

### **III.16 Air Quality**

#### Comment No. 16-1

*The FEIS should include definition of PM<sub>2.5</sub> and PM<sub>10</sub>.*

*(B-1, AKRF)*

#### Response No. 16-1

PM<sub>2.5</sub> are particulates with a diameter of 2.5 micrometers or less.

PM<sub>10</sub> are particulates with a diameter of 10 micrometers or less.

#### Comment No. 16-2

*The FEIS should include time averaging periods for each pollutant.*

*(B-1, AKRF)*

#### Response No. 16-2

The revised Table III.C.16-1 is presented below (was Table III.N-1 in the DEIS).

**Table III.C.16-1 (revised)  
Representative Monitored Ambient Air Quality Data (2016)**

Pollutant	Location	Units	Averaging Period	Concentration	NAAQS
CO	Botanical Garden (Pfizer Lab), Bronx	ppm	8-hour	1.1	9
			1-hour	1.86	35
SO <sub>2</sub>	Mt. Ninham, Putnam	ppb	3-hour		500 <sup>(6)</sup>
			1-hour	4.7 <sup>(1)</sup>	75
PM <sub>10</sub>	IS 52, Bronx	µg/m <sup>3</sup>	24-hour	37	150
PM <sub>2.5</sub>	Newburgh, Orange	µg/m <sup>3</sup>	Annual	6.9 <sup>(2)</sup>	12
			24-hour	17.5 <sup>(2)</sup>	35
NO <sub>2</sub>	Botanical Garden (Pfizer Lab), Bronx	µg/m <sup>3</sup>	Annual	30	100
			1-hour	109 <sup>(3)</sup>	188
Lead	Wallkill, Orange	µg/m <sup>3</sup>	3-month	0.022 <sup>(4)</sup>	0.15
Ozone	Mt. Ninham, Putnam	ppm	8-hour	0.069 <sup>(5)</sup>	0.070

**Notes:**

+ Indicated values exceeding the National Ambient Air Quality Standards (NAAQS).

- (1) The 1-hour value is based on a three-year average (2014-2016) of the 99th percentile of daily maximum 1-hour average concentrations. EPA replaced the 24-hr and the annual standards with the 1-hour standard.
- (2) Annual value is based on a three-year average (2014-2016) of annual concentrations. The 24-hour value is based on the 3-year average of the 98th percentile of 24-hour average concentrations.
- (3) The 1-hour value is based on a three-year average (2014-2016) of the 98th percentile of daily maximum 1-hour average concentrations.
- (4) Based on the highest quarterly average concentration measured in 2016.
- (5) Based on the 3-year average (2014-2016) of the 4th highest daily maximum 8-hour average concentrations.
- (6) Not to be exceeded more than once per year.

**Sources:**

New York State Air Quality Report Ambient Air Monitoring System, DEC, 2016

Comment No. 16-3

*The FEIS should remove rescinded SO2 annual NAAQS threshold and monitored concentration from Table III.N-1 and update table footnotes.*

*(B-1, AKRF)*

Response No. 16-3

See Response No. 16-2.

Comment No. 16-4

*The FEIS should include SO<sub>2</sub> 3-hour NAAQS threshold and monitored concentration into Table III.N-1 and update table footnotes.*

*(B-1, AKRF)*

Response No. 16-4

See Response No. 16-2.

Comment No. 16-5

*The FEIS should include discussion of stationary air quality sources, if any, that would be introduced/changed in the Future without the Proposed Project from the Existing Conditions.*

*(B-1, AKRF)*

Response No. 16-5

The Applicant has no information on any stationary air quality sources that would be introduced/changed in the future without the proposed project.

Comment No. 16-6

*NYS DOT's mobile source screening guidance does not assess the potential air quality conditions in the Future without the Proposed Project, nor was the guidance used to assess the air quality conditions. The FEIS should provide this information.*

*(B-1, AKRF)*

Response No. 16-6

The guidance references ETC (estimated time of completion) and comparing build to no-build. See Response No. 16-15.

