Massachusetts Department of Fish and Game
Division of Ecological Restoration
Invested in Nature and Community

Ebb & Flow

George N. Peterson Jr., Commissioner
Tim Purinton, Director

September 2015
http://www.mass.gov/der

Greetings, restoration friends and colleagues:

A quick scan of this edition of *Ebb&Flow* and one can't help but feel that the restoration economy in Massachusetts is vibrant. There's exciting work in all corners of the state, from Pepperell to Plymouth. Yellow machines perched on river banks and in wetlands mean green jobs as well as soon-to-be verdant landscapes. The undeniable tandem of stimulating the economy *and* providing healthier, more resilient ecosystems makes Massachusetts a great place to work and live.

Ebb&Flow is a bit different given that the longtime editor Russ Cohen has retired, however we have tried to include, as Russ was famous for, key resources and insights to help strengthen the work you do to protect and restore your watersheds. For example, check out what DER's newest staffer, Tim Chorey, is doing to assist cities and towns replace their stream crossings and you will see that we are still dedicated to giving you the information and resources you need to bring about a healthier environment.

See you on the water.

Sincerely,

Tim Purinton, Director

P.S. Thanks to Gene Chague for this great article in *The Berkshire Eagle* that sums up DER's restoration work in Massachusetts. You can read the article here: Mass. DER plays key role for state's waterways

In this issue:

Feature Article:

Hoosic River Naturalization Project Celebrates a Milestone

By Cindy Delpapa, Stream Ecologist

Pilot River Restoration Preliminary Design by Inter-Fluve, Inc. & Sasaki Associates, June, 2015

The urban river naturalization work to transform the highly engineered concrete flood chutes and earthen levees lining the Hoosic River in North Adams achieved an exciting milestone this spring. A cadre of consultants completed both an overarching conceptual revitalization design for the South Branch Hoosic River in downtown North Adams and a more refined plan for a half-mile subsection. This river reach will serve as the pilot restoration effort for this complex, multi-phased project.

As previous *Ebbe&Flow* articles have outlined, the city has been discussing and working toward flood chute naturalization for their aging infrastructure over the past 8 years. The project is a complicated one as the two branches of the Hoosic River run directly through North Adams with the highly engineered river banks providing flood control. Input from community-based conversations, extensive assessments, options development and lots of outreach have resulted in a community vision for a restored river capable of protecting the city. The concept design process included more community input to insure the concept plan would deliver desired community amenities, fit the landscape and city's character and truly improve river function and habitat. It was an intense process and the long, snowy winter added a host of uniquely New England complications.

Once consensus was reached on the concept design, more detailed design plans began for the pilot sub-area. Tackling detailed design on this completely engineered reach of the Hoosic River required a dance between landscape design and flood flow modeling. Because the restoration work has to maintain existing flood capacity, computer modeling allowed designers to model how design components impact flood levels. The pilot restoration design is fluid, functional, and river friendly.

There are several dramatic changes that make this pilot better for the river and the community than existing conditions. Three existing playing fields were rearranged and one moved to the opposite riverbank allowing for a more natural meander bend in the river. Proposed are new pathways, allowances for an extension of the Ashuwillticook Bike Trail, a boat launch, dedicated access the river, a pedestrian bridge, an urban orchard and improved connections to the city's downtown. Increased flood capacity was achieved with the addition of the meander and by moving the existing levees farther apart to create flood plain terraces. More flood volume allowed in-stream habitat enhancements and opportunities to add native vegetation in and adjacent to the river. The illustration above provides an overview of the pilot project.

The materials produced this past spring have been sent to the Army Corps of Engineers (the Corps) for their

review and assessment. The Corps must approve any modification to the flood management system they designed for and built in North Adams. Their authorization will hinge on the ability of the proposed design to maintain the existing level of flood risk management. This Corps review is the first stage of the permitting process. There will be additional federal, state and local permitting as the pilot project moves to final design. Concurrently the Hoosic River Revival, the City and DER will be working hard to secure funding for final design and implementation.

