

WATER USE/RESOURCE MANAGEMENT COMM. MEETING MINUTES
October 16, 2018

Committee Members Present: Fred Peckham, Pat Jeffer, Al Henry, Doug Case, Jim Greier, Evan Padua
Committee Members Absent: Debra Conway
Staff : Laurie Ramie, Pete Golod, Ashley Hall-Bagdonas
NPS Partner: Don Hamilton
Guests: None

The UDC's Water Use/Resource Management Committee held its monthly meeting on Tuesday, October 16, 2018 at the Council office in Narrowsburg, NY. Chairperson Peckham called the meeting to order at 7:00 p.m. A motion by Case, seconded by Greier, to approve the Sept. 18 meeting minutes was carried. There was no public comment on the agenda.

Old Business

Emergency Notification Procedures for August 9th Train Derailment and Diesel Spill: Ramie shared an update on an action item from last month's WU/RM committee in which the committee wanted to follow up on the emergency procedures, who the lead agency was, and who knew what and when. Larry Neal, the Chief Ranger, sent an email directed to Kris Heister also copying Ramie on October 4th. Neal spoke to Broome County Emergency Management Coordinator Mike Ponticello and the Delaware County Emergency Management Coordinator Steve Hood. Neither county notified any downriver towns or agencies through their 9-1-1 centers. That led to a discussion about the 1997 Conrail emergency response manual. Ponticello and Hood were very receptive to assist with the development of a new response guide. Neal also spoke with Sullivan County Emergency Management Coordinator Rick Sauer at length regarding notifications. The dispatchers at 9-1-1 are working on groups and subgroups to notify towns' response personnel, etc., for emergencies. Sauer is also excited about working on the old manual. Sauer was notified of the incident around the same time National Park Service was notified, which was noon. Neal stated the New York DEC was the lead agency. Before, Ramie said we were told it was Broome County Emergency Agency.

Don Hamilton reported Jim Brewster of the National Weather Service had mentioned the ability to do pollution plume modeling in the river (showing how long it takes most of the contaminant to move down river). Brewster will be sending Hamilton more information specifically on protocol. Requests would go to Brewster at the Binghamton office and then they would work with the State College office that has more capabilities with those models. This could be requested in a future train derailment, or there could be modeling done, to determine how long it takes to reach certain points down river. Hamilton has also requested a digital copy of the DRBC's Time and Travel Study that they did with dye work back in the early 1990s. Hamilton also learned from the DRBC there are water intakes down river from Philadelphia to Easton that have a modeling system in place that will give them an estimate of how long it will take for something to get to the water intakes. In the instance of this particular train derailment on the West Branch, data that should have been entered into their system. It didn't get entered into the system by the lead agency but DRBC entered it in when they got wind of it. Hamilton stated that's another thing that should be in response guide, information about notifying these down river water utilities of a derailment like that so they can put the information in their system and determine how soon a plume of contaminants could enter their water intakes. Hamilton said the National Weather Service can be notified of these events for the plume model. They can factor in the flow and current speed of the river. Hamilton said this was another thing that could have been handled better and to Hamilton's understanding will be corrected. Greier noted that there was an article in today's *Sullivan County Democrat* about the emergency response to the derailment. He said that when there is bad weather, the railroad should send an inspection car to check the condition of the tracks.

9/19 Scenic Wild Delaware River Geotourism Workshop Report: Ramie attended the Scenic Wild Delaware River Geotourism Workshop held in historic Blirstown, New Jersey. The Scenic Wild Delaware River Initiative

covers nine different counties and they want to see examples of what different entities are doing. The theme of this workshop was preserving, protecting, and promoting our natural historic and cultural assets. They spoke about Warren County and Monmouth County projects. They were looking for somebody to talk about trail building and how that can be challenging or rewarding. Ramie suggested that they go with Cliff Robinson Jr. who is the president of the D&H Transportation Heritage Council, which is an organization UDC belongs to as a voting member. They did ask him to speak and he gave one of the most popular speeches there. It was well received because he had an interesting presentation that showed how common citizens accomplished these trails but they do need funding and political support. One major topic was social media, which is an outdated term; the new way to describe this is digital communications. They spoke about millennial travelers (born between 1980 and 1996). They call the current crop of teenagers Gen Z. They found through statistical analysis that 88% of all U.S. adults are on Facebook and that is the platform that crosses the most ages although it's becoming less popular with youth because it's become popular with adults. More popular sites are Instagram and Twitter especially for global news and advocacy roles. Snapchat is used by 78 percent of all teenagers. You Tube is the network that has the most outreach for 18 to 49 year olds more than any cable network does on TV, and the third most visited platform, Linked in is the most trusted of the platforms. Spotify is another really popular one. They're trying to identify millennial travelers who happen to have money at this point and use digital communications a lot for planning their trips. They use it for browsing and daydreaming purposes to think of where they want go. They use it to book the sites for lodging and attractions that they went to visit. They use it for anticipation of going on a trip by sending out information to friend groups and liking pages and posting their status, asking for suggestions from other travelers. During travel people are using their cell phones and laptops to book additional unplanned activities and 60% of all travelers now use online navigation tools, which is important, therefore to keep information as up to date as possible. The workshop relayed that millennials have to share everything. If they have an experience, they want the world to know about it and that's how they get it out there. They take their social community with them wherever they go. After travel, it's also important because they write reviews, reflect on where they've been and make recommendations to other people. It was the buildup for the Scenic Wild Delaware River to come up with a digital communications plan, which is going to focus on having a unified brand platform and coalition building.

