

Along with this obvious and measurable impact, we are concerned about the environmental effects. Legitimizing the anchorages south of the Kingston-Rhinecliff Bridge in conjunction with future increased capacity at the Port of Albany could potentially allow an endless, noisy, diesel parade just off our shore. This would essentially cut off river access to those recreational boaters and fishermen, diminish the quality of life of residents and visitors, and severely compromise the public's experience of this designated "Scenic Area of Statewide Significance," which is also within the Mid-Hudson Historic Shorelands Scenic District AND the Hudson River National Historic Landmark District.

Most worrisome—and potentially disastrous—is the effect that this would have on the coves and tidal marshes of the Tivoli Bays Wildlife Management Area, and the furred, feathered, and finned inhabitants therein. The Tivoli Bays Area is 1,700 acres of tidal marsh and upland forest, with hiking trails, boat launches, and a bike path connecting the Village of Tivoli to Bard College. The Bays are a designated New York Bird Conservation Area in recognition of its unique marsh bird community, its importance as a staging area for migrating waterfowl, and as a migratory stopover habitat for warblers. Furthermore, the area is a NYS Natural Heritage Area, recognized by the Department of Environmental Conservation to call attention to and protect the rare animals, rare plants, and significant natural communities on this state-owned land. The Bays are also part of the Hudson River National Estuarine Research Reserve which provides field laboratories for estuarine research, stewardship and education by the DEC.

This unique and sensitive site is imperiled by every petroleum-product bearing tanker that passes by, and increasing the traffic increases the risk. We are well aware that accidents do occur, as evidenced by the running aground of a dirt bearing barge on the rocks of Magdalen Island in April 2013.

The impacts, and dangers to Tivoli and other communities—especially the natural resources—along the river that would be courted by allowing more federally-designated anchorages are undeniable and in our estimation the proposal is unsupportable.