

**December 15<sup>th</sup> 8 -9:30am**  
**Tannersville Watershed Assistance Office**  
**Meeting Notes**

**Attendees:**

Erik Allen (Ashland), Ray Either (Tannersville), Brad Jenkins (Greene County Hwy), Gary Harvey (Greene County Hwy), John Farrell (Hunter), Joel Dubois (GCSWCD), Jeff Flack (GCSWCD), Charles Sweet (Village of Hunter), Bill Sutton (Prattsville), Michelle Yost (GCSWCD-WAP), Josh Gorman (GCSWCD)

**Updates since April meeting**

- Josh passed out the meeting notes from April 2009.
- Most of the agenda follows up on the past items for previous meetings.
- The Highway Supervisors/Roads Committee will continue to meet twice a year to help identify Schoharie Stream Management Plan (SMP) Implementation Action Plan items, funding opportunities, water quality areas of concern and potential partnerships for water quality.
- Here is the link to the SMP Implementation Action Plans  
[http://www.catskillstreams.org/pdfs/AP\\_2009\\_sch.pdf](http://www.catskillstreams.org/pdfs/AP_2009_sch.pdf)

**SWAC Grant Appropriation -Jeff Flack**

- Mountain Top Sweeper / Vacuum Truck.
  - In August SWAC funding was set aside for a matching funds required for a grant with CWC stormwater funding program for the vacuum truck.
  - Jeff is working with CWC Stormwater program to develop a grant application for the remainder of the costs associated with the purchase. The deadline is Feb. 1<sup>st</sup>.
  - John commented that it would be good to set aside funds for the labor associated with the use of the trucks on the Mountaintop. This work is a very time intensive and under high demand during a short period of time.
  - The goal is to have one truck for each side of the Mountaintop.
- Next Steps
  - Jeff and Gary will work together to get the specs for the truck
  - The county departments will look to see if any funding sources will fund the labor component, such as the O & M fees the towns and GCSWCD receive from CWC for stormwater practices (17% annually).

**Next SWAC Grant Application Feb. 1st 2010**—Michelle Yost

*(Please submit your town's road abrasive figures to the Watershed Assistance Office as soon as possible)*

- Road abrasive material?
  - Better Quality Material Project
    - The group discussed putting in an application to fund the difference in cost and delivery for a higher quality abrasive. (crushed blue stone)

- The group discussed putting in a joint purchase for crushed blue stone.
- The towns provided an estimate amount of material they are using to help estimate the cost differences. The five municipalities represented and county sand use comes to ~ 19,000 tons (towns please confirm your numbers for sand only).
- GCSWCD will work with the Gary at the County Hwy Dept. to determine the total cost of the difference and delivery. Ultimately we will have to see if the project is feasible based on the costs and environmental yield from using a higher grade product.
- A suggestion was made to increase salt content (use less abrasives). This needs to weigh against other water quality impacts (habitat) associated with quantities of salt abrasive.
- The county can stockpile material for towns/villages; this would require entering an agreement with a local quarry.
- Automatic Spreaders?
  - The group discussed the various products that are available and the limitation of these products for the Mountaintop region.
  - Hunter Town recently installed liquid calcium devices on all their trucks. Estimated cost to outfit all 4 trucks with the equipment equals ~\$18,000. Funding was obtained via CWC. Too soon to tell how it works.
  - After some discussion the group agreed to focus on the road abrasive material for this grant round
- Next Steps
  - Jeff will work with Gary to develop the road abrasive SWAC grant application for the February 1<sup>st</sup> deadline if this is found to be feasible given cost.
  - Town Highway Supervisors need to provide the total abrasive number to GCSWCD-WAP office as soon as possible.

## **Workshops & Training**

Josh described the origin of the workshops coming from the Schoharie Stream Management Plans (SMP) Implementation Action Items. All of the education and outreach programs are listed in the management plan. (Link is above) The workshops discussed below are those that are most relevant to this committee.

