Welcome to the Public Meeting on the Conceptual Design Plan for Rail Transload Areas in Reach 5 & 6

MUTE/UNMUTE DISABLED

Until end of presentation

CAMERA DISABLED

Until end of presentation

Zoom Meeting Controls

QA Box

Type any questions

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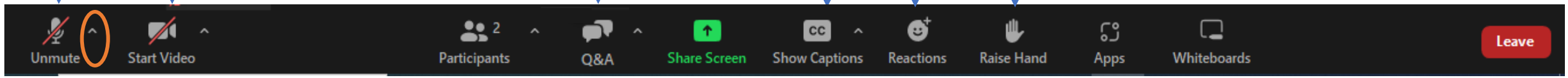
RAISE HAND

to be place in queue during the QA period. You may also find the "Raise Hand" feature under "Reactions"



Calling via mobile phone, **dial *6 to** Mute/Unmute **| Dial *9** to Raise virtual hand

AUDIO/SOUND TROUBLESHOOT

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Make sure that "***Same as System***" under the **Microphone and Speaker** sections are selected.

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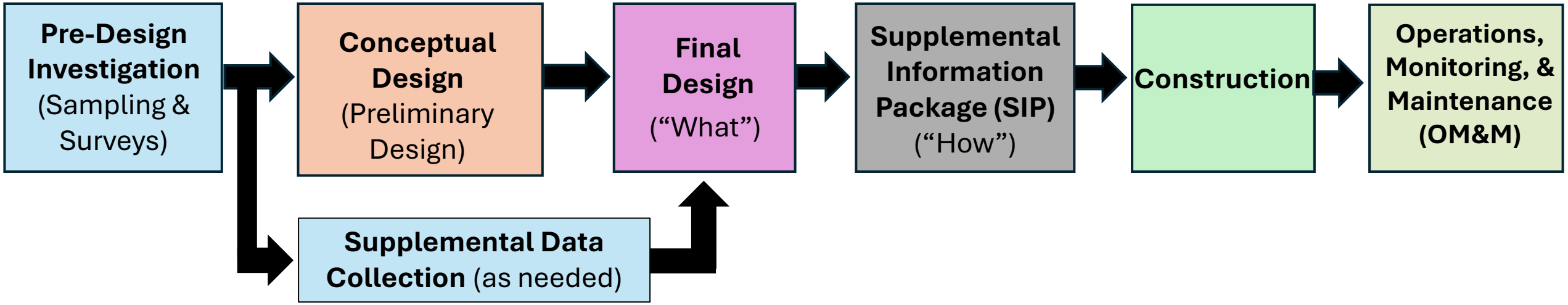
Conceptual Design Plan for Rail Transload Areas in Reach 5 & 6