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Division of Ecological Restoration Project Updates

Turner Dam Removal and Nissitissit River Restoration Project (Pepperell) - Ready for Construction
Following the completion of engineering design and permitting (including the first Restoration Order of Conditions issued for a dam removal project under the revised Wetland Protection Act), the project is underway. Managed by project engineers from Gomez and Sullivan (under contract to DER), plans and technical specifications were issued to perspective contractors in early August. Six firms submitted bids and T Ford Company (Georgetown, MA) was selected to implement the dam removal project. The dam removal will be completed by October 15th, which is the deadline to complete 'in-water' work and help protect the resident mussel populations.

About 100 feet of the spillway from the Turner Dam will be removed this September. Other portions of the dam will remain for historical preservation.

Funding for this dam removal is provided through the Department of the Interior's Hurricane Sandy Coastal Resilience Competitive Grant Program administered by the National Fish and Wildlife Foundation (NFWF). DER was awarded the funds in 2014. The approximately $4.5 million grant will support 7 dam removals and design work at 3 additional sites. This is the first DER Priority Project funded by this grant to go to construction (yes we are excited!).

Removal of the Turner Dam on the beautiful Nissitissit River will re-connect approximately 40-miles of upstream habitat to the Nashua River. The dam removal complements land protection action at the site by the Department of Fish and Game, which purchased 17 acres of riverfront land in 2011. The area is now managed by MassWildlife for wildlife habitat and public access. In preparation for dam removal, the Natural Heritage and Endangered Species Program (NHESP) has been identifying and relocating endangered mussels in the river. Special thanks to Pete Hazelton of NHESP for all his efforts in the water! Thanks also to Leanda Fontaine of MassWildlife for fish community monitoring and project support.

As we approach implementation, DER would like to acknowledge our core technical team for several years of

collaboration leading up to this point: Pat Huckery and Leanda Fontaine (MassWildlife), and Anne Gagnon (Mass Department of Fish and Game) Pete Hazelton (NHESP), Michael Rosser (Trout Unlimited), Paula Terrasi (Pepperell Conservation Agent), Martha Morgan (Nashua River Watershed Association), and Bill Bennett (U.S. Fish and Wildlife Service). Thank you also to Pepperell Community Media in advance for help documenting the dam removal and changes in the river. Here's looking forward to successful project implementation and river restoration! You can watch the dam come down online and in real time at: http://webapp.senserasystems.com/public/millieturner/M68567604012

Tidmarsh Farms Restoration Project (Plymouth) - Ready for Construction

It's been a busy summer preparing the largest freshwater wetlands project to date in Massachusetts. Final project permits were secured in June, followed by final grant contracting with the USDA's Natural Resource Conservation Service (NRCS) and the U.S. Fish and Wildlife Service. Federal funding support from these two agencies totals approximately $2.7 million. Also in June and under contract with DER, the project engineer (Inter-Fluve, Inc.) managed a successful project bidding phase. As a result, the project team selected SumCo Eco-Contracting (Salem, MA) to be the construction contractor. We expect to break ground in September!

Beaver Pond Dam (seen in the distance) will be removed. This section of channel will be closed and converted to wetlands. A new, more sinuous and narrow channel, will be constructed nearby.

This project involves seven (7) dam removals, ranging from the large Beaver Pond Dam to small (but still substantial) agricultural dikes and water control structures that span the valley. Approximately 3.5 miles of stream channel will be re-constructed, with thousands of pieces of large wood added to jumpstart habitat complexity. Over 150,000 cubic yards of sand will be relocated during channel construction, dam removal, and re-naturalization of the retired farm. Approximately 35,000 plants will be installed across the 250-acre restoration site; nearly all of which are being grown on site by Tidmarsh Farms using locally collected seed. Large areas of peat bog will be exposed via sand removal, and a pond will be created on the eastern side of the site. Following a 'process-based' approach, these actions are intended to relieve stress on ecological processes (e.g. how water moves and is stored on site), and re-establish conditions for a self-sustaining and dynamic wetland ecosystem. Readers seeking more information can follow project updates at www.tidmarshfarms.com, and may also enjoy a recent article on the project by UMass Amherst here.

