

## Town of Tupper Lake Town Board Meeting

### Agenda

Date: November 18, 2014  
Time: 6:00 P.M.  
Location: Town Hall – Lower Level  
Meeting: Special

1. Call meeting to order
2. Pledge of Allegiance
3. Establish the Agenda
4. New Business
  - 4.1) Adopted 2015 Budget
  - 4.2) Approve Contract with North Country Life Flight
  - 4.3) Approve 5K Walk/Run Erin Dewyea Turkey Trot November 27, 2014
  - 4.4) Approve resolution for supporting recommended amendments to the State Land Master Plan encouraging the AATV and Review Board to pursue said recommendation
  - 4.5) Approve resolution for the development of a Snowmobile Community Connector between Franklin and St. Lawrence Counties
  - 4.6) Approve ROOST update report
  - 4.7) Approve Budget Transfers
5. Public Comment
6. Executive Session (if needed)
7. Adjournment





# North Country LIFE FLIGHT, Inc.

*"The Flight of Your Life"*



August 27, 2014

Patricia Littlefield, Supervisor  
Town of Tupper Lake  
120 Demars Blvd.  
Tupper Lake, NY 12986

2500.00

Dear Patricia,

I can't tell you how often over the past year I have stopped to think about why air medical transport is so important to our region. It has a lot to do with the medical landscape that seems to be changing continuously. What I do know is that with these changes the need for Life Flight grows every year and our ability to meet that need keeps pace because of the collective support of our municipalities. What a smart idea to create a guaranteed air medical service for the region, by working together. I wasn't there at the time, but I can imagine a group of North Country men and women sitting down together, over a quarter of a century ago, planning a service that met the diverse needs of the region and making that service accessible to all by being affordable to every citizen. Because of their work and your continued support, in just a few short weeks, North Country Life Flight will mark the twenty-fifty anniversary of its first flight—a gunshot wound, a child. He survived, as have so many since.

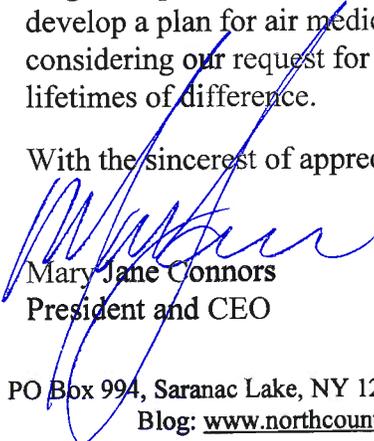
It is because of the impact North Country Life Flight has on our citizens and the importance of knowing that we have a service designed by the North Country for the North Country that we are asking the Town of Tupper Lake to renew its support of North Country Life Flight. This collective effort will continue to make air medical transport accessible to all our neighbors.

Utilizing skilled medical professionals, advanced equipment, comprehensive training and a level of experience unsurpassed in the industry for every type of rescue we do, North Country Life Flight has been able to bring our region a lifesaving service that has made a difference from one end of the Adirondack North Country to the other.

Life Flight was designed by your colleagues twenty-five years ago to meet our region's many unique medical, cultural and terrain features. The end result was a free air service with the skills and experience to care for our people at the scene of their injury or medical emergency (no matter how challenging the location), be there when our citizens are in harms' way and respond to the diverse medical emergencies of our hospitals and health centers.

I do know is that each and every time we are called lives are impacted and the gratitude of our North Country neighbors palatable. Thank you for having the forethought and conviction to work with your neighbors to develop a plan for air medical transport that was affordable, accessible and sustainable. Thank you also for considering our request for renewed support from the Town of Tupper Lake. Together we will continue to make lifetimes of difference.

With the sincerest of appreciation,

  
Mary Jane Connors  
President and CEO

## CONTRACT

This Contract made and entered into this \_\_\_\_ day of \_\_\_\_\_, in the year of \_\_\_\_, by and between the **Town of Tupper Lake**, a municipal corporation, duly organized and existing under the laws of the State of New York, party of the first part, and North Country LIFE FLIGHT, Inc., a not-for-profit corporation existing under the laws of the State of New York, with principal offices in Saranac Lake, New York, hereinafter referred to as "LIFE FLIGHT", party of the second part.

