

WATER USE/RESOURCE MANAGEMENT COMM. MEETING MINUTES
August 20, 2019

Committee Members Present: Andy Boyar, Evan Padua, Jim Greier, Fred Peckham, Al Henry, Ginny Dudko, Doug Case, Pat Jeffer

Committee Members Absent: None

Staff : Laurie Ramie, Pete Golod, Ashley Hall-Bagdonas

NPS Partner: Don Hamilton

Guests: Jennifer Claster- National Park Service, Wayne Holmes- Ten Mile River Scouts Camps, Roland Edwards- Westfall Township, Susan Sullivan – Town of Tusten, Freda C. Eisenberg- Sullivan County Planning, Heather Jacksy- Sullivan County Planning, Eugene Wolff, Bill Dudko, Cheryl Korotky

The UDC's Water Use/Resource Management Committee held its monthly meeting on Tuesday, August 20, 2019 at the Council office in Narrowsburg, NY. Chairperson Boyar called the meeting to order at 7:08 p.m.

A motion by Henry, seconded by Padua, to approve the July 16th meeting minutes was carried. There was no public comment on the agenda.

New Business

Discussion of Ten Mile River Access Conditions: Boyar said other than Tony Ritter's written comments and emails, is there anything beyond that to introduce the topic? Ramie said we do have Wayne Holmes here who is the Director of the Ten Mile River Scout Camps. The Greater New York Council of the Boy Scouts of America owns that property so they have a relevant voice here. Jennifer Claster also has information on behalf of the NPS; they co-manage that site. Heather Jacksy is here for Sullivan County Planning and they are responsible for coordinating the Local Waterfront Revitalization Program (LWRP) in which Ten Mile River (TMR) was one of six accesses that were looked at for improvements. Ramie said this topic was last discussed in 2015 extensively and in 2019 we are here with the same muddy conditions. Hamilton said the NPS has a few statements to share on the TMR access. Claster provided an aerial shot map of the access. Hamilton explained over time TMR has pushed out a lot of rock material creating an alluvial fan which pushes the flow to the Pennsylvania side. You have a situation where you have a back eddy with quiet water in near the shoreline that flows slow and drops a lot of fine sediment out of the water column. You get fine sediment deposited along the shoreline. It's not the only place along the river this happens but it's especially prevalent here. You get soft, very muddy conditions and some years it settles and firms up faster than other years. With all the high water we've had this summer it just hasn't firmed up. Hamilton had waded through some of it over the weekend and your feet sink down about ten inches. NPS feels like TMR Access is not now and will probably will never be an appropriate spot for a vehicular boat access. The sign on the road indicates carry-in boat access. The NPS will update its map to reflect existing road signage. Right now the brochure shows the access as a trailer boat launch site. Hamilton said that's really not appropriate for the TMR site. This approach is consistent with the River Management Plan (RMP), which calls for the site to be a river rest stop. It's approximately five miles down from Narrowsburg. It's meant to be a place people can get out. There's a portalet and kiosk there with an interpretive ranger. They can have lunch but it's not meant to be a trailer boat launch site. That's what the new signage along Rt. 97 reflects, a carry-in launch. NPS spends over \$35,000 a year maintaining the site from general maintenance to clean up of wood debris. NPS does sometimes put gravel down in the drive-through area to even out some ruts. TMR is a sediment depositional area created by the eddy that flows on the NY side. It's a natural process. NPS is not particularly interested in altering the natural conditions of the site which have been there for decades. NPS may consider a placement of a sign warning visitors the site is muddy in the short-term if requested. In the long-term, they would consider placement of a wayside exhibit related to processes of the river, why it's soft there, describing the water pattern and the deposition of sediments. The river environment is inherently dangerous. Each river access poses its own hazards. Hamilton said this site is no more dangerous than many other accesses along the river. Some people have made statements about the fetid or stinking mud deposited along that

