

Pipe Dreams and Crude Proposals: Community Political Engagement with the Pilgrim Pipeline  
in the Hudson Valley

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## Abstract

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(DOT) (Federal Register, 2016). Nevertheless, this allows for eight years of increasing potential for derailments and the possibility for explosions. It is similarly important to note that these trains are in some cases transported on rails that are in disrepair and in need of inspection. According to 2010 data, the Association of American Railroads (AAR) reports 4600 miles of railroad tracks go through New York State, and 65% of these tracks belong to CSX, Canadian National Railway, CP, and Colorado and Southern (Department of Transportation 2016). There is only one federal inspector for the 3000 private train bridges in New York is also in charge of inspecting bridges in 13 other states (Schumer, 2015).

Including the federal inspector in NY, there are only eight federal inspectors for the 70,000 to 100,000 private train bridges in the US, and only 1 percent of them are audited in any given year (Mid Hudson News, 2016). The Federal Railroad Administration (FRA) has inadequate funding to review railroad inspection reports (Liebmann, 2016). Senator Chuck Schumer has brought attention to the lack of funding and limited federal oversight of bridges, saying that Upstate New York has a clear need for more railroad inspectors, and that there is simply not enough manpower right now on the federal level to inspect and audit these bridges on schedule (Mid Hudson News, 2016: 1). As a result, the FRA has proposed doubling the number of rail bridge inspectors from eight to sixteen and create a nationwide inventory to register high risk bridges (Mid Hudson News, 2016).

In response to these growing concerns over safety with volatile crude by rail transportation, Governor Andrew Cuomo announced a series of "Blitz" inspections by NYSDOT and the Department of Environmental Conservation (NYDEC) in February of 2014. Two of these inspections occurred at Kenyard Yard in Albany (owned by CP) and the other at the Frontier Rail Yard in Buffalo (owned by CSX), which are two of the most heavily used rail





Figure 1: Major Rail Line Transport Routes for Bakken Shale Crude Oil. *Source: New York Times (2014).*

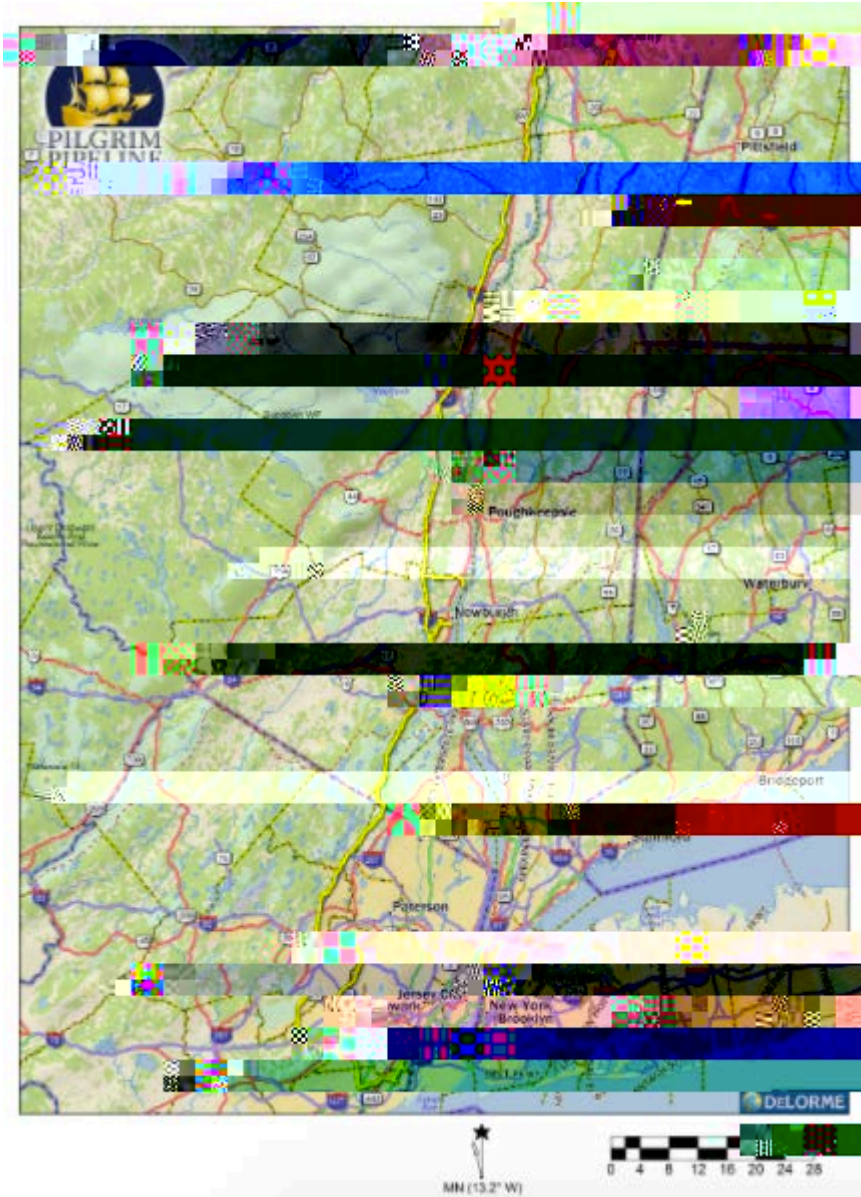
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This research is a continued investigation of the 2016 capstone project Public Perception of Crude Oil Transport via Rail in Saratoga County: Policy, Safety, and the Environment (Hobbs, Mackay, Magnan, Munisteri). However, this research also incorporates a component; the proposed Pilgrim Pipeline project, which would run 178 miles along the Hudson River, from Albany to New Jersey, replacing, to an extent, southbound and northbound shipments of refined petroleum products. These two pipelines will terminate in Albany, New York to a refinery in Linden, New Jersey, passing through five counties and a total

on the intended processing amounts specified by the PPL (Pilgrim Pipeline Holdings, 2016). The construction and operation of this pipeline will directly affect the communities living in close proximity to these tracks in a combination of environmental disruption, perceived stressors, and the possibility of physical harm or property damage should a pipeline rupture occur (McSherry, 2016). Furthermore, the risk of a pipeline spill is not uncommon. Annually, there are an average of 280 pipeline spills in America that USDOT qualifies as significant, based on human health, property damage, and economic effects of a spill (Conca, 2014). It is important to realize that the significance of pipeline spills does not account for environmental degradation (Conca, 2014). Based on these known risks of pipelines, as well as the proposed number and quantity of Crude by Rail trains known to be in operation, the necessity of stakeholder perception assessment prior to the New York State Department of Environmental Conservation comment period on this proposal is clear.

Locally, the train tracks used in the 2016 capstone project, those that are used to supply this proposed pipeline will run on, are within a radius of Saratoga Springs, New York, which includes a hospital, 22 public schools, and Skidmore College. Trains carrying crude oil have derailed and exploded in the past, and with the significantly increased amount of oil being transported, the risk becomes an even greater chance of an instance of a Crude by Rail derailment and potential spill or explosion (Liberatore, 2016).