Getting to this point has consumed many hours and 5-years of hard work by a dedicated group of supporters. We want to express our sincere thanks to the amazing team. First and foremost, special thanks go Glorianna Davenport, Evan Schulman, and family for making this possible and for their expansive vision of what 'could be' on the land now and in the future. Our core technical team that has worked together for many years includes David Gould and Kim Tower (Town of Plymouth), Eric Derleth (US Fish and Wildlife Service), Eric Hutchins (NOAA Restoration Center), Beth Schreier and Louise LeGouis (USDA NRCS), Robert Buchsbaum, Bob Wilber and Jeff Collins (Mass Audubon), Irina Kadis and Alexey Zinovjev (Salicicola), and Nick Nelson, Marty Melchior, and others from Inter-Fluve, Inc. Additional partners and supporters include American Rivers, Mass Bays Program, MassWildlife, Horsley Witten Group, Manomet Center for Conservation Science, Massachusetts Environmental Trust, Gulf of Maine Council on the Marine Environment, UMass Amherst and Boston, MIT Media Lab, and others. Thank you all!!!

Thousands of trees and stumps are ready for installation at Tidmarsh Farms. Thanks to Mayer Tree Service and Mass Wildlife for assistance securing this valuable habitat building material.

Tidmarsh Restoration Project – Beaver Dam Brook Headwaters Phase (Plymouth) – Data Collection and Design

Tidmarsh "West" or Tidmarsh Restoration Project – Beaver Dam Brook Headwaters Phase. Data collection and restoration designs are now underway at this new 75-acre wetland restoration site. Would you ever guess that this location is underlain by 30+ feet of peat? It is!

Just as the landowners, DER, and partners were preparing Tidmarsh "East" for construction (described

above), a whole new part of the project was getting underway. DER, NRCS, and the Town of Plymouth are now working with the landowners to permanently protect and promote ecological restoration on the western side of the farm. DER's existing *Priority Project* is now expanded to include these additional 75-acres; this small catchment drains to the "east" side of Tidmarsh before flowing down to the ocean. Located across Beaver Dam Road and at the base of Pine Hills, the 'west' of the farm is still in active cranberry production this season.

With a new NRCS conservation easement in the works to permanently protect the land from development, data collection was completed this summer by our project team to support new conceptual level restoration designs. Ground penetrating radar, test pits, natural spring mapping, sand depth probing, and local knowledge all suggest that the site is underlain by deep deposits of peat. These former kettlehole peat bogs will be exposed as the primary ecological restoration action. Others restoration actions will likely include dike removal, minor stream re-construction, large wood addition, and planting. The project team hopes to prepare design and associated reports by the end of fall 2015 to begin permit coordination. NRCS will be the project engineer, with the Town providing day-to-day management activities with DER support.

Little River Naturalization Project (Gloucester) - Ready for Construction

Little River currently flows entirely within this concrete channel. The concrete will be removed before a re-naturalized channel and floodplain is constructed.

After many years of effort and preparation, Little River in Gloucester is ready for restoration actions to commence. Near the critical 'head-of-tide' interface with the Annisquam River, Little River runs adjacent to the Gloucester Water Filtration plant in a concrete fish ladder, past a sludge lagoon, and underground before connecting to the ocean. Thanks to successful fundraising activities by the City of Gloucester (securing a Coastal Resiliency Grant from the MA Office of Coastal Zone Management), the completion of permitting, and final design adjustments, the project is finally ready to begin.

This is one of DER's (then the Riverways Program) first Priority Projects, started in 2006 with the help of Mass Audubon, NOAA, U.S. Fish and Wildlife Service, and the City. This summer, the project engineers from Milone and MacBroom (under contract to DER and with funding from USFWS) assisted the City to complete construction bidding. Six firms submitted bids and RC&D (Pawtucket, RI) was selected by the project team to be the construction contractor. Final contracting is underway, and project implementation should begin in September. The project involves removal of the existing concrete fishway and sludge lagoon, and re-construction of a natural channel and wetland areas. Thanks to the MA Division of Marine Fisheries for technical review and assistance to help ensure suitable fish passage post stream re-naturalization.

