

**WARREN COUNTY PARKS, RECREATION AND RAILROAD COMMITTEE
MEETING**

**Thursday, September 1, 2011
10:30 am**

AGENDA

- CALL TO ORDER..... Chairman Dan Belden**
APPROVAL OF MINUTES..... Chairman Dan Belden
NEW BUSINESS.....Chairman Dan Belden

Page #

1. (R) Amend SNCRR operator agreement to include Stony Creek Boarding platform..... Paul Butler
SNCRR & Warren Co. – Warren County’s (2) Hi-rail truck use...discussion....Steve Toricco /Jeff Tennyson
Up Yonda Maintenance Fund- Glens Falls National Bank Meeting 7/14/11 – Accounting.....Jeff Tennyson
2. Tanya-Tobias -Tomis – request for informationdiscussion.....Steve Torricco
Office building - 3 Railroad Place, North Creek – Electrical fire (8/28/11)- status/update/pics....Paul Butler
Saratoga North Creek Railway - Update.....Steve Torricco

Items of Interest:

- Construction of the Stony Creek Platform - Update (pictures distributed).....Paul Butler
3. Parks & Recreation received complimentary letter – Re: Stocking Schroon River.....Paul Butler
Crandall Park - Rainbow trout caught August 3, 2011 – Pictures distributed.....Paul Butler

OLD BUSINESS..... Chairman Dan Belden

REFERRALSChairman Dan Belden

- 1) The County Attorney's Office has reviewed new information relative to the Trout Lake Access point and will report any new findings to the Committee at a future meeting. (03.29.11)
- 2) With reference to the Committee's request for the County Attorney's Office to research the property in the Town of Johnsbury owned jointly by the Town and the County to determine whether sale or transfer to the Town is appropriate, Mr. Dusek has advised that a temporary solution has already been approved allowing the Town use of the property and that the matter would be deferred for the attention of the new County Attorney, when hired. (06.28.11)
- 3) Committee to independently review information provided by Tanya Tobias-Tomas regarding quality of life concerns posed in connection with increased railroad traffic for discussion at the next meeting. (07.26.11)

PRIVILEGE OF THE FLOOR..... Chairman Dan Belden

ADJOURNMENT..... Chairman Dan Belden

RESOLUTION REQUEST FORM NO. 4

Request for Extending, Rescinding or Amending Existing Contract

DEPARTMENT NAME: Parks, Recreation and Railroad

DATE: 09/01/11

- (a) Purpose of Contract Change: Amend the contract between Warren County/Town of Corinth/Saratoga North Creek Railway operator agreement to include the Stony Creek Railroad boarding platform in "Schedule A" of the contract effective upon completion of the project. Completion of the project is anticipated in the month of September 2011.
- (b) Resolution Number, or Numbers if Amended, which Authorized the Original Contract: 247/11
- (c) Name of Contractor: Saratoga North Creek Railway, LLC.
- (d) Address of Contractor: 3 Railroad Place, P.O. Box 105, North Creek, NY 12853
- (e) Contractor's Contact Person and Telephone Number: Steve Torrico, Manager SNCRR - 518-251-5334
- (f) Commencement Date of Extension: N/A
- (g) Termination Date of Extension: N/A
- (h) Payment Provisions: i) lump sum amount
ii) hourly rate amount
iii) total amount not to exceed
iv) how will payments be made (i.e. monthly, quarterly, upon completion of the project, etc.
- (i) Where are the Funds for this Contract? List Budget Code, (with title), Object Code (with title), and Amount: OR Capital Project OR Capital Reserve Project Number, and Title, and Amount:

RESOLUTION REQUEST FORM NO. 20

MISCELLANEOUS

****Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.
Please attach any backup information available and be as detailed as possible.***

DEPARTMENT NAME: PARKS, RECREATION & RAILROAD

DATE: September 1, 2011

- (a) Purpose of Request: To authorize establishment of a maintenance fund using any unexpended monies from the Up Yonda operating budget to support unanticipated expenses at that facility. (Fund type to be determined by the Treasurer's Office)

- (b) Details:

- (c) Previous Resolution Number:

- (d) Where are the Funds (if required)? List Budget Code, Object Code, Full Title* and Amount:

Sample: A.8021 470 Planning & Community Development – Contract

* as listed in budget and LOGOS

Paul Butler

From: "Steve Torrico" <torricos@iowapacific.com>
To: "Paul Butler" <pbutler@warrencountydpw.com>; "Jeff Tennyson"
 <jtennyson@warrencountydpw.com>
Sent: Wednesday, August 31, 2011 9:47 PM
Subject: Tobias Response
 Dear Ms. Tobias-Tomis –

Thank you for your email below expressing your concerns about the Saratoga and North Creek Railroad. Our goal as the contract provider of rail services in Warren County and the Town of Corinth is to be as customer- and community-friendly as possible and we take your interest very seriously.

First, let me explain that some of your concerns relate to the owners of the line, and some relate to Saratoga and North Creek as operator. I believe your home is in the Town of Corinth, and those issues you raise about how the rail line came to be preserved, rehabilitated, and contracted out for operation and maintenance are best addressed with the Town of Corinth. The Town of Corinth relies on its partner in the rail line, Warren County, to assist with administrative issues related to the rail line. Therefore, I have copied Richard Lucia, Supervisor for the Town of Corinth, and Paul Dusek, County Administrator for Warren County, so that they might see your concerns as well.