Figure 2: Proposed Pilgrim Pipeline Route. *Source: Pilgrim Pipeline Holdings CCC (2016).*



### 1.1 Purpose Statement

The purpose of our research is to investigate the public perception of the Pilgrim Pipeline in Saratoga County, as well as within areas proximate to the proposed position of the pipeline and related increased shipments of crude oil by rail through Saratoga County and New York State. We work to determine the extent to which community members are aware of the issue and reasons why they oppose or support the pipeline construction. A secondary purpose is

better understand the attitude and efforts being made by community influentials either in favor of or in opposition of the proposed pipeline and increased shipments of crude by rail. Our sample populations included Albany, Bethlehem, Rosendale, and Saratoga County. Our methods incorporated interviews, surveys, reviewing of public comments, case studies, and GIS mapping.

Through this process we are guided by three broader research questions:

1. To what extent are stakeholders aware of and concerned about the potential hazards and impacts of the proposed Pipeline and the associated increase in Crude by Rail shipments through New York State?



claim is that the EPA ~~volume~~ estimate of greenhouse gas emissions by the proposed pipeline is about 20% lower than the emissions level ~~from using barges~~ (Pilgrim Pipeline Holdings, 2016). This being said, the possibility of quadrupling of the total oil transport via rail to Albany makes this argument somewhat moot. The company also argues that pipelines are the safest way to transport ~~liquid~~ that barges are seven times more likely to spill than pipelines (Pilgrim Pipeline Holdings, 2016). The discrepancy between this information and that of other informed sources (who?) provides a clear indication that there is a need for more research on this topic, especially regarding the communities and environments that will be directly affected should anything go awry in the transport of Bakken crude oil through this

federal standards (Murrill, 2016).



strain on refineries and pipelines, which caused the price of the Bakken Shale B formation to be cheaper than other crude oils traded in the U.S. market (Frittelli, 2014). Transporting oil by pipeline has been found to cost less than shipment by rail, but with the existing pipelines, it has become necessary for oil companies to increase the shipment of oil by rail cars because of the strain the increased oil has placed on the pipelines. Therefore, the construction of the proposed Keystone XL pipeline would have decreased the necessity to use the rail system for oil transportation and would have cost the refineries less money (Frittelli, 2014). Crude oil transport by rail may not continue to be a necessity, especially if pipelines are created that connect the oil from the Bakken Shale formation to the refineries (Frittelli, 2014).

With the increasing number of rail cars transporting oil, the chance for a spill or a derailment also increases. According to Frittelli, the location of the spill matters more than volume because clean up costs will be higher if the spill was in an area that was highly populated or had a sensitive ecosystem (Frittelli, 2014). The trains hold large amounts of potentially environmentally harmful and flammable material that would cause a vast explosion if a derailment were to occur (Frittelli, 2014). As discussed earlier, the rail cars that are used to transport crude oil are called DOT, which is a non-pressurized rail tank car (DOT, 2016). There are many reasons as to why these rail tanks prove to be unsafe, but a major problem is the thin skin of the car, which can easily be ruptured in a derailment (DOT, 2016). After Federal regulators announced that the DOT tanks needed to be retrofitted, the American Petroleum Institute claimed that 10 years would not be enough time to retrofit them (API, 2016).



rail disaster. State and local government involvement is limited by the railroad exception which means that the FRA holds the sole ability to regulate railroads and all effort made at state or local level to reg

proximity to businesses, homes and highways (Christopher, 2014). Rerouting the trains may be difficult because of factors such as track condition and crossings used to make routing decisions. These locations tend to be in lower-income areas, like next to the Ezra Prentence housing complex in Albany. Additionally, in the event of a spill, critical water resources such as the Hudson River and the Great Lakes may be subject to contamination without an Environmental Impact Statement (EIS) because of federal preemption of railroad routing and safety regulation.

If an accident does occur, the railroad company is responsible for cleanup efforts, but the quality of those oil recovering efforts is limited. For example, in 2013, a train carrying 2.7 million gallons of crude oil from North Dakota's Bakken shale formation derailed and exploded in Alabama, spilling nearly 750,000 gallons of crude into wetlands (Sturgis, 2014). The community of Aliceville, where the disaster occurred, is a poor community with the 66 percent of the population African American and 44.7 percent of residents living in poverty (Sturgis, -

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over an 1 year period in some cases, specifically among fishermen and those that rely directly on the local ecosystems for economic stability. These findings illustrate the effects of oil transportation failure on societal health and economic systems.

The relevance of this study in context to the Pilgrim Pipeline stems both from the proximity of community members to the proposed pipeline as local economies that depend upon the local ecology, in particular the Hudson River and coastal ecology. Specifically, members of minority and low income citizens will be at a higher risk of stress, due to their proximity and exposure to crude oil contamination damage or destruction, should the pipeline fail. These factors all contribute to heightened levels of stress responses as depression, and anxiety among affected people, which is shown to outlast the reparability of a spill. In order to protect marginalized groups from these stressors, which are shown to degrade quality of life, the level of risk perception among at risk, both high and low income, communities must be evaluated.

#### 2.4 Case Study of the Social Implications of Oil Pipeline Construction in Fairbanks, Alaska

The Trans Alaska oil pipeline had extensive social, economic, and cultural effects on the small community of Fairbanks, Alaska. The book *Happened to Fairbanks? The effects of the Trans Alaska Oil Pipeline on the Community of Fairbanks, Alaska*, by Mim Dixon, discusses the issues associated with pipeline construction on communities and the unexpected implications which made the negative outcomes of the construction of this pipeline far more impactful than the positive ones. While Fairbanks can be regarded as a unique situation due to the remoteness of the small community, among other unique circumstances, Dixon believes that this example offers important empirical information for towns housing future oil pipeline projects.

The Trans Alaska oil pipeline is an 800-mile pipeline that was built between 1974 and 1977, spanning from Prudhoe Bay to Valdez (Dixon, 1978). Initially, the social impacts of the pipeline, aside from the potential for a spill, were assessed as positive. Especially the creation of jobs, the supply of oil to energy starved portions of the country, reduced reliance on foreign oil, which were perceived to result in increased economic stability and greater state tax revenue which would in turn provide for more public services (Dixon, 1978). Instead, the social impacts proved disproportionately negative to the town.

Fairbanks was effected by a culmination of factors including lack of community involvement in the planning process, massive migration of workers to fill the 50% of jobs not filled by Alaskans, and lack of industry involvement in ensuring their access to amenities. These factors resulted in housing crises, infrastructure degradation, and negative social impacts including rising rates of street fighting, assault, prostitution, degraded familial cohesion, and economic inflation, all of which exacerbated the small town's ability to cope with this three-year long project. In closing, Dixon suggests that municipalities housing pipeline project future need to be better counseled and involved in the planning process and should require at least one year of town preparation for the influx of newcomers and infrastructure prior to beginning of construction (1978).