9/24 Upper Delaware Scenic Byway (UDSB) Meeting Notes: Ramie reported that UDSB Treasurer Larry Richardson provided a 2018 donation to the UDC of \$1,200 at the last full council meeting. UDSB put out a news release soliciting non-voting members. The scenic byway organization is set up similar to UDC's in that it's the municipalities through which the byway passes that are the voting members, but they do currently have 17 non-voting members on the roster. The byway is deciding to expand its reach to groups like business organizations and historical societies that might be interested in participating by sending people to the meetings. The first application was Callicoon Business Association since they've been working on the joint project of developing the visitor's center, and that membership was approved.

There was one application to the Scenic Vistas funding program, which would be some selective clearing of trees to enhance the view of the highway from a Town of Hancock property. That wasn't eligible initially because at the time of the town didn't belong. They are now revisiting that application and appointed a committee which consists of Tim Newman, the Town of Hancock representative; Rosie DeCristofaro from the Town of Delaware; and Craig English, who is a non-voting member from the Basket Historical Society in Fremont. They are going to work with that property owner, take photos, come back and make a recommendation to the full committee about whether they feel that would be an appropriate use of those funds.

A letter was written to the NY DOT Region 8 which covers Orange County because it had been communicated to the UDSB that they will not be able to pursue the new attraction and directional signage until 2019. They used up all the funds that they had for putting up signs. Therefore, this letter was meant to boost the priority that they would assign it by advocating that they have all these new signs in Delaware and Sullivan County which now stop at the Town of Lumberland border because that's as far as they got. It was suggested that that Orange County, the Town of Deerpark, and the City of Port Jervis should all write letters to show that the interest is out there in making that signage happen.

The non-profit organization The Delaware Company that operates in Sullivan County to advocate for historic properties is pursuing a multi-year project to create a life-sized statue for the D&H Canal. It would be modeled on

an image from the Erie Canal Museum in Syracuse but they've decided that it should be customized to the Delaware and Hudson. They want to use a girl instead of a boy and have this image from a famous painting by Edward Lamson Henry called "On The Towpath" as a guide. A life-size bronze sculpture has been quoted at \$200,000 according to Debra Conway who is the director of this group. The location proposed is along the canal Towpath in a grassy area in the Town of Highland along Route 97 near the Eagle Blind. They feel it would be a traffic stopper and people will want to take photos of it and have a place to pull off that would be safe.

UDSB also acknowledged the work of the DOT Region 9 for all the new "Entering the Upper Delaware Scenic and Recreational River" signs and all the new river access signs and attraction they designed and installed for Route 97 in Delaware and Sullivan Counties.

The new director of Orange County Tourism, Amanda Dana, came to this particular UDSB meeting. She was in her ninth week on the job and wanted to provide some insights into what she felt could be marketed. The Hawk's Nest is considered the most scenic part of the scenic byway, and since that's in Orange County, she is cognizant of the fact that it is quite the gem to have there to promote. Now that they've made that connection, she's been invited to come back to the byway anytime. Dana said she would try to work it into their budget to do more promotion of the Scenic Byway.

The Visitor Center development at the Callicoon Depot is moving forward. A phone call had taken place with the agency that administers the \$250,000 grant that is available for this renovation, The Dormitory Authority of the State of New York (DASNY). They advised that the best way to proceed is for the UDSB to sign the grant over to the Callicoon Business Association so that they can take the Byway out of the middle and work directly with DASNY. They also mentioned on that call that this project is not bound by prevailing wage labor rate. The contract could be executed in about nine months; that's how long it takes to get through the processing of the paperwork. A draft Memorandum of Understanding has been drawn up to outline the roles and responsibilities of the parties involved, meaning the UDSB and the Callicoon Business Association, and that will be considered at this month's meeting on Monday, October 22. DASNY allows three years to complete the grant. Given that the contract hasn't been executed yet, the clock has not started.

