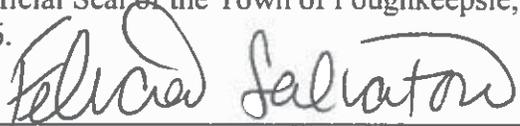


STATE OF NEW YORK }
 } SS:
COUNTY OF DUTCHESS }

I, Felicia Salvatore, Town Clerk of the Town of Poughkeepsie, New York, do hereby certify that I have compared the foregoing copies of the attached Resolutions in regard to the United States Coast Guard establishing new anchorage grounds in the Hudson River from Yonkers, NY to Kingston, NY; with the original on file in my office, and that the same is a true and correct transcript of said originals and of the whole thereof,

I DO WITNESS My Hand and the Official Seal of the Town of Poughkeepsie, New York, this 8th day of September, 2016.



FELICIA SALVATORE, Town Clerk
Town of Poughkeepsie
9/8/2016

RESOLUTION 9:7 - #BA OF 2016

WHEREAS, the United States Coast Guard is considering establishing new anchorage grounds in the Hudson River from Yonkers, New York, to Kingston, New York, suggesting that anchorage grounds may improve navigation safety along portions of the Hudson River, allowing for a safer and more efficient flow of vessel traffic, and

WHEREAS, the Poughkeepsie Joint Water Project is the single biggest water project drawing water from the Hudson River and supplying more than 80,000 residents with drinking water, and

WHEREAS, the Poughkeepsie Joint Water Project Board met to discuss and consider said United States Coast Guard's plan of the new anchorage grounds, and

WHEREAS, the Poughkeepsie Joint Water Board, in summary, opposes said new additional anchorage grounds, for the safety of the entire areas drinking water should there be any spills from said barges at these newly established anchorage grounds, now therefore

BE IT RESOLVED, the Town Board of the Town of Poughkeepsie concurs with the Poughkeepsie Joint Water Board opposition to the United States Coast Guard's proposed new additional anchorage grounds, and

BE IT FURTHER RESOLVED, that the Town Board of the Town of Poughkeepsie does hereby authorize the Deputy Supervisor or his designee to forward this resolution to the United States Coast Guard, our local U.S. Senators and U.S. Representatives.

Dated: September 7, 2016
Moved: Joseph Lepore
Seconded: William Carlos
Ayes 5 Nays 0

JEN/meh
t-9/2/2016
m-9/7/2016
G:\nlllegal\2016\Sept\Sept 7\JointWater-oppose.doc

	AYE	NAY
Councilman Baisley	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilman Carlos	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilman Conte	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilman Cifone <i>absent</i>	<input type="checkbox"/>	<input type="checkbox"/>
Councilman Lepore	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilwoman Shershin	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Supervisor -vacant	<input type="checkbox"/>	<input type="checkbox"/>

Poughkeepsies' Joint Water Project Board

3431 North Road
Poughkeepsie, New York 12601



Friday, August 5, 2016

Public Comments – Hudson River Anchorages
United States Coast Guard
Sector New York
212 Coast Guard Drive
Staten Island, New York 10305

Subject: In the matter of public comment on the plan: U.S. Coast Guard proposes ten more anchorage grounds on the Hudson River between Yonkers and Kingston (July 15th 2016).

This comment is from the Poughkeepsies' Joint Water Project (PJWP), and is being made by the Joint Water Project Board (JWPB), which is the administrative part of the jointly owned Poughkeepsie Water Treatment Facility. The City of Poughkeepsie and the Town of Poughkeepsie joined in an Inter-municipal Agreement to operate the Water Plant to supply people in the City and Town with drinking water - over twenty years ago. The Project now serves more than 80,000 people living in the two communities with water. Over the years, the PJWP has sold water to other public and private entities including in Hyde Park, Fishkill and East Fishkill.

