

# WATER USE/RESOURCE MANAGEMENT COMM. MEETING MINUTES

## February 18, 2025

Committee Members Present: Evan Padua, Bill Dudko, Fred Peckham (Zoom), Christine Martin (Zoom), Jim Rodgers, Al Henry

Committee Members Absent: Pat Jeffer, Bob Lindquist

Staff: Laurie Ramie, Kerry Engelhardt, Stephanie Driscoll

NPS Partner: Tom Kearns- Natural and Cultural Resources Manager

Guests: Ginny Dudko, Tom Rue (Zoom), Barbara Arrindell (Zoom), Danielle Crouthamel (Zoom), Silver Canoe- Allen Crouthamel, Indian Head Canoes- Amy Salvia, Lander's River Trips- Rick Lander, Jill Padua (Zoom), Rosie Starr (Zoom)

The UDC's Water Use/Resource Management Committee held its monthly meeting on Tuesday, February 18, 2025. Chairperson Padua called the meeting to order at 6:30 pm.

**Approval of the January 21, 2025 meeting minutes:** A motion by B. Dudko seconded by Henry approving the 1/21 meeting minutes carried.

**Public Comment on Agenda:** None.

### **New Business:**

**2025 Upper Delaware Litter Sweep Art Contest Judging:** Driscoll showed the committee the nine submissions of artwork by eight different artists for everyone to see. After narrowing down the submissions to the final four, there was a vote. A design was chosen by a tie-breaker vote (by WU/RM Committee meeting guest Ginny Dudko, UDC Deerpark Representative). The design will be sent to Platform Industries tomorrow and Driscoll will reach out to the winner. She thanked everyone for their participation, and especially the artists that submitted artwork. An appreciation certificate will be sent to all who submitted.

**Draft Riverfront Adjacent Property Owner Brochure Design Suggestions:** Henry asked if these will be at launches and placed outside? Wouldn't that just contribute to trash we'd have to pick up during our Litter Sweeps? Engelhardt said these will be at local rental homes, such as AirBnB's. It could be a helpful tool. Ramie said she noticed under the QR code, the website address is missing an e in 'UPDE'. Is that a different hashtag they are using; something we're just not used to seeing? Driscoll said she scanned the QR code and it brings you to the right place. Kearns said this brochure came from a discussion about people coming to the area, renting out houses or places, and using watercraft at the rental properties without proper water safety knowledge. These brochures aren't only to help the people using the Delaware River, but also to help protect the private property owner. Padua asked if the availability of these brochures would be publicly broadcasted? Driscoll said she believes you will be able to find out more about them on UPDE's website under Water Safety. You may be able to order them right from there as well.

Henry said there needs to be more emphasis on life jackets. Padua said that the river height information is hard to interpret. Henry added that the brochure shouldn't say there is no cellphone reception on the river; that isn't true and is misleading information. Ramie said it would be better to say there is limited cellphone reception. Padua said there should be a link directly to the Callicoon or Barryville river gage. Engelhardt said they do have the phone number listed. Henry said they should add that life jackets are mandatory to wear during cold weather months, with the dates listed. Padua agreed, AirBnB's rent year-round. Henry said anything that is mandatory life jacket wear should be highlighted. Ramie said under the life jacket checklist the second bullet says "test to that it floats". There is a word missing there. Salvia said she is concerned that if the general public sees 6ft water levels, they won't understand that it can go up to 8ft in an hour. Whose liability is that? Will they look at the prediction or understand that? Padua said yes, there needs to be a link directly to a gage. If it says 6ft or more, they need to wear a life jacket. He commented that the brochure is very busy. Is there a way to simplify it? Henry said it states that life jackets are a requirement, but that's not what that means. It should say that you have to wear it. We have a motto: "Fishing, Boating, Swimming, Floating", and this brochure doesn't say anything about fishing. Padua agreed that we should keep that same verbiage. Henry said on the front "SAFE" should be bigger and bolder. They should also direct guests to loaner life jacket stations in addition to local outfitters.

Henry asked if once the improvements are done with the brochure, if the council can have one more look at it? Driscoll said she will bring the suggestions back to the Water Safety Committee and keep the WU/RM Committee members in the loop. It may have to be done via email since there is a spring deadline for the brochure.