Furthermore, Dixon notes that environmental impact statements must include stipulations on how any resulting issues will be handled at the local, state, and federal levels, as well as and for what the involved industry will assume responsibility (1978). The issues associated specifically with the industry highlighted within the book include housing in regard to industry provision, highway repairs as a result of degradation associated with industry traffic, industry covering costs associated with necessary infrastructural updates, and employment restrictions



(Dixon, 1978). Other issues included necessity for industrial alcoholism to improve public safety, need for carpooling to reduce air pollution and traffic, and necessity for compensation over utilized local volunteer groups, and employee childcare to allow more women to participate in the construction effort. This issue was especially prominent in that the employment of more local women would help to reduce the influx of outsiders from which so many of the maladies faced by Fairbanks stem. Overall, Dixon expressed a resounding lack of inclusion of the Fairbanks community in the planning process, a lack of industry support, and a general degradation of community as a result of the construction of the pipeline in Alaska (Dixon, 1978). Dixon suggests that the effects of some of these factors could be reduced or negated with more extensive planning, a redefined EIS, and more state, federal, and industrial input, and that all of these factors should be considered to the extent possible before permitting or beginning a future pipeline project in order to ensure that other communities do not face the adverse effects of pipeline construction that Fairbanks did.

### 3.0 Methods

#### 3.1 Population and Setting

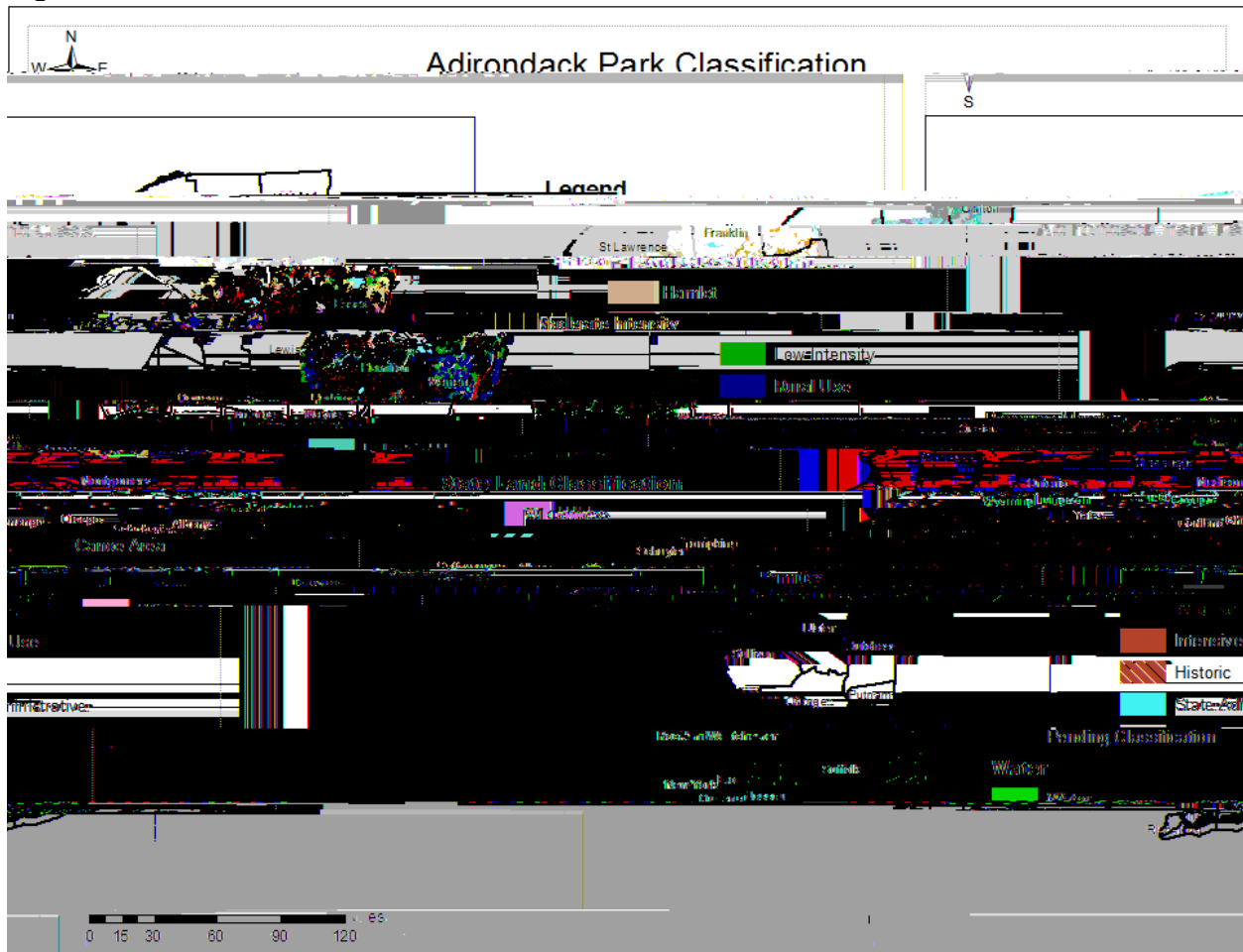
Our research focuses on community influentials' perceived risk associated with the transportation of Crude Oil by rail as well as the proposed Pilgrim Pipeline, and the prevalence and explanation of actions taken by these individuals. Our study includes communities and counties along the Canadian Pacific and the CSX rail lines, and the proposed Pipeline through New York and New Jersey. This study is focused primarily on the responses of state legislators and community influentials in relation to action, inaction, interest, perceptions, knowledge, and attitude about oil transportation through or near their communities.

According to U.S. census data (2010) population of New York State is 19.4 million people. About 70.1 percent of NYS residents are white, 18.8 percent are Latin American and 17.6 percent are African American. 85.4 percent of NYS residents have a High School degree and 33.7 percent have a Bachelor's degree. The average weekly wage is \$1,180, and median household income is \$58,687 (United States Census Bureau, 2016).

Environmentally, New York State is home to a diversity of flora and fauna biodiversity separated into seven main system classifications: marine systems, riverine systems, lacustrine systems, and subterranean systems refer to predominantly fauna dominated systems, while estuarine systems, palustrine systems and terrestrial systems refer to flora biodiversity (Edwards, 2014). These systems and the diverse plant and animal interactions they describe are vital to New York State, and must therefore be considered in the setting of this study.

New York State is also home to the Adirondack Park, which was created in 1892 (The Adirondack Park, 2016). The Adirondack Park incorporates 6.0 million acres of waterways, boreal forests, and immense mountains, all of which comprise the largest park in the lower states (The Adirondack Park, 2016; ADA, 2016). The Adirondack Forests Preserve was established in 1894, which recognized the forest as a constitutionally protected Forever Wild area (The Adirondack Park, 2016). Of the total six million acres of the Adirondack Park, 2.6 million acres are owned by New York State and the remaining 3.4 million are privately owned (The Adirondack Park, 2016).

