and eroding bank. If a GRS were to be developed here, it could include an EX tactic (on Deer Island or Moose Island). She suggested the importance of confining oil to Moose Bay with EX boom.
- Bob: Consideration is still needed for areas, like this one, where recovery can take place (and there is good access to Moosehead Lake). This location could also utilize skimming operations.
- Dan: It can be difficult to know where to develop specific tactics because of access restrictions and weather conditions. EX booming could be deployed but I also suggest using a combination of EX tactics and FO skimming equipment. The area is a good pinch point for oil collection.



- The team agreed that it would be important to develop a series of DV and EX tactics to protect Moose Bay to replace the Long Pond GRS (due to its proximity to railroad tracks).
- Sam noted that the Nuka team will develop and present a Moose Bay GRS during the Final Work Group Meeting.

Passamaquoddy Trust Land

Sam provided an overview of the approximate area of Passamaquoddy Tribe Trust Land, denoted by a red shaded polygon on Google Earth. He pointed out two locations Nuka Research identified for potential GRS tactic development due to nearby access to Moose River from these two locations; the first being a 150 ft DV tactic with shoreside recovery just outside the Town of Skinner and the second being a 150 ft DV tactic with shoreside recovery on the left side of a bridge off Old Skinner Road (located further northeast and just outside Trust Land boundaries).

- Leah: I know the individuals that own the land around Moose River outside of Skinner. There is a swinging bridge for ATVs and good access here. The riverbank near the bridge on Old Skinner Road can be pretty steep and the river itself is shallow (though canoes may still be able to be launched here). She will ask Ralph about the names of the owners of a camp off Carol Bassett Road and send this information and location to Haley and Karen.
- Haley: Do flow rates of the section of river passing under the bridge on Old Skinner Road fluctuate significantly? Also, is there a point of contact for the Passamaquoddy Tribe you would like to include on each GRS?
- Leah: This part of the river is always very low. She will send contact information for inclusion on the GRS.
- Sam: If there is other information pertaining to sensitive or cultural resources you would like to have denoted on the GRS, please send the information to Haley. Notations can be made to indicate to first responders or contractors that they should do what they can to minimize disturbance in these areas (by limiting boating and recovery activities).

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, Sam 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 GRS 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 July and August 2024. This will allow Nuka Research time to make any additional changes identified during the final Work Group meeting before finalizing all documents for EPA to post them on the RRT1 website for public access. Karen Way thanked the participants on behalf of EPA and Nuka, expressing her appreciation for the state, local, and Tribal support provided throughout this process.

Next Steps:

Nuka Research will:

- a. Make edits to the draft tactic maps identified at this sub-group meeting.
- b. Post the meeting summary on the project website, inform the Work Group at large of the completion of the site surveys and tactics meeting, and accept feedback within a set comment period.
- c. Determine a final Work Group meeting timeframe (July/August 2024) based on Work Group feedback and schedule the virtual Zoom meeting accordingly.
- d. Prepare the draft Moosehead Lake Region GRS documents and send them to the entire Work Group for feedback prior to the final Work Group meeting.

Contact person for additional information:

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