Timber Dam (aka Allen Dam) Removal (Pelham) - Enters Permitting Phase

Local and state permit applications have been filed for the removal of the Timber (aka Allen) Dam on Amethyst Brook in Pelham. DER and Stantec Consulting Services (under contract to DER) presented an amended Notice of Intent to the Pelham Conservation this summer, and an amended Order of Conditions was issued. State (401 Water Quality Certification) and federal (404 coverage under the Army Corps of Engineers General Permit) applications are filed and permit issuance is expected soon. DER has secured partial funding to date (thank you Clean Water Action). Additional funding is needed before the project can go to implementation; hopefully in late fall 2015 or summer 2016.

The Timber (aka Allen) Dam on Amethyst Brook (Pelham) may date from as early as 1750. It is approximately 13 feet tall (as determined through a seismic survey) and still partially buried in the stream bed.

The ancient (c. 1750) dam was previously buried in the cobble bottom stream bed. After the Bartlett Rod Shop Company Dam was removed in 2012, natural physical processes were restored in the dynamic stream, and the Timber Dam was exhumed following a large storm event.

Thanks to American Rivers, NOAA, and Stantec Consulting Services for collaboration and perseverance at this site. In the meantime, the brook continues to serve as a river restoration study site for partners from the U.S. Forest Service and Dartmouth College.

Old Mill Dam Removal on the Charles River (Bellingham) - Enters Permitting Phase

Permit applications will soon be filed to remove the Old Mill Dam on the Charles River (Bellingham)

DER is supporting the Town of Bellingham in its effort to remove the Old Mill Dam (located here) on the Charles River. The Town has now completed the MEPA process, with a Final Record of Decision issued in June. The Town's consultants – PARE Corporation – are now developing the remaining permit applications to be filed this fall. The project has received support from the Massachusetts Dam and Seawall Repair and Removal Fund (see here for more information). The primary technical challenge appears to be managing polluted sediment (mercury and other heavy metals) upstream of the dam. DER looks forward to providing additional support through the permitting process. Dam removal is tentatively scheduled for summer 2016.

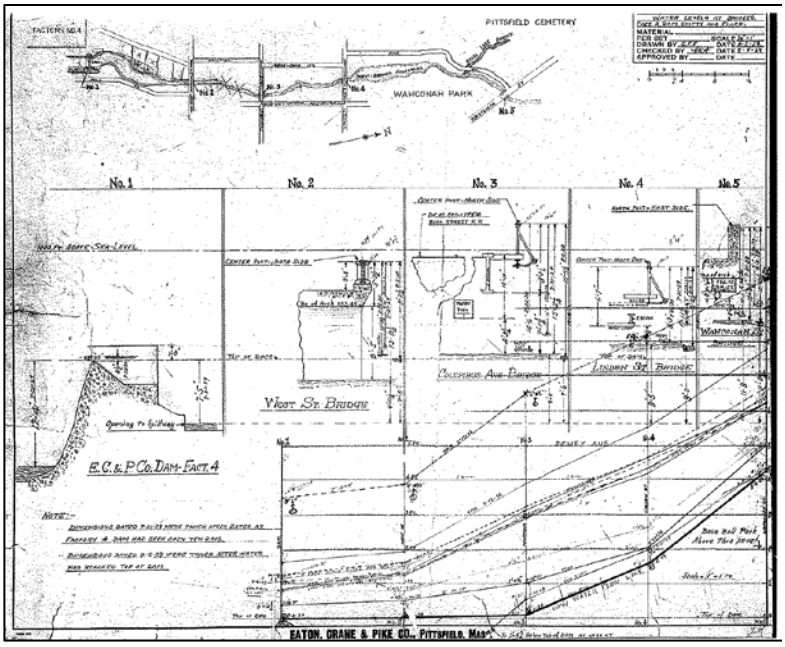
Upper Roberts Meadow Brook Dam Removal (Northampton) - In Permitting
The City of Northampton and GZA GeoEnvironmental consultants have filed all state and federal permit applications needed to remove the Upper Reservoir Dam on Roberts Meadow Brook. Authorization has been secured for the removal from the MA Office of Dam Safety, and is pending from MassDEP and the U.S. Army Corps of Engineers. The project design has advanced over the past year, and includes a staged removal process. Removing the dam in sections will help control the draining of the impoundment, as well as the downstream movement of clean sediment. DER is providing technical support to the project team, particularly in the area of sediment management. This project is also receiving financial assistance from the Massachusetts Dam and Seawall Repair and Removal Fund. Project implementation is expected next spring (2016), following the end of a time-of-year restriction intended to protect local trout populations.