We draw our drinking water from the Hudson River. We are the single biggest water project drawing water from the Hudson River. Any petroleum spill in the Hudson, within the tidal flow, both north and south of our plant location will cause the shutdown of the water plant. While we have a small standby capacity, a petroleum product spill into the Hudson River causing our plant to shut down will immediately and significantly interrupt drinking water to more than 80,000 residents and even more people in hospitals; nursing homes, public and private colleges, public and private schools, shopping malls, apartment buildings, private houses. The list goes on and on. Plus businesses, from the very large like the IBM facility on South Road, Poughkeepsie and the Global Foundries in Fishkill, employing thousands of people, to all the businesses in the City and Town of Poughkeepsie, shopping malls, food stores too many businesses to name. Now consider the City of Poughkeepsie is our county seat. Think of the impact to County Courts, County Social Services, County Probation, County Office building, County Executive Offices, County Legislature. The greater Poughkeepsie area is the center of Dutchess County and it would be without drinking water.

If our water plant is forced to shut down, and we exhaust our reserve capacity, there will be no water in the water mains, no water to flush toilets and put out fires.

In preparing for this public comment we found an item in the Federal Register titled: **Anchorage Regulations; Port of New York, a rule by the US Coast Guard Rule effective May 2, 2016**; Citation: 81 FR 18496; 33 CFR 110; Document # 2016-07307:

Summary

*"The Coast Guard is **disestablishing** thirteen anchorage grounds and one special anchorage area that are now obsolete in Newark Bay, the East River, Western Long Island Sound, Raritan Bay, and Lower New York Bays."*
(Emphasis added by author)

We also found the following on the Federal Register: **Anchorage Grounds, Hudson River; Yonkers, NY to Kingston, NY. Proposed Rule June 9, 2016 Comments Close 09/07/2016** Citation" 81 FR 37168; 33 CFR 110; Document # 2016-13701

Summary

*The Coast Guard is considering **establishing** new anchorage grounds in the Hudson River from Yonkers, NY, to Kingston, NY. We are considering this action after receiving requests suggesting that anchorage grounds may improve navigation safety along an extended portion of the Hudson River, which currently has no anchorage grounds, allowing for a safer and more efficient flow of vessel traffic. The Coast Guard is seeking comments and information about the operational need for new anchorage grounds and what form possible regulations should take.* (Emphasis added by author)

