

**VILLAGE OF HARRIMAN, NEW YORK**  
**VILLAGE BOARD MEETING**  
**December 8, 2015**  
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**7:15 P.M. – Audit of Monthly Bills**  
**7:30 P.M. – REGULAR MEETING**

**Regular Meeting:**

**ROLL CALL**

Mayor Stephen Welle, Deputy Mayor Ed Shuart, Jr., Trustee Colleen Farrell, Trustee Borowski, Trustee G. Bruce Chichester, Village Clerk Jane Leake, Police Chief Dan Henderson, DPW Superintendent John Mulligan & David Darwin, Attorney

The Mayor asked everyone to stand for the Pledge of Allegiance and to continue standing for a moment of silence in recognition of Pearl Harbor Day and everything that is going on in the World and this Country today.

**APPROVAL OF MINUTES**

Mayor Welle asked if there were any changes or additions to the minutes of 11/10/15 Regular Meeting & the Special Board Meeting of 11/23/15 Board Meeting.

**MOTION** was made by Trustee Shuart to accept the Village Board Minutes of 11/10/15 & 11/23/15.

**SECOND** was made by Trustee Borowski.

**AYE:** Trustee Shuart                      **NAY:**  
Trustee Farrell    NONE  
Trustee Chichester  
Trustee Borowski

**INFORMATIONAL ITEMS:**

- Bills were audited:  
    **2015/2016**  
    \$ 64,736.09 General Fund  
    \$ 81,855.76 Water Fund  
    \$ 4,350.64 Trust & Agency
- Upcoming Meeting Dates:
  - o ZONING BOARD OF APPEALS MEETING: January 6, 2016
  - o PLANNING BOARD MEETING: December 21, 2015 & January 25, 2016
  - o VILLAGE BOARD MEETING: January 12, 2016
- Brush Policy –to be picked up Monday’s. Keep it on your property butt end sticking out.
- Leaf Pick-up – is complete.
- Parking Restrictions – November 1st – April 1<sup>st</sup>. No overnight parking on any Village Street. Any time there is an accumulation of two or more inches of snow there is no parking on any streets until the snow event has been cleared.
- On November 19<sup>th</sup> DPW employee, Ken Gopel noticed a lot of smoke in the vicinity of Maple Avenue and upon investigation he discovered a growing brush fire in close proximity to a shed and a pick-up truck and about 25 feet from the house. He notified Harriman PD and employee Carl Schaefer who is a volunteer fireman. Therefore, Carl and Jurgen Breitfeld who were working together immediately responded and joined Mr. Gopel and Officer Mena whom all worked together to contain the fire. Job well done by all the Village Employees and a huge Thank You and I am sure the homeowner is equally appreciative.

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- There was a letter to the Editor written in the Times Herald Record on November 15, by Therese Budich. There was a lot of miss information in the letter. I wrote a response and the Times Herald Record refused to publish it. Mayor read letter as follows:

Once again, Therese Budich is at it with her fictional accounts of Nepera! The Village of Harriman is NOT paying for the cleanup of the Nepera site. For Ms. Budich to even suggest that the Village of Harriman is paying for this cleanup is absurd and another case of speaking without the facts. Her letter of November 16, 2015 is riddled with inaccuracies.

Contrary to what Ms. Budich would want you to believe, the Nepera site in Harriman is NOT a Superfund site. The current remediation is being paid for by the current and former owners. Not the taxpayers as Ms. Budich suggests should be footing the bill! As for the site now being privately owned, it has always been privately owned.

The Village issued demolition permits as it would be done in all building demolitions. When the project was shut down by the Village, it was because of the dust issues caused by demolition. Regarding the fencing that blew down it is temporary fencing which was stood back up after it blew down. This week the Village Planning Board approved an application for permanent fencing now that the demolition is complete.

Ms. Budich and others campaigned for several years to have Nepera closed down and cleaned up. Now that is being cleaned up, she apparently is not happy with that and continues to write letters to the editor spreading false information. Maybe she wanted it to stay an eye sore and an attractive nuisance.

I find it very interesting that Ms. Budich claims to have contacted several local officials including Senator Larkin, but still has NOT contacted any Village of Harriman officials.

It is very apparent that for whatever self-serving reason, Ms. Budich is spreading false and misleading information. It is also questionable whether Ms. Budich still lives in Monroe as indicated by her letter to the Editor.

Village of Harriman Officials have answered numerous questions regarding the Nepera site and remain willing to responded to additional questions and requests for information. If you desire to have the correct information, all you need to do is ask.

Stephen H Welle

Mayor, Village of Harriman

- NYS Public Service Commission sent information in regarding financial assistant to help individuals paying winter bills, winter heating bills. If anyone needs information on this please contact the Village Hall and we can put you in contact with the property authorities.
- I would like to congratulate Chief Henderson and the Harriman Police Department for the interagency cooperation on the recent shooting in the Village due to your Departments work and yourself and cooperation with the NYS Police and the DA's Office an arrest was quickly made and a subsequent indictment was handed down by the DA's Office and it was dealt with swiftly. I want to thank you and congratulate your Department on their excellent work.
- In addition this evening item 6a) will be water accounts 3145 and 8055. 6b) 1485.

