

**Bennett College Development Project
Village of Millbrook, New York
Air Quality Impact Study**

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1.0 INTRODUCTION AND SUMMARY

An air quality analysis was conducted to assess the potential impact of the proposed Bennett College Development Project in the Millbrook, Dutchess County, New York. The proposed development of Bennett College property will consist of the construction of a townhouse condominium community. Ninety-one new residential units will be constructed with nine of the new residential units being single family units and the balance duplex units. Bennett College is located just outside of South Millbrook between Route 44 and North Avenue. A site location map is provided in Figure 1-1. Traffic and roadway information provided in the Traffic Impact Study (TRC, 2007) were used in the air quality analysis.

The purpose of the air quality analysis was to assess the changes in the air quality in the surrounding area due to the increased traffic from the proposed Project on the surrounding roadways. Emissions of carbon monoxide (CO) from vehicles were analyzed to ensure that the health and safety of the local community would not be threatened. The Project site is located in a CO attainment area; thus, the potential ambient CO concentrations from the traffic generated by the proposed Project, when summed with the existing background CO concentrations, are required to be less than the CO National Ambient Air Quality Standards (NAAQS).

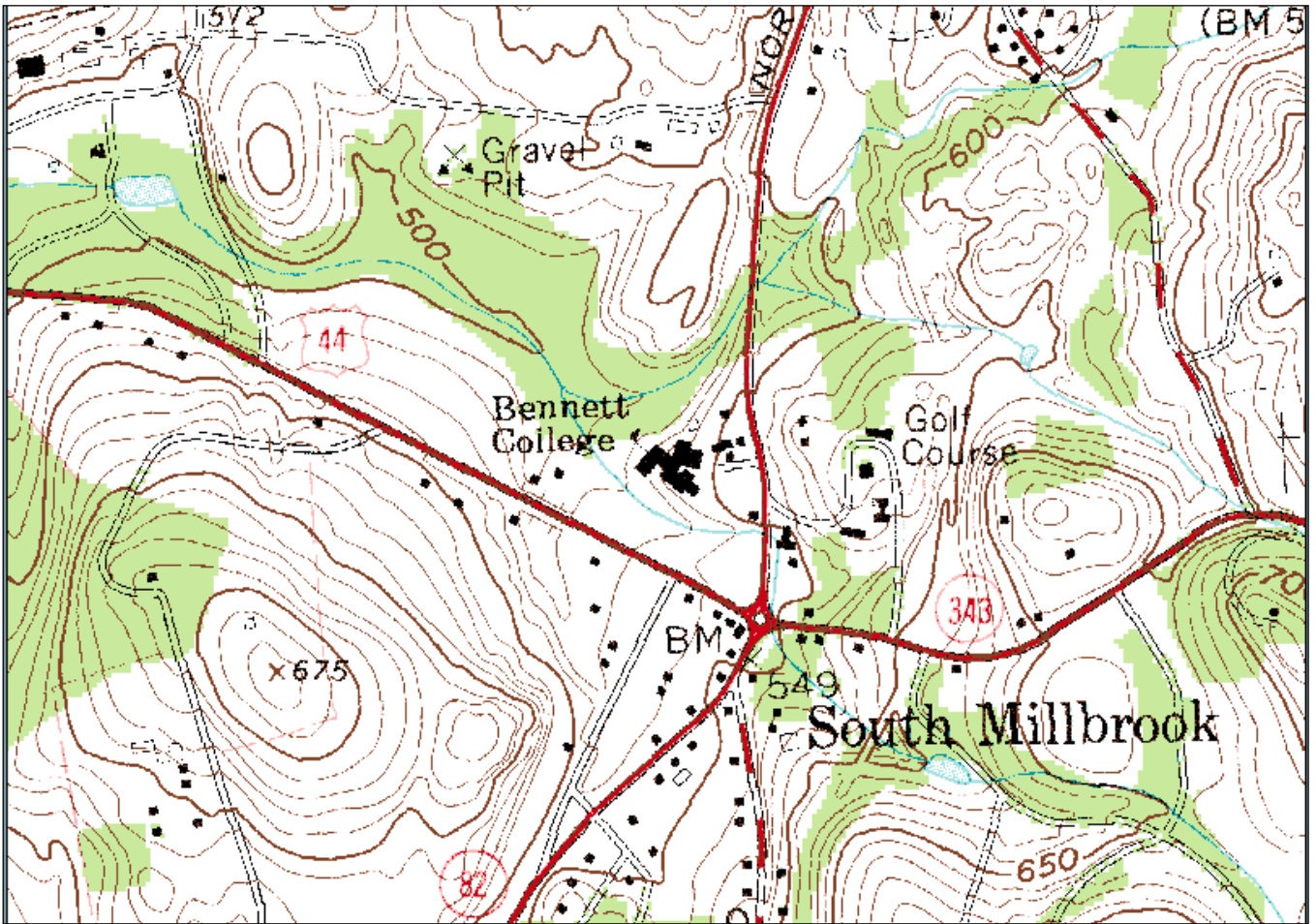
The traffic air quality analysis followed the procedures found in the New York State Department of Transportation's (NYSDOT's) Environmental Procedures Manual (EPM), Chapter 1.1 (NYSDOT, 2001). Namely, the microscale analysis used screening procedures to determine if a refined air quality modeling analysis was required, and ultimately, to determine if the Project would have the potential to cause or contribute to a violation of the 1-hour and/or 8-hour CO NAAQS due to the peak weekday morning and afternoon/evening (Peak AM and Peak PM, respectively) traffic traveling through the intersections surrounding the proposed Project site during the future Estimated Time of Completion (ETC) year of 2009.