Comment No. 16-7

*Page III.N-4 indicates that "The volume of cars and trucks (including heavy equipment) will be less than that during the operation of the facility." The air quality analysis should reference where this has been determined.*

*(B-1, AKRF)*

Response No. 16-7

The construction traffic in the Construction section of this FEIS, will be far less than the operational traffic during the peak travel time periods and therefore will not create any air quality, noise or roadway capacity issues. See Response No. 15-1.

Comment No. 16-8

*The FEIS should include definition of "de minimis" as it relates to the threshold for air quality impacts.*

*(B-1, AKRF)*

Response No. 16-8

The sentence in the DEIS is revised as follows:

Thus, any pollutant emissions from motor vehicles during construction, as explained in the DEIS Construction Section III.M.4, will be less than during operation, and not cause any violation of the NAAQS.

Comment No. 16-9

Per EPM Chapter 1.1 Section 15, include discussion of the duration of construction work, its schedule and the type of work being done.

(B-1, AKRF)

Response No. 16-9

Additional discussion of the construction work and schedule are provided in Response 15-3.

Specifically, with respect to air quality, there are two pertinent items from the NYSDOT Environmental Procedures Manual (EPM) Chapter 1.1, Section 15. The first one is:

*Typical measures include wetting of exposed soil and covering of trucks and other dust sources.*

These are standard mitigation practices that will be employed on all phases of construction, including: the off-site road improvements; site clearing; and site grading.

The second one is:

*Consequently, if construction diversions or detours lasting 2 years or more (at a minimum, two consecutive CO seasons) at any one location, or permanent improvements to other facilities as a result of project detours/diversions are anticipated, an air quality analysis should be performed.*

The off-site road improvements to support the Preferred Alternative are anticipated to include the following items:

- Widening NY 312 from Pugsley Road to I-84 from 2 lanes to 4 lanes;
- Improvements to Pugsley Road (from Route 312 to Barrett Road) will include both widening and reconstruction to heavy-duty pavement standards that are designed to accommodate truck traffic;
- A traffic signal will be provided as a traffic control device at the intersection of Pugsley Road and Route 312;
- North of Barrett Road, Fields Corner Road will not be improved and will use a height barrier device to restrict truck access to the local road to/from Patterson. Fields Corner Road will remain closed and not maintained to the north of the project during winter months.

Since there will be no traffic diversions and each building can be constructed in less than 2 years, no air quality analysis is required for the off-site improvements.

Comment No. 16-10

*Include discussion of emissions from on-site construction equipment. Comparison to the operational air quality assessment is not sufficient as there will be no such sources in the Future with the Proposed Project.*

*(B-1, AKRF)*

Response No. 16-10

See Response 15-2.

Comment No. 16-11

*Page III.N-5 states, "Because all traffic passing the site (i.e. not just that associated with the construction) can re-suspend the deposited material, this "secondary" source of emissions*

*may be more important than all the dust sources actually within the construction site." It is unclear from the discussion that this is the case. The FEIS should provide more rationale.*

*(B-1, AKRF)*

Response No. 16-11

This sentence was simply stressing the importance of not tracking soil off-site where it can become airborne due to all traffic (both construction traffic and the traffic on the road in question).

Comment No. 16-12

*Particulate matter is both a primary and principal pollutant of concern with vehicular exhaust emissions. Per NYSDOT guidance (EPM Chapter 1.1 Section 8), include discussion of PM and whether quantitative hot-spot analysis is warranted.*

*(B-1, AKRF)*

Response No. 16-12

The discussion in EPM Chapter 1.1 Section 8 as it pertains to  $PM_{2.5}$  and  $PM_{10}$  is for nonattainment and maintenance. Since Putnam County is in attainment for both  $PM_{2.5}$  and  $PM_{10}$  a quantitative hot-spot analysis is not warranted.