GE Pittsfield/Housatonic River Site

April 9, 2026

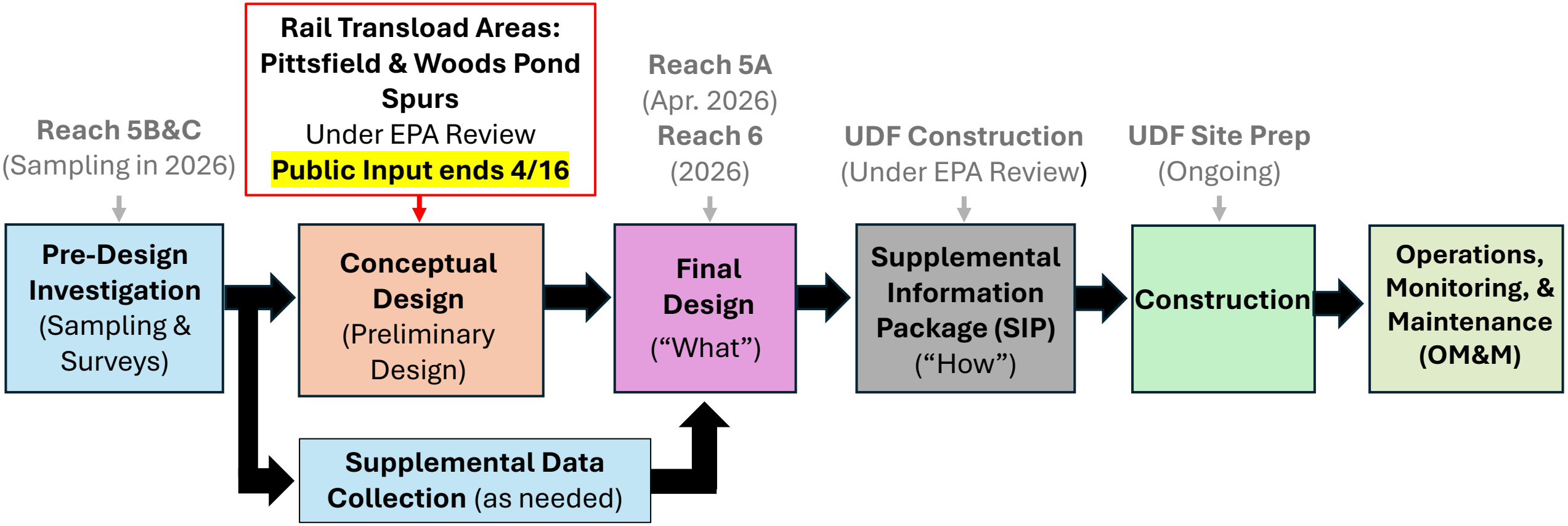
Remedial Design Process for the Site



EPA review and approval is required at each step of the process

Please sent Public Input to R1Housatonic@epa.gov

Statuses of Remedial Design Process for the Site



The Rising Pond Rail Spur and Reaches 7 & 8 are pending pre-design investigations

Please sent Public Input to R1Housatonic@epa.gov

On-Site & Off-Site Transportation and Disposal

- Following extensive input from the municipalities, states, and public, EPA approved the on- and off-Site transportation of contaminated materials, which has a greater reliance on rail and hydraulic pumping than previous plans.
- Revised TD Plan reduces truck traffic, with 79% of all material being transported using only hydraulic dredging/ rail.
- Tonight's Presentation is focused on the rail spur designs for Utility Drive rail spur in Pittsfield and Woods Pond rail spur in Lenox.
- Details of the transportation of contaminated materials will be proposed in a future design or supplemental information package for the specific Reach.
- Please send input on these designs to R1Housatonic@epa.gov by **April 16, 2026**

Housatonic River – Rest of River

Conceptual Design Plan for Rail Transload Areas in Reaches 5 and 6

EPA Public Meeting (virtual)
April 9, 2026

Agenda

- Transportation and Disposal Project Update
- Overview of Rail Transport / Reaches 5 and 6 Rail Transload Areas
- Summary of 2025 Pre-Design Investigations
- Conceptual Design Process and Considerations
- Utility Drive Rail Transload Area Conceptual Design
- Woods Pond Spur Rail Transload Area Conceptual Design
- Quality of Life Standards
- Next Steps

Transportation and Disposal Project Update

- *Revised Transportation and Disposal Plan* submitted October 15, 2024
  - Conditionally approved by EPA April 29, 2025, including locations of rail transload areas
- *Pre-Design Investigation Work Plan for Transload Areas in Reaches 5 and 6* submitted May 15, 2025
  - Conditionally approved by EPA July 24, 2025
- *Conceptual Design Plan for Rail Transload Areas in Reaches 5 and 6* submitted February 20, 2026
  - Under EPA review
  - Public comment period open through April 16, 2026
- Coordination with relevant parties (e.g., property owners, rail operator) ongoing

Overview of Rail Transport

- Soil/sediment will be loaded into containers (intermodal containers) at the staging area. The containers are sealed before transport and driven by truck to the rail transload area.
- At the rail transload area, the sealed intermodal containers will be removed from trucks and loaded to the rail cars (directly or with temporary storage at the transload area until a rail car is available).