Figure 3 Classification of Adirondack Park



New York State has the third largest economy in the United States (Ross, 2016). New York City is a global leader in banking, finance, and communication jobs (Ross, 2016; Kotkin, 2014).

Our study is focused around the New York State Capital Region, which is the eastern part of New York State, covering 5,199 square miles. Population of the Capital Region is about 1.1 million as of 2009 and consists of 8 counties; Albany, Columbia, Greene, Rensselaer, Saratoga, Warren, and Washington. Per capita income for this area is about \$28,644, with 568,600 currently employed (Empire State Development, 2016). The Hudson River is a defining characteristic of the Capital Region, as well as our study site. The Hudson River runs

south from the Adirondack Park through the eastern part of NYS to New York City. The New York State Thruway and Northway (connect the Capital Region from Montreal with NYC, the Massachusetts Turnpike) and Western NY.

### 3.2 Instrumentation and Data Collection

This qualita





***Table 1: Community Influential Semi-Structured Interview Participants***

Name	Title	Affiliation
Andy Bicking	Director of Public Policy	Scenic Hudson





risks and the type of oil that was moving in the tank cars .With Pilgrim, that proposal believe came to people s attention in late 2013, early 2014, and the first action we t was a town councilwoman in the town of Rosendale Jennifer Metzger wrote a white paper about the proposal, the risks it posed, who was proposing it and we held a community forum at SUNY New Paltz that was packed, and that led to a lot of civic engagement in Pilgrim (Cherson, *personal communication*, 2017).

So I m on the board for Sustainable Saratoga and the chair of the climate and energy committee, and we received an email from Dr. Steven Shafer, who s a retired physician in Saugerties, NY, which is just below Albany. he sent an email and this was probably a year and a half ago maybe... just indicating his concern that he s been in touch with communities and indicated that he wanted action and that he knew we could take what s called the scoping procedure. And so he s been sending me information and emails about this procedure and I replied and have been in touch with him in learning about the procedure (Behmke, *personal communication*, 2017).

Additionally, all but two of our respondents have taken a stance as well as been involved with the Pilgrim Pipeline proposal. Jim Quigley, Supervisor for the Town of Ulster, has addressed safety concerns with oil trains but not with the Pilgrim Pipeline, partly because Ulster has a policy on not doing memorializing resolutions, and largely because he believes the Pilgrim Pipeline project is dead:

As it relates to the pipeline, the town has not been presented with any factual documents documenting the risks relating to the pipeline by any part, other than a routemap. The town has done independent research of public materials as it relates to the citing of specific facilities related to the pipeline and has formulated a response but at the pre







Sue Rosenberg Founder

CAPP-NY  
(Coalition  
Against Pilgrim  
PipelineNY)

Not-for-profit Environmental  
organization degradation, human

#### 4.3 Environmental Impacts of Pipelines and Associated Increase in Oil Trains

Seven of our respondents cited environmental impacts as a major concern with the Pilgrim Pipeline and increased oil trains, and all of our respondents spoke about water, mainly the Hudson River, as a concern. Respondents often linked water impacts with environmental

I m part of the group that is leaving. We want to preserve the earth so that it is a gift to the next generation. That s what our ancestors did. And mind you, it is going to be the next war at some point. Maybe not my lifetime and maybe not in yours, but that s how priceless water is. You cannot have a life without it. Not even a tree can breathe without it (M. E. Ryall, personal communication, 2017).

Some of the the biggest concerns have to do with the water quality impacts. Both groundwater and surface water impacts. It would cross through Rosendale, our town

Personally, I think that a better path for us to take would be begin to make it easier, it more convenient, make it more economic for people to use renewable resources and begin the process of slowly weaning ourselves off of all forms of fossil fuel, including natural gas, which is another controversial form of fuel that is often spouted as cleaner than oil (Cahill, personal communication, 2017).

They still haven't submitted or the [Draft EIS] hasn't been submitted or accepted yet. So as far as I'm concerned the longer it takes the better it is because the longer it's put off the more renewables get grown and makes it more expensive for the company to do the process and hopefully happen (Boehmke, personal communication, 2016).

When speaking with a representative from Pilgrim Pipeline Holdings LLC, he commented that although renewable energy is something we should be working towards, the transition to renewable energy from fossil fuels will take a long time:

I think you could be for the development of renewables -



organizations and activists took a leadership role in educating the public on the proposed pipeline:

Education is paramount at all levels: in the grade schools, in the high schools, in the colleges, the administrators, the government. All of them have to be involved in environmental education. I think in our country, we haven't insisted that it should be of the curriculum. And so we're raising generations of citizens who know nothing about the Earth. (E. Ryall, personal communication, 2017).

The other goal was to get the municipalities in Ulster County who were also involved agencies in seeking and inviting them to be supporters of an educational event. Not to take a position, but to say are you supportive of this educational opportunity. And you'd be surprised at how many would not, which I think is important for the public to see (Martin, personal communication, 2017).

In communities where you have not seen resolutions passed in opposition to the project it's largely because the people in those communities either A. support the project or B. don't understand it or C. don't care and aren't paying attention. So a lot of our efforts have really been going out and doing the kind of education work to make sure that people have the benefit of our perspective when making up their mind or at the least have the issue raised about. We find that when that happens generally in support of our perspective on this. (Buckling, personal communication, 2017).

#### 4.6 Activism and Whiplash Effect in Response to the Dakota Access Pipeline (DAPL) and the Keystone XL Pipeline

Since the Dakota Access Pipeline (DAPL) and the Keystone XL Pipeline proposals have prompted national media coverage and activism, many have been inspired to be involved in

pipeline fights like Pilgrim Pipeline. When we asked Pilgrim Pipeline consultant Native Paul Nathanson if the level of backlash from NGOs and the Resolutions of Opposition towns had passed against the pipeline were unique, he responded I really think that in the last seven-eight years, since the Dakota Access [Pipeline], that typical response by environmental groups and others (personal communication, 2017). A total of six respondents spoke on the connection between the proposed Pilgrim Pipeline and pipeline activism, citing that the fight against Pilgrim is essentially the same fight as the DAPL and the Keystone XL pipelines:

Obviously we re very interested [in activism against the Dakota Access Pipeline]. The struggle is our struggle from a certain point of view and we can learn a lot from observing them. (A. Bicking, personal communication, 2017).

Our fight against pilgrim is really the same fight as not only the DAPL and other pipeline fights but also communities impacted by uranium mining or coal ash dumping or by mountaintop removal mining all the same. It is communities that get impacted and destroyed for the good of the corporations. We really have an opportunity now to change that. (Rosenberg, personal communication, 2017).

I think that it s all part of a common fight, and we all need to support all of these efforts and be united across the country to the best of our abilities. Of course everyone can do what they can do given their own resources and time, but even within that there much we can do to support each other s struggles that we are sharing against these projects. (Metzger, personal communication, 2017).