### WITNESSETH:

**WHEREAS:** The Town Board of the **Town of Tupper Lake** did provide in its 2015 budget an appropriation in the amount of \$ \_\_\_\_\_ to be paid from Account No. \_\_\_\_\_ for LIFE FLIGHT, and

**WHEREAS:** The Town Board of the **Town of Tupper Lake** did by Resolution No. \_\_\_\_\_ duly adopted on the \_\_\_\_ day of \_\_\_\_\_, in the year of \_\_\_\_ authorize the payment of said funds,

**NOW, THEREFORE,** it is mutually understood and agreed as follows:

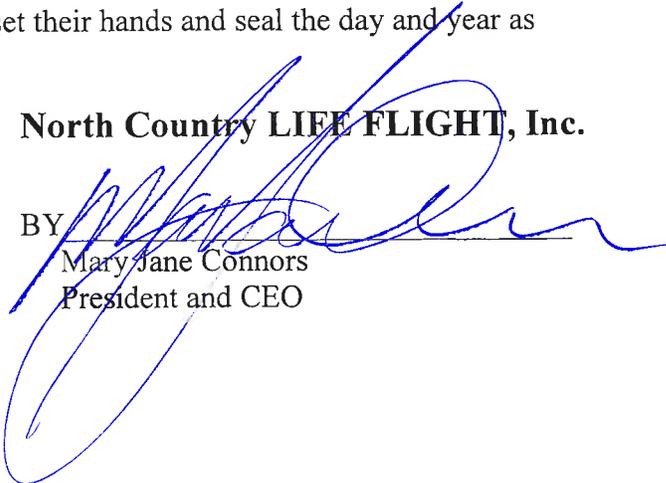
- 1) The Town Board of the **Town of Tupper Lake** pursuant to Resolution No. \_\_\_\_\_ agrees to allocate the sum of \$ \_\_\_\_\_ to the Party of the Second Part which constitutes the Town's full obligation with regard to this Contract and all consequences arising therefrom. Said contract to run off the calendar year of 2015.
- 2) LIFE FLIGHT agrees to use the funds for medevac program services to include disposable medical supplies; community outreach, education and training; general and professional liability insurance, staff and volunteer continuing medical education; industry association dues; and general office expenses to include personnel, supplies, postage, rent and telephone.
- 3) The Party of the Second Part agrees to comply with Resolution No. \_\_\_\_\_ and use the said funds per their budget request for funds. Year-end report to be filed within 60 days of the close of the corporation's fiscal year if requested by the Town's Budget Officer.
- 4) The Town is premising approval of this Contract upon the specific budget presented by the Party of the Second Part. Deviations on various lines will occur from time to time.

**In Witness Whereof**, the parties have hereunto set their hands and seal the day and year as written.

**Town of Tupper Lake**

BY \_\_\_\_\_  
Patricia Littlefield  
Supervisor

**North Country LIFE FLIGHT, Inc.**

BY   
Mary Jane Connors  
President and CEO

# Town of Tupper Lake

**RESOLUTION NO:**

**DATED:**

**WHEREAS:** North Country LIFE FLIGHT, Inc. is a not-for-profit, tax-exempt corporation which is responsible for all aspects of patient care by providing medical equipment, training medical personnel and administering the medical portion utilizing the New York State Police helicopter based in Saranac Lake and private fixed-wing aviation resources; and

**WHEREAS:** The New York State Police aviation resources do not provide a medically trained team or medical equipment for patient transports; and

**WHEREAS:** The people of Clinton, Essex, Franklin, Hamilton and St. Lawrence Counties receive a vital emergency medical service for critically ill and seriously injured patients, and, therefore municipal governments are asked to pledge monies for this worthwhile program;

**NOW, THEREFORE, BE IT RESOLVED:** That the Town Board of the Town of Tupper Lake hereby authorizes the Supervisor to enter into a contract with North Country LIFE FLIGHT, Inc. for the purpose of operating the medical component of the medevac program, which will serve its residents and visitors, and paying the amount of \$ \_\_\_\_\_ which represents the Town's share for 2015; and be it

**FURTHER RESOLVED:** That the sum of \$ \_\_\_\_\_ is hereby appropriated to Account No. \_\_\_\_\_ for payment to North Country LIFE FLIGHT, Inc.