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There has been a lot of information the last several months regarding a proposed pipeline by Pilgrim Pipeline Holdings, LLC. This Board took a stance in opposition to it several months ago, several concerns. Mr. Casellini from Ways and Means NY is here tonight to give a presentation and answer questions.

Mayor Welle stated the proposed pipeline runs parallel with the NYS State Thruway through the Village of Harriman. It is approximately 2,000 feet long in the Village and it is proposed on Thruway property.

Mr. Casellini stated it is a 178 mile pipeline between Albany and the NY Harbor. It carries refine products North bound (gasoline, diesel, aviation fuel, kerosene, home heating oil). The South bound is the crude oil which will be moving in two separate parallel pipelines. There are 400,000 barrels of petroleum products per day that are currently moving South bound by existing means by both Barge and Rail. The SEQRA process application has been filed by the pipeline submitted to the NYS Thruway Authority. The Thruway is considering Lead Agency Status. The SEQRA law calls for greatest stake in the project to be the one who would over-see that. Our project is 80% on the Thruways right-a-way. They have sent letters to other State Agencies along with your municipality requesting comments. The thirty day comment period ends December 16<sup>th</sup>. Regardless of whom the lead agency is for this project all relevant NY agencies are going to be part of the process. We need a pipeline right now because we are consuming 2% of the World's Oil right here in the North East. The region is currently relying entirely on rail and barges for the delivery of those fuels and it has been done that way for 100's of years. The railroad equivalent that the pipeline will carry will be a 200/2,000 barrel train cars daily. The original pipeline project was envisioned based on the constant flow in the past twenty years. 3 billion gallons of finished product moving north bound. Those are the 2013 numbers. We now have an equivalent amount of crude oil heading South bound so that made an additional business case for the pipeline, but the original concept here was to move the finished product North bound. US Government statistics shows that the pipeline could replace over 100,000 barge trips. The region reliance on barges believes it is susceptible to equipment failure and also severe weather conditions and disruptions on price spikes. There is also a lot of concern about accidents, coast guard and EPA are investigating the impact of the oil spill and response plan on the Hudson River has on the result of a law suit. There are currently more than 48,000 miles of pipeline underground in NY and over 2 million miles of gas and liquid pipeline to the US today. Pipelines move 70% of all the fuel in the Country the over whelming majority of pipeline incidents you have heard about refer to older pipelines. The benefits to NY is a more economical and efficient means of transporting the oil and refine products. Deliver at a lower cost then what is currently happening today benefiting businesses and consumers. The pipeline product deliver to the Hudson terminals also reduces the need for the fuel barge off-loading. There will be Two Thousand construction jobs to be created by the project along with fifty long term jobs. Additionally it will help the Thruway to generate money and there will be host community benefits made available to municipalities across the route. Environmental benefits approximately 20% lower than barge transport and the net air quality benefit relieves congestion and current mode of transportation and what makes glutens. The manufacturing processes have substantially evolved over the last few decades. The state of the art pipelines are by far the safest and the most efficient means of transporting critical fuel. The post 1990 advancement and that is when the changes have occurred. Improvements in anticorrosion coating and testing, deeper installation, inline inspection tools to locate corrosion, refinement for extreme environments, improved welding and jointing methods and approved steel construction itself and then specialty epoxy coating to further enhance the durability and alliance. There is a ban on the export of crude oil that has been in place since the 70's. In fact we are currently importing 27% to address our National's needs. Pilgrim is a direct competitor, we are a transportation mode and what the oil company is trying to do is find the cheapest and economical way to move there product. We will be a lower price compared to the barge or train. The trains will be impacted as well because we are providing a means of a more efficient movement of oil then what is currently out there now. There are two aqueducts near the proposed pipeline route, both are drill bedrock tunnels. One is

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located about 900 feet below surface and I know there is 400 – 500 feet below ground surface and we will not be impacting those. In sensitive areas such as water body crossings and heavily utilized aquifers, Pilgrim is going to install thicker wall pipeline for it to reduce the already extraordinarily remote possible for a leak and where we cross rivers there will be shut off valves on either side in order to reduce the risk and there are five communities along the pipeline route that draw their water supplies from the Hudson River so they stand to benefit as well. NYS projects have shown that there is going to be a steady growth in the renewable area, but not enough to make a dent in the numbers we are discussing here. Pilgrim represents a needed upgrade to our current critical energy infrastructure and one that generates money for the State. Unlike the trains that carry the light crude of the contents of the fuel inside the pipeline are not compressed in a tight space so when you are in a train it is releasing vapors that can be ignited in an accident and that is how you get the so called bomb train. Fuels are moved through the pipeline slowly and steadily so there is no chance to release the vapors in a contained space.

Mayor Welle asked regarding the SEQRA Lead Agency and the information that was mailed out to all the municipalities who paid for all of that?