Loading a container (already on a truck)

Loading container to rail

Fully loaded rail car

Overview of Reaches 5 and 6 Rail Transload Areas

- **Utility Drive**, located adjacent to Reach 5A at State-owned property in the City of Pittsfield, near the Pittsfield Wastewater Treatment Plant.
- **Woods Pond Spur**, located adjacent to Woods Pond in the Town of Lenox, at Berkshire Scenic Railway Museum (BSRM) property.

Summary of 2025 Pre-Design Investigation Results

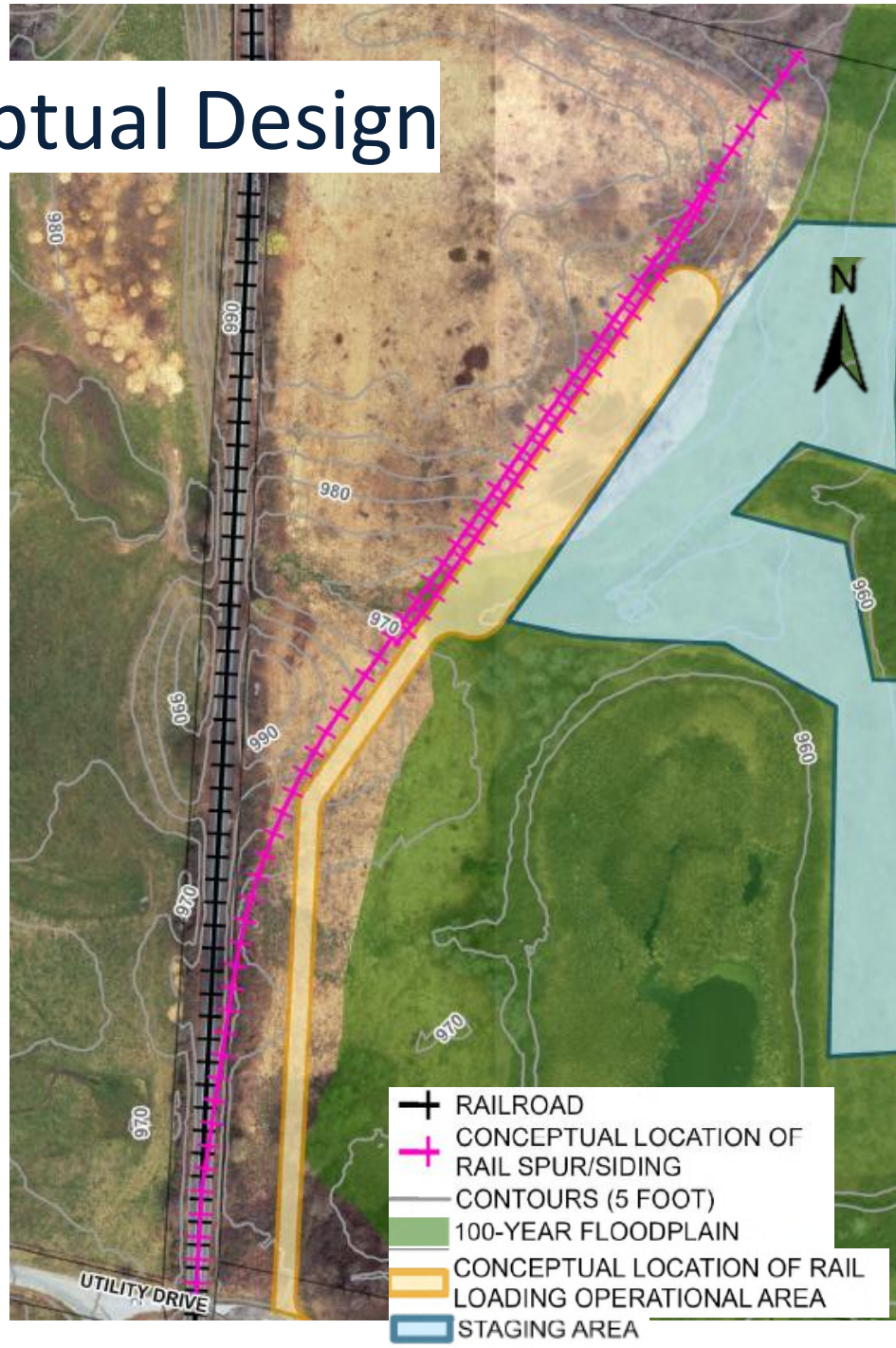
- Topographic survey: Results were used to develop the most efficient and workable layout for each transload area to account for existing elevation differences and space limitations.
- Soil geotechnical investigation: Results were used to evaluate the existing ground conditions and design improvements to the subgrade to support the anticipated loads from trucks and rail cars.
- Baseline restoration assessment: Included wetland survey and survey of potential habitat for federally and/or state-listed threatened, endangered, and special concern species.
  - **Utility Drive Transload Area:** No impact on wetlands except temporary road crossing culverts for an intermittent stream, which will be restored upon completion; area contains habitat for a few rare species, but impacts to those species will be avoided or, for any affected host plants, restored upon completion.
  - **Woods Pond Transload Area:** No impact on wetlands and is not expected to affect any federally or state-listed rare species, although a limited survey of specific birds will be conducted in 2026 to confirm.
- Cultural resources surveys: survey results did not identify any archeological or historical resources of concern at either property (based on the anticipated rail footprint at that time); additional surveys will be conducted in 2026 at both properties in revised rail footprint areas.