shoreline. This happens in a lot of places along the river. You have mud that's buried under other sediment, under anaerobic conditions with no oxygen. It's decaying organic material. You step in it and get odor from it but that doesn't mean it's unhealthy. There are lots of places on the river like that. NPS is willing to pursue other locations with the Boy Scouts on land that may be more suitable for carry-in boat access. Initially, since the Boy Scouts did not want to sell the property to the NPS, NPS will continue to seek opportunities for land purchases on a willing seller/ willing buyer basis that is better suited as a river access and NPS can invest in long-term from a capital improvement standpoint. There are limitations as to what NPS can invest in something that they don't own. NPS will continue to work with Sullivan County efforts to fund improvements of the site and work with the Local Waterfront Revitalization Plan which Sullivan County has been working on to obtain funding for improvements. Hamilton said the National Park Service Wild and Scenic River Steering Committee will be in the park on 9/11 and will be visiting TMR. This issue and site will be discussed with them and any recommendations will be shared. NPS is specifically interested in looking at methods to improve canoe and kayak access.

Peckham asked when was the last time that site flooded? Henry said he doesn't remember the exact year but he remembers there was a year they had gotten inches of rain in the TMR Water Basin. Water was coming across Rt. 97 up from the Blue Jay bar about ten inches high. Henry said that gravel deposit on the last plain wasn't there before that date and it's not going anywhere. Padua said as most of you know a lot of people use the TMR access. It's a flat access that goes right to the river. Fishing guides as well as liveries use it. Padua believes it's unrealistic to say that it is not a trailer access from a NPS standpoint. Padua said some of the piles of gravel for the access have been put down there but never touched or smoothed out for five years. He said if you took \$5,000 worth of gravel and dumped it at the river's edge every year there would be improvement. Eventually it would pile up. Henry asked Holmes to show the group where on the map where the Boy Scout property is. Holmes said everything you're seeing on the two maps is owned by the Greater New York Council of Boy Scouts. Henry asked if Landers rents from the Boy Scouts and Holmes clarified they allow them to use the property but the Lander's base is owned by the Boy Scouts. Henry said if you go downstream a little further the siltation is not near as bad as the upper section of the eddy. There is also a Jerry's Access he believes is for sale down below the Boy Scout property. Unless someone wants to spend \$300,000 to have a firm to come in you're going to have a potato garden, Henry said, because the silt is just going to stay there and no one is eager to move it.

Eugene Wolff introduced himself. He lives on the river side of Delaware Drive. He's been there since 1972. He's hauled canoes for numerous people. He brought attention to this matter at RiverFest this year for two points: 1) It is a safety issue. Wolff said NPS has just said TMR is no more dangerous than any other access. Wolff said that's nonsense. You launch from Narrowsburg from the PA side or from the NY side and it's very safe and easy to launch. There's no danger other than the water. You go to Cochection and you will find the same thing. He explained that he's 6'3 and when he went to TMR two weeks ago it was past his knees. Small children and elderly people are at risk at TMR. Wolff said someone wrote into the *River Reporter* and said if you don't like the mud go somewhere else. That brings Wolff to point 2) Tourism. If you ever go there in this condition he said you will never come back to this area because he sat there for an hour and watched people trying to launch canoes and kayaks. People stand there and are hesitant to get in. Once you launch from there you are covered in mud. Wolff said as an ex-public official he's been involved with multi-million dollar projects and he doesn't want to see a project more than six figures because it will get bogged down in bureaucracy, funding and red tape issues. There may be some simple suggestions like the gravel suggestion or the option of a floating dock. Wolff said something has to be done. There are methods to fund it like a Kickstarter program, one could appeal to the thousands of former Boy Scouts. The solution has to be practical, pragmatic and affordable. Boyar said he's launched many times over the last decade with a trailer boat, drift boat and canoe at different times. He's also fished there at the eddy and entered and exited right there and Boyar said sometimes it's fine but it is variable as others have stated.