Mr. Casellini replied the pipeline folks did.

Mayor Welle responded it all came out on Thruway stationary and envelopes so I am wondering if our tolls are paying to send all that information out?

Mr. Bochis stated no we are required to reimburse any lead agency who is appointed to do the SEQRA process for their expenses.

Mr. Casellini stated the disks were provided by the pipeline folks also.

Mayor Welle stated the Village of Harriman is approximately 2,000 feet wide at this area where your proposed pipeline is and on top of that I appreciate on how you are saying how safe it is, but you are still going to have mechanical joints. In these 2,000 feet you are also proposing a pump station. That leads to more chances for something to go wrong. Also, we have one of our best producing wells in extremely close proximity to where this is going to be. We certainly do not need any additional issues with our water supply so it is a concern. The other huge concern I have is regarding the pipeline safety regulations that identifies high consequence areas (HCA's) and they say right there that water sources are and the recommendation is to stay away from them and here we are with a pipeline and pump-station. Another thing is someone paid an Engineering outfit to come up with information. I have a problem when the maps they are using are over twenty years old. This map which is page 31 of 38 of one of your documents, it shows Route 6 ending at Route 17. It doesn't show the Route 6 fly-over which went in over 20 years ago. So if they are using information like this to determine where your pipeline is going to go, it doesn't make any sense. Something is wrong. There are obviously 7 more maps and if this one within 2,000 feet is wrong what else is even near accurate. A very large concern I have.

Mr. Casellini replied the maps we were using referring to this particular area are in the neighborhood of map 170. So I am not sure what map you are looking at.

Mayor Welle stated I will give you a copy of it. Things like this are very concerning to me and we are not going to settle it tonight.

Mr. Bochis replied there illusionary maps, they are vineyard to design the pipeline and then there is the environmental maps that are designed on a much wider scale, with a much higher view that give you the overall area and these are part of the environmental impact of statements that were filled, but not to the degree that an engineering map would be to the actual construction down to the natural 5 foot pipeline.

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Mayor Welle responded even if it is just environmental it concerns me because maybe a lot wasn't looked at to do this. The other issue that does concern me and it has to do with the Thruway being Lead Agency. The Thruway is one of the biggest environment abusers in the State every winter with the amount of road salt they use. I know they have a policy, but it is destroying everyone's drinking water and I believe the Thruway is the last people in the World who should be the Lead Agency.

Trustee Chichester stated your history of safety is not without violations and pipe ruptures and problems. It doesn't seem like there is a great history of perfect pipes without problems. Why should Harriman take the risk of our water system that supply for all our citizens when there are no perfect pipes? When we have a problem with this pipe what does your company do to protect the citizens of the Village of Harriman?

Mr. Bochis replied there is no perfect delivery of fossil fuels. You allow rubber tire trucks to run through your Town everyday delivering gasoline in perfect conditions have accidents; jackknife and spill thousands of gallons of gasoline into storm water systems.

Trustee Chichester responded we don't have a choice with that.

Mr. Bochis stated they allow the barges to run down the River now floating 200,000 barrels.

Trustee Chichester responded they don't run through our Village. I am specifically asking about our Village.

Mr. Bochis replied I understand it is your Village but it is a much more global concept. It is the entire State/Region. It is not just the Village of Harriman. Greenhouse gas reduction alone in the Valley is significant.

Trustee Chichester stated the biggest impact in this Village is if we had a problem with our water system.

Mr. Bochis replied we have a remediation company that would be retained per Federal Regulation. If there were some catastrophic accident they would respond and would recover. The spill recovery techniques are nothing like they were 30 years ago. Just like the pipelines built 30 years ago are nothing like they are today. There is a massive increase in the quality of the building. I understand that there are people in the room that disagree with that and are anti-carbon on anything you speak about. That position is hard to address, but I can tell you that the Village of Harriman and every other Town or Village that the Pilgrim Pipeline enters through will be protected by not only by our company and are company's remediation company, but a Federal back stop that is required for every pipeline company that steps in for some reason that it was such a catastrophic matter that Pilgrim couldn't handle it or Pilgrims remediation company couldn't handle it. You never say anything isn't impossible because it is the wrong thing to say, but it is highly unlikely.

Mr. Casellini stated each of these sensitive areas that we are talking about water supply, aquifers and issues like that you are talking about a pipeline construction that will have stop valves on either side of those substations. We are talking about a pipeline that will be going under substantially those water resources so they wouldn't be impacted and that is exactly what the SEQRA process is about, to determine where those locations are and address the needs so the pipeline is not impacted on that.

Trustee Shuart asked why would you put a pump station next to a water source? Why would you do that? What kind of responsibility do you have? Wouldn't you move that out of the way of a water source? No.

Mr. Bochis replied quite honestly, until we are in the SEQRA process and we have feedback from the local communities the project is not complete and this is clearly an issue that will be right for that discussion.

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Trustee Shuart asked why would your engineer go so close to a water source? We are concerned about the whole Hudson Valley. We are in the Village of Harriman and we have to watch their water source.