All of the studied intersections have a Level of Service (LOS) of A, B, or C in the 2009 Build condition. As a result, no further screening analyses were necessary and a refined air quality modeling analysis is not required for any intersection. Based on these results it can be concluded that it is highly unlikely that the Project will cause a violation of the CO NAAQS.

A qualitative evaluation of the construction related air quality impacts was also performed. In accordance with the NYSDOT EPM (NYSDOT, 2001), emissions of inhalable particulate matter during the construction phase will be mitigated through various measures such as the wetting of demolition debris and exposed soil, covered trucks for soils and other dry materials, and controlled storage of spoils on the construction site. There are no current plans for construction diversions and/or detours of roadways; however, if necessary, the diversions and detours will

not occur for more than two years at a given location and as such, no further air quality analyses for construction related impacts were required as per the NYSDOT EPM (NYSDOT, 2001).

Figure 1-1. Site Location



Source: United States Geological Survey
Millbrook Quadrangle

2.0 POLLUTANTS OF CONCERN

The air quality analysis conducted for the Development Project evaluated the potential ambient air quality impacts of the Project against the applicable standards for those pollutants for which a NAAQS exists. Currently, the United States Environmental Protection Agency (U.S. EPA) and the New York State Department of Environmental Conservation (NYSDEC) enforce ambient air quality standards for the following seven pollutants: CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than 10 microns (PM-10), particulate matter with an aerodynamic diameter less than 2.5 microns (PM-2.5), ozone (O₃) (which is controlled through limiting of nitrogen oxides (NO_x) and volatile organic carbon (VOC) emissions), and lead (Pb).

For the Project, increases in emissions are associated with the increased vehicular traffic projected with the proposed Project. Emissions of CO, NO_x, VOC, and Pb are associated with mobile emission sources; whereas emissions of SO₂ and PM-10 are associated primarily with stationary sources. Emissions of PM-2.5 are associated with both stationary and mobile sources. There are no major stationary sources emitting significant quantities of pollutants planned for this Project, thus only vehicular emissions of CO, NO_x, VOC, Pb, and PM-2.5 were of concern.

Carbon monoxide emissions from vehicles are associated with incomplete fuel combustion. Impacts from vehicles generally are localized and can cause elevated concentrations within a relatively short distance from heavily traveled traffic light signals and intersections. Consequently, it is appropriate to focus on CO emissions from motor vehicles on a localized or microscale basis.

Nitrogen oxides combine with hydrocarbons to produce ozone and other compounds in the atmosphere that can cause potential health effects including eye and lung irritation. Nitrogen oxides, generally nitric oxide (NO), are formed from high temperature fuel combustion and within a few hours of release are converted to NO₂ in the atmosphere. Further complex reactions occur with VOC in the atmosphere to produce ozone. Since these reactions occur several hours after the initial NO_x release, the pollutant effects occur some distance downwind from the release. Thus, NO₂ impacts are normally studied within the context of a large-scale analysis (i.e., mesoscale analyses).