#### 4.7 Human Health, Public Safety, and Environmental Justice

Out of our respondents, five mentioned human health and public safety as a major concern. Specifically, our respondents commented that, although a disaster may be unlikely percentage-wise, if an accident were to occur, it would be disastrous. Even with safety measures in place, respondents remained concerned about public safety. Four of our respondents also expressed that minority and low-income communities beared the brunt of the risk:

The fire chief out in Oregon where they had a derailment said you know we did everything right, the train slowed down, they followed all of the regulations, they even had some of the new cars, and the train still derailed and erupted in flames and he said foam was absolutely useless. The flames were so hot that [the foam] was useless. We had to wait until it cooled down before we could use the foam to actually douse the





trains coming through here? It's enough to make ~~MOBY~~ *personal communication, 2017*).

I mean obviously the economic impact on a very broad level is important. It will have impacts on property owners rights, on people who live near it and certainly if things go wrong, the economic impact will be great in communities. On a ~~broad~~ *local* level, we to move from our reliance on fossil fuels to renewables like building a pipeline, making such an investment we almost guarantee that almost less of an investment will be made the push towards conservation and renewables. Also pipeline ~~companies~~ *li* and for DAPL, the energy transfer partnership, are big corporations who are making humongous fortunes off of risking our both environment and climate and the impact individually that people have when pipelines are built. The power of ~~big corpora~~ *another economic issue* *Rozenberg, personal communication, 2017*).

We know this oil that's proposed to fill the pipeline would just pass through the Hudson Valley, so to the community here it represents no economic benefit. The oil is just passing through. [Pilgrim has] argued that the pipeline would lead to 50 permanent jobs after construction, but those jobs they have with the pipeline are proposed to be monitored remotely. So you have one person, or a couple people, possibly not even in New York State, doing remote monitoring of the project, so the economic benefit in terms of employment are ~~dubious~~ *Johnson, personal communication, 2017*).

The fossil fuel industry is a capital intensive industry, it is not labor intensive. For instance ~~the~~ renewable energy sector is a labor intensive industry. [The fossil fuel industry] does nothing for the local economy. It will create some short term construction jobs, but that's it. And, in fact it can have a really negative impact on our economy to







in opposition to the project, which is over 30 in New York from a diverse number of towns with diverse political leanings to kind of see how broad the opposition is. You can also look to the statements of the company Globalrid ~~Blakely~~ that have commented on Pilgrim saying they are in universal opposition to that project and they even disavowed it. (Cherson, personal communication, 2017).

Additionally, although we found no other supporters of the proposed pipeline, no one else has yet taken a stance on the pipeline. According to Jim Quigley this is because of lack of community involvement or interest:

The reason the town was not in the forefront of taking a position on [the Pilgrim Pipeline] is because no one came to the town board that lives in the town and said anything. And it's exactly the same thing that happened in the Niagara situation; the entire opposition was based on people from outside the community. (Quigley, personal communication, 2017).

#### 4.10 GIS Data *Adirondack Park*

The classification of Adirondack State Park shows private land, state land, and water systems. Although the Canadian Pacific rail line runs along the outside edge of Adirondack State Park, it runs closely to private land that is classified as resource management or rural use. Figure 6 shows the classification of Adirondack State Park with New York counties, highlighting the expansiveness of the park.

#### *Critical Lands*

The proposed Pilgrim Pipeline and the existing rail lines cross critical



Figure 14 shows the projected total number of trains per month that would be required in 2018 if the Pilgrim Pipeline was to be constructed. The total number of trains that would travel along the Chessie and Seaboard rail line is 98 trains, while the total number along the Canadian Pacific rail line would be 24 per month. The total of trains per month that the pipeline would equal is 70.