Comment No. 16-13

*Page III.N-6 states, "Since ozone and smog formation is a low process with occurs outside the primary impact area of the project, these pollutants are reviewed only on a regional (mesoscale) basis, not a local (microscale) basis." The DEIS did not include a review of regional impacts. The FEIS should include a discussion why a regional analysis is not warranted.*

*(B-1, AKRF)*

*Building 4 is contemplated to have a cooling system, which, again, provides emission and more noise. How does that affect your calculations?*

*(B-3, PH #2, Ms. Armstrong)*

Response No. 16-13

The criteria for the requirement of a mesoscale analysis as stated in EPM Chapter 1.1 Section 9.A.ii are as follows:

*Projects with build alternatives that could have a significant impact on emissions on a regional basis should have a mesoscale analysis performed.*

*Examples of these types of projects include:*

- *HOV lanes vs general use lanes,*
- *new or significant modifications to interchanges on access-controlled facilities,*
- *large-scale signal coordination projects,*
- *in attainment area, projects having alternatives (including the no-build) with significantly different (10%) vehicle miles traveled (VMT),*
- *in nonattainment and maintenance areas and included in the regional emissions analysis supporting the conformity determination for the TIP and Plan, projects having build alternatives with significant different (10%) VMT.*
- *widening to provide additional travel lanes more than a mile in length*

Regarding these examples:



- no HOV lanes are proposed;
- no significant modifications to the I-84 interchange are proposed;
- no traffic signals are being coordinated, and;
- no widening to provide additional travel lanes more than a mile in length are proposed.

With respect to VMT increases, for roadways within a three-mile radius of the project site for which traffic volumes (no-build and build) are available, the Applicant has the following 15 links that were analyzed:

Roadway	Link		Length, mi
	Start	End	
US 6	NY 312	NY 52	2.4
US 6	NY 312	N. Main St.	2.0
NY 312	US 6	Prospect Hill Rd.	0.5
Prospect Hill Road	NY 312	Train	0.9
NY 312	Prospect Hill Road	Pugsley Road	0.2
Pugsley Road	NY 312	Site	0.5
NY 312	Pugsley Road	CareMount	0.2
CareMount	NY 312	Site	0.2
NY 312	CareMount	I-84 EB Ramps	0.2
I-84 EB Ramps	NY 312	I-84	0.2
Independence Way	NY 312	Site	0.5
NY 312	I-84 EB Ramps	I-84 WB Ramps	0.3
I-84 WB Ramps	NY 312	I-84	0.2
NY 312	I-84 WB Ramps	International Blvd.	0.1
NY 312	International Blvd.	NY 22	2.6
TOTAL			11.0

Using the AM and PM peak hour traffic for five days a week and the Saturday peak hour for 2 days a week, there is projected to be a 2.2% increase in VMT on a weekly basis for the Preferred Alternative.

Since such a small network was used, and the high volume I-84 was not included because of lack of comparable data, it is clear that the added VMT is far less than 10%.

Also it should be noted that the majority of that VMT increase was due to cars, with less than 1% due to trucks.

Thus, since none of the criteria are met, a mesoscale analysis is not required.

The rooftop cooling equipment will be powered by electricity and will not result in any on-site air pollutant emissions. The noise analysis of the rooftop HVAC equipment was presented in Table III.L-12 in the DEIS. See also Response No. 14-6.

Comment No. 16-14

*The FEIS should include a complete description of the LOS Screening, Capture Criteria Screening, and Volume Threshold Screening per EPM Chapter 1.1 Section 9(A)(i). The DEIS discussion does not make clear that intersections that fail LOS Screening are screened for each of the Capture Criteria and for those that fail one of the Capture Criteria are screened using the Volume Threshold Screening methodology.*

*(B-1, AKRF)*

Response No. 16-14

The screening methodology is quoted below:

*I-1. Level of Service (LOS) Screening*

*Intersections impacted by a project, with a build Estimated Time of Completion (ETC), ETC+10, and ETC+20 LOS of only A, B, or C, are generally excluded from microscale air quality analysis. The LOS levels are as defined by the Highway Capacity Manual (HCM). Regardless of the LOS, if there are potentially sensitive receptors, i.e. schools, hospitals, retirement communities, etc., the REC/RELM (Regional Environmental Contact/Regional Environmental-Landscape Manager) or EAB staff*