Emissions of VOC occur from many processes including stationary fuel combustion sources and process sources (e.g., dry cleaning, painting, and coating), as well as mobile sources. VOC emissions contribute to the formation of smog and when reacted with other chemicals (such as NO_x) in the atmosphere ultimately produce ozone and other photochemical oxidants. As

discussed previously for nitrogen oxides, studies of VOC emissions usually entail evaluations of large areas accounting for many emission sources including vehicles.

Up until the 1970s, lead emissions were associated with vehicular fuel combustion. At that time Federal clean air legislation prompted the conversion of lead-based gasoline to lead-free fuels, which began a systematic phase-out of the sale of leaded gasoline. Emissions of lead from motor vehicles have decreased significantly as a result of lead being phased out as an additive in motor vehicle fuels. The Federal Highway Administration (FHWA) has advised that microscale lead analyses for highway projects are not needed or warranted. Lead emissions from highways have been virtually eliminated as a result of the regulation and legislation prohibiting the manufacture, sale, or introduction into commerce of any engine requiring leaded gasoline since model year 1992, sale of only unleaded gasoline, and the requirement for reformulated gasoline to contain no heavy metals (such as lead).

In 1997 the U.S. EPA codified its decision to revise the NAAQS for particulate matter. As part of this revision, new 24-hour and annual PM-2.5 standards were added. PM-2.5 can be emitted as a primary pollutant directly from stationary and mobile sources and can be formed in the ambient air through secondary formation. Secondary PM-2.5 formation is a long-term process taking hours and days and is due to multiple gases (e.g., oxygen, water vapor, and SO₂) chemically reacting in the atmosphere. Because secondary PM-2.5 formation is a large-scale phenomenon, it would be studied within the context of a large-scale analysis (i.e., mesoscale analyses).

Primary PM-2.5 emissions from gasoline powered vehicles are negligible due to the low ash content of gasoline. Most of the PM_{2.5} emissions from vehicle traffic are due to diesel powered vehicles. However, the proposed Project will have limited diesel vehicle traffic (mainly local deliveries). Furthermore, the U.S. EPA has proposed regulations to control the emissions from diesel trucks that would reduce the particulate matter emissions by 90 percent. The new diesel regulations will begin in 2007, so by the Project ETC year of 2009, these regulations will be completely enacted. Therefore, the Project will have negligible PM-2.5 impacts on the surrounding area.

To ensure that CO emissions due to the proposed Project will not cause a local compliance issue with the NAAQS, the Blumenthal Brickman requested that a microscale analysis be conducted for vehicular CO emissions.

3.0 EXISTING AIR QUALITY

The proposed Project site is located in Dutchess County (NYSDEC Region 3) in the New Jersey\New York\Connecticut Interstate Air Quality Control Region. The NYSDEC Bureau of Air Surveillance operates various air quality monitors for SO₂, PM-10, PM-2.5, NO₂, CO, O₃, and Pb. Presently, the following U.S. EPA classifications exist for the criteria pollutants at or near the Project site:

- SO₂ – better than national standards;
- PM-10 – attainment;
- PM-2.5 – non-attainment;
- NO₂ – cannot be classified/better than national standards;
- CO – unclassifiable/attainment;
- O₃ – moderate non-attainment; and
- Pb – not designated.

Locations of the monitoring stations operated by the NYSDEC were reviewed and sites were selected as representative of the Project area. Table 3-1 presents the maximum annual and second highest short-term concentrations recorded during the latest available three years (2003-2005) at the selected stations for the specific criteria pollutants. In accordance with U.S. EPA and NYSDEC policy, second highest monitored concentrations, as opposed to maximum concentrations, are presented in Table 3-1 for pollutants with short-term standards, since one exceedance of the standard is allowed per year.

The following text provides pollutant-specific discussions of these data, including ambient air concentrations with respect to the air quality standards and air pollution trends.