Ramie shared there was discussion at the UDSB meeting about Fred Peckham questioning the Town of Hancock's decision to join the Scenic Byway which had been reported on in the *Hancock Herald*. Ramie shared letters from 2001 that Peckham and Jim Greier produced. Tim Newman reiterated that if there was any move by the DEC to impose additional regulations on logging or bluestone activities due to the UDSB designation, he would oppose it. The town had agreed to give it a year then reassess their membership. Richardson had noted that UDSB itself has no regulatory authority. Pontier said NYS has always had the power to impose restrictions, but this is the group that has the highway's interests at heart. Discussion arose and Greier relayed that the Town of Fremont initially went to every UDSB meeting and had every intention to join until they received the letter from the geologist. Peckham shared that he basically brought up the letters because he felt UDSB didn't know why the Town of Hancock didn't want to join. Greier shared that he and former Town Supervisor Gerry Mackin met with the DEC representative on the viaduct up at Long Eddy and asked them if they join the Scenic Byway, what restrictions would they have. He said there will be no bluestone quarrying in this viewshed as far as the eye can see by land, sea, or air. Those were the exact words he told Greier and Mackin. After hearing that they decided not to join. Henry said he would like Ramie to see what law in New York State supports the remarks that the DEC representative said.

10/6 National Parks Conservation Association Regional Councils Visit: The Northeast and the Mid-Atlantic Councils of the NPCA had chosen to meet in Hancock for a conference that they held over Columbus Day weekend. As part of that they did a tour of the Upper Delaware cultural assets that Carla Hahn and Kris Heister were leading. It included taking a bus tour down to the Roebling Bridge and back with narration along the way. They then held a dinner at the French Woods Golf Club on the evening of October 6th and had Glenn Pontier, chairperson of the UDSB, as the keynote speaker. During the conference, breakout sessions took place at Hancock House Hotel, the Friends of the Upper Delaware River office and Two Sisters Emporium.

10/12 Erosion and Sedimentation Control Workshop: Golod attended a workshop at NPS headquarters which was conducted by Wayne County Conservation District Resource Conservationist Keith Pierson and Kelly Stewart, a forestry specialist. Some key points Golod came away with is that non-point source pollution is the biggest threat to water quality habitat aquatic and non-aquatic organisms within the Upper Delaware. Per EPA sedimentation pollution causes \$16,000,000,000 of environmental damage annually. Erosion and sedimentation also can degrade water quality for wildlife drinking and land surrounding streams, prevents animals (both aquatic and non-aquatic) from seeing their food, impacts vegetation growth, destroys macroinvertebrates habitat within the ecosystem can clog fish gills, affect egg and larval development by lowering their growth rates, altering the flow of the river and clog our storm drains and basins adding to flooding events. 70% of sedimentation in U.S. waters is due to manmade erosion based upon items such as large scale construction, home construction, mining, and logging. There are three types of erosion. Splash erosion occurs when the raindrops hit bare soil. The explosive impact of the raindrop breaks up soil aggregates so that individual soil particulates of the soil particles are 'splashed' onto the soil surface. The second is Sheet erosion, which is the uniform removal of soil in thin layers by the forces of the raindrops and overland flow. The third is Rill/Gully erosion, which occurs when runoff water forms small channels as it concentrates down a slope. These rills or gullies can be up to almost a foot in depth. Some factors that affect erosion are solo characteristics such as the texture, organic content, structure, the permeability of the soil, which basically means that the finer the soil is the easier it's going to erode. Topography and climate are also factors such as slope, gradient length, storm frequency and intensity. Natural erosion prevention such as vegetative cover shields soil surface from the impact of the storm. Golod also spoke about Erosion Sedimentation Plan basics. Essentially they minimize the extent and duration of earth disturbance. They maximize protection and the existing drainage of vegetation. They minimize soil compaction and they prevent increased storm water runoff. The workshop also covered briefly best management practices (BMPs). These describe the measures used to minimize erosion and sedimentation pollution. Examples are: contractors not working in the rain; loggers not working in the winter if the ground is frozen solid; utilization of silt fences; compost filter socks and settling basins; a temporary or permanent site stabilization with seed and mulch; as well as temporary or permanent storm water practices. Lastly, in Pennsylvania, the state is required to adhere to something called Chapter 102 which focuses on erosion and sedimentation control. It states that earth disturbance sites must have a written E&S plan on site if total disturbance is >5,000 square feet or if any disturbance discharges into a high quality or exceptional value waterway such as the Upper Delaware. It is also the responsibility of the contractor or landowner to obtain and submit the E&S Plan to the municipality. Golod was very impressed with presentation by Keith Pierson so he sent out an invitation to present at a full UDC meeting and will update the council when he hears back from Mr. Pierson on his availability. Golod will also reach out to each of our Pennsylvania code enforcement officers and invite them to that presentation. He felt the information would be useful to New York towns as well. Hamilton shared the workshop was spurred when Pierson was on the Delaware River, noticed a couple violations on the river and he stopped by Hamilton's office to tell him about them. Hamilton thought it would be good to have a training session.