**Skinner Falls-Milanville Bridge 2/11 Mitigation Meeting and Project Update:** Ramie said the notes she took during the 2/11 Section 106 Consulting Parties mitigation meeting are included in tonight's packet. There were 61 participants, with about 60 of the participants not accepting the premise that the bridge cannot be saved, making the meeting go off-track, expressing thoughts on rehabilitation instead. Cultural Resource staff tried steering the meeting back on track stating they weren't there to talk about design or permitting. They were there to find a way to compensate for the loss of the bridge. Ramie said she understands the sentiment that it is not possible.

She included a basic outline of who was speaking from PennDOT, AECOM, and FHWA. The Section 106 process began in 2012. We are now in the Emergency Declaration stage. They explained what the mitigation steps are under the National Historic Preservation Act, trying to come up with a plan for the adverse effects that will come with removing the historic bridge. No one is disputing that it is an adverse effect to remove this National Register listed bridge.

She said she tried to summarize everyone's comments as well as the answers recorded in response. Anything in quotes is direct and the replies are in brackets. Henry said, on page one under the fifth bullet, it refers to a turbidity curtain. What is that? How do they plan to put it in? Engelhardt said it's a floating piece on top with a curtain that hangs in the river to catch things. It's usually for sediment, so maybe they are hoping it will catch debris. Henry said anything that has fallen into the river has floated downstream. Anything that falls off the bridge during removal will end up floating down the river as well. B. Dudko asked if the curtain will be anchored on-shore? Engelhardt said the curtain will be fixed and then hang into the river. Henry said if something hooks onto that curtain, it will be pulled right off and float downstream. Padua said he isn't sure if they are talking about using the curtain when they drop the bridge. Engelhardt said if the curtain is for sediment, then they'd be using it while building the causeway. Padua said the erosion tarp that they were using at the Callicoon Bridge is now about 3.5 miles downstream, where Route 114 meets Route 97. With bridge construction, garbage happens. Engelhardt noted that the erosion tarp has floated downstream.

Ramie said PennDOT and AECOM didn't say how long the process of removing the bridge will take after they start since it depends on obtaining permits. The goal is to be out of the river by mid-May, before the heavy recreation season starts. They said again that the PA side abutment will stay and be stabilized for a scenic overlook. The NY abutment and center pier will be removed. PennDOT mentioned that there would be an opportunity to transfer ownership of the bridge, after the removal, to another organization if anyone has a proposal. The bridge has to come off of the abutments and be removed, which would be the same case of traditional rehab. She said that notion piqued some people's interest. PennDOT's solicitor wasn't prepared to answer questions about that process. Some commenters suggested that if the bridge is taken apart, pieces could be given for preservation. The UDC, museums, or some kind of permanent exhibit were mentioned. PennDOT didn't say if there would be another meeting of this kind. They said all of the comments made orally and written in the chat would be recorded and answered. They hope to have that done by the end of this week. Engelhardt said during the meeting, they spoke about timing, permits, and mentioned the ice situation, so they are aware of that.

Martin asked if there is a way to get more information on transferring ownership of the bridge out to the public, in case there is someone who would like to put that together? Ramie said she would be happy to ask that question and share the answer. Henry asked if the bridge is coming off the abutments either way, whether someone or an organization purchases it? Ramie said yes, it is coming off the abutments regardless. The idea is that the bridge could be repurposed. Peckham asked if the Roebling Bridge is owned and maintained by NPS? Kearns said that is correct. The NPS owns the Roebling Bridge and sets up maintenance for it. Peckham said if the Skinner Falls Bridge goes private, they will have the same responsibilities that the Bridge Commission has. It's a huge undertaking. The Lordville Bridge was a toll bridge before the state took it over. You have a lot of insurance issues with a private organization taking over a bridge. Padua said it would be after the removal of the bridge, so they wouldn't be maintaining it or anything like that. He isn't entirely sure what a private entity would do with the bridge after its removal.

Arrindell asked if someone's comment was not accurately summarized, how can they get it corrected in the notes? Ramie said they are her personal notes, not a transcript. If she has something that she would like to be changed, she suggested that Arrindell say it now so it can be recorded. Arrindell did not offer any corrections at that time. Padua asked if the meeting was recorded? Ramie said yes. She only listed the people who spoke during the meeting, not everyone who attended. Arrindell said it would be nice to have the contact information for some of the people that spoke during the meeting. Engelhardt asked if they will be releasing the comments that were made? Ramie said yes, they will be collated. Her notes were not meant to be exhaustive. Arrindell said if she has any questions she will reach out to Ramie.