Mr. Bochis replied I understand that. Something will be worked out in the final engineering. This is a desk top design. We didn't have access to a lot of the information.

Mr. Casellini stated the pump-stations need to be a certain distance apart. Whether it needs to be precisely at that location or some other location.

Trustee Shuart asked the baaken fields they are shutting a lot of them down, right? Oil Companies are in there all time low's, I believe \$47.00 a barrel?

Mr. Bochis replied correct.

Trustee Shuart asked who owns Pilgrim?

Mr. Bochis replied it is owned by Pilgrim Pipeline Holdings, which is a private company owned by individuals, backed by NYC Hedge Fund.

Trustee Shuart replied the product you are going to ship is owned by oil companies?

Mr. Bochis replied owned by oil companies who are not on the pipeline.

Trustee Shuart asked you have obvious connections to oil companies who are doing badly right now?

Mr. Bochis replied correct. There is a pipeline that goes north that has twenty year history of 200,000 barrels a day. That is not going to change tomorrow or ten years from now and it didn't change twenty years ago. It is very consistent, you heat your homes with oil; you run your cars with oil, your boats, and al-terrain vehicles. We are just suggesting a safer way to move it. By having the pipeline we are not going to increase the fossil fuel that is burning the Hudson River Valley and we are not going to decrease it. We are just going to do it in a more safer, sufficient and cheaper way.

Trustee Shuart asked how do you change this process that is so reliable?

Mr. Bochis replied number one steel prior to 1990 was not made in a computerize furnace environment. The temperatures were manually controlled. The steel already leaves the factory already covered with an electric static coating, which is much more efficient and is a chemical bond to the metal. Oppose to epoxy coating that was painted in the field years ago. There are protections that are buried with the pipe. Smart digs are used to measure the wall thickness. Every well refers to a mechanical joint at the time they are done to make sure they are in fact complete and perfect and if they are not they are cut out and redone. The line is pressurized at twice its natural pressure before it is ever put in service. Every three years we run that same machine through, we get the same readings and we compare them and if there is an electrical pole that has a grounding issue or a homeowner that has a bad ground and is causing pipe corrosion we catch it before it becomes a problem. Those technologies didn't exist for the Alaska pipeline and others. The new modern pipelines don't leak, they haven't.

Trustee Shuart asked do you know the companies that you will be shipping there oil?

Mr. Bochis replied they are the people who are producing and sometimes energy traders.

Trustee Shuart stated you come to a certain point that it is not profitable anymore; we are not using that now – as much or as often? It is happening right now at the back in field. They are shutting them down and walking away.

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Mr. Bochis replied they are reducing production. Other people are taking their places.

Trustee Borowski stated the levels of my concerns, come down to one thing and one thing only and it is the safety and well-being of our environment and more importantly our community and the people who live here. When I look at a map Mayor Welle points out clearly the best interest of the environment and families are not number one, dollars signs are. We respect that, but however we are not going to tolerate and stand for that. I look at this map and I look at the pipeline projected to go through within feet, if not right on top of the property where people live and children play, water we drink. When I hear words catastrophic, leakage, and rupture – it didn't mean to rupture – it only happened once. Think about the results from that potentially, that I won't and will not condone. The map to me with respect to what you have said is a clear indication that people are not paying attention and someone produced it without doing their homework. That is very concerning and to me it is a reflection of the potential overall process that is in place for a project like this. I just wanted to voice that on behalf of the Board and Residents of Harriman.

Applause

Ms. Farrell stated I believe the Board addressed a lot of the concerns, but with along with Deputy Mayor Shuart pointed out that it may be profitable now and maybe not to profitable later. Some of the concerns is that we are putting everything in now and siting all the new technology, but at some point if it is not as profitable as one would like it to be then what happens is people walk away and equipment sits there and it is concerning, who maintains that in the end.

Mayor stated for the record Laurie from Assembly Skoufis's Office, County Legislature Jim DiSalvo and Brabenec's Office are all here.

Ms. Laurie stated you were talking about that this is going to replace a 100,000 railroad cars or barges?

Mr. Casellini replied barge trips a year.

Mr. RayJay staff associate for Karl Brabenec and he has tried to reach out to your group to try to set up a meeting with you guys, do you have a local rep?

Mr. Casellini replied we have been playing phone tag.

Mr. DiSalvo stated as representing the 14<sup>th</sup> District for the County and I would like to get more information on this, the more information the better.

Ms. Laurie asked do you have that presentation that you gave to the Board that can be emailed?

Mr. Casellini replied yes.

Ms. Doer stated I am a parent of Monroe Woodbury children who attend class about a mile up the road here from the pumping station and I wanted to know what kind of safety there would be for my children who attend school so close by and with all the terrorist attacks going on what type of protection are you going to have for the pumping station that is right off the Thruway and very accessible to the greater NY area?