Sulfur Dioxide (SO₂)

The closest, representative monitor for SO₂ is located at the NYSDEC Field Headquarters on Gypsy Trail Road in Putnam County, New York, approximately 37 kilometers (23 miles) south of the Project site. This monitor is considered representative of the Project site because the monitor is located in a rural setting similar to the Project site and the monitor has recent data up to and including the data year 2005.

Data collected during the three-year period (2003-2005) show the maximum 3-hour background concentration less than 8 percent of the NAAQS, the maximum 24-hour concentration at 12 percent of the NAAQS, and the maximum annual concentration at 8 percent of the NAAQS.

Inhalable Particulates (PM-10)

The nearest representative PM-10 monitor to the site is located in Ulster County, New York, on Belleayre Mountain. The PM-10 monitor is approximately 77.5 kilometers (48 miles) northwest of the Project site. Located in a rural area, PM-10 concentrations recorded at this monitoring site provide representative estimates of the background PM-10 concentrations in the Project site area. Data show the maximum 24-hour PM-10 level at 25 percent of the NAAQS and the maximum annual concentration at 26 percent of the NAAQS.

Fine Particulates (PM-2.5)

Approximately 40 kilometers (25 miles) southwest of the Project site in Newburgh, Orange County, New York, is the closest PM-2.5 monitor to the proposed Project site. This monitor is located at 55 Broadway in Newburgh. The area surrounding the PM-2.5 monitor is a more urbanized area than the Project site; and therefore, concentrations recorded at this monitor will represent conservative estimates of the background PM-2.5 concentrations at the Project site. The maximum monitored 24-hour PM-2.5 concentration during the 2003-2005 time period was 89 percent of the 24-hour PM-2.5 NAAQS and the maximum monitored annual PM-2.5 concentration was 80 percent of the NAAQS.

Nitrogen Dioxide (NO₂)

The nearest NO₂ monitor to the Project site is located in Bronx County, New York, at the Botanical Gardens. This monitor is located south of the Project site approximately 102 kilometers (64 miles). Data from this monitor for the three year period (2003-2005) show a maximum background concentration that is 51 percent of the NAAQS.

Carbon Monoxide (CO)

The nearest representative CO monitor is also located at the Loudonville Reservoir in Albany County, New York. Ambient CO concentrations are monitored for comparison against a one-hour and an eight-hour standard. Data collected during the three year period (2003-2005) show the maximum 1-hour and 8-hour CO levels at 8% and 17% of the NAAQS, respectively.

Ozone (O₃)

Dutchess County has been designated as a moderate ozone non-attainment area. The closest representative ozone monitor is located in Millbrook, New York. The ozone monitor is located approximately 4 kilometers (2 miles) south-southwest of the Project area. The 8-hour ozone NAAQS is based on the average of the last three years of highest fourth-highest (H4H) 8-hour

ozone concentrations recorded. The H4H 8-hour average over the three year period (2003-2005) was 155 $\mu\text{g}/\text{m}^3$, which is below the 8-hour ozone NAAQS of 157 $\mu\text{g}/\text{m}^3$. It is difficult to infer pollution trends from ozone data since the occurrence of this pollutant depends not only on a source of the precursor pollutants (NO_x and VOC), but also the driving mechanism (sunlight) that accelerates ozone formation. Relative consistency in regional NO_x and VOC concentrations may result in different resultant ozone concentrations depending on the particular meteorological pattern that was established during the May 1 through September 30 ozone season. In addition, long range transport of ozone and ozone precursors from upwind power plants in the Ohio Valley and Midwest may contribute to an increased background concentration in the Northeast. However, according to the representative ozone concentrations recorded at the Millbrook monitor site, the ozone concentrations are in compliance with the 8-hour ozone standard.

Lead (Pb)

With the phase-out of leaded motor vehicle fuels in the 1980s, the issue of ambient lead has remained only at locations proximate to certain industries (i.e., lead smelters). The closest representative monitor for lead was located at Ballard Road in the Town of Wallkill, approximately 65.5 km (41 miles) southwest of the Project site, in Orange County, NY. This monitor is located in an rural/residential area similar to the Project site. There is no annual standard for lead; the not-to-exceed ambient air quality standard for lead is 1.5 $\mu\text{g}/\text{m}^3$ on a quarterly basis. The maximum quarterly value recorded from 2003 through 2005 was only 5% of the ambient lead standard.