One theme from your email related to the "reopening" of the line is the question you raise about process, and while Mr. Lucia and Mr. Dusek may be able to help you in that regard, from my perspective this has been the most open process in which I have ever participated in my 38 years in the railroad industry. The number of public meetings, the media attention, and the number of people who directly contacted me throughout this process is far more than I have ever experienced. Mr. Lucia and Mr. Dusek are far more qualified to explain the guidelines they followed than am I, but as the ultimately successful bidder, who has attended meetings and had access to the same public information as any citizen over the past 18 months, I can tell you that your leaders went further than any others in making this an open process.

You raise a number of safety issues. Our industry, and this rail line in particular, is highly regulated with respect to safety. Prior to commencement of operations, our team of experienced rail professionals worked directly with our Federal and State regulators to ensure that the line and the operation are in full compliance with all safety regulations. These regulations include track and bridge inspections and conditions, grade crossing signals, radio communications, operating rules, rolling stock conditions. We would not have begun operations, nor would our regulators have permitted us to begin operations, unless all were satisfied that we were in full compliance. We have a continuing program of inspections and maintenance, and our regulators have a continuing program of inspections, to ensure continued safety.

You raise questions about freight trains. As you may know, freight trains have operated on this line for well over 100 years with a hiatus of less than five years from Corinth, a little longer from North Creek. Seldom has more than one freight train in each direction operated in any single day. We are hopeful, and the Town of Corinth is hopeful, that the presence of environmentally-friendly (we use one-fourth the fuel of trucks, have lower emissions, and reduce road congestion) freight transportation will help make the towns along the rail line more economically competitive and will replace some of the jobs lost over the past decade with the closure of International Paper and other industries. For movement of local products, such as logs, rail is dramatically safer as well as friendlier to the environment, and many of your neighbors have come up to me at meetings and expressed the fervent hope that we will be successful in removing trucks from the narrow, winding two-lane roads through the area.

The passage of a freight train of 25 cars takes less than minute, or round trip, about two minutes out of a 24 hour day. It's my view that we have a very limited footprint compared to the tremendous environmental and safety benefits of rail freight. At present we have no freight, but I am hopeful we will develop freight over the next year. The income from one daily freight train is in fact likely to exceed the income from all the passenger trains put together.

Page 2

9/1/2011

You raise questions about quality of life and property values. The freight and passenger trains combined will be present in your neighborhood only a few minutes a day, a very limited impact. But the fact that you and your neighbors can get on a train in Hadley and connect to the national rail system becomes increasingly important as fuel prices increase. Your leaders had the foresight to recognize that the coming dramatic increases in fuel prices (our company believes we will see \$10 per gallon this decade) will have a very negative impact on small towns and rural areas, and that transportation improvements such as the rail services we have begun to provide will be essential to maintaining quality of life and property values in places such as Hadley.

With respect to "quiet zones" and other methods of ensuring crossing safety, I live in a community that has a quiet zone. To provide the four way gates and barriers for a quiet crossing is \$250,000 to \$500,000, and these are not the responsibility of the rail operator. In my experience, residents who desire the quiet zone are expected to bear a significant portion of the cost, since the benefits are limited to those who live adjacent to the crossing. That is an issue for you to discuss with Warren County and the Town of Corinth.

Again, thank you for your concerns, and I hope you will take the train!

Ed Ellis

Steven Torrico
General Manager
Saratoga & North Creek Railway
3 Railroad Place
North Creek, New York
928-200-2556
www.sncrr.com
Luxury Passenger Service to
America's Scenic Paradise

Page 2 (cont.)

①
July 21, 2011

Dear Paul, Jeff + the Staff at the Fish Hatchery,

Just a little note to thank you for the fine stocking job that was done this season regarding the Schrom River. I am talking mainly about the stretch of water from the old steel bridge that is not in use downstream to the Bridge at Exit 24 of the Northway. I was able to fish this portion of the river on about 5 different occasions so far this year. The trout had obviously been spread out over this entire section. It was also good to see other fly-fisherman once again having success & enjoying this part of the river which I personally consider the best section of the entire river for both fish & fisherman. On one particular day I fished & counted 9 other flyfishermen wading this section as well as 2 others fishing from the shore. I spoke to 4 of the fly fishermen and each was extremely pleased that this section of river was once again being stocked & providing good opportunity. On another occasion I spoke with a 79 year old gentleman that had been fishing there for over 40 years. Last year he tried fishing there on 3

different days with no success at all. This year he was so pleased that he was able to catch & release trout on his favorite section of river. In this particular part of the river 90% of the fisherman ~~practice~~ practice catch and release so you are maximizing your resource as well as getting an extended season thereby increasing the number of days spent recreationally fishing - more bang for the buck! The last day I fished this section was July 17th and although the water was low & warm I still enjoyed limited success. This should serve as testimony that this section of river has the ability to hold fish.

In addition, I think the correct call was made to hold the fish for as long as you did before stocking due to the exceptionally high water level this year.

The brook trout this season were exceptional and caught in good numbers at the Starbuckville Dam. The rainbows were nice for yearlings. Paul, I know I have mentioned this to you before but if you could possibly mix in a limited number of 2 year old rainbows

it would only make the Schroom better and help it gain back it's reputation as a class trout stream. Perhaps 200 2 year olds at the dam and 200 ~~at~~ in the section mentioned earlier would do it. Please see what you can do.

Again, Thanks for the dedication and for a job well done. You and your staff are doing the right stuff and I know I'm not only speaking for myself but for the many others fishing Warren County.

Doug Malone

P.S. If you need help with anything at the hatchery please yell!
(772-260-6256)