Mr. Bochis replied that is really not a question I was prepared for. Sorry to say that. As far as the safety for the overall pumping station is – it has an automatic shut off valve. If there is a power failure or any type or pressure drop in the system the block valves automatically close stopping any pressure in the line from building causing any additional leakage from where the first rupture was.

Ms. Doer asked so what happens when the electricity goes out?

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Mr. Bochis replied it automatically shuts the system down.

Ms. Doer asked the 178 miles.

Mr. Bochis replied the 178 miles. All valves close and the system is shut down.

Trustee Borowski asked and if that system fails?

Mr. Bochis replied if the automatic shutdown fails there are manual overrides that are triggered and then our employees go out and manually shut the valves down.

Trustee Shuart asked you have no generators?

Mr. Bochis replied we have back-up generators, but not to run the system. To run the system in case of an emergency because part of the plan for the State of New York Emergency Management System is to bring the small laterals into the Thruway service plazas along the route and if there was a catastrophic storm that stops fuel from being delivered via the normal route we would still be able to get a small volume pump through the pipeline with a backup generator to get to emergency management vehicles and first responders along the interstate route, but we would not be able to pump and generate the horse power that is required for the back-up generator at full capacity.

Trustee Shuart stated if these maps are available anybody could get a copy of these maps.

Mr. Bochis replied there are a lot more high value targets than a pipeline would be for the terrorists.

Ms. Bloom, Coalition against the Pilgrim Pipeline asked you side stepped the question about export while saying there is a ban on US produced oil by being exported. You must be aware there was a vote in Congress just this week. The oil industry is working overtime around the clock between Thanksgiving and Christmas to try to push through a lifting on the ban on US – oil being exported further more. Canadian oil is legal to be exported, currently. So what do you have to say about the idea that there is not chance this oil will be exported?

Mr. Bochis replied the only oil that comes into my pipeline – that would come if it were approved has to be permanent by the Port of Albany by coming into the Port of Albany through unit train. I know I get the volume that the Port of Albany is willing to permanent which is 200,000 barrels. The system is designed for 200,000 barrels. Let's say the pipeline is built and then the export ban is lifted I can't make it any bigger. It is already built. I can make it marginally bigger by introducing an oil producing agent and marginally bigger by adding more horsepower, but all those things require a new SEQRA process and permanent process. What I have submitted for permanent is the maximum capacity for the project.

Ms. Bloom responded this is not an answer to the question, just to point that out. The capacity is 200,000 gallons.

Mr. Bochis replied that is what is on the market today and is being consumed in America of this crude oil. It is going to New Jersey and Philadelphia and from Delaware that is where the crude is contracted.

Ms. Bloom asked so Canadian oil as we have been told by another Pilgrim representative we were told that up to 80% of the oil in Pilgrim Pipelines would come from Canada.

Mr. Bochis replied that is a total lie. I don't know who told you that.

Ms. Bloom stated A Pilgrim representative, George DeRosa said at the Plattkill Town Board Meeting and it is in the minutes.

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Mr. Casellini replied that is mistaken information and not true.

Ms. Bloom stated if both pipelines were to be built it could be oil that is going for export, it is just a plain fact.

Ms. Hudson from River Keeper stated I think that the reasoning that the fact that Congress is in the process of lifting the export ban goes to the question of whether or not oil will be shifted from one means to another by the building of a pipeline or would it just increase the amount of oil that is coming through the Hudson Valley Communities in every way that it could possible come (pipeline, trade, vessel). If the market was there to export it then it would increase the risk that citizens were exposed to because it would be coming through every means possible. I actually would like to encourage the Board of Trustees or ask you whether you are planning on responding to the Lead Agency Coordination letter I assume you received from the Thruway Authority and would urge you to reply by the December 16<sup>th</sup> deadline because the letter very strongly puts it that if you don't reply we get to assume that you consent to our being Lead Agency.

Mayor Welle replied I plan on approaching the Board with this after this session this evening.

Ms. Hudson continued I think that for all the reasons that this Board has laid out it is very clear that the Thruway Authority should not be the Lead Agency for this Environmental Review. Not only are they not particularly respectable of the environment, but they have an economic interest in seeing this project go forward because I assume they will be paid money for leasing their right-a-way so certainly DEC would be the more appropriately agency to take on the Environmental Review. We would encourage you to take that position if you decided that was appropriate and we would also encourage you to communicate to the Thruway Authority and the DEC and the Governor that you are opposed, if you are, but I urge you to decide if you are opposed for the use of the Thruway right-a-way for this pipeline and that is certainly something other municipalities are weighing in on. Ulster County has weighed in and at least 10 Towns and a number of other Counties have also voted to weigh in.

Mayor Welle replied we did that a couple of months ago, that is what prompted Mr. Casellini.

Ms. Hudson asked so you asked DEC?

Mayor Welle replied no, we voiced our objection to the pipeline three months ago. We passed a resolution.

Trustee Shuart asked how much can the pipeline take? You are applying for 200, 000 barrels each way, correct?

Mr. Bochis replied that amount. If you have the pump station you can have more capacity, but it would require a whole new SEQRA review process.