Table 3-1: Existing Background Concentrations of Criteria Pollutants

Pollutant	Averaging Period	NAAQS ($\mu\text{g}/\text{m}^3$)	Monitored Background Concentration ^a ($\mu\text{g}/\text{m}^3$)			Monitor Location
			2003	2004	2005	
SO ₂	3-Hour	1,300	70	102	57	NYSDEC Field Headquarters, Putnam County, NY (37 km South of Project site)
	24-Hour	365	43	36	26	
	Annual	80	6	6	6	
PM-10	24-Hour	150	34	37	NA ^b	Belleayre Mountain, Ulster County, NY (77.5 km Northwest of Project site)
	Annual	50	13	11	NA ^b	
PM-2.5	24-Hour	35	31	27	30	55 Broadway, Newburgh, Orange County, NY (40 km Southwest of Project site)
	Annual	15	12	10	12	
NO ₂	Annual	100	51	45	51	Botanical Gardens, Bronx County, NY (102 km South of Project site)
CO	1-Hour	40,000	2,185	1,955	3,335	Loudonville Reservoir, Albany County, NY (100 km North of Project site)
	8-Hour	10,000	1,610	1,265	1,725	
O ₃	8-hour	157 ^c	161	149	159	Village of Millbrook, Dutchess County, NY (4 km North of Project site)
Pb	3 Month	1.5	0.08	0.07	NA ^b	Ballard Road, Town of Wallkill, Orange County, NY (65.5 km Southwest of Project site)

^a Highest second-highest short-term (1-, 3-, 8- & 24-hour) and maximum annual average concentrations presented, except for 24-hour PM-2.5, which is the 98th percentile concentration, and 8-hour O₃, which is the highest fourth-highest concentration.

^b As of February 15, 2007, data for these pollutants are still being processed at the NYSDEC laboratory according to the NYSDEC Ambient Air Quality Report 2005.

^c The 8-hour ozone NAAQS is not to be exceeded on the highest fourth-highest 8-hour average during a three year period. The three year (2003-2005) highest fourth-highest 8-hour average at the Millbrook ozone monitor was 155 $\mu\text{g}/\text{m}^3$.

Bold value identifies the greatest value over the 3-year period and is presented as being a representative background concentration for the study area.

Sources: NYSDEC Ambient Air Report 2003, 2004, and 2005.

4.0 POTENTIAL AIR QUALITY IMPACTS

4.1 Future Conditions without the Project

Without the Project, future potential projects not related to the Project could contribute additional traffic volumes, which could result in decreases in ambient air quality in the area (i.e., the ambient air quality concentrations would increase).

4.2 Temporary Construction Related Emissions

Construction-related emissions can be classified into two distinct sources: criteria pollutant emissions from private and construction vehicle internal combustion engines; and fugitive dust that result from demolition, vehicle movement over paved and unpaved roads, material handling, earth moving/grading, etc.

Construction-related emissions from the two types of sources vary with the types of activities associated with the three typical phases of a construction project. The U.S. EPA, in Section 13.2.3 of its AP-42 emission factor guidance (U.S. EPA, 1995), identifies the following three phases of a heavy construction project with respect to construction-related emissions:

- Phase 1: Demolition and Debris Removal;
- Phase 2: Site Preparation; and
- Phase 3: General Construction.

AP-42 includes the following activities under each phase:

Phase 1: Debris removal of any man-made or natural obstructions can include demolition, blasting, mechanical removal, material loading/unloading, and vehicular traffic over unpaved areas;

Phase 2: Site preparation is grading and soil stabilization, and cut and fill activities which can include movement of large earth moving equipment over disturbed surfaces, material/aggregate loading and unloading, and vehicular traffic over unpaved areas; and

Phase 3: General construction is foundation work, structural steel, exterior/interior operations, piping/electrical work, and final landscaping.

Potential criteria pollutant (engine) and fugitive dust emissions associated with the construction are discussed below.

4.2.1 Criteria Pollutant Emissions from Private and Construction Vehicle Internal Combustion Engines

Vehicular criteria pollutant emissions can occur as a result of traffic and/or added trip length from private vehicles that encounter roadway diversions or detours associated with the

Project, as well as from emissions from the actual construction vehicles. If the diversions and detours are significant, or impact a large number of private vehicles, an air quality analysis is recommended by the NYSDOT. For the construction of the proposed Project, there are no anticipated road closures or diversions. Therefore, an air impact analysis for this aspect of construction (i.e., private vehicles) was not required.