Offered by:

Seconded by:

Vote:

**Laurie Fuller**

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**From:** plittlefield@townoftupperlake.com  
**Sent:** Sunday, November 16, 2014 12:06 PM  
**To:** Laurie Fuller  
**Subject:** [FWD: ]

Hi Laurie,  
Could you please put this on the agenda for Tuesday's meeting.  
Thank you.  
Patti

----- Original Message -----

**Subject:**  
**From:** <[pmsshaheen@roadrunner.com](mailto:pmsshaheen@roadrunner.com)>  
**Date:** Wed, November 12, 2014 4:23 pm  
**To:** [plittlefield@townoftupperlake.com](mailto:plittlefield@townoftupperlake.com)  
**Cc:** [maureensh@tupperlakecsd.net](mailto:maureensh@tupperlakecsd.net)

Dear Town Board Members,

We are writing this letter to request permission to hold the First Annual 5K Walk/ Run, Erin Dewyea Turkey Trot, on Thursday, November 27. We plan on starting the race at 9 am at the Tupper Lake Train Station and The race will finish there as well.

All proceeds of this event will benefit the Erin Farkas Dewyea high school Scholarship Fund.

The link of the map of the race is tagged below. If there are any questions or concerns, please feel free to contact Brian or me.

<http://www.mapmyrun.com/us/tupper-lake-ny/5k-north-woods-challenge-route-112383249>

Thank you for your consideration.

Sincerely,

Maureen Shaheen  
[maureensh@tupperlakecsd.net](mailto:maureensh@tupperlakecsd.net)

Brian Bennett  
[brianb@tupperlakecsd.net](mailto:brianb@tupperlakecsd.net)

RESOLUTION SUPPORTING THE RECOMMENDATIONS OF THE  
ADIRONDACK ASSOCIATION OF TOWNS AND VILLAGES AND  
THE ADIRONDACK PARK LOCAL GOVERNMENT REVIEW BOARD  
TO AMEND THE ADIRONDACK STATE LAND MASTER PLAN

**Whereas**, the Adirondack Association of Towns & Villages and the Adirondack Park Local Government Review Board have long advocated for a comprehensive review of the Adirondack Park State Land Master Plan (SLMP) - the document that governs the use of all 2,614,000 acres of state-owned land in the Adirondacks, and

**Whereas**, the Adirondack Park Agency is currently initiating a process to review and amend the SLMP - which has not had a major review in a quarter century – and is in need of significant revisions to reflect the realities of today’s Adirondacks and the needs of the people who seek to make their homes and earn their livings here, and

**Whereas**, upon passage of the Adirondack Park Agency Act by the New York State legislature, the Act required the Adirondack Park Agency (APA) to draft the Adirondack State Land Master Plan for approval by the Governor, and

**Whereas**, Governor Rockefeller’s Memorandum in Support of the Act, and the Press Release he issued when he signed the SLMP in 1972 make it very clear that both he and the state legislature intended that the state interest in the protection and preservation of the natural resources of the Adirondacks be balanced with the needs of the residents for a strong economy and healthy communities, and

**Whereas**, the Statement of Legislative Findings and Purposes of the APA Act (Section 801) states:

“The basic purpose of this article is to insure **optimum overall conservation, protection, preservation, development and use** of the unique scenic, aesthetic, wildlife, recreational, open space, historic, ecological and natural resources of the Adirondack park.

A further purpose of this article is to focus the responsibility for developing long-range park policy in a forum reflecting statewide concern. This policy shall recognize the major state interest in the conservation, use and development of the park’s resources and the preservation of its open space character, **and at the same time, provide a continuing role for local government.**”

**Whereas**, for the past four decades, state land purchasing and management policy in the Adirondacks have been tipped decidedly against economic sustainability. During that time, many traditional uses have been severely restricted or prohibited, and 320,000 acres of productive private forest lands have been purchased and converted to “forever wild” state forest preserve lands, and

**Whereas**, today, as documented in the 2014 *Adirondack Park Regional Assessment*, Adirondack populations continue to dwindle, schools continue to lose students, and emergency services continue to struggle financially and lose volunteers, and

**Whereas**, in recognition of the Agency's current willingness to review and amend the SLMP, it is incumbent on local government to take this **unique** opportunity to support amendments to the SLMP that reflect the need for economic development **sensibly balanced** with the character of the Adirondacks, and

**Whereas**, the Adirondack Park Local Government Review Board (Review Board) and the Adirondack Association of Towns and Villages (AATV) have prepared the attached list of their recommendations for changes in the SLMP, **Now, therefore, be it**

**Resolved**, that the \_\_\_\_\_ Town/ Village Board hereby states its support for the recommended amendments to the State Land Master Plan attached hereto, and encourages the AATV and the Review Board to pursue said recommendations with all due haste, and be it further