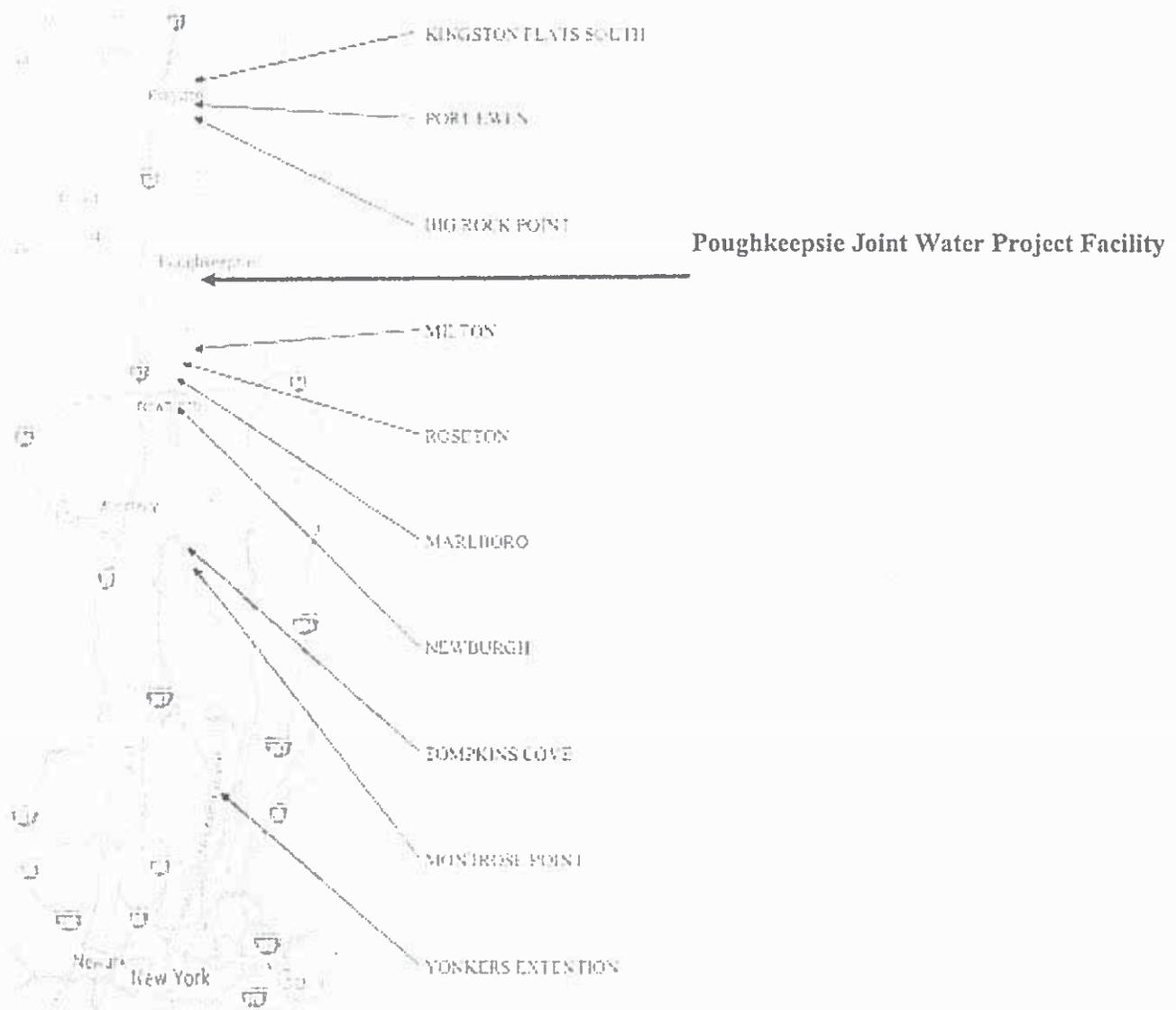
The Joint Water Project Board would point out that the net effect of the adopted regulation disestablishing anchorage grounds (05/02/16) moves all of the vessels including barges with oil or petroleum products in them, to the newly proposed anchorage grounds in the Hudson River above Yonkers. Further, that the Coast Guard "disestablished" the anchorage grounds in Newark Bay, the East River, Western Long Island Sound, Raritan Bay, and Lower New York Bays, before establishing any alternative anchorage grounds.

The Poughkeepsies' Joint Water Project, for the safety of the drinking water source for our entire area must oppose any new anchorage sites in the Hudson River.

Yours truly,

William G. Carlos, Jr., Secretary
Poughkeepsie Water Project Board

Map of the proposed new anchorage sites in the Hudson and the approximate location of our water treatment facility.



My name is Dan Fannon and I am a resident of New Hamburg and the Commissioner for Historic Preservation for Ward One of the Town of Poughkeepsie. As such, I have serious concerns for the heritage and good future of our small spot on the river given the U.S. Coast Guard's proposal to allow ten new mooring sites for tug and oil barges at important stretches of the Hudson River from Yonkers to Kingston. Two of these are just North of New Hamburg and near the intake for our town's water system.

A sense of place, particularly a 19th Century sense of place can easily be lost or, as in this case, overrun by an industry with the proven history that it is no friend to anyone but itself. New Hamburg is one of the few remaining, intact examples of the Hudson River towns that are now mostly the stuff of memory and history. Anything that endangers that heritage, or puts it in second place to the demands of an overbearing oil industry risks the stewardship of the Hudson Valley that has been entrusted to us.