Construction vehicles will also emit criteria air pollutants through their engine exhaust. However, impacts from construction vehicles are expected to be minimal for several reasons including: proper maintenance of construction equipment, controlling unnecessary idling of equipment, the recent diesel emissions regulations, and providing sufficient parking for construction workers. Furthermore, the majority of construction workers will arrive and depart the site prior to the Peak AM and PM hours, while material deliveries and hauling will occur throughout the day. To the extent possible these deliveries will be scheduled to avoid the roadway peak hours.

According to the NYSDOT's EPM (NYSDOT, 2001), the emissions from construction vehicles are "temporary" and "self-correcting once the project is completed". Therefore, emissions from private and construction vehicles will be minimal.

4.2.2 Fugitive Dust

Several measures may be employed during construction activities to ensure that dust suspension is kept low. These include:

- Keeping construction vehicle speed low to reduce dust suspension;
- Covering trucks carrying soils and other dry materials;
- Covering exposed stockpiles of soil and gravel to eliminate wind-driven dust suspension, or as an alternate, minimizing the height of these piles;
- Periodic washing of paved surfaces during dry periods as a means to suppress dust suspension;
- Applying water, as necessary, during demolition, concrete slab removal, and crushing;
- The application of water on stockpiles and unpaved roads during dry periods as a means to suppress dust suspension; and
- Final grading and landscaping of exposed areas as soon as possible.

The NYSDOT states that such measures have "proved effective" in limiting fugitive dust during the construction period.

Based on low expected incidence of heavy construction activities, the good maintenance of the construction vehicles, and the use of previously stated measures to control dust suspension, construction-related air quality impacts associated with the proposed Project will

be minimized to ensure the health and safety of the construction workers and the surrounding community.

4.3 Microscale Analysis Methodology

Microscale traffic air quality analyses are used by regulatory agencies to determine the air quality impact of proposed projects for comparison to the state and federal ambient air quality standards. For a traffic air quality study, information is needed regarding the street locations and geometry, traffic volumes, intersection traffic signal parameters, local meteorological conditions, and the location of receptors (areas where impacts will be calculated). To simplify the process, the NYSDOT has developed screening procedures to assist applicants in determining if a refined air quality modeling analysis is necessary. According to the NYSDOT's EPM (NYSDOT, 2001), a refined air quality modeling analysis is only required if the project characteristics do not meet certain criteria. These criteria provide a three-step screening procedure to determine if a refined air quality modeling analysis is required. These three steps are:

1. Level of Service (LOS) Screening

Intersections impacted by the project are generally excluded from air quality modeling when they have a LOS of A, B, or C. The LOS levels are as defined by the Highway Capacity Manual. Other factors such as the proximity to sensitive receptors (e.g., schools, hospitals, etc.) are also taken into consideration with intersections with a LOS of A, B, or C. If no LOS information is available, the intersection is deemed to have a LOS of D or worse.

2. Capture Criteria Screening

Intersections with a LOS of D, E, or F are then screened using the following five criteria:

- a. Is there a 10 percent or more increase in traffic volume on affected roadways?
- b. Is there a 10 percent or more reduction in the source-receptor distance?
- c. Is there a 10 percent or more increase in vehicle emissions due to changes in posted speeds, operating conditions (i.e., number of hot/cold starts), vehicle types, etc.?
- d. Is there any increase in the number of queued lanes (i.e., signalized intersections)?
- e. Is there a 20 percent reduction in speed where the average speed is already at 30 miles per hour or less?

If none of these criteria are met by the intersections with a LOS of D, E, or F, then no air quality modeling is required. However, if one or more of these criteria is met, then a volume threshold screening is necessary.