Ramie asked Kearns if there were any updates from the NPS on the review process? Kearns said the Special Use Permit was issued. He will get Ramie the exact date it was issued. Henry asked if there was anything within the Special Use Permit that touched on the start time for the project? There is ice out there. He heard they were going to try and move the ice. Kearns said he hasn't heard anything about moving ice onto the causeway. Padua said Engelhardt mentioned that they are aware of the ice. Lander said he spoke with PennDOT this afternoon and they confirmed that they will start work on removing the bridge a week from tomorrow. They need to build up both sides of the railroad track in order to get the tractor trailers delivering stone in. PennDOT told him they would probably be done around May 1<sup>st</sup>. PennDOT knows they are behind but if they aren't done by the start of the recreational season, how will they stop people from going under the bridge? The plan is to possibly work longer hours and get into a faster process. They will drop the bridge after they get a causeway to the center pier. After that, they will take an excavator to cut into pieces to put on tractor trailer to haul out. PennDOT can speed things up to keep things on schedule. They told him that all the permits are done.

Included in the packet is the back-and-forth between PennDOT and Engineer Art Suckewer from Wrought Iron Bridge Works, with PennDOT's comments in black and Suckewer's in red, and blue comments from Barbara Arrindell of Damascus Citizens for Sustainability (DCS). This is a response of the response from the proposal of traditional rehabilitation with the same methods used to build the bridge originally.

Padua said there are some Skinners Falls-Milanville Bridge commemorative wooden ornaments and coasters for sale at \$10 each on the back table in the UDC meeting room. Proceeds go to the Grace Johansen Memorial Scholarship Fund.

**Delaware River Flow & Storage Report:** Included in the packet for review. Padua commented that there has been good run off this year. We may see more snow in March.

**Other:** None.

**Old Business:**

**UPDE's Commercial Use Authorization (CUA) Fee Structure Changes:** Padua asked the board if they have any statements or questions before the public speaks. Ramie reminded everyone that the assignment was that the NPS asked the council to put questions in writing on the CUA fee structure changes, to keep everything documented. She had sent around the memo (originally sent on 7/5/24) on 2/13 that went out to CUA holders as well as the analysis that consultant Tom Shepstone had done dated 1/9, remarks that Salvia had made at the 2/6 UDC meeting, and a 9/14/24 email that Kurnath had sent to the WU/RM Committee that had further information and a pie chart on the income and explanation for the CUA fee structure changes. With that information she hoped the council and CUA holders could provide her with the questions they want in the letter.

Rodgers asked Salvia if she has the 2017 letter from the Superintendent at the time that promised not to raise fees further. Salvia said she has that and to give her a minute to find it. She said NPS has the potential to go up 5% by law. Rodgers said when the changes were first introduced, NPS said they weren't going to go looking for 5% in fairness. Salvia said that's what they say; they also said in 2017 they wouldn't raise fees again. Rodgers said you might put a line-item on your receipts; did anyone ever calculate that? Lander said it's about \$60/65 for a day trip charge. You also have camp rates, large group rates, tube rates, etc. Rodgers asked what that would look like on the receipt; what would that amount be? Crouthamel said it would be 1.5% on whatever the park-dependent gross receipts are. That would be anything associated with the park for the trip, they would have to pay 1.5%. Lander said it would be less than \$1 per craft per person. B. Dudko asked if any of this funding will be shared with local fire departments or police? They do most of the work when it comes to rescues. Kearns asked if he means the amount

NPS is asking to increase? If so, that is a great question to put in writing. Padua said originally, the increase was meant to make up for the money it costs to run the CUA program. If the money is going to local fire departments and police, then the money they are making from the CUA program is going way over that.