Conceptual Design Process and Considerations

- Considered operational needs (footprint, space, transportation routes)
- Considered existing site features and topography (e.g. utilities, drainage pathways, 100-year floodplain extent)
- Planned steps to minimize or eliminate potential habitat impacts
- Coordinated with property owners
- Coordinated with the railroad operator to ensure design meets railroad-specific design requirements
- Considered restoration activities:
  - The transload area at Utility Drive will be removed and the habitat restored
  - The transload area at Woods Pond will be left in place and available for future museum activities

Utility Drive Rail Transload Area Conceptual Design

- This transload area will be utilized for the duration of Reach 5A remediation (expected to be 5 years).
- Trucks with sealed containers full of material from various Reach 5A staging areas will drive to the transload area.
  - Full containers will be loaded onto rail cars or temporarily stored until an empty rail car is available.
  - Loaded rail cars will travel south to Woods Pond Spur rail transload area for transport to UDF or north to Pittsfield to interchange with CSX for out-of-state travel.
- Rail cars will return to the transload area with empty containers.
  - Empty containers will be loaded onto trucks or temporarily stored until an empty truck is available.
  - Trucks will travel back to the Reach 5A staging areas for more material.
- At this time, it is expected that access to the property will be limited during construction and operation.
  - Anticipated that the pedestrian access tunnel underneath the railroad mainline will be closed to public during active use of the Utility Drive rail transload area (and other Reach 5A operations that will occur on the same property).



Utility Drive Rail Transload Area Conceptual Design

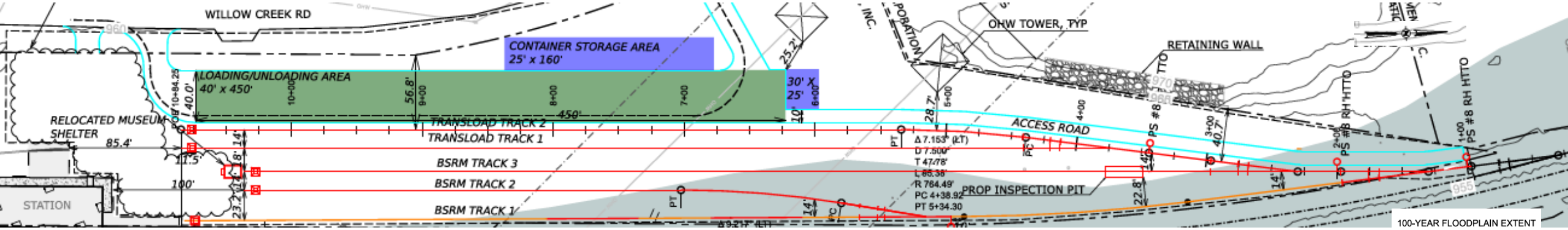
- Earthwork will include cutting and filling the rail bed and operations areas to create level and usable surfaces, plus structural fill is needed to create suitable subsurface to support anticipated loads from trucks and rail cars.
- Layout and grading approach have been developed to minimize impacts to the property, minimize impacts to wetlands (no impact except temporarily extending culverts for an intermittent stream) and 100-year floodplain (no net loss of flood storage).
- During construction, use, and after restoration, best management practices will be used to prevent introduction and spread of invasive species.
- Rail transload area will be completely removed after use, and the property will be returned to habitat conditions generally consistent with baseline cover types and ecological function.