**Resolved**, that a copy of this resolution be forwarded to Deputy Director of Planning, Kathy Regan, Adirondack Park Agency, PO Box 99, Ray Brook, NY 12977 and via email to [SLP\\_Comments@apa.ny.gov](mailto:SLP_Comments@apa.ny.gov), and be it further

**Resolved** that a copy of this resolution be forwarded to Governor Andrew Cuomo, Senator Kirsten Gillibrand, Senator Charles Schumer, Congresswoman-Elect Elise Stefanik, Senate Majority Leader Dean Skelos, Senator Elizabeth Little, Senator Hugh Farley, Senator James E. Seward, Senator Joseph A. Griffo, Senator Patty Ritchie, Senator Kathy Marchione, Senator David Valesky, Senator Liz Krueger, Assemblyman Dan Stec, Assemblywoman Janet L. Duprey, Assemblyman Al Graf, Assemblyman Mark Butler, Assemblyman Ken Blankenbush, Assemblyman Robert Sweeney, DEC Commissioner Joe Martens, Assembly Speaker Sheldon Silver, DEC Region 5 Director Bob Stegemann, DEC Region 6 Director, Judy Drabicki, the Twelve Counties of the Adirondacks, the Adirondack Park Agency, and the Adirondack Association of Towns and Villages and the Adirondack Park Local Government Review Board.

## Amending New York's State Land Master Plan:

**Return Balance to the Plan:** The introduction to the Plan contends that "the protection and preservation of the natural resources of the state lands within the Adirondacks must be paramount." However, when the APA was created, and the SLMP was developed, the guiding documents from the state legislature and governor made it clear that the **complementary needs of the environment and the economy *should be balanced*** on state lands. For the past four decades, state land purchasing and management policy in the Adirondacks have been tipped decidedly against economic sustainability. During that time, many traditional uses have been severely restricted or prohibited, and 320,000 acres of productive private forest lands have been purchased and converted to state forest preserve lands. Today, as documented in the 2014 Adirondack Park Regional Assessment, Adirondack populations continue to dwindle, schools continue to lose students, and emergency services continue to struggle financially and lose volunteers. The time is here to amend the SLMP to reflect the need for economic development that is complementary with the character of the Adirondacks.

**Maintain Scenic Vistas:** The writers of the SLMP were visionary in creating roadside pull-offs where visitors and local residents alike could enjoy a multitude of scenic vistas. Currently, however, there is no provision in the Plan to allow the trimming or removal of vegetative growth that blocks these views. We propose a provision be added to restore and maintain these vistas through trimming or cutting.

**Expand Mountain Bike Uses:** Modern visitors bring bikes to explore the Adirondacks, but cannot see some of our most majestic areas. Currently, mountain bikes are not allowed in areas designated as Wilderness, Primitive or Canoe. The Plan should be updated to allow bicycles to use existing roads and state truck trails in those areas – corridors that would be designated for such uses if the road infrastructure exists to support it. Bikers, like hikers, hunters and those who fish, bring money into our communities and return regularly to use state land.

**Address Invasive Species:** As is all too apparent from the challenge now confronting Lake George, in the southeastern Adirondacks, we need to protect our lakes from the threat posed by invasive species – something that was not envisioned when the Plan was created. We propose adding a provision in the Plan that calls on the state DEC to create boat inspection and washing stations in Intensive Use areas on major water bodies and/or major Adirondack entry points to help block invasive species.

**Improve Snowmobile Trails:** The current Plan calls for snowmobile trails in the Adirondacks to be "essentially the same character as a foot trail." While that might have made sense with the snowmobiles being ridden in 1972 – due to the use of approved mechanical groomers and rider safety - it does not make sense in 2014. Snowmobile trails can certainly exist and be maintained over some

existing hiking trails, as the Plan suggests, but in order to be safe today's modern snowmobiles need wider paths, deeper snow pack and wider turns than what would be expected of a foot trail. We propose changing the language to ensure that snowmobile trails are not required to be of the same character as foot trails.

**Allow For More Grooming of Cross Country Ski Trails:** The current Plan allows cross-country ski trails to be groomed only on Intensive Use areas. We propose that grooming also be allowed in Wild Forest areas to open up more state land to be used by the passive recreational skier. Grooming is currently not permitted in Wild Forest areas, though the current guidelines call on the state to “provide the types of outdoor recreation that will afford public enjoyment without impairing the Wild Forest atmosphere.”