*should be contacted to determine if a microscale analysis may be appropriate.*

*If there is no documented LOS information for an intersection or it cannot be calculated due to overcapacity traffic volumes, the intersection will be deemed to have a LOS of D or worse.*

#### *I-2. Capture Criteria Screening*

*Intersections and roadways impacted by the project and exhibiting ETC, ETC+10, or ETC+20 build LOS D, E, or F will be screened by the criteria below:*

*1) a 10 % or more reduction in the source-receptor distance (that is, the straight line distance between the edge of the travel lane closest to the receptor and that point of the receptor closest to the roadway);*

*2) a 10 % or more increase in traffic volume on affected roadways for ETC, ETC+10 or ETC+20;*

*3) a 10% or more increase in vehicle emissions for ETC, ETC+10 or ETC+20; Increases in vehicle emissions can be due to speed changes, changes in operating conditions (hot/cold starts), changes in vehicle mix, etc.*

*4) any increase in the number of queued lanes for ETC, ETC+10 or ETC+20; This criterion applies to intersections. Typical projects that may result in an increase in the number of queued lanes include intersection channelization projects and projects that install turn lanes at intersections. It is not expected that intersections in a build alternative controlled by stop signs will require an air quality analysis. If a particular stop sign situation may be appropriate for analysis, consultation with EAB is encouraged.*

5) a 20% reduction in speed, when build estimated average speed is at 30 mph or less.

If the impacted intersection or roadway meets any one of the applicable criteria above, the use of the volume and emission factor chart is needed to do the volume threshold screening. If none of the criteria is met, the project does not need a microscale air quality analysis. Here, the project does not need a microscale air quality analysis since none of the criteria are met.

Comment No. 16-15

Per EPM Chapter 1.1 Section 9(A)(1-2), if any of the capture criteria is met, the intersection is subject to further screening using the Volume Threshold Screening methodology. All five capture criteria should be assessed at intersections that have failed the LOS Screening.  
(B-1, AKRF)

Response No. 16-15

The screening for the Preferred Alternative is presented below:

Intersection	Level of Service		
	AM	PM	SAT
1	C	E	C
2	unsignalized		
3	A	B/A	A
4	unsignalized		
5	D	D	D
6	B	C	C
7	A	B	B

All intersections screen out except #1 in the PM, and #5 for all time periods.

Intersections 2 and 4 are, and will remain, unsignalized, and Intersections 3, 6, and 7 screen on the basis of LOS. These five intersections will not be discussed further.

Intersection I (NY 312 and US 6) has a LOS of F in the no-build, and the traffic increase from no-build to build is only 1.3%. With improved signal timing the no-build intersection delay of 99 seconds can be reduced to 71 seconds in the build (and the LOS improved from F to E). No physical changes are proposed at that intersection. Thus, none of the criteria are exceeded, and Intersection I also screens out.

Intersection 5 (NY 312, Independence Way, & the I-84 EB Ramps) is LOS D for all time periods in no build and build, but as summarized below it also screens out, since the traffic increases are less than 10% and emissions are reduced because of reductions in delay.

Time Period	Percent Increase in Traffic		Delay, seconds	
	NoBuild	Build	NoBuild	Build
AM	-	4.1	46	42
PM	-	3.8	42	37
SAT	-	1.0	46	37

Comment No. 16-16

*The traffic volume increase criteria does not consider if an exceedance represents the time period with the highest total traffic volumes. Per EPM Chapter 1.1 Section 9(A)(1-2), Intersection 5 is subject to further screening using the Volume Threshold Screening methodology.*

*(B-1, AKRF)*

Response No. 16-16

The screening has been redone with new traffic volumes and LOS. See response 16-15.