(Above) Upstream of the dam impoundment, Upper Roberts Meadow Brook is a lovely coldwater stream. (Below) The impoundment just upstream of the large dam (note the difference). The project will return this area to free flowing and coldwater conditions following dam removal.

Tel-Electric Car Co. Dam Removal Project (Pittsfield) – Preliminary Design Underway
Under contract with DER, Princeton Hydro is underway with preliminary engineering design work at this site. High water this spring delayed some of the field work, but base mapping and infrastructure surveying are complete. Additional modeling and design work is planned for this fall, with a target MEPA filing date of December. Stream flow data collected by DER's own River Instream Flow Stewards program is being used to help calibrate and run the project's hydrologic and hydraulic model.

The project is also receiving support from the Department of the Interior's Hurricane Sandy Coastal Resilience Competitive Grant Program administered by the National Fish and Wildlife Foundation (NFWF). As part of that grant program, botanists from the "Save our Seeds" program at the New England Wildflower Society are collecting local native seed for use during the floodplain restoration following dam removal. Learn about the seeding efforts here. DER would like to acknowledge the tremendous local stewardship of the river that continues to bolster the project.

While we slog through a very challenging engineering process in this urban setting, the Berkshire Environmental Action Team (BEAT) continues to lead the tireless effort of river cleanup, including August 8th this year in the West Branch (see http://www.thebeatnews.org/BeatTeam/beats-2015-river-cleanups/). Way to go BEAT and local volunteers!



Old maps and plans like this one are gold for dam removal engineers. Thanks to the City of Pittsfield for searching files and producing great information like this for the design phase.

Mill Brook Headwaters Restoration (Chilmark) – Final Design Underway
DER is working with the Sheriff's Meadow Foundation to replace an undersized culvert on the headwaters of Mill Brook in Chilmark. The crossing is located on the Foundation's Roth Woodlands property and provides access to dozens of homes. This part of Mill Brook is home to wild brook trout and the American Brook lamprey, a Massachusetts Species of Concern. Both of these fish will benefit from free access to the upper reaches of the brook. The Sheriff's Meadow Foundation and area residents will benefit from having a safe, stable crossing. This project recently received support from the Massachusetts Environmental Trust.

Hunters Pond Dam removal (Scituate) – Final Design Underway
Bound Brook got its name in the 1600's when this stream formed the boundary between the Plymouth Bay

Colony and the Massachusetts Bay Colony. Like so many of our state's rivers, its energy was harnessed for mechanical power. At this site, ancestors of President Abraham Lincoln established a homestead and mill. Today, the failing dam supports Mordecai Lincoln Road and is creating a problem for its owner as well as for fish and wildlife moving between the brook and the estuary. DER is working with the Town of Scituate to remove the dam and restore connectivity at this site. The project will also involve protecting the waterway under the Mordecai Lincoln Barn and relocating a critical municipal water supply line. This project received funding through the Hurricane Sandy Resiliency Grants Program via the National Fish and Wildlife Foundation.