**Powder Skiing:** We support the call by the Adirondack Powder Skier Association to create a provision in the Plan that would allow low-impact ski touring trails to be created in certain Wilderness and Wild Forest areas. Once again, it would bring a low-impact wintertime activity to certain areas of the Adirondacks that would help local and regional economies.

**Improve Float Plane Access:** When Lows Lake in St. Lawrence County was closed to float planes, the DEC promised to designate areas in the Adirondacks where floatplanes would be allowed to land, leave visitors and take off again. That designation has not yet happened and we call on the APA to study alternative lakes for landings and to make good on that DEC promise!

**Natural Materials/Bridges:** New and existing bridges are currently required to be constructed of natural materials. Suspension bridges, such as the existing bridge at Whitehouse on the Northville-Placid Trail, are scheduled for removal because steel cables were used in the original construction. Likewise, a new bridge proposed over the Cedar River in the Essex Chain Lakes, would have a lower profile, if permitted to be constructed of “man-made” materials, such as steel. The plan needs to take a common sense approach to new bridge construction and maintaining existing infrastructure.

**Amend the Signage Policies:** Many small businesses are located off the main highways on side roads where the travelling public is not aware of their existence due to current sign restrictions. Small business is the largest segment of our economy and promoting such with appropriate signage may make the difference for their survival. Additionally, there are few signs alerting tourists to our major attractions, such as the Adirondack Museum and the Wild Center. Exit 29 on the Northway is a prime example where tourists could exit for these attractions, yet there are no signs on the Northway or at the exits when they get off. We propose amending the SLMP to allow standardized signs on the Northway, other main highways and state rights of way directing visitors to lodging, gas, food, local businesses, and tourist destinations.

**St. Lawrence County Recreational Trails Board**

**RESOLUTION**

**For the development of a Snowmobile Community Connector between Franklin and St. Lawrence Counties on the East Side of Carry Falls Reservoir.**

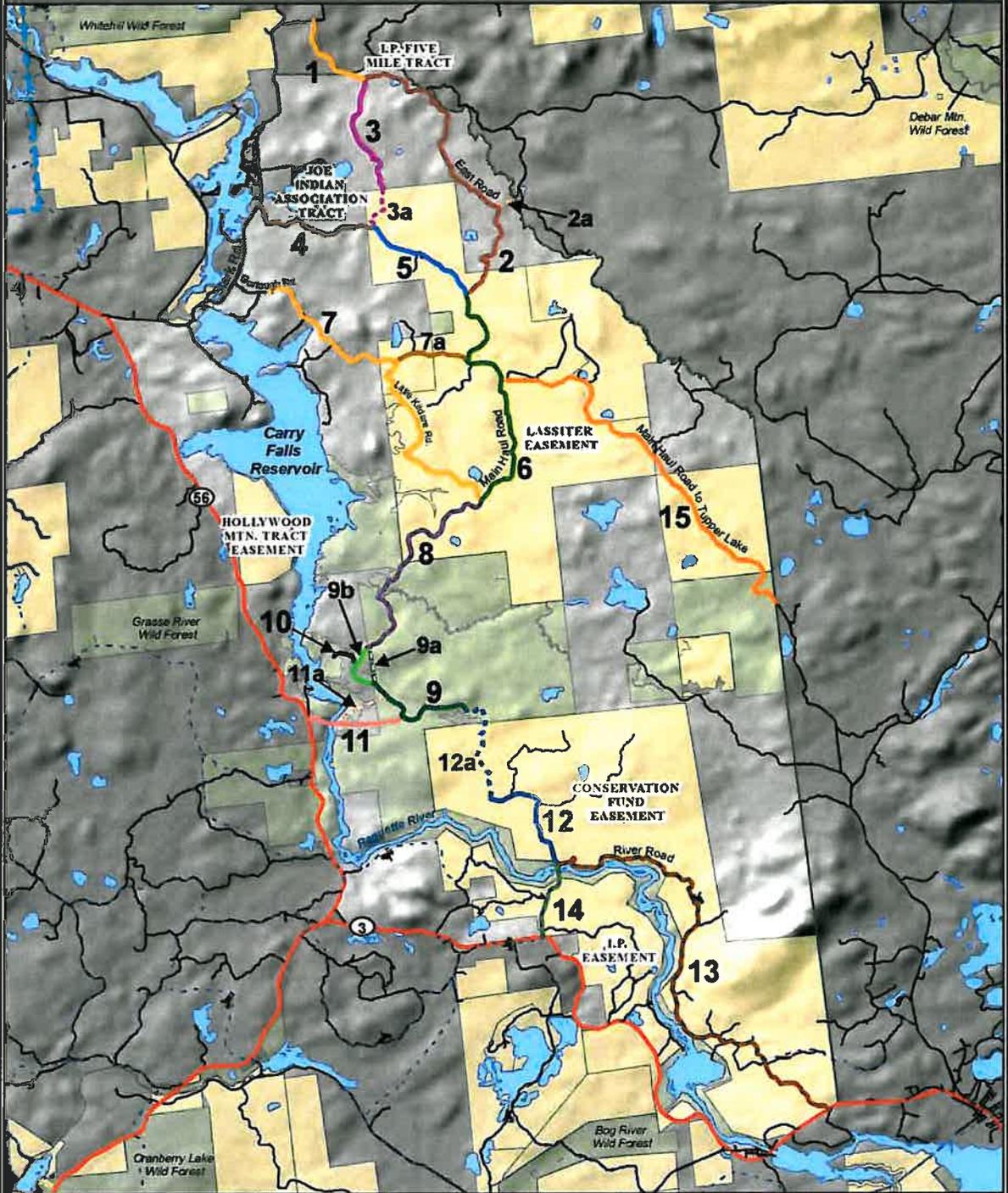
**Whereas,** Snowmobiling has proven itself as an economic engine in the North Country and is important to regional economies and local business and