- **Critical Area Response Plans & Emergency Response Training** – Joel Dubois. (Please submit your top priorities for the *Critical Response Plan* project by the close of the business day on February 3<sup>rd</sup>)

Joel provided a detailed presentation of the goals for the Critical Area Response Plan. The methods and resources that GCSWCD would use for the determination of the proposed action at each of the top priority concern areas. The focus of the presentation was on channel design. The goal is to have a plan in place for the areas that will likely experience difficulty in the next major flood. These plans could/should be implemented in the emergency response, especially if funding was available through SWAC or other means. It is important to note, however, that these plans would require additional design rigor to be acted upon in advance of an emergency situation.

There were several questions about stream crossing, such as bridges and culverts. GCSWCD can help provide service in these areas if this is the top priority for communities. NYS DEC has a lot of guidance documents and with the new FEMA flood maps and HEC models, these resources are available and can/should be used for local advantages and planning.

Here is a link to the DEC stream crossing information

<http://www.dec.ny.gov/permits/49060.html>

- Next Steps
  - Town Highway Supervisors can provide a list of their top three priority sites to the GCSWCD WAP office and dates that work for a site visit.
  - GCSWCD will review the projects and assess the top priorities for each town.
  - GCSWCD will work to develop a training to provide a forum to discuss the Critical Response Plan components and how to implement the plans effectively.
- **NYS DEC Erosion and Sediment Control Training** Josh Gorman
  - 4 Hour DEC Endorsed, Erosion and Sediment Control (ESC) Training. Contractors and certain on-site inspectors are required to take NYSDEC endorsed ESC training to comply with General Permit No. GP-0-08-001
  - **Date**  
Monday March 1, 2010
  - **Location**  
Greene County Emergency Services Building  
25 Volunteer Dr., Cairo NY 12413
  - **Instructor**  
Donald Lake, P.E., CPESC, CPSWQ  
Don Lake worked in the USDA NRCS for 27 years and is the principal author of New York Guidelines for Erosion and Sediment Control
- **Site Plan Review Workshop-** Josh Gorman
  - Better site design is an approach to development that utilizes a set of design principles that protect natural areas, reduce impervious surfaces, and better integrate stormwater treatment in development projects.
  - Josh described the goals of the workshop and the development, highlighting the importance of having highway supervisors involved in the development of materials produced for towns as guidance document.
  - Here is a link to the samples work products form a similar workshop.
    - DEC Better Site Design: <http://www.dec.ny.gov/lands/42053.html>
    - Town of Clinton Recommended Model Development Principles [http://www.dec.ny.gov/docs/remediation\\_hudson\\_pdf/hrewbsdclin.pdf](http://www.dec.ny.gov/docs/remediation_hudson_pdf/hrewbsdclin.pdf)
  - Next Steps
    - Josh will work with the potential trainers to design a program that fits the mountaintop communities.

- Once the training is designed Josh will send invitations to all stakeholders including the highway supervisors.

### **Permit Standards for Local Roads**

- Michelle passed out the draft language from Greene County Highway Department.
- The group discussed the lack of permit standards in most Mountaintop communities.
  - John shared he recently recommended a permit process for Hunter but the town attorney advised against (believed for liability reasons; if something goes wrong).
- For towns that are reluctant to use a permit system, including a waiver there are no guarantees should be explored.
- Gary shared the goals of the permit standards and benefits for the County Highway Department, noting there are few if any suits brought against the County for instituting a permit system. A municipality will be held accountable regardless for injury or damage within the town/county right of way.
- Gary highlighted the importance of focusing in on the points of visibility and the angle at which driveways or roads approach town or highway roads is critical to avoiding the dangers. The standards can help alleviate the damage to roads, dangers associated with visibility and drainage such as pooling water freezing in winter.
- Most if not all communities in the basin and jurisdictions (town, county, state) deal with private driveway drainage problems, which is why having universal standards was recommended and is included in the Action Plan.

### **Additional Comments, Concerns or Interest from Group**

Open discussion followed. Thanks for coming and see you all next time.