I have spoken to the Council previously as an experienced boater with questions about the effects that Bottini oil barges were having on the New Hamburg shoreline and the ecological balance of our beloved river. I am speaking to you again as a boater but I carry a message to you from a larger group of boating voices that hopes to make you aware that the proposed mooring sites will not only endanger the well-being of the Hudson, but will turn our river, "America's River" over to the near exclusive use by the gluttons of Big Oil.

I am member of the United States Power Squadrons, a 50,000 member association made up of 450 squadrons nationwide that was chartered in 1914. 102 years later, the USPS is considered America's premier organization for boating education and safety. As the Commander of the 80 year old Bayside Squadron on Little Neck Bay, and a Safety Officer for District 3, I am required by the organization to be an authority on boat safety since my monthly articles are published in regional and national magazines. I don't make things up. I warn boaters of the issues that could easily threaten their lives.

For the past 6 years, I have lectured to a wide variety of maritime organizations on the issues of navigation the Hudson River, but for the past year, I have written and lectured to those same groups on how to safely navigate the waters of Long Island Sound and the Hudson given the significant increase in the size and volume of oil barges. They are growing in number and they have become lethal to private pleasure craft. I am no novice at the helm on the Hudson or on the Atlantic, but I cannot tell you how many times I have found myself in real danger with an oil barge swinging its way around the bend at West Point or the lighthouse at Kingston. Like Poughkeepsie, most river communities are working hard to rebuild their waterfronts and promote marinas and facilities for the growing number of recreational boaters that come here to enjoy our waters.

If the ten new mooring sites are allowed, here are a few points from a boater's viewpoint for your consideration:

- Barges anchored at approved Coast Guard mooring sites are not required to have any lights to announce their presence. With this proposal, the river will become a parking lot of mammoth barges -- dark, silent hulks with nothing to alert the nighttime boater that they are there.
- The primary reason given by the tug boat industry for the moorings is that the trip from New Jersey to Troy is a long one, and the captains need to stop and rest overnight. The facts are that these are outsized tugs pushing 600 foot barges heavy with petroleum, and they are claiming that there's only one person aboard to navigate all that bulk. That's like saying the pilot flying American Airlines from New York to Tokyo has to stop and rest in Hawaii because he has no co-pilot. This argument is nonsense -- there is certainly more than one certified pilot on each New York tug to operate it. They've been making this trip for decades without the need for a "sleep over".

- The Hudson River has many stretches of mudflats and shallow water where a recreational boat can run aground. Everyone rides the river in the middle channels where there's enough depth for safe passage. When an oil barge is anchored at a mooring site, it is usually linked to another barge. That's a total of at least 1,200 feet of barge. When the current is heading down river, the bow of the barge is anchored facing north, but when the current reverses itself 6 hours later to head up river, the barge swings full on its anchor to face south. This means that for at least an hour or more twice a day, those barges, will swing 180 degrees uncontrollably with the current. This means that the river can be blocked east to west for 1,200 feet every 6 hours. With ten mooring sites, much of our channels will be blocked forcing boaters to risk damage and injury from shallow side areas as they try to navigate around these walls of barges.
- Demanding environmental protections are already in place for recreational boats and are strictly enforced. Onboard sewage and waste may not be released into the river. It must be kept in a tank on the boat and pumped out at authorized clean-out facilities. Any leakage of diesel or gasoline fuel must be stopped immediately. If the fuel tank is leaking, the boat has to be hauled out of the water right away and repaired. I know, because it happened to me. Protection of the water of the Hudson is serious business to recreational boaters, but to the oil industry, petroleum leakage and spills at fueling sites are considered just part of a day's work. Mooring sites with only increase the incidents of pollution.
- The Coast Guard has made it very clear publically that this is NOT THEIR proposal. They have said that they are only proposing what the Oil and Tub/Barge Industry has REQUESTED. That's an important distinction because any resolution or opposition to this plan is NOT opposition to the Coast Guard. Rather it is opposition to the oil industry that is trying to force the Guard to do its bidding.