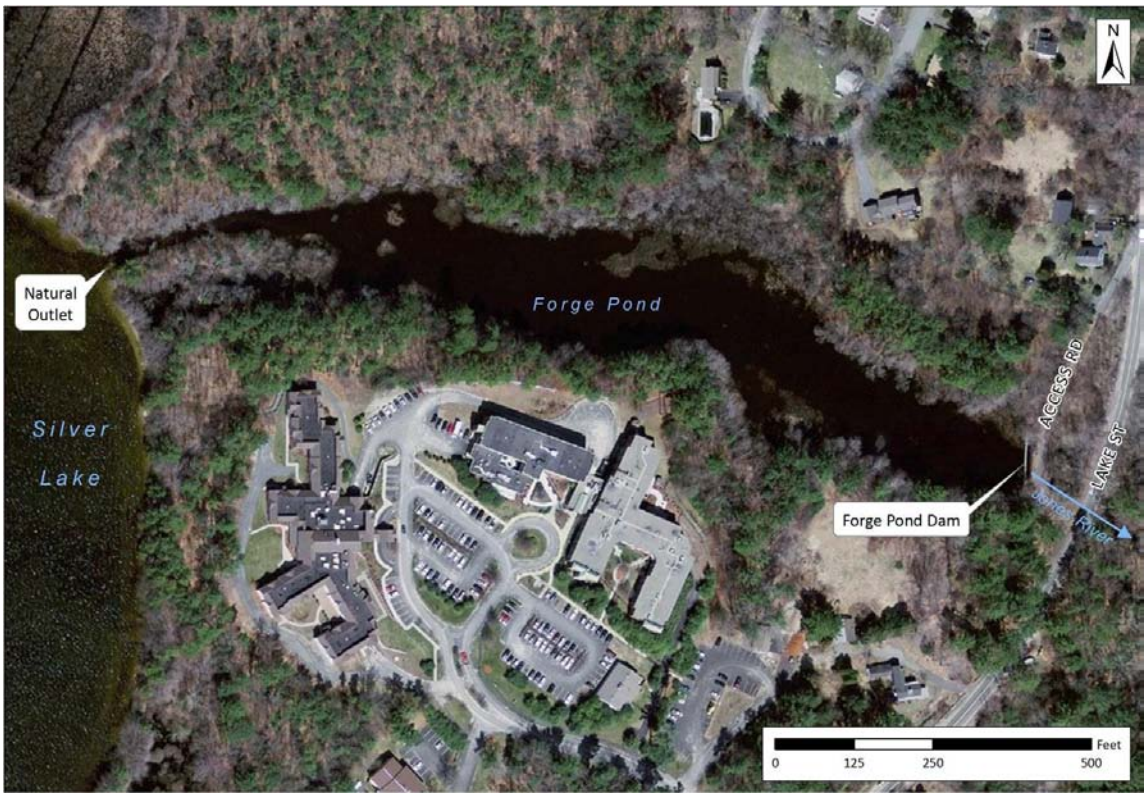
Fall River Dam Removal (Gill/Greenfield) – Complete

Last December, we included a project update in *Ebb&Flow* that this dam removal project was about to start. Well it did start…and was completed…all before the end of 2014. Resident and migratory fish (note an adult Atlantic salmon was found in the river last year!) now have upstream access to 20 miles of new habitat from the Connecticut River. DER would like to thank partners American River and the U.S. Fish and Wildlife Service for a wonderful collaboration, including field assessment, design, and permitting all completed in-house. SumCo Eco-Contracting completed the dam removal in only 2 days last December. Well done everyone! Photographs are below. This will be a wonderful site to watch evolve, as the river is now free to move sediment, sculpt a new floodplain, and settle into place.

Fall River Dam Removal in action, December 2014

Immediately after dam removal is complete – the river runs free!

Jones River Flow Restoration Update (Kingston)
Sometimes removing a dam removes the limiting factor to a river's health, and we can back away and let the river recover. But other times removing just one stressor isn't enough. That's the case with the Jones River. In 2011 we helped to achieve the successful removal of the Wapping Road Dam from the Jones, and also accepted Jones River Flow Restoration as a DER Priority Project. Last year we sponsored a pre-feasibility "site reconnaissance" study of the Elm Street Dam, at the river's head of tide. And this year we're seeing progress being made on multiple fronts, including a recent design of a culvert replacement in the headwaters, just downstream of the Forge Pond Dam, the last barrier to fish passage on the Jones.