3. Volume Threshold Screening

The volume threshold screening analysis uses emission factors determined by project area-specific vehicle speed, thermal states, and emission control strategies to determine the volume threshold level. A wind speed of 1 meter per second and an atmospheric stability of E (slightly stable) are conservatively assumed in the development of the emission factors. Tables 3a through 3c in the NYSDOT EPM (NYSDOT, 2001) provide the volume thresholds based on the emission factors determined for each type of intersection. The volume thresholds establish traffic volumes below which a potential violation of the CO NAAQS is extremely unlikely. Therefore, as long as the project has peak hour traffic volumes that are less than the volume thresholds, an air quality modeling analysis is not necessary.

If an intersection fails these three criteria, then a refined air quality modeling analysis is required. Each of the intersections potentially affected by the proposed Project was analyzed for the 2009 Build Year using this three-step screening procedure. The following section details the microscale screening analysis conducted for the Project.

4.4 Microscale Analysis Results

Five intersections and two peak conditions (i.e., Peak AM and Peak PM) were examined for the proposed Project. Note that, although not required by the NYSDOT's EPM (NYSDOT, 2001), all the intersections controlled by stop signs were included in the microscale analysis. Thus, a total of 10 scenarios were screened to determine if a refined air quality analysis was required. The five intersections studied were:

- 1) Route 343 at Route 82/Bennett Common Way (unsignalized);
- 2) Route 343 at Halcyon Road (unsignalized);
- 3) Route 343 at Route 44 (North Avenue)/Route 82 (signalized);
- 4) Route 44 (North Avenue) at Carroll Boulevard (unsignalized); and
- 5) Bennett Commons Way at Road 'D' (unsignalized).

Traffic data were estimated at each of the intersections for two peak time periods: Peak Am and Peak PM. More information on the inputs used to develop the traffic data is provided in the Traffic Impact Study (TRC, 2007).

4.4.1 LOS Screening

According to the 2009 traffic analysis, none of the study intersections had a LOS of D, E, or F for the 2009 build year. Table 4-1 presents the 2009 build scenario LOS for each intersection for the Peak AM and Peak PM time periods. As the table shows, all of the studied intersections were determined to have a LOS of C or better; therefore, no further screening or

refined analyses were necessary as the proposed Project will not threaten the 1-hour and 8-hour CO NAAQS for the 2009 Build Year. Because all of the studied intersections passed the LOS screening analysis, no further analyses were necessary (i.e., the capture criteria screening and volume threshold screening analyses were not necessary).

4.4.2 Microscale Screening Summary

A screening level air quality analysis for the intersections directly affected by the proposed Bennett College Development Project was conducted and showed that a refined air quality modeling analysis is not required. Thus, using the methodology presented in the NYSDOT EPM (NYSDOT, 2001) indicates that it is highly unlikely that the Project will violate the CO NAAQS.

Table 4-1: LOS Summary for Intersections

Intersection ID	Intersection	Intersection Type	Estimated Time of Completion Year (2009)	
			Peak AM	Peak PM
1	Route 343 at Route 82/Bennett Common Way	Unsignalized	B	B
2	Route 343 at Halcyon Road	Unsignalized	B	B
3	Route 343 at Route 44 (North Avenue)/Route 82	Signalized	B	C
4	Route 44 (North Avenue) at Carroll Boulevard	Unsignalized	B	B
5	Bennett Commons Way at Road 'D'	Unsignalized	A	A

Bold values indicate intersection did not pass the LOS screening analysis.

Note

The LOS provided for each unsignalized intersection is based upon the approach with the maximum average control delay.

5.0 CONCLUSION

As part of the air quality study for the proposed Project, a microscale air quality screening analysis was conducted for intersections directly affected by the Project during the full build-out year of 2009. The air quality screening analysis used NYSDOT approved procedures to determine if a refined air quality modeling analysis is required for the project and to ultimately determine if the Project would have the potential to cause or contribute to a violation of the 1-hour and/or 8-hour CO NAAQS. The results of the screening analysis indicated that none of the study intersections require a refined air quality analysis based upon NYSDOT's three-step screening process (i.e., level of service, capture criteria, and volume threshold). In fact, all of the study intersections passed the first screening level analysis (i.e., level of service). Thus, it can be concluded that the proposed Project will not unreasonably pollute, impair or destroy air resources through emissions associated with the construction and operation of the Bennett College Development Project.

6.0 REFERENCES

NYSDEC Ambient Air Quality Reports website:

<http://www.dec.state.ny.us/website/dar/baq/aqreport/index.html>.

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