For the sake of safety for our river's recreational boaters, for the continued reclamation of the waters of the Hudson, for the river communities that have invested significant public funds in waterfront development, and for the protection of the Hudson as America's historic wonderland entrusted to our care, I ask that the Town Council vote to oppose this Proposal.

Thank you for your consideration,
Daniel Fannon
19 Conklin Street
New Hamburg, NY 12590

RESOLUTION 9:7 - 13B OF 2016

WHEREAS, the United States Coast Guard is considering establishing new anchorage grounds in the Hudson River from Yonkers, NY to Kingston, NY, having received requests from industry associations which suggest that additional anchorage grounds may improve navigation safety along an extended portion of the Hudson River, which currently has no anchorage grounds; and

WHEREAS, the Coast Guard is required to consider such request, but is seeking comment and information about the operational needs for new anchorage grounds and what form possible regulations of them should take; and

WHEREAS, the Coast Guard's notice advises that it is considering proposing that a Milton Anchorage Ground covering approximately 75 acres for up to two vessels be established on the west bank of the Hudson River; and

WHEREAS, a map is attached to this Resolution depicting the proposed Hudson River Anchorage proposal, specifically such anchorage ground in Milton; and

WHEREAS, the proposed Milton Anchorage Ground's proximity to the Town's waterfront will have a direct impact on the Town's view shed, quality of life and tourist economy; **NOW, THEREFORE**,

BE IT RESOLVED, that the Town Board of the Town of Poughkeepsie hereby requests that the Coast Guard hold a public meeting to be hosted by the Town of Poughkeepsie and held at Town Hall, 1 Overocker Road, for the purpose of the receiving public comment and to allow the Coast Guard to explain the proposed Milton Anchorage Ground, the proximity of which to the Town of Poughkeepsie's waterfront will have a direct impact on the Town's view shed, quality of life and impact its tourist economy; and be it further

RESOLVED, the Town Board requests further information be provided including, but not limited, to the following:

- a) Whether in considering adopting proposed rules permitting new anchorage grounds, the Coast Guard will comply with the National Environmental Protection Act ("NEPA")?
- b) On average, how many ships per year would use such anchorage positions?
- c) On average how long would a ship be anchored?
- d) What are the potential impacts associated with noise from the ships?
- e) What are the potential impacts associated with lights on the ship?
- f) What are the potential impacts to the view shed when considered from all points in the Town of Poughkeepsie?

- g) What is the potential economic impact on tourism in the Town of Poughkeepsie from locating such an anchorage point opposite the Town's waterfront?
- h) Is the proposed Milton Anchorage Ground consistent with the Town of Poughkeepsie's Local Waterfront Revitalization Plan?
- i) Details as to the height, length and width of the ships that would be expected to anchor at the Milton Anchorage Ground.
- j) Types of materials that ships would be hauling that would be potentially anchored at the Poughkeepsie anchorage ground.
- k) Safety measures which will be put in place to protect the Town of Poughkeepsie's drinking water which is drawn directly from the Hudson River.
- l) Safety measures which will be put in place to protect the Town of Poughkeepsie's recreational boaters on the Hudson.

And be it further

RESOLVED, that the Town Clerk be and hereby is directed to send a copy of this resolution to the United States Coast Guard and our federal representatives.

Dated: September 7 2016
 Moved: Ann Shershin
 Seconded: Joseph Conte
 Ayes 5 Nays 0

JEN/meh
 t-9/2/2016
 m-9/7/2016

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	AYE	NAY
Councilman Baisley	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilman Carlos	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilman Conte	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Councilman Cifone <i>absent</i>	<input type="checkbox"/>	<input type="checkbox"/>
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Supervisor -vacant	<input type="checkbox"/>	<input type="checkbox"/>