Heather Jacksy of Sullivan County Planning wanted to address the TMR design and the six accesses they have been working on. The TMR access was designed with the committee and people including the NPS, the Town Supervisor, people that are familiar with the river. Perhaps at the time it was a little bit dryer. At the same time, this is a schematic, it's not engineered yet. All the six accesses they are working on are flexible. The Town of Tusten chose this one. TMR is known for its beauty and people love it. Jacksy said in the report it said if you could send someone to one place on the river it would be the TMR access because it's just stunning. She said it would be a shame to just drop it. She's certain there are solutions out there. She said a Kickstarter was done up river at one of the sites and

was successful. When it comes to the government putting money in and using taxpayer dollars, it costs more because there is more oversight. Either way you go you have to go through permitting and it's a process. Sullivan County Planning is happy to work with everybody on this to continue to move these six accesses forward. There is some movement on some of their accesses which they are excited about. They want to see all six of them implemented. If they don't come out exactly like they are in this book, that's ok. Boyar asked if the sketch was done by a Hydrologist and Jacksy said it was a Landscape Architect and Engineer. It was based on mapping, aerial images and site visits. It's not engineered yet; it doesn't have the soil other than the Sullivan County soil pack. Boyar asked where the funding for this proposal comes from and Jacksy said the ownership along the Delaware River is interesting and challenging. The accesses that they have been pushing a little more aggressively are ones where ownership is a little simpler. It becomes more complicated when the Boy Scouts own it and its public money. They haven't gotten that far on the TMR site for several reasons. Their funding sources are beginning to become more varied. They have found other sources to apply for. Their main applications have fallen into the state CFA process. They have been pushing the Highland and Callicoon access because those are a little bit more manageable.

Sullivan said she has some personal experience with the TMR access because she swims a little upstream from the access and has for 17 years regularly. She can say that this year is worse and it surprised her. She went to a similar place, with a back eddy, a little bit closer to the No. 9 Bridge and it is the same story. She said it was scary; she did not expect sinking in. There was someone there to grab hold of her and pull her out. She confirmed the variable conditions because she had never seen it like that before. She can see where kids or older people would have a difficult time. Sullivan also wondered if a temporary dock could be a solution. She feels people need warning signs. Peckham said if you talk to a hydrologist they will tell you to do a core sample to see what's there and the remedies. Henry said Tony Ritter's concern was \$275,000 has been spent so far. Henry said if you read it, it almost sounds like \$275,000 has been spent on the TMR access. The last correspondence Henry read from Ritter it sounded like Ritter thought the County has that for all of the accesses. Jacksy said Sullivan County Planning had a grant for \$125,000 to cover the Consultant. Sullivan County Planning did have to match it with in-kind and some cash. It's not just that one access and they have made progress. There was engineering done on the Highland Access. Henry was just concerned because someone put that information in the newspaper. Golod had a quick comment as Ritter had mentioned in his communications as well as the discussion tonight, about a temporary dock. He knows permanent structures are prohibited on a Wild and Scenic River. Therefore, a dock would not be allowed at that access. He's not sure about temporary. There was discussion over the Highland Access and the E-Z dock that was scrapped by the NPS due to it being a Wild and Scenic River and it creating channelization in the river. Henry said you would have to have permitting and it would be elaborate and extraordinary. Henry said if you get an engineer to come in and look at the TMR access, if allowed by all, put in a small concrete slab to help remedy the situation as Ritter had mentioned. Henry said he guarantees in two years you won't be able to find it because it will be covered in mud and you will need to find someone that will have to go and clear it and you're not going to do that because whatever piece of equipment you take out into the water, you will sink.

Padua said the reality is if you leave it the way it is like the NPS is saying people are going to use it the exact way it been used for years. People either like the access and use it or they hate it and don't use it. If you want to improve it, you have to do something. He suggests an engineer going down there to take soil samples of the 300 yards of shoreline. Figure out the best place to put a concrete ramp. Padua said maybe the best place is behind the island below Landers or at the top where it's rocky. He said in reality in a high water event it's going to take maintenance to clean off many off the accesses. PA Fish & Boat Commission is great as he's seen them clean up big and small issues at the accesses. Hamilton said he looked at the TMR site this past weekend and said it does firm up a bit where Landers is but there is a pretty steep bank to deal with and trees that come in on high water events. Boyar said in three days he's going out to Montana. He will be there on five different rivers and part of his mission is to take pictures of boat ramps, looking at all the options. Claster said when the group of Wild and Scenic River experts is here in early September, they will be taking a boat trip, floating with Landers down to TMR access and getting out there. She said they are going to experience it first hand and she thinks it's a great opportunity for people working on other Wild and Scenic Rivers around the country that may have experienced other similar issues at river accesses to get some ideas. Boyar said we're not going to solve this problem tonight; we've come up with a lot of different ideas. He said we have to stay open-minded. Henry said there's already a ramp area down there. If someone wants to attempt to back up a trailer there he would hate to see NPS or Boy Scouts of America put an end to that. It should always be maintained and he thinks it should be left the way it is until there are engineering recommendations.