**Whereas,** there is no snowmobile community connector trail on the east side of Carry Falls Reservoir connecting Franklin and St. Lawrence Counties and the communities of Tupper Lake, Colton, Parishville, Hopkinton and points north.

**Whereas,** the St. Lawrence County Recreational Trails Advisory Board believes such a trail would enhance regional tourism and outdoor recreation and produce economic benefit and so therefore

**It is resolved,** a study committee be developed to move the trails development forward and

**It is further resolved,** the study committee will be chaired by the Director of the St. Lawrence County Snowmobile Association in partnership with the Director of the Franklin County Snowmobile Association.



**Snowmobile Alternatives**  
(Segments vary in color)

- Existing Roads
- - - Existing Trails
- No Current Trail

**Transportation**

- Local Road
- State Road
- Existing Snowmobile Trails

**Land Classification**

- Forest Preserve
- Easements

Scale 1:160,000  
1 inch = 2.53 Miles

Map produced by the SUNY-ESF Adirondack Ecological Center under the auspices of the UMP-GIS consortium. Ownership boundaries are not for legal use. 9/12/06

## Trail Oversight Committee Recommendation

### For the Development of a Snowmobile Community Connector between Franklin and St. Lawrence Counties on the East Side of Cary Falls Reservoir.

#### **Statement of need:**

There is no snowmobile community connector trail on the east side of Cary reservoir connecting Franklin and St. Lawrence Counties and the communities of Tupper Lake, Colton, Parishville and points north. Such a route would also provide a route to Santa Clara and points east. Snowmobiling has proven itself as an economic engine in the North Country and is important to regional economies. A community connector as referenced above would enhance the existing system. **Circumstances and reasons for moving this action forward at this juncture are:**

1. It is import to the region.
2. Factors have changed including the purchase of additional Conservation Easements
3. The Town of Colton's Bridge across the Racquette River was never constructed providing a route.
4. A new haul road has been constructed to the northeast.

#### **Recommendations:**

1. Approve moving forward with actions to develop a snowmobile community connector between Franklin and St. Lawrence counties on the east side of Cary Reservoir.
2. Approve the development of a study committee to be chaired by the Director of the St. Lawrence County Snowmobile Association in partnership with the Director of the Franklin County Snowmobile Association that would have as its charge:
  - A. Identify and recruit appropriate members for the study team consisting a county elected official from both counties, a representative of the N.Y.S. snowmobile Association, The supervisors of the Town of Parishville, Colton, Hopkinton and Tupper Lake or their designee, representatives of land owners charged with caring for lands in the area and others as deemed appropriate by the Co-Chairs.
  - B. Further evaluate need and community support.
  - C. Examine possible options and select the best alternative.
  - D. Develop an action plan to secure the route.
  - E. Implement the plan.
  - F. Report to the County Trail committees regarding progress.
3. Suggest the study committee consider snowmobile trail options #2 and #8 as cited in the Final Racquette Boreal Unit Management Plan and other options deemed appropriate.