Padua asked the CUA holders present if they had any suggestions on a new structure or if the old structure worked better? Is there something we can relay back to the NPS in writing? Crouthamel said one of the first questions he has is about the River Management Plan (RMP). It clearly states what the interaction is supposed to be between the NPS and UDC. The licensing program should be administered with advice of the council, but they didn't ask the council and they didn't in 2017 either. The program will be extended to camps and liveries of all sizes. The UDC, NPS, and liveries should find ways to improve the CUA structure without an increase. There are 14 or 15 spots in the RMP in direct reference to licenses. When the RMP was developed, there was a license to monitor the liveries and make sure they were compliant. Now, NPS is looking at costs multiplied into the thousands. If the purpose of licenses is to recover costs for NPS, that's fine. But it doesn't take \$45,000 per livery to monitor, which is where we could end up in a year or two. To monitor they are looking at insurances, providing copies of liability waivers and acknowledgments of risk, those are the basic requirements. Beyond that liveries were operating prior to the NPS coming here and prior to the RMP. No one has ever disagreed with the licenses for that portion. It is not a CUA; that is the vehicle that the NPS used. The public law states that they have a right to cost recover, but the council was not consulted. Is the NPS doing what they want in this river corridor? The NPS says they won't go up to 5%, but he's concerned they will do what they want anyway.

G. Dudko asked what the liveries get from cost recovery, or what do they ask of you? She heard them say they ask for their property and liability insurance, is there anything else? Crouthamel said they ask for an annual report of visitor numbers and type of trip (canoe, raft, etc.) The type of report has changed over the years. G. Dudko said that isn't really anything that helps the livery itself though. Crouthamel said it helps the NPS with their visitor statistics. Padua said the NPS has a program they pay for to process that data. But it is becoming a large number for CUA holders. Where is the money going? Lander said NPS public accesses cost the liveries money. Most of those accesses are next to his locations. Guests use his bathrooms rather than the NPS port-a-johns, and park in his lot at Skinners Falls when NPS's is full. Guests use his garbage cans and dumpsters since NPS doesn't provide garbage receptacles. There are a lot of expenses, and if there is a river casualty, liveries welcome NPS and first responders onto their land for recoveries.

Padua reminded everyone that a written document needs to be prepared with questions and concerns to send to NPS. Is there anything verbatim to put in this document? Lander said he knows Kurnath comes from another National Park, but she needs to understand that this isn't a park. It's a unit and that's different. She needs to follow the RMP here. She needs background on this National Park Unit. Salvia said she feels NPS is starting to veer away from the RMP, especially if they implement these changes without consulting the UDC. The RMP has been the guide since 1988. Crouthamel said the RMP was read into Congress. It is a partnership between local and state governments. The NPS is supposed to work with the UDC, and they are not. The liveries had always had a license, and that changed. Why? Why are we funding a budget that we aren't using? The liveries can help with the request for information. The CUA law says they must provide the annual plan, 5-Year Plan, and the budget upon request. Salvia said she thinks they need to get away from the CUA language such as in-park and out-of-park; the in-park is a \$25,000 max and the out-of-park is incidental use. How does one argue that? If we're following the law, how can the Superintendent pick and choose? She thinks liveries should go back to permits. If they don't get out from under the CUA term, someone else will come in and do this all over again. Rodgers said they are proposing the idea of moving from license to CUA? Salvia said no, they want to get away from the term CUA. It isn't in the RMP because they weren't invented yet. Padua said it happened on a federal level from Commercial Use Licenses (CUL) to Commercial Use Authorization (CUA). These things start with little tweaks and grow bigger as it goes, not realizing we have a RMP to back it.

Henry said not everyone will chime in tonight with all their questions and concerns. When does Ramie want them by? Ramie said tonight. The idea was to get everyone's questions noted so she can write the letter and get it sent out for advance review. Henry said the Wild and Scenic Rivers Act created every park unit in a Comprehensive River Management Plan. It's an NPS plan. The reason it was written by COUP was because the NPS couldn't get it right. After two or three versions, COUP came in to get it right after 17 drafts. We shouldn't forget that the RMP is a NPS plan. He mentions that to all new Superintendents here. They need to do everything according to the plan. The bottom line is that the NPS didn't seek guidance from the council. The public boating on the river is only paying

federal taxes, while livery folks are paying federal tax and a new NPS tax. If they want to make money they could charge a user fee. They have talked about possibly doing that. They also talked about limiting the amount of people on the river. There is also a divide between the liveries and fishing guides; 5% from either is a big difference. That's not fair. If you read the info that Shepstone had mentioned at the UDC meeting with Kurnath relying on NPS Policy and Standards, you cannot enforce policy to the public. Just because there is a policy does not mean it is applicable to you. They have to have some type of law. When she mentions that, it's not applicable. This is not the kind of partnership that was here when the RMP was created.