Boyar said having suitable accesses regularly placed is the key to this river to get people to use it, enjoy it and maximize it as an economic resource. Right now this is a problem but he sees it as an opportunity. Hamilton asked Henry if he ever received an emergency call for an individual being stuck in the mud at TMR when he was a District Ranger and Chief Ranger. Henry said no. To the best of his knowledge there's never been a drowning incident at TMR. Henry said once you get out of that eddy the current does start streaming pretty fast there though. Case asked Holmes if the Boy Scouts Camp would be willing to do anything. Holmes asked if he meant spend money on it and Case said yes. Holmes said there's a possibility but they don't want to sell the land. Holmes said they are interested in options. Boyar said this topic will remain on the Water Use/Resource Management Agenda under Old Business and will come up again a month from now. Boyar thanked everyone for their input.

NPS 7/26 Letter to PennDOT: Skinners Falls, NY-Milanville, PA Bridge: Ramie provided the 7/26 letter in the meeting packet and said this is a follow-up to the information previously shared about a pending work project at Skinners Falls Bridge. This is NPS putting PennDOT on notice about what permits will be required and what their authorities are with this situation. Claster asked the group if they were aware a petition being sent around about the Milanville Bridge. The group said they hadn't seen such a petition.

NYS DEC 6/28 Letter to Sullivan County: Barnes Landfill: UDC received a copy of the 6/28 letter to the Sullivan County Manager Josh Potosek from the Director, Bureau of Solid Waste Management of NYS DEC regarding Barnes Landfill. Ramie said Nadia Rajsz mentioned this at the 8/1 UDC meeting and said that the DEC would basically hold harmless the County but that they didn't have the authority to say that they could access the property to go on the land. The county has to figure that out. Henry said from reading this it appears that someone from DEC has been there recently. Last time DEC was here they said they can't go on the site.

Delaware River Flow and Storage Data Report: A copy of 8/19 NYC Current Reservoir Levels was provided in members' packets. Total combined storage was at 82.9%. August's precipitation was 3.40 and historical was 2.65.

Other: Bill Dudko recommends that anyone that can check out the Time and The Valleys Museum in Grahamsville, New York. It's an amazing and well done museum that tells you about the reservoirs.

Old Business

7/22 Upper Delaware Scenic Byway Meeting Report: Ramie provided a copy of the minutes in the meeting packet. The DOT does intend to repair the damaged wall at the on Rt. 97 at the Hawk's Nest. They relayed there will be no impacts to traffic but the overlook area itself will be closed. They said it would only take a few weeks for completion but needed to receive DEC approval to move forward. UDSB approved three draft letters of support for various grant applications that were being submitted. One is for the Highland River Accesses improvements, another for Callicoon Riverside Park and the Visitor Center at the Callicoon Depot. UDSB agreed to offer an in-kind match for the Callicoon Business Association's grant application through its advertising and marketing funds. There is no cash outlay but a pledge of support. UDSB opted to take an advertisement in the *Sullivan Catskills 2020 Travel Guide* retaining the same design. The also looked into a booklet *The River Reporter* publishes called "Explore the Scenic Byway: People & Places Along the Byway". Ramie said the problem is they never consult with the Byway organization and the map that they have shows a continuous line from Hancock to Port Jervis which is not accurate as it skips over two towns, the Town of Fremont and the Town of Hancock. They had also included interviews of people in Long Eddy, implying that the Town of Fremont is a participating member. Ramie said UDSB will be writing a letter to *The River Reporter* asking them to work with UDSB in the future. UDSB representatives have been asked to take a form around with them to look for areas that could be improved for Scenic Vistas and also signage opportunities as UDSB offers grants for both of those programs. One person brought up design guidelines for signage so there is some uniformity to the signage across the Byway. UDSB said they are not interested in serving in any regulatory capacity because the local Towns have that under control. The Sullivan County Green Team, a summer group of employees hired by the County to do litter pickups, is seeking the necessary work permits to do some of the more public areas along Rt. 97 under the direction of Parks, Recreation, and Beatification Director Brian Scardefield. That would have to be accomplished by mid-August while the Green Team crew is still employed. Ramie also shared with UDSB the information from UDC about the 2020 River Corridor Cleanup about