The Lake Street culvert was identified in a recent feasibility study as a potential barrier to fish migration. Replacing it to meet the Massachusetts Stream Crossing Standards is an important component of restoring fish passage to Silver Lake, the Jones River's headwaters. We are working with partners on the steps necessary to construct a fish ladder over the Forge Pond Dam, partners include the Jones River Watershed Association and our colleagues at the MA Division of Marine Fisheries, who have extensive expertise in fish passage design and construction. In addition to fish passage issues, high flow events can overtop the current culvert, posing risks to nearby infrastructure.

The Town of Kingston received funding from MassDEP's Water Management Act grant program for design of the new culvert, which was completed this June (for the current round of funding see *here*). DER's Stream Continuity Specialist Tim Chorey has provided technical assistance to the project team. Moving forward, Kingston and the Jones River Watershed Association have applied for funds to replace the Lake Street culvert as well as to advance the removal of the Elm Street Dam. We at DER are supporting combined surface- and ground-water modeling of Silver Lake and the adjoining watersheds used for Brockton's water supply, to assess ways to not only provide the needed flows to the proposed fishway but to support a more natural flow

regime. These are all pieces of the puzzle of restoring the aquatic health of the Jones River.

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News

Farm Pond Receives Construction Grant (Oak Bluffs)

Congratulations to the Town of Oak Bluffs, which was recently notified by the US Army Corps of Engineers that their proposal to restore tidal flow to Farm Pond was selected for award through the Estuary Habitat Restoration Program. The $1 million award is pending. The project team, including the Town of Oak Bluffs, DER, NOAA Restoration Center, and the US Army Corps of Engineers, will be advancing the restoration design and permitting over the next several months.

Aerial view of Farm Pond in Oak Bluffs. Replacement of an undersized culvert along Seaview Avenue will restore tidal flow to the 40+ acre coastal pond.

Restoration Resources

DER--Coming to a Culvert Near You!

In 2011 and 2012, intense rainfall and flooding from Tropical Storm Irene and Superstorm Sandy washed out roads, bridges, and property in a number of towns across Massachusetts. Many culverts and bridges that carry rivers and streams under roads were not designed to handle the immense floods. Unable to carry the flood water and debris, many of these undersized and misaligned stream crossing structures failed catastrophically, resulting in road failures and closures that isolated residents, businesses, and emergency services. Following the storms, many of the failed culverts were replaced with structures of the same size. Consequently, nearly five years later, undersized culverts and bridges remain one of the most vulnerable links in transportation and municipal infrastructure in Massachusetts.

In addition to causing hazards for communities, undersized culverts and bridges also affect river health by disrupting natural stream processes and creating barriers for the movement of fish and wildlife. Despite improved Massachusetts regulatory standards calling for larger and better designed culverts and a desire by many towns to upgrade culverts, few culvert replacement projects have been completed that meet updated standards. DER's Stream Continuity Program recently set out to explore this situation by conducting a needs assessment study. The needs assessment, which gathered input from local road managers across Massachusetts, revealed that municipalities face barriers at all steps in the culvert replacement process, including a lack of in-house expertise with design of culverts; inability to identify which culverts are most

vulnerable to washouts; lack of funds for engineering and design; difficulty with the permitting process; and a lack of funds for construction.

On the heels of the state-wide needs assessment, DER Stream Continuity Specialist, Tim Chorey, has been meeting with municipal Department of Public Works directors from around the Commonwealth who participated in the study. Tim has observed ongoing projects, toured problem culvert sites, and learned in depth about the problems municipalities face when attempting to upgrade culverts. Based on identified needs, Tim plans to develop tools, approaches, and funding streams that will help towns replace at-risk, vulnerable road-stream crossings with larger, safer structures.

DER Stream Continuity Specialist, Tim Chorey.