Mr. Casellini stated the project is built to accommodate the existing flow north bound first of all and south bound second. With a permanent amount of oil that is being received from at the Port of Albany which is the cap right now and that is what the project proposes. The amount of 3 billion gallons a year heading north bound is the amount that has been happening for the past twenty years and that is where the pipeline concept began.

Trustee Chichester asked the pipeline numbers you are referring to is that per day, daily number?

Mr. Bochis replied yes. 200,000 barrels each way every day.

Mayor Welle asked with the design of this pipeline – one is north and one is south – can they be reversed the way they are designed? Can they both be used in the opposite direction?

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Mr. Bochis replied yes, it would require issues of permits and capital investment.

Mayor Welle asked not the way they are built, they would have to be redesigned is what you are saying?

Mr. Bochis replied once in the ground the pipe is usable for other sources.

Mr. Casellini stated this environmental project as proposed is exactly what we just discussed here tonight. It is the 3 billion moving south and the 3 billion moving north and any change to that would require a whole new SEQRA process.

Ms. Lindsay stated I really appreciate all those wonderful inputs of the Board and the audience. In addition I am concerned of course about the Harriman water supply, but there is so many wetlands in this area to have that feed into the Ramapo River which is the water source for so many downstate and Northern New Jersey and I am concerned. I'm sure it will come up in the SEQRA review and also I am a little curious about the whole process of the DEIS. I thought generally there is a scoping session, how do you have a DEIS without a scoping session?

Mr. Bochis replied we are dealing with EAF, I believe it is called.

Ms. Lindsay responded it is in lieu of an EAF, but it is quite confusing to have a DEIS submitted and when we oppressed the DEC and Thruway on this they said this is not a DEIS, it is a preliminary DEIS, so there will be an opportunity for a public input on the scope of a DEIS. I was told that there will be an opportunity for public input once Lead Agency has been selected on the scope and draft of Environmental Impact Statement within theory the drafting for the one that has been submitted. What type of Charter does Pilgrim have at this point in time and what kind of incorporation and certain rights?

Mr. Bochis replied Pilgrim Pipeline Holdings is the master company it owns a company called Global Transportation of New York which is a New York Transportation Company. It is a subsidiary of New York Transportation Company and a subsidiary of New Jersey that is a pipeline company.

Someone in the audience asked where is the actual company located?

Mr. Bochis replied the headquarters is in Canton, Connecticut.

Ms. Schneider asked if the pump station has to be manually shut-down, I believe your response was that your employees would shut it down. Where are those employees coming from? Are they sitting at the pump stations? Where are they coming from because frankly you are putting a proposal on the table with a map that everybody is showing around that I haven't seen yet that is over twenty years old and you are quoting all of this great technology that you can do with your pipeline, but presenting the project I can't get the map. I quite don't understand that. At project proposal time you should be proposing things much more up to date than that. I do this where I work for my company and we don't propose desk top drawings. We use Engineering drawings. To this ladies point what most concerns me is where are your employees coming from.

Mr. Bochis replied there are employees that will be stationed throughout the route. I don't know at this point exactly where everyone will be. There will be maintenance folks and operational folks.

Trustee Chichester stated we don't know what the time delay would be to manually shut it down and time becomes problematic here.

Mr. Bochis replied there are automatic over-rides that kick in as soon as the pressure is needed. The third scenario is when the third batch stop fails. There is also training for all the local first responders on where the manual knobs will be and also training on the ability of turning them off. That is part of the process. If

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there was an error on all three of are redundant systems fail we still have the ability that your first respondents will manual shut it down.

Trustee Chichester stated of course that has never happened before.

Trustee Shuart asked are you saying our local fire company?

Mr. Bochis replied we will train your local fire company if you were interested.

Trustee Shuart asked you said you have 50 people, correct?

Mr. Bochis replied yes.

Trustee Shuart asked how long is the pipeline?

Mr. Bochis replied 170 miles.

Mr. Santos asked are these employees staffed and on site seven days a week or are they called in?

Mr. Bochis replied they are 50 full-time employees.

Mr. Santos asked where are they stationed at the pump house, where are they?

Mr. Bochis replied the final business plan on that has not been determined.

Discussion broke out.

Mr. Santos asked where do these employees maintain the pipe-line from?

Mr. Bochis replied we don't have any other pipe-line. This is our pipe-line project.

Trustee Shuart asked you are going to have people who are not your employees going to turn valves or keys and locks?

Trustee Borowski stated and ones that don't live here.

Trustee Shuart stated first responders you said.

Mr. Casellini replied if it is not employees then we would offer first responders training. That will enable first responders only.

Mr. Bochis responded we had Villages along the way express interest in there Fire Departments to be trained on the emergency technology and we offered to do that. If you chose to have us do that we will do that for you as well. If you don't that is perfectly acceptable as well.

Trustee Shuart replied I guess I'm confused about the mileage, you have 50 full time people and these are all engineers, I'm sure, in fact people turning valves they are watching for emergencies. You are going to have just first responders, which I never heard that concept before.