## East of Cary Snowmobile Proposal

**Proposal:** Recreational Trails Board execute a plan to develop snowmobile route Alternative 2. *Tupper Lake to IP Five Mile Tract via Conservation Fund and Lassiter Main Haul Road* of the Racquette Boreal Unit Management Plan pertaining to Snowmobile Routes. The link to the Racquette Boreal Plan is [http://www.dec.ny.gov/docs/lands\\_forests\\_pdf/rbwfcovapp.pdf](http://www.dec.ny.gov/docs/lands_forests_pdf/rbwfcovapp.pdf) for complete copy of the plan and other alternatives.

**Reason for proposal:** A snowmobile trail does not currently exist on the East side of the Racquette River from Tupper Lake to Colton and/or Parishville and on to other parts of the St. Lawrence Valley. Regionally outdoor recreation and especially snowmobiling is a major source of eco-tourism during the winter months and supports many, many small businesses and subsequently helps sustain employment for hundreds of individuals.

**Recommend option 2. *Tupper Lake to IP Five Mile Tract via Conservation Fund and Lassiter Main Haul Road*** of the Racquette Boreal Plan is recommended as this option brings traffic to N.Y. Trail 8 via the I.P. Five Mile Easement. This allows snowmobile traffic to head north to communities, East to the Santa Clara area, South to Still Water, etc. Route would logically connect to N.Y.S. Snowmobile Trail 8. I believe Option 2 is now feasible as a result of the I.P. Weller Mountain Easement.

### **Excerpt Racquette Boreal UMP P. 107-109 – See Option 2 below**

#### **A. Snowmobiles**

As stated in Section C.1.c., the creation of a northeast-southwest snowmobile trail connection across this unit between existing trail systems within the Park is desirable to members of the snowmobiling community. Below is a detailed alternatives analysis of potential snowmobile trail connection within the Raquette Boreal Unit. As previously stated this analysis is provided for information and future reference. Any future snowmobile trail proposals will require an amendment to this plan.

#### **Access Alternatives**

The process of analyzing a route for a snowmobile trail connection involved a comparison of a number of alternatives (See Snowmobile Route Alternatives Map). To assure that the development of the list of alternatives would be comprehensive, the search for the best route was not confined by unit boundaries.

In describing and comparing the alternative routes included for discussion, the planning team included consideration of some route segments which would need to cross adjoining private lands. The analysis of each potential route involves a comparison of recreational characteristics, practical considerations such as land ownership, and available ecological information, such as information about rare species and significant habitats from the records of the Natural Heritage Program, regional mapping of deer wintering yards, and wetlands.

#### **1. No Action: Do not provide Snowmobile Access to the Unit**

**Advantages:** Not providing snowmobile access on the unit would require no trail

construction thus minimizing impacts on the physical and biological aspects of the Forest Preserve lands as well as maintaining a more complete sense of remoteness which is important to the management of areas classified as primitive.

**Disadvantages:**

The existing snowmobile trail system, north of the unit, passes through a geographic area which generally receive less snowfall than does the Raquette Boreal unit. The lack of snow in these areas can lead to unnecessary trail damage and shorten the viable snowmobiling season, thus reducing the desirability of the trail network for snowmobiling and potentially having a negative economic impact for the entire area.

**2. Tupper Lake to IP Five Mile Tract via Conservation Fund and Lassiter Main Haul Road.**

Route segments: 1,3,3a,5,6,8,9,9b,12,12a and 13. Route 9a could be used as a substitution for the portion of route 9 on Lassiter fee lands. Routes 2 and 2a could be alternatives to using routes 1,3,3a,and 5.

This route would utilize the River Road which is the border between the Raquette River Corridor, classified as primitive, and the Conservation Fund Easement(routes 12 and 13). There is an existing unmarked trail which connects the road system on the CF Easement to the Lassiter Main Haul Road(route 12a). If the State cannot acquire the rights, or an agreement, for public use of the Main Haul Road on Lassiter fee lands(route 9b) a new trail would need to be constructed within the 500 foot strip classified as wild forest between the sections of the Main Haul Road which are on Forest Preserve lands(route 9a). The route would continue north on routes 5,6 and 8, to the vicinity of the Joe Indian Association Property and would then connect to the existing road system on the IP Five Mile Tract(route 3) via a new connector located on the Lassiter Easement(route 3a). If routes 2 and 2a are preferable the route would leave the Main Haul Road at the north end of segment 6 and follow a woods road towards the Lassiter/IP boundary. A new trail would need to be constructed between the end of this woods road and the existing IP road system. From the existing IP road system the West Branch of the St. Regis River is crossed on an existing bridge. The route would then tie into the existing snowmobile trail system connecting to the Santa Clara Tract Easement and points east.