Long-term, DER seeks to build statewide capacity for towns to increase the pace and scale at which improved road-stream crossings are replaced, in order to meet the dual goals of building community resilience to flooding and improving ecosystem health. Look for Tim at a culvert near you!

Towns interested in seeking technical assistance for culvert replacement projects can reach the DER Stream Continuity Program and Tim Chorey at 617-626-1541 or by email at Timothy.Chorey@state.ma.us.

Workshop Offered: Creating a Revenue Stream for Stormwater Management
Many municipalities are now covered by a federal stormwater permit. Meeting the requirements of the permit and working toward cleaner waters in Massachusetts' communities is a challenge. This all day workshop, suitable for municipal planning, conservation, public works, finance and administrative staff, as well as others interested in stormwater management, will explore options for funding a municipal stormwater program. For more information and to sign up for a workshop please visit:
http://baystateroads.eot.state.ma.us/workshops/. This workshop counts towards 0.5 CEUs.
This workshop is presented by Mass Rivers Alliance with Bay State Roads, MAPC, SPREDD, DER, Mass Bays Program, MA Environmental Trust, Mass Audubon, Tighe & Bond, & OARS

October 15, 2015 - Holiday Inn & Suites Marlborough, 265 Lakeside Ave, Marlborough, MA 01752
October 20, 2015 - Hadley Farms Meeting House, 41 Russell St, Hadley, MA 01035
October 22, 2015 - Holiday Inn Taunton, 700 Myles Standish Blvd., Taunton, MA 02780

Grant Opportunities

- Nicholas B. Ottaway Foundation under the Community Impact Fund offer grants to three priorities: Arts in the Community; Public Health; and Environment. Community Impact Fund members will generally make a site visit before approving a grant. Geographic preference is given to projects and organizations within the states and communities where fund members work or reside in (which

includes Massachusetts). The average Community Impact Fund grant runs from $3,000-$20,000. While the Foundation accepts online grant applications between November 1st and March 31, it is strongly recommended that grant seekers fill out and submit the short letter of intent/inquiry form first.

- James M. Cox Foundation "provides funding for capital campaigns and special projects in communities where Cox Enterprises, Inc. does business [which includes southern New England]. The Foundation is concentrating its community support in several priority areas: Conservation and Environment; Early Childhood Education; Empowering Families and Individuals for Success; and Health." There are three annual application deadline dates: February 15, June 15, and October 15.
- Water Management Act Grant Program for Public Water Suppliers is designed to assist eligible public water suppliers and municipalities with Water Management Act permits by providing funds for planning assistance, demand management, and withdrawal impact mitigation projects in local communities. The focus of these grants will be for: 1) planning projects for specific watersheds or subwatersheds to identify implementation projects to improve ecological conditions; 2) demand management projects aimed to improve the efficiency of our use of water within a municipality or a watershed; and 3) mitigation projects in the following categories: improve or increase instream flow, wastewater projects that keep water local including reductions in inflow and infiltration, stormwater management projects that improve recharge, reduce impervious cover and/or improve water quality, water supply operational improvements, habitat improvement, and other projects that can be demonstrated to mitigate the impacts of water withdrawals. Application deadline: October 15, 2015. Bidders Conference: September 24, 2015 MassDEP Headquarters, Boston

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The **Mass. Watershed Coalition** (MWC)'s **"mwc-list" listserv**, a great source of time-sensitive and other info on river- and watershed-related funding and job opportunities, upcoming events, recent articles and more.

The Mass. Executive Office of Energy and Environmental Affairs (EEA), ***The Great Outdoors Blog*** is dedicated to Massachusetts outdoor activities, events, wildlife, state parks and local agriculture that features a **calendar of Massachusetts outdoor events**.

Does your car have an environmental license plate?
The **Massachusetts Environmental Trust** (MET) provides funding to many river, wetland and other water resources protection and restoration projects throughout the Commonwealth. A major source of MET's funding comes from the sale of **environmental license plates**. Getting an environmental plate is easy and can be done on-line by clicking here, or in person at your local Registry of Motor Vehicles office.

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