Woods Pond Spur Rail Transload Area Conceptual Design

- This transload area will support Reaches 5A, 5B, 5C, and 6 remediation (as well as later downstream remediation).
- For Reach 5A, rail cars with sealed containers full of material will arrive at the transload area (from Utility Drive rail transload area).
  - Full containers will be removed from rail cars and loaded onto trucks or temporarily stored until an empty truck is available.
  - Loaded trucks will travel to the UDF.
- Trucks will return to the transload area from the UDF with empty containers.
  - Empty containers will be loaded onto rail cars or temporarily stored until a rail car is available.
  - Rail cars will travel back to the Utility Drive rail transload area to exchange empty containers for full containers.
- A significant portion of the rail transload area construction is necessary to maintain the access and storage of existing museum rail cars and equipment.
  - It is anticipated that BSRM will have access to the museum and the museum rail cars and equipment during the ROR project.

Woods Pond Spur Rail Transload Area Conceptual Design

- Relatively minor earthwork (cut/fill) will be required to create level and usable area, plus use of structural enhancements (concrete loading/unloading area) to support anticipated loads from trucks and rail cars.
- Layout and grading approach have been developed to minimize impacts to 100-year floodplain (no net loss of flood storage).
- Given the historic and current property use, there were no sensitive habits or species identified that required design considerations at this time.
- Rail transload area will be left in place and donated to BSRM for use after project completion.



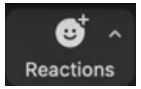
Quality of Life Standards

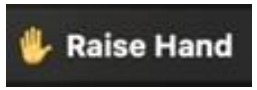
- The project's Quality of Life (QOL) standards will be applicable to construction of rail transload areas.
  - Controls for noise, dust, lighting, and odor will be implemented and monitoring will be conducted as warranted during construction in accordance with the QoL standards, notification, and reporting requirements.
  - Additionally, all data will be available on GE's project website, as required by the QoL Plan.
- Traffic control measures in the form of best management practices and temporary controls will be implemented to minimize potential traffic impacts/ accidents, including posting of traffic control signs (e.g., speed, parking areas) and, where appropriate, use of traffic control personnel (e.g., flaggers).
- All activities will be conducted under EPA oversight.

Next Steps

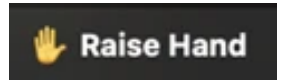
- Public comment period open through April 16, 2026
- Receive EPA comments/approval of Conceptual Design
- Final Rail Design – Q3 2026
  - Final Design Details
  - Updated Restoration Plan
- Selection of Contractor(s) for transload area construction –Q4 2026 or Q1 2027
- Work with the Housatonic Railroad to develop train schedules
- Rail Transload Area Construction (2027)
- Operation
  - Utility Drive (2028 – 2032)
  - Woods Pond Spur (2028 – 2032, plus as needed for downstream remediation)
- Restoration, as agreed with each property owner

Q&A Session Instructions

If you would like to ask a question and joining from Zoom on your computer, please raise your hand by selecting “Reactions” 

and then clicking “Raise Hand” 

If joining from a smart device, select “More” 

and click “Raise Hand” 

If joining by phone, please **dial *9** and you will be added to the queue

Please keep questions focused on the Conceptual Design Plan for the Rail Transload Areas since future meetings will be held on other cleanup areas

Any questions can be sent to Olivia Lopez at Lopez.Olivia@epa.gov and/or R1Housatonic@epa.gov