brainstorming ideas and invited all to the 7/30 roundtable meeting. UDSB is talking about holding a workshop through the I Love NY program to talk about how to market businesses for a State designated Byway Route. UDSB is working that out for early October. The Callicoon Train Depot Project was discussed and Acting Superintendent Marilou Ehrler did raise the issue about the name. All along the Byway and the Callicoon Business Association have been calling that "The Upper Delaware Visitor Center at the Callicoon Train Depot". Ehrler said the National Park Service Upper Delaware Scenic and Recreational River will be using the name "Upper Delaware Visitor Center and Zane Grey Museum" for its upgraded facility in Lackawaxen, PA. Ramie said that needs to be looked into as to whether that would be confusing or a conflict. The next meeting date will be 8/26/19.

7/24 D&H Transportation Heritage Council Quarterly Meeting Report: Ramie shared that this meeting was held in Rowland, PA and it was hosted by the Rowland Cooperative. They have all sorts of remnants of Canal Lock 11. There is an old toll house, carpenter's shop and general store. A group of local people has decided to restore the two commercial buildings left in Rowland. The group also provided musician Dan Engvaldesen who shared Canal Songs. There was a proposal for the redesign of the website www.DHTHC.org Dorene Warner from W Design in Barryville had submitted a proposal but they don't have funding for it. It will be tabled until after the 501(c)(3) designation is secured in order to seek grant funding. Chapter 3: Roebling Bridge to Port Jervis in the DVD series will be available shortly. Chapters 1 & 2 are available and Ramie said the videos are about 16 minutes in length. The group would now like to plan a bus tour of that same section from Lackawaxen at the Roebling Bridge to Port Jervis. There will be lunch and a program about a proposal on re-watering a portion of the Canal there. The date has yet to be established. A letter of support also went out to the Upper Delaware Visitor Center at the Callicoon Train Depot for the marketing program. It was mentioned in the 19th century they would often put covers on the bridges for weather protection so the trusses would last longer. That is an aspect of canal history that isn't often interpreted. Bill Merchant has found 20 covered bridges in his area, the High Falls region. He is now working on an academic paper on it. Merchant said there are railroad buffs out there and there is also a Society of Covered Bridges. Once they learn about this connection that may be something that interests them in learning more about the Canal. Lauren Hauptman who is the Cultural Resource Specialist for the NPS gave an update about the National Historic Register Nomination. They have hired a consulting firm named AECOM. They did a field survey at the end of June to supplement a windshield survey from April. They are coming up with a focus area to nominate this section of the canal for this national recognition. Right now the focus area for the designation would include the Sparrowbush DEC Access, Mongaup River DEC Access, Lock 66 at Tuthill Road, the NPS Corwin Farm property in the Town of Lumberland, and the NPS Roebling's Delaware Aqueduct in Minisink Ford, NY/Lackawaxen, PA. Of 55 parcels that were identified, the consultant only got permission by 14 owners to enter 24 properties. The consultant plans to have the nomination drafted in March of 2020 and finalized by next October. The next quarterly meeting will be held 10/23/19 at the Century House Museum and Widow Jane Mine in Rosendale, NY.