Rodgers asked if there is no more garbage disposal at any of the NPS managed accesses? Lander said none of their accesses have garbage receptacles. Rodgers said the NPS does provide a service, providing rangers on the river for public safety. Salvia said she sees NPS Rangers paddling in Barryville around 3:00pm when most of the livery groups are far past there. Lander said when there are big groups on the river, rangers are nowhere to be found. Rodgers said maybe that would be a question; what is the NPS doing for you? You would like to know what you are getting for their fee. Salvia said a couple of years ago there were over 300,000 visitors with the liveries at 100,000. She asked if NPS had considered installing parking meters with fees and charging launch fees at public accesses. Some parks do a QR code for payment. There are a number of other options to recover costs. Henry said in the RMP under the Water Use Program you will find what the NPS does. It's spelled out there and will give some basis. Salvia said she is sure they are doing things, but what does water quality monitoring have to do with the liveries? What value are they assigning to that?

Padua asked if a FOIA is needed? How does a CUA actually apply based on in-park and out-of-park required guidelines? The community service docs and the RMP don't align. Maybe there is a better way to go about this. A better vehicle could be implemented. Crouthamel asked the council what they do when the NPS puts a fee change into effect without consulting them? Kurnath had said we may be able to re-visit this in two years. Does that mean "too bad" for now? Charge your customers more or pay out of pocket? What can or is the council going to do? The procedure has been violated. Rodgers asked if they are currently paying that fee structure? Padua said the CUA application is out and when you sign that you are agreeing to 2025 and 2026. There are days to get this letter done and sent out. Fortunately for us, the Federal Government is operating very slowly at the moment. Lander asked if we could ask for a postponement? Rodgers said he would be disappointed if the liveries and guests never see any rangers. Lander said it's not that they don't see them, it's just it's not at the right times in the right areas. Engelhardt said that could be one of the written questions. Lander said back when Bizjack was a ranger, he would visit the liveries and ask where the big groups were going to be. Now they don't ask at all. Rodgers said that is a concern. Padua said that is more on the relationship between the NPS and liveries. Lander said they have one meeting a year when it comes to water safety. There is no other communication throughout the year.

Padua asked if a draft letter of the questions and concerns can be sent out. Ramie said the draft should be shared with the full council. Other members may have concerns. A motion by B. Dudko to send a draft of the letter to the full council after the WU/RM Committee reviews it of questions and concerns on the CUA fee structure changes for the NPS, seconded by Rodgers, carried.

**1/22 D&H Canal Board of Trustees Meeting:** The minutes are included in the packet. Ramie said there will be a bus tour on 3/29 starting at High Falls in Ulster County. The route will follow Chapter 5 of the historic DVD series that has been finalized. Copies are being printed. They have a 52-passenger bus reserved and it is \$45 per person. She is currently taking reservations for that as the group's secretary. The Board of Trustees will meet again on March 26<sup>th</sup> and the full Transportation Heritage Council will meet on April 23<sup>rd</sup> at the Mamakating Historical Society in Summitville.

**1/27 Upper Delaware Scenic Byway Meeting:** Ramie said "The British Are Coming!" is a special event sponsored by The Delaware Company commemorating Paul Revere's Ride and the 250<sup>th</sup> Anniversary of the American Revolutionary War. The event will take place on April 26<sup>th</sup> at Seminary Hill Cidery in Callicoon. The UDSB gave a \$1,500 Culture and History Along the Byway Grant to The Delaware Company. The event has a limited number of tickets and more information can be found on The Delaware Company's website.

A Scavenger Hunt with clues in each community along the byway will be happening this summer. During the fall the byway will host a driving tour of classic vehicles. The byway's new Program Manager David Krantz of Port Jervis started on 1/15 and he is in charge of those events. Krantz is also working on revamping the byway's website

and has some great ideas with graphic design experience and marketing skills. There is a 2/28 deadline to apply for tourism grants through Delaware County and a rolling deadline for Sullivan County Discretionary Funding.

The Callicoon Depot restoration project is moving forward with 10 architects expressing interest. March 7<sup>th</sup> is the deadline for proposals.

The next byway meeting will be this coming Monday, 2/24.