Mr. Bochis replied there are emergency shut off valves in a manual situation that are after three other primaries which systems have already failed.

Trustee Chichester asked manual shut offs are based on electricity?

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Mr. Bochis replied no they are based on pressure.

Mr. Hagopian asked how many pump stations are there on the line?

Mr. Bochis replied each line has two.

Ms. Scher asked the kind of company you are, one of the experiences that many people have when your surveyors came on to peoples properties to ask about surveying property and telling people you had rights to eminent domain and it is my experience that there are only specific kinds of companies with certain kinds of permits that have rights to eminent domain and it is unclear because I hear a number of different things and as you present yourself as a Transportation Company I don't know if you at this point have or have applied for the kind of permit for you to have authorization that has that right.

Mr. Bochis replied another words you need a permit?

Ms. Scher responded not any organization can turn around and get eminent domain. You need to have a particular kind of company.

Mr. Bochis replied as a State Charter to our Transportation Company a right to eminent domain is available to us.

Ms. Scher asked as a State Transportation Company so you are a State Charter Transportation Company and has that been all along or something recently you got?

Mr. Bochis replied from the beginning.

Ms. Daly asked how long have you been in business?

Mr. Bochis replied this particular project is about three years old. This is Pilgrims stand- alone single entity and is their only project.

Ms. Scher asked does Pilgrim Transportation of New York have other projects?

Mr. Bochis replied no.

Ms. Bloom stated I would like to address the Board and thank you for your wonderful questions and for your action in passing the resolution, your commitment to writing the Thruway Authority to object to their attempt to be Lead Agency which is inappropriate regarding the henhouse situation and just maybe have it on the record to clarify a couple of points of fact. One is that Pilgrim is a brand new Company, the Vice President and the President were former high end level Executives in the Coke Industry so the only way we can engage their track record with oil spills is that Coke Industries had three hundred oil spills from there pipeline as together by the USBPA which gave them the largest fine in US history which was 30 million dollars. So that is the only track record we have regarding oil spills. Regarding the safety of pipelines are data coming from radical sources like Forbes Magazine shows that pipelines spill a lot more oil than any other mode of transportation including barges, boats for a lot of large technical reasons. So we have footnotes, the data and the research and have asked Pilgrim to show us their footnotes and they never have done that so they have had a lot of time.

Mr. Bochis replied we posted everything on the website, what would you like to see?

Ms. Bloom responded regarding the safety that you keep talking about in terms of...

Mr. Bochis replied it comes right from the Federal Government and we will get it to you.

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Ms. Bloom responded data shows that pipelines spill more oil than trucks, barges, trains.

Mr. Bochis replied only if you use a study from 1998 before oil was shipped by rail. Then that is correct.

Ms. Bloom replied it is current data. One last fact that in a ten year period there have been 1.7 (average) pipeline incidents per day and that does not include pump-stations and those other kinds of facilities so you are clearly doing the right thing and to show concerns to your environment, peoples safety and first responders. Thank you so much.

Mr. DiSalvo commented on Lead Agency, I don't have to remind you that DEC can be a little stand offish when it comes to pipelines in our area so you are limited when it comes to Lead Agency, but again I raise caution that you don't need on who and how you folks pick Lead Agency especially when it comes to DEC. I'm sure from what I heard tonight that it is something the Board is completely from side to side is looking into and looks at.

Ms. Lindsay stated in regards to the Charter the Company has, it is my understanding that a Company applies to become a Charter Company that can declare eminent domain that there has to be a whole public input process and that as far as I know has not occurred, when did that happen?

Mr. Bochis replied I am not a NY lawyer and that is not my understanding of the law so I can't comment on it.

Mayor Welle stated moving forward I'm sure there will be many more meetings with more information as the process moves forward, but at this time I am going to ask the Board for a motion to authorize myself to send a letter objecting to the NYS Thruway being Lead Agency for SEQRA, although this will not be in the motion, I sort of look at the Thruway being Lead Agency for this as I did with the Village of KJ being Lead Agency for the Annexation. I am not going to request of the Board that we designate the DEC as Lead Agency. We have definite concerns as Legislator DiSalvo has pointed out with the DEC and the Governor of NY, but if they wind up being it, it is probably a better choice than the Thruway. At this point in time I am going to ask for a motion that we object to the NYS Thruway Authority being Lead Agency for the SEQRA process for the Pilgrim Pipeline.

**MOTION** was made by Trustee Chichester to authorize a letter to object to the NYS Thruway Authority being Lead Agency for the SEQRA process for the Pilgrim Pipeline.

**SECOND** was made by Trustee Farrell.

**AYE:** Trustee Chichester                      **NAY:** -0-  
          Trustee Farrell  
          Trustee Shuart  
          Trustee Borowski

**DEPARTMENT REPORTS:**

Treasurer Report – see attached report

DPW – see attached report

Police Department – see attached report. \$1,030.00 in Funds

Water Account Adjustments – see attached report

Building Department – see attached report

\$ 309.00	Building Permits
\$ 50.00	Certificate of Compliance
\$ 300.00	Violation Search

**WATER REQUEST ACCOUNTS**

Account 7065 – meter charge waiver request by Village Clerk

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**MOTION** was made by Trustee Shuart to waive meter charge.