7/26 Local History Roundtable Meeting Update: Ramie said the 7/26 meeting was hosted by the Equinunk Historical Society at the Calder House Museum. Two presentations were offered. The first was on Heritage Tourism prepared by the New Jersey Tourism Council with a focus on Revolutionary War sites. They spoke about what heritage tourists are looking for these days. They said the key is they want experiences that are interactive, authentic, and involve the whole family. Basically, something you can't do at home. They also noted the change in demographics throughout the country. These are things to consider when doing interpretive tours and signage. They spoke on the importance of partnering with promoters of natural resources and business community members to attract people to natural sites. They also spoke about how one bad review can destroy, especially with all of the online resources now. So it is important to give people the best experience possible. The second presentation was about the Wayne County Trail Feasibility Study. The consultant, Woodland Design, is working on that and seeking input. It's going to be 40 miles long from Honesdale to Carbondale ideally. They plan to have signs along it for Historic Interpretation, including the Canal route. It includes hiking and biking. Ramie said it was mentioned that recreation and tourism go hand-in-hand. The Wayne/Pike Workforce Alliance offers interns. They do receive a salary to work over the summer. If the local organization will pay 20% of a 10-week salary (about \$500) then they can get lots of work done. The requirements are you must be a resident of Wayne or Pike County and enrolled in college. Ramie provided the list that the NPS generated of Grant sources for Cultural and Historical projects and

they circulated it to the entire membership. Everyone was grateful to have that. The next meeting be held 10/11 at a location to be determined.

7/30 River Corridor Cleanup Roundtable Meetings Report: The Report was provided in the meeting packet. UDC is looking to get into a litter pluck cleanup, not getting into bulk items and it's not to be on the river. Boyar mentioned the Hudson River cleanup in April and they had 2,300 volunteers. They picked up 37 tons of trash, 7,000 pounds of recycling and 192 tires and this was their 8th year doing the cleanup. Boyar said the first meetings regarding the 2020 River Corridor Cleanup was held 7/30. The idea is to have a possible target date of April 2020. Earth Day falls on a Wednesday so it may be a four-day event. He imagines most of the work will be done on the Saturday. Regarding a Leadership Group, Boyar is thinking since there are 15 Towns/Townships and 5 counties it would be a good idea to have two from Pennsylvania and two from New York and one with a broader overview. Boyar said the group Keep Hawley/Honesdale Beautiful was great at supplying information. They offered the idea of ordering fluorescent shirts and getting the Bank to sponsor it. There was discussion about liability issues and the idea of waiver for participants. Looking into sponsorship to try to cover costs and get equipment if necessary. Education would be a component and how to keep plastics out of our environment. Boyar mentioned a program he watched on Sunday talking about the Great Garbage Gyre which is a vortex twice the size of Texas in the Pacific. Boyar said but every ocean really has one of these today. We are learning that we have micro plastics virtually throughout the food chain. Below the Gyre in the Pacific, there is a fish that feeds at 5,000 feet and the livers are loaded with plastic, said Boyar. The main mission right now is to expand the list of contacts and try to allocate each section of the river. Boyar requested a letter go out to the different Towns and Townships asking them to give UDC their contacts. The next meeting has not been scheduled. Boyar reached out to the local newspapers and they are willing to run a column every month leading up to this.

7/31 Mongaup River Hydroelectric Projects Initial Study Report Supplement: Ramie provided a copy of the 7/31 letter. UDC has been keeping up with this. This is mainly about the FERC relicensing act for Swinging Bridge Mongaup Falls. There is a meeting coming up 9/4. Hamilton said he believes it is mainly an opportunity to orient new FERC people studying this and bring them up to speed.

Other: Golod said last month he provided a report on the 7/10 Friends of the Upper Delaware River meeting on flow protocols. There was a question of who turns the switch? Prior to the adoption of the 2017 FFMP all five Decree Parties had to unanimously approve the Thermal Release from the reservoirs. Now, Mark Klotz, the NYS DEC Director of Division of Water in Albany has unilateral authority to call for a Thermal Release. Golod said this is the chain of events: Klotz calls the River Master, the River Master contacts the NYC DEP Chief of Staff for the Bureau of Water Supply who is Jennifer Garigliano, Garigliano contacts the reservoirs to release; and that expedites the whole protocol.

Public Comment: None.

Adjournment: A motion by Peckham, seconded by Henry, to adjourn the meeting at 8:34 p.m. was carried.

Minutes prepared by Ashley Hall-Bagdonas, 8/28/19