**2/4 Sullivan County Bike and Pedestrian Masterplan Advisory Committee Meeting:** Ramie said she had asked the council if we wanted to be a part of this committee, and she's glad we decided to as we are the only organizations representing the river towns. Other members are Shoshana Mitchell, Heather Brown, Heather Jacksy, Laura Quigley, Lise-Anne Deoul, Ed McAndrew, Frank DeMayo, John Barbarite, Denise Frangipane, Shannon Cilento, Robert M Dufour, Dr. David Potash, Ashley Leavitt, Wanda Vionet Cruz, Helen Budrock, Susan Pitely, and Jilian Newby, who mostly represent the Eastern part of the county. This is a grant project that Sullivan County is administering. They are working with the Metropolitan Urban Design (MUD) workshop as a consultant and have a timeline that began in January with an analysis regarding existing conditions of bike and pedestrian paths. Ramie brought them the River Management Plan (RMP) Upper Delaware Scenic Byway and Enhancement Plan so they know there are organizations out there with guidelines to follow. In May there will be a meeting to announce those preliminary results and then they will move on to vision, goals, and the project development phase. In December they will develop the design guidelines and capital projects to come out of the effort. A final recommendation will be made in February or March of 2026. This project involves public engagement to find out where the problem areas are. Padua said it would be great to see some bike paths on local roads, though he knows they are narrow as is.

**2/11 Sojourn Steering Committee Meeting and PA River of the Year Announcement:** Engelhardt said some members were very confident that the Delaware River was going to win PA River of the Year. On 2/13 the Delaware River was announced as the Pennsylvania River of the Year. As a result, the Upper Delaware Preservation Coalition was rewarded a \$15,000 Leadership Grant. The Coalition is in the middle section of the sojourn and they plan to have a festival there of some kind. It will be great press for the Delaware River. It was a close race with the Youghiogheny River and the Perkiomen Creek. Kate Schmidt of the DRBC pulled together a list of almost all the admirals from the start of the sojourn. Henry asked who monitors the \$15,000? Engelhardt said the Upper Delaware Preservation Coalition received the grant. Henry asked if they have a plan for that money? Engelhardt said yes, they plan to use it to put on a festival and sojourn.

**2/12 NPS Water Safety Committee Meeting:** Driscoll said she is no longer taking the notes for the Water Safety Committee meetings going forward, and that UPDE Visual Information Specialist Jasmine Leung has taken over. There will be a new format of notes going forward. She had asked the Water Safety Committee if they will be able to use the electronic road signs this year for high-traffic weekends and water safety messaging. This question came from the last WU/RM Committee meeting. Chief of Interpretation Ingrid Peterec said no, they spoke with the Highway Departments and those signs are only allowed to be used for emergency situations.

We had already discussed the riverfront property owner's brochure earlier in the agenda. She plans to share that information and feedback with the Water Safety Committee via email to expedite the design process. She knows the committee is trying to get that out before the recreational season.

There have been no Safety Challenge Coin nominations as of 2/12. Driscoll encouraged anyone who has any ideas on nominees to submit.

**Other:** Ramie asked if she heard correctly that Ruth Jones from Kittatinny Canoes had passed away? Lander said yes, two days ago. They were just saying that Jones was the person who started the cleanups around the Upper Delaware River. It would be nice to see her recognized for that, maybe at this year's Litter Sweep. She was 92 years old at the time of her passing. G. Dudko said they used to call her "The Queen of The Delaware". Henry said she was very influential at the start of the Delaware River Sojourn. Maybe she can be recognized in some way during this year's Sojourn.

**Public Comment:** Crouthamel asked if there is a timeline for the letter to NPS on the questions and concerns for the CUA fee structure change? Can the liveries be copied on the draft? Ramie said we don't usually share draft letters with the public before the council gets a chance. Lander said yes, when the letter is ready to go out, can they be

copied on that email? Padua asked if there is a deadline on the CUA application? Salvia said they question on the application if they will be returning next year. Padua said you can apply for a CUA halfway through the cycle, so maybe there isn't a deadline. We are getting close to opening season though. He suggested sending the letter in advance of the 3/6 UDC meeting. The options would be to wait until 3/6 or do an e-vote. Rodgers said that wouldn't give a good discussion period on the draft. Henry said it's something that needs to be discussed. He recommends sending the draft prior to the 3/6 meeting. Peckham said the letter is a draft and needs to be approved by the full council; it can't be released until then. Kearns said if it gets approved on 3/6, will it be sent promptly after? Ramie said yes.

**Adjourn:** A Motion by B. Dudko seconded by Rodgers to adjourn the meeting at 8:33 p.m. was carried.

*Meeting minutes prepared by Stephanie Driscoll, 2/24/2025*