**SECOND** was made by Trustee Chichester.

**AYE:** Trustee Chichester                      **NAY:** -0-  
Trustee Farrell  
Trustee Shuart  
Trustee Borowski

Account 3145 & 8055 – late fees waiver request by Village Clerk

**MOTION** was made by Trustee Shuart to waive penalties.

**SECOND** was made by Trustee Chichester.

**AYE:** Trustee Chichester                      **NAY:** -0-  
Trustee Farrell  
Trustee Shuart  
Trustee Borowski

Account 1485 – late fees removed letter by homeowner

Lack of Motion - Denied

**REIMBURSEMENT REQUEST – DPW EMPLOYEE – CDL PHYSICAL**

The Mayor stated that the CDL B that the DPW Employees have does not require a physical. We do pay for the removal of the CDL License. There is nothing in their contract or State regulations that requires them to have a physical.

Lack of Motion - Denied

**STOP DWI CAMPAIGN**

The Mayor stated we have been awarded \$4,000.00 for the latest time frame for Stop DWI Patrols.

**MOTION** was made by Trustee Chichester to accept the funds and authorize the Mayor to sign the contract with the County.

**SECOND** was made by Trustee Borowski

**AYE:** Trustee Chichester                      **NAY:** -0-  
Trustee Farrell  
Trustee Shuart  
Trustee Borowski

**MONROE JOINT FIRE DISTRICT - LEAD AGENCY PROPOSAL**

The Mayor stated we received a request from the Monroe Joint Fire District regarding their Lead Agency for the construction of a new Fire House in Harriman. It lists us as Interested Agencies and my feeling is at least one, whether it is the Planning Board or the Village Board to be an involved agency and have more of a say. The Fire District is looking to cooperate with the local municipalities. I think we should look for the Planning Board to be an Involved Agency as they are the ones to have more to do with it then the Village Board would.

Attorney Darwin stated if the Planning Board has any approval authority at all, with respect to this project than by definition my believe is it is an Involved Agency.

**MOTION** was made by Trustee Shuart to request involved agency status along with a letter to the Fire District requesting that our Planning Board have involved agency status.

**SECOND** was made by Trustee Chichester

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**AYE:** Trustee Chichester                      **NAY:** -0-  
Trustee Farrell  
Trustee Shuart  
Trustee Borowski

**SURPLUS EQUIPMENT – DPW – BID AWARD**

The Mayor stated that there were six tires put on Auction International. Bidding was closed on December 4, 2015. The top bid was \$710.

**MOTION** was made by Trustee Shuart to approve top bid of \$710.00.

**SECOND** was made by Trustee Chichester

**AYE:** Trustee Chichester                      **NAY:** -0-  
Trustee Farrell  
Trustee Shuart  
Trustee Borowski

**ATTORNEY REPORT**

The Mayor stated we do have a couple of items in Executive Session we will need to speak about. The only other issue David and I spoke about earlier today was the Water District that we are looking to form within Woodbury in order to assure payment of future water bills. I did find it very interesting just recently with the Town of Monroe they have a Water District 13 which is serviced by the Village of KJ and for those people in that District that do not pay their bill the Town does levy it on to their Town tax bill and returns the money to the Village of KJ so hopefully once the new Board is seated in the Town of Monroe it is something that we should be looking at to also get with the Town of Monroe for our out of the Village customers who are in the Town of Monroe to protect us for getting payment for water.

Attorney Darwin stated I spoke with Joe McKay the Town of Woodbury attorney and he is receptive to the concept and we talked about setting up a meeting.

Mayor Welle replied we will do that.

**PUBLIC COMMENT**

None

Thank you James and Laurie for coming this evening.

**MOTION** was made by Shuart to enter into Executive Session for a Personnel Issue and Attorney Client Privilege.

**SECOND** was made by Trustee Chichester.

**ALL IN FAVOR.**

At this time the Village Clerk was excused from the meeting.

The following was given by Mayor Welle:

Executive Session with David Darwin, Esq..

**MOTION** was made by Borowski to adjourn Executive Session and return to the Regular Meeting.

**SECOND** was made by Trustee Chichester.

**ALL IN FAVOR.**

**MOTION** was made by Shuart to approve side letter to PBA contract and Police Chief's Contract

**SECOND** was made by Trustee Farrell.

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Discussion followed on possible additional changes to wording on Chief's letter.  
Mayor will advise Board.

**ALL IN FAVOR**

A **MOTION** was made by Trustee Borowski and **SECONDED** by Trustee Chichester to adjourn the meeting at 10:05 p.m.

**ALL IN FAVOR.**

Respectfully submitted by: \_\_\_\_\_  
Jane Leake, Village Clerk