**Advantages:** Most of this route would utilize existing gravel roads. The roads on the CF Easement are currently used for snowmobiling on a yearly agreement.

**Disadvantages:** This route would require the acquisition of a permanent easement on the CF lands in order to secure the trail permanently. Where the trail crosses between the CF Easement and the Main Haul Road it would go through lands recently classified as primitive. **A reclassification for a Primitive Corridor would be required for this route and could potentially alter the future possibility of the area becoming wilderness.**

Additionally, the route across CF lands passes through know spruce grouse habitat, and until the impacts of snowmobiling on spruce grouse are understood these areas should be avoided. This route may also require the construction of a connector between two sections of the Main Haul Road, it is not known if there are wetlands involved along this route. A connector to IP's Five Mile Tract would also be required to complete the route

and at this time the IP Easement has not been finalized



## Tupper Lake Marketing & Destination Planning Contract Update:

**Prepared:** November 13, 2014

**Prepared For:** The Town of Tupper Lake  
Town of Piercefield  
Village of Tupper Lake

The Regional Office of Sustainable Tourism would like to update the above listed parties on the current status of our Tupper Lake efforts. Some of the major developments with regard to the contract include, but are not limited to:

- **Tupper Lake Website** - As planned, the new Tupper Lake website will launch early next week. The team has been working diligently to make sure that we hit the targeted launch date. Because of short staffing with the Tupper Lake Chamber of Commerce, the Chamber Member business database listings have taken them a little longer to complete than anticipated. We have provided some assistance in getting the tourism related businesses complete for the launches. Once the site launches, we will continue to upload additional business listings as they are received and then provide them with a Chamber Member Database.
- **Office Space** - Construction is about to wrap up on our office space at 121 Park Street. We have been notified that we will be able to get into the office space by Thursday, November 20, 2014. The signs have been ordered and up in the next few days.
- **Destination Planning** - We are continuing to work on completing the NCREDC Tourism Destination Area Workbook. Our next meeting will be on Monday, November 17, 2014, from 7:30-9:00am at The Wild Center. On January 15, 2015, we are planning a public meeting to discuss the DMP process and the draft marketing plan. More details on this event will be available soon.
- **DOS Grants** - On October 16, 2014, we had our scoping call with Andy Labruzzo from DOS. The meeting went well and we are looking forward to moving on to the next phase in the projects. Over the summer we collected a good portion of the asset necessary to get the 90-miler project started. This will allow us to move forward with the project during the colder months.

4. ?

**November 2014 Budget Transfers**

General	Account	Detail	Decrease	Increase
Appropriation	11102.01	Justice EQ	\$500.00	
	11104.01	Justice CE		\$500.00
	10104.01	Town Board CE	\$300.00	
	12204.01	Supervisor CE		\$300.00
	71404.01	Beach CE	\$1,950.00	
	71401.01	Beach PS		\$1,950.00
	73104.01	Youth CE	\$400.00	
	70204.01	Recreation CE		\$400.00
	71802.01	Golf Course PS	\$780.00	
	71804.01	Golf Course CE		\$780.00
Appropriation	19904.01	Contingency	\$28,095.00	
	70204.01.000.02	Baseball	\$200.00	
	70204.01.000.03	Soccer	\$400.00	
	70204.01.000.18	Paintball	\$200.00	
	14204.01	Attorney CE		\$6,285.00
	16201.01	Building PS		\$5,000.00
	16204.01	Building CE		\$15,000.00
	19504.01	Tax & Assess of Municipal.		\$390.00
	64104.01	Publicity		\$260.00
	70204.01.000.05	Daycamp		\$1,960.00
			\$32,825.00	\$32,825.00

Highway	Account	Detail	Decrease	Increase
Appropriation	36204.03	Safety CE	\$300.00	
	42304.03	Drug & Alcohol Screening		\$300.00
	51102.04	Gen Repair EQ	\$20,930.00	
	51104.04	Gen Repair CE		\$20,930.00
	51404.04	Brushing CE	\$15.00	
	50104.04	Supt. Of Highway CE		\$15.00
			\$21,245.00	\$21,245.00