Figure 6: *Adirondack Park Classification with Counties*

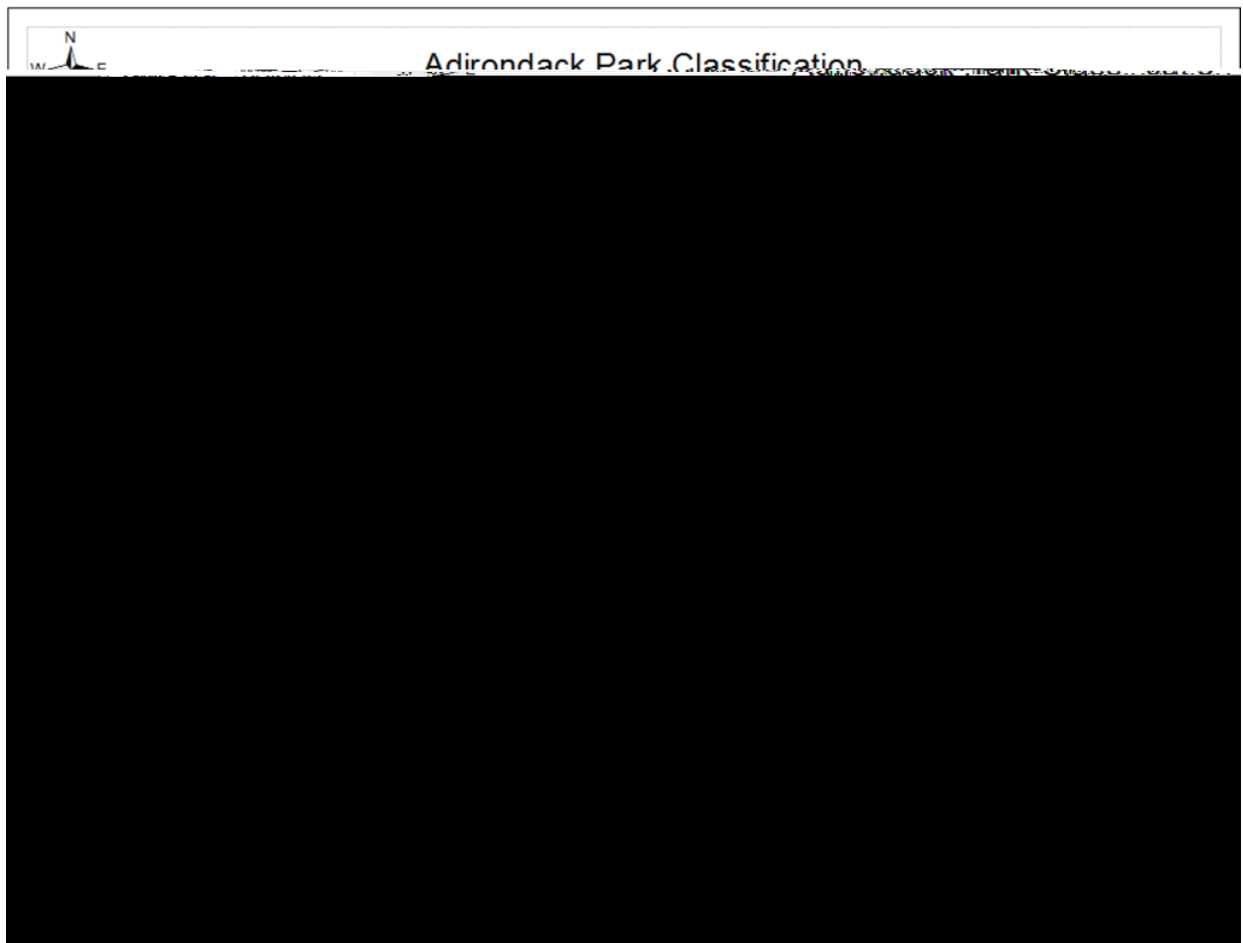








Figure 9: Critical Water in New York and New Jersey

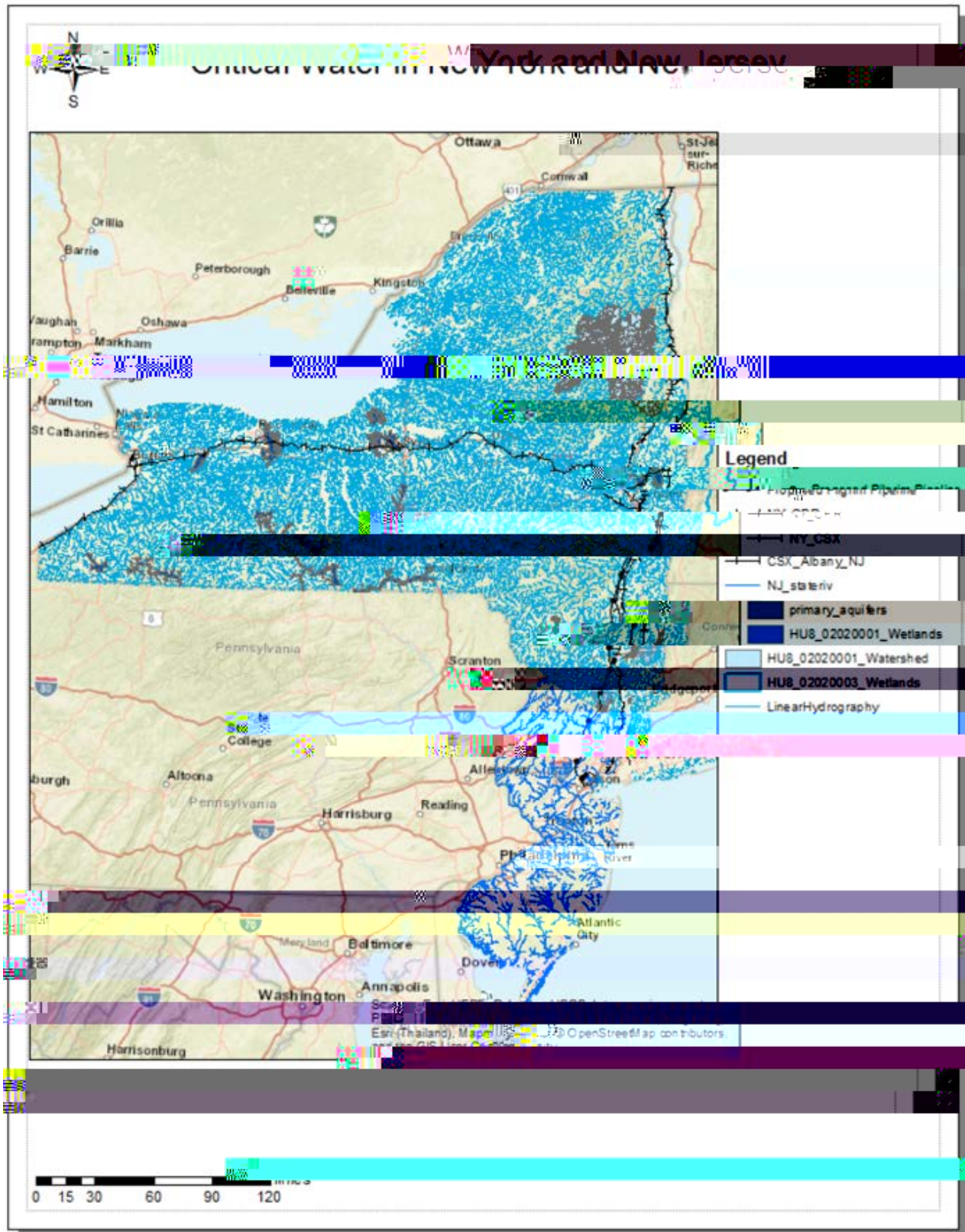


Figure 10:







Figure 13 Schools In New York and New Jersey Along the Proposed Pilgrim Pipeline

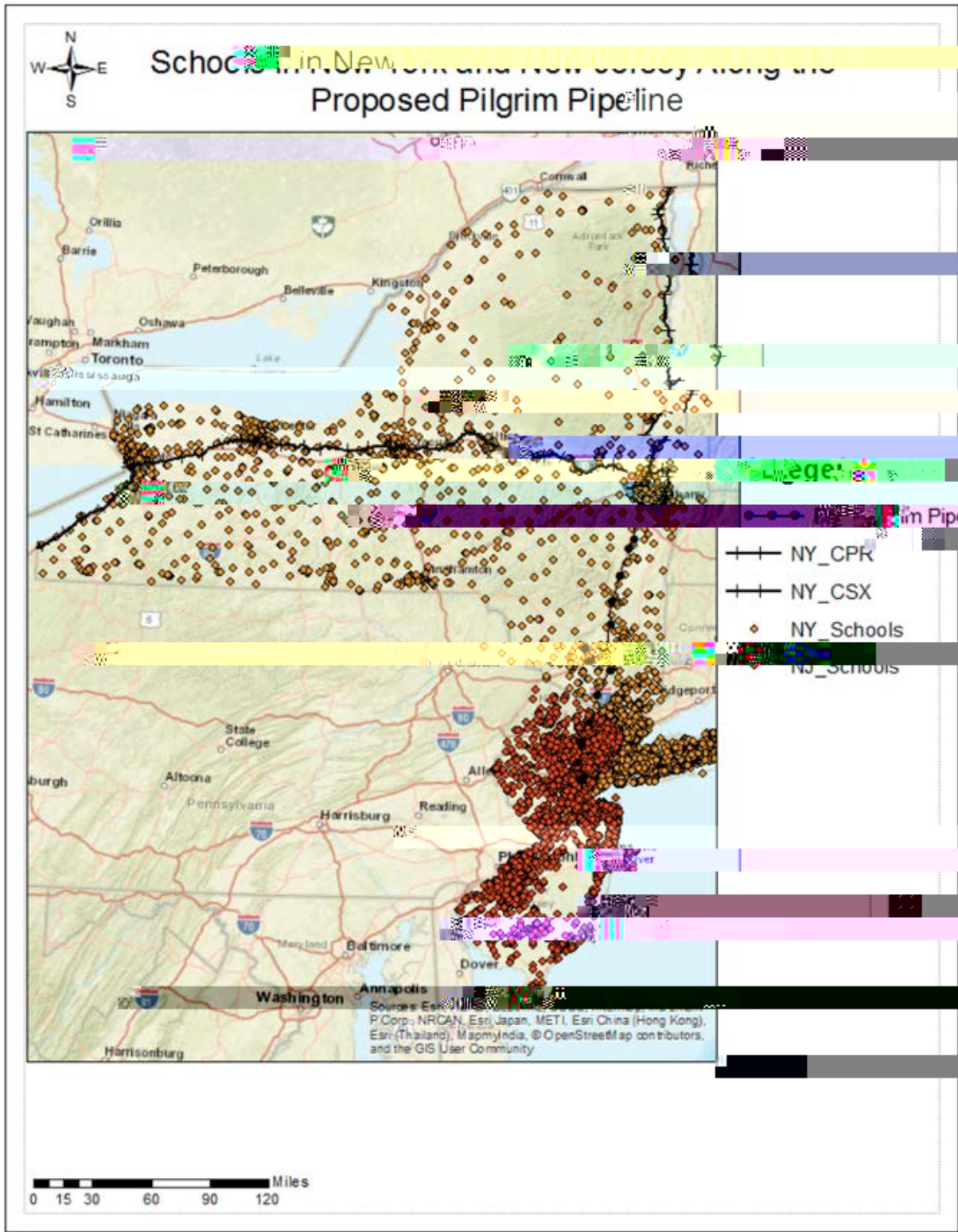
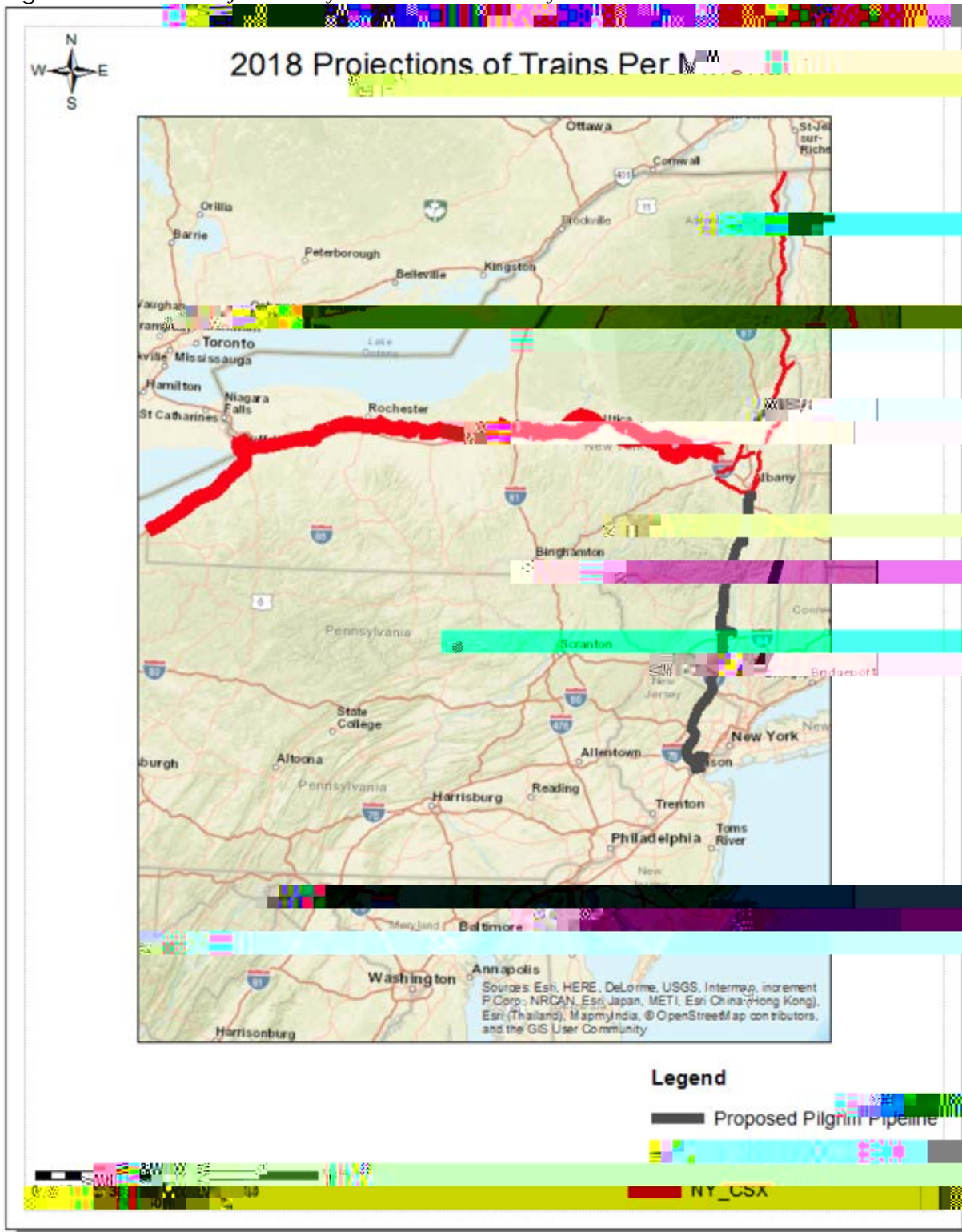




Figure 14: 2018 Projections of The Total Number of Trains Per Month



## 5.0 Discussion

Over the course of this eight-month study, we contacted over 50 individuals and organizations for interviews regarding the Pilgrim Pipeline, which typically required multiple calls and emails. We were rejected primarily by legal firms and elected officials, namely Governor Cuomo, and redirected to Freedom of Information Laws (FOIL) requests by the NYSDLV and the cN-8 (e)6 Tc O Twwhmkid ove Tc O Twwhh



before a pipeline leaks, and the quality of water for people living near the pipeline is therefore very much at stake.

Paul Nathanson, representative for Pilgrim Pipeline Holdings, said multiple times that pipeline would be the best way to transport fossil fuels in terms of emissions, efficiency and environmental friendliness . He also spoke about the intensity of the environmental review



pipelines like APL are educational and necessary for communities and activists to understand.

Jen Metzger thinks that because the fights are interconnected, everyone needs to be in support of the efforts made by people around the country and use our resources to work together against these projects. Sue Rosenberg believes that not only are the other pipeline fights the same as Pilgrim but also as any communities exploited by corporations resulting in negative environmental or health effects for the communities. Instead of a united front within the activism against the Pilgrim Pipeline has been one reason why this activism has been so successful and a wide variety of stakeholders have combined their efforts in solidarity against the pipeline.