Other:

Henry wanted to know the status of the Pond Eddy Bridge New York Emergency Access. Ramie relayed the NY DOT said leaving the current access road is a 'no go' but there is another property about 500 feet downstream from there which they would consider developing if the volunteer fire department was interested in doing so. Nadia Rajsz was not at the last meeting to discuss pursuing this alternative site with her but Ramie said she would follow up with her. Hamilton relayed it's very steep at the river there; upstream or downstream would be a better emergency access.

Ramie reported she received a press release that day from the contractor for the Pond Eddy Bridge saying the demolition of the old bridge will start on November 5th and will be in two phases, working on it from one side then the other.

New Business

"Making Connections: Roots of Prosperity in New York and Pennsylvania's Upper Delaware River Region" October 11th Economic Research Report Release: Ramie handed out the report which was a year in the making for the launch on October 11th. They had two ceremonies in Hancock and then Honesdale. The report's principal author said, we all know that this is a challenging place to live and work, so they really wanted to talk to people

about how they are sustaining themselves by being able to eke out a living here when we don't have one employer that everybody works in a company store kind of concept. They said they wanted examples of people, organizations and businesses that are building the community from the inside, and this is what the report is. They said it's meant to be a snapshot of how we survive here in the Upper Delaware. Ramie will be doing an article about in our next newsletter.

New York City DEP Watershed Regulation Changes Golod stated NYS DEP has announced four public hearings to solicit input on proposed changes to its watershed regulations that will focus on wastewater treatment, storm water runoff, and the protection of watershed streams that feed the city's reservoirs. The amended regulations would establish a category of small, limited-impact projects for which storm water pollution prevention plans can be simpler, similar to the existing framework for individual residential storm water permits. This will make the storm water approval process more efficient for many small business owners. The draft regulations replace the existing approach for evaluating alterations and modifications of septic systems, and for determining whether systems that have not been used in some time can be brought back into service. DEP would no longer review or approve holding tanks or portable toilets. The amendments incorporate the most recent versions of various NYS publications cited in the watershed regulations, including those related to storm water discharges, design standards for intermediate-sized wastewater treatment systems, and the latest standards of wastewater treatment for residential onsite systems. The public hearings will be held at: Belleayre Mountain Ski Center, Oct. 30 at 6 p.m. in the Longhouse Lodge, 181 Galli Curci Road, Highmount, NY; SUNY Delhi, Nov. 1 at 6 p.m. in the Evenden Tour Room 104, Delhi Drive, Delhi NY; Putnam County Emergency Operations Center, Nov. 6 at 6 p.m., 112 Old Route 6, Carmel, NY and ; Dept. of Environmental Protection offices, Nov. 8 at 10 a.m., 11th floor conference room, 59-17 Junction Boulevard, Flushing, NY Written comments can be submitted via email to nycrules@dep.nyc.gov by November 23rd. Peckham said no one is affected by this.

Delaware State Forest District 10/19 Stakeholder Public Meeting: Ramie shared that they reached out to Tim Dugan to see how relevant this matter was to the UDC. He said that this process provides the DCNR forestry department with an opportunity to explain to stakeholders what their resource management plans are for the next five to 10 years and to evaluate if they are managing them in alignment with stakeholders' intentions. The comment period will last two months. As soon as they hold their public meeting the comment period opens. The plan is available online at <http://www.dcnr.pa.gov/StateForests/FindAForest/Delaware/Pages/default.aspx>. Dugan said that he would be happy to present on this topic at the full council meeting to talk about this forest plan. UDC will have him speak in December if the presentation about erosion and sedimentation doesn't work then.

Delaware River Flow & Storage Report: A copy of the October 15 NYC Current Reservoir Levels was provided in members' packets. Total combined storage was at 94.8%. Normal storage for the same date is 73.5%. Hamilton added up the rainfall totals from the Milanville office from July 21st – October 12th and calculated 23.42 inches of rain during that 84-day period. That is about half the year's rainfall. Golod reported reading the flow and storage report that for August and September the monthly rate accumulation was over seven inches and the historical was 4+ inches.

Other: Padua mentioned there are still many train cars laying on their sides after the derailment.

Public Comment: None

Adjournment: A motion by Greier, seconded by Henry, to adjourn the meeting at 8:04 p.m. was carried.

Minutes prepared by Ashley Hall-Bagdonas, 10/25/18