



**KAREN FELDMAN**  
Acting Chairwoman

**TERRY MARTINO**  
Executive Director

**MEMORANDUM**

**TO:** Terry Martino

**FROM:** Kathy Regan

**DATE:** December 6, 2018

**RE:** **Final Supplemental Environmental Impact Statement (FSEIS) Amendments to the Adirondack Park State Land Master Plan (APSLMP) involving clarification of the Travel Corridors classification category definition and guidelines for management and use, and amendment of related provisions.**

For Agency Board consideration, please find attached a Final Supplemental Environmental Impact Statement (FSEIS) for the Amendments to the APSLMP involving clarification of the Travel Corridors classification category definition and guidelines for management and use, and amendment of related provisions. Also attached please find a recommended Agency Board resolution:

- (1) adopting the FSEIS and making required findings pursuant to the State Environmental Quality Review Act (SEQRA); and
- (2) determining that the proposed amendment action meets the guidelines and criteria set forth in the APSLMP.

In March of 2018 the APA, in consultation with the DEC, drafted a DSEIS which proposed to amend the APSLMP to clarify the Travel Corridor classification category definition and guidelines for management and use, as well as related provisions.

The Agency Board accepted the DSEIS for the proposed action and authorized staff to seek public comment and to hold public hearings on the proposals. Three public hearings were held: April 11, 2018 in Ray Brook, April 24, 2018 in Old Forge and April 25, 2018 in Albany. 109 people attended and 32 people spoke at the hearings. The public comment period ran from March 8 through May 7, 2018. During the public comment period APA received 583 comment letters. The majority of comments received favored one alternative over another based on the belief some alternatives mandated the rails in the Remsen-Lake Placid Travel Corridor to remain and that others mandated their removal.

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Alternative 6 is the Preferred Alternative and would revise the Travel Corridors definition and guidelines for management and use to allow rail and rail trail use in the Remsen-Lake Placid Travel Corridor and future State-owned railroad corridors with existing rails. The Preferred Alternative would allow, but not require, the rails to be removed from any section of the Remsen-Lake Placid Travel Corridor upon adoption of a UMP.

None of the alternatives mandate removal of the rails. Only Alternative 1, the no-action alternative, prohibits removal of the rails to create a rail trail and requires that the rails remain. Alternatives 2 through 6 allow for segments of rail infrastructure to be removed. All of the alternatives would allow a trail parallel to the railroad tracks, if the land was suitable and all other legal requirements could be satisfied, including the Freshwater Wetlands Act. All of the alternatives allow for rail operation.

The FSEIS has been developed in compliance with the substantive and procedural requirements of SEQRA, the 1979 Final Programmatic EIS, and the APSLMP.