#### 5.6 Human Health, Public Safety, and Environmental Justice Concerns

Unfortunately, marginalized communities often have higher risks associated with environmental hazards. Bill Boehmke discussed a derailment in Oregon, where a train had derailed even though it slowed down when it reached the town. Unfortunately, the foam equipment used to douse the fire was useless because of the heat coming off of the flames and the additional weight from the cars had caused the train to derail. Bill suggested that the train cars should be shorter if they are going to be so heavy. Chris Mathiesen discussed the number of oil tankers moving through this area.



government. Therefore it is hard to know exactly when a problem can cause safety hazards. The South End of Albany already faces higher risks from trains carry crude. Jeremy Cherson talked about how the proposal of the pipeline would increase the threats to the South End. Mary Ellen Ryall and Jen Metzger also discussed this fear of polluting an area that is home to low-income communities.

## 5.7 Negative Economic Impacts

The Pilgrim Pipeline would have little benefit to New York State. Andy Bicking discussed the topic of jobs. Although the pipeline would bring in construction jobs, he believed that the short-term benefits do not balance with the long-term benefits. The public has an interest in maintaining a healthy environment that can support the economy and tourism. The pipeline would not support the goals of the public. According to Mary Ellen Ryall, Saratoga Springs is all about health, horses, and the environment. The construction of the pipeline would increase the number of oil trains moving through New York and would have little benefit to the Saratoga Springs community. The oil needed to fill the pipeline would just be passing through the Hudson Valley, which means it would have little economic benefit to those communities. Pilgrim Pipeline Holdings, LLC. stated that the pipeline would bring in 50 jobs that were never mentioned if the jobs would be strictly for citizens of New York State. Sue Rosenberg talked about the power of big corporations, as they are able to risk the environment and communities without having to harm themselves. Jen Metzger discussed the impacts the pipeline could have on the agricultural and tourism sectors of New York State. On the other hand, Jim Quigley discussed how large amounts of activism can create an environment where no one wants to do business. If companies do not work with communities, then there won't be any jobs within those communities.

## 5.8 Support for the Pilgrim Pipeline

We were unable to find respondents that expressed support for the Pilgrim Pipeline, other than Paul Nathanson from Pilgrim Pipeline Holdings, LLC. No respondent was able to identify supporters, but suggested reaching out to municipalities that had not taken a stance or submitted a resolution of opposition. Andy Bicking discussed the lobbying firm that Pilgrim Pipeline had hired to attend public community meetings, but that recently, the individuals from the firm had not been seen at meetings. He also noted that as far as he has seen, Pilgrim Pipeline Holdings, LLC. is the strongest supporter of the pipeline proposal and that made it difficult to find people who are supportive. Jim Quigley mentioned that the Town of Ulster did not take a position on the Pilgrim Pipeline issue because no community member stepped forward requesting any action to be taken. He noted that like the issue regarding the bottled water

of the park, most of the wilderness lands is centered in the middle of the park, with much of the private land on the outside ring of the park boundary. So far, there is one canoe area and a sprinkling of primitive lands throughout the park. The rail line poses a serious threat to the system that is along the eastern edge of Adirondack Park. Figure 6 and 7 both show the classification of Adirondack Park, but figure 2 shows where the rail line falls within the boundary of the park.

### *Critical Lands*

Within New York, the rail system crosses some urban lands, which means that there is a significant chance that a derailment could harm a large amount of people. Near the bottom of New York, the proposed route for the pipeline and the rail line both pass through a state park that is classified for recreation, as seen in figure 8. The rail line passes through a few bird conservation areas, but the proposed route for the Pilgrim Pipeline does not pass through any. However, it would end close to a couple of bird conservation areas, which is an issue if there were to be a leak in the pipeline.

### *Critical Water*

All of the rail lines and the proposed Pilgrim Pipeline all pass through much of the line's hydrography throughout New York and New Jersey, which means that there are many possibilities for oil to be leaked into the water system. The rail lines also are along much of the area hydrography, which means many of the lakes and ponds throughout New York could easily be contaminated. The Chessie and Seaboard rail line passes through five different primary aquifers, which could pose a threat to human life if the sources are used from drinking water. Although the Canadian Pacific rail line does not pass through one of the main wetlands or watersheds, it is very close to it, which means that it has the potential to still contaminate

water. However, the Canadian Pacific rail line is directly located on another wetland, as shown in figure 9.

### *Income Level*

As you approach Albany, there is a variety of incomes, but the surrounding outskirts of the city seems to have higher incomes. As you move down the route of the pipeline, the level of income seem to stand around the middle and low ranges, as seen in figure 10. Figure 11 shows highlights that the Canadian Pacific rail line seems to hold the lowest of the income levels. But, along the Chessie and Seaboard rail line, the income levels seem to be more varied. Other than the route of the Canadian Pacific rail line, there does not seem to be a correlation between income level and the routes of the rail lines and proposed pipeline, except in New Jersey. Both the rail line and the proposed Pilgrim Pipeline have a greater amount of dark or light red color which means that there are lower income levels in New Jersey, as seen in figure 12. It can be assumed that if there were to be a derailment along the rail lines or the pipeline within an area with a lower average income, there would not be as much of a push for a cleanup proposal. However, if the derailment were to happen in an area with a higher average income, there is a greater possibility that the media would cover the contamination and that there would be a faster cleanup process.

### *Schools in New Jersey and New York*

Although New York has is an overall larger state than New Jersey, there still seems to be some areas of clustering along the rail lines in New York. Figure 13 shows the four main clusters that are along the Chessie and Seaboard, which means that there are a large number of schools that could be harmed from a possible derailment or explosion. Both the rail line and the proposed Pilgrim Pipeline are surrounded by schools in both New Jersey and New York, which means that there is an extremely high risk of contamination or harm for the schools.

### *Projected Train Traffic Per Month*

Figure 14 shows the projected total number of trains per month moving along the two lines if the Pilgrim Pipeline were to be constructed. The total number of trains that would move along the Chessie and Seaboard rail line is 98 trains, while the total number along the Canadian Pacific rail line would be around 24 trains per month. The Pilgrim Pipeline would be equal to 70 trains per month, since the total amount of oil that the pipeline can move is 200,000 barrels per day. There would need to be an increased amount in trains moving throughout New York, which means there will be a greater chance of derailment or explosion.

## **6.0 Recommendations**

### *Fixing Existing Fossil Fuel Infrastructure*

The Pilgrim Pipeline would be a forty

Currently, the trains are being stored along rail lines until they can be cleaned and repurposed.

the cohesive efforts of nonprofiteers, and elected officials have successfully slowed the progress of the pipeline. Because of the strong opposition that citizens of New York have to

should be able to have their voice heard. This study also highlights the importance of educating citizens on projects proposed and happening in their communities, allowing them to make





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Explain the extent of feedback from your constituents about the pipeline, either positive or negative?

How do you feel regarding your position on the pipeline following the election results?

Is there anything that we've overlooked, or ~~that you'd like to~~ share with us beyond the conversation we've just had?