Comment No. 16-17

*It is unclear what on-site vehicle operations would be included as part of the Proposed Project (i.e. surface parking lot, parking garage, internal roadways). The FEIS should include a description of on-site vehicle operations with available relevant information (i.e. dimensions, exhaust points, number of vehicles anticipated to be operating, etc.).*

*(B-1, AKRF)*

Response No. 16-17

There will be surface parking for employees, trucks, with truck loading/unloading areas, and truck trailer parking, and these are part of the proposed project. No parking garage will be provided on the site. Trucks will arrive at the facility at a scheduled time. The buildings will be equipped with dynamic loading docks to ensure quick turnaround for trucks to get into and out of their facility. Warehouses/distribution centers generally want trucks to only remain on-site for as long as it takes to unload and reload them. Each individual tenant at a warehouse/distribution center usually has a full-time shipping and receiving supervisor during trucking operations. This supervisor is charged with making sure that trucks enter and exit the site as quickly as possible, at the scheduled times.

While the goal at every warehouse/distribution center is to get truckers in and out of the site as quickly as possible, it is standard practice for a tenant to provide a basic lounge for truck drivers to use while their trucks are being unloaded and reloaded. Such facilities never provide an overnight facility and truck drivers never sleep overnight in their trucks.

There are separate access driveways from Pugsley Road to the two buildings proposed in the Preferred Alternative Plan. One serves Building A and the other serves Building

B. Each building has loading docks, trailer parking spaces, car parking spaces, and drive aisles for access. All of the improvements are at grade.

The car parking is primarily for workers, with some visitors likely.

Comment No. 16-18

*Natural gas emissions from on-site fuel combustion is not insignificant; therefore, an assessment of the air quality impacts should be done. Assessment should include discussion of nearby receptor locations, emissions intensity, and any equipment technology included as part of the project.*

*(B-1, AKRF)*

Response No. 16-18

In the Preferred Alternative the estimated size of the direct-fired rooftop mounted gas heaters will be as follows:

- Building A – 32 MBTUs/hr
- Building B – 66 MBTUs/hr
- Total - 98 MBTUs/hr

Some natural gas will be used to heat water in a hot water tank for use in the restrooms, etc.

The Air Pollution (AP)-42 emission factors for natural gas are summarized below:

Pollutant	Emissions, lb/10 <sup>6</sup> scf	Emissions, lb/MMBTU
NO <sub>x</sub> - uncontrolled	190	0.19
NO <sub>x</sub> – controlled low NO <sub>x</sub>	140	0.14
CO	84	0.082
PM <sub>2.5</sub>	7.6	0.0075
PM <sub>10</sub>	7.6	0.0075

The total hourly emissions for 98 MMBTU/hr are summarized below:

Pollutant	Emissions, lb/hr
NO <sub>x</sub> - uncontrolled	19
NO <sub>x</sub> – controlled low NO <sub>x</sub>	14
CO	8.1
PM <sub>2.5</sub>	0.73
PM <sub>10</sub>	0.73

At this time, it is not known as to whether or not NYSDEC will require any NO<sub>x</sub> control.

As explained below the stack emissions will be high above the homes at Hunters Glen and Twin Brooks.



Building	Ground Elevation	Roof + Stack	Elevation of Emissions	Hunters Glen		Twin Brooks	
				Min Elevation	Max Elevation	Min Elevation	Max Elevation
A	649	50	699	525	540	570	580
B	672.5	50	723	525	540	570	580

Height Of Air Discharge Above Hunters Glen, feet		
Building	Minimum	Maximum
A	159	174
B	183	198

Height Of Air Discharge Above Twin Brooks, feet		
Building	Minimum	Maximum
A	119	129
B	143	153

Building	Estimated Minimum Distance from Discharge to Nearest Unit, ft	
	Hunters Glen	Twin Brooks
A	2,600	3,600
B	1,800	1,600

Because of the large vertical and horizontal distances, the impact of natural gas emissions on air quality from on-site fuel combustion is not anticipated to be significant.

Comment No. 16-19

*I just looked up the idle while you were presenting. I think it's five minutes unless it's below 25 degrees. Can anything be in the building to accommodate trucks so the diesel's not gelling or something along those lines in cold temperatures?*

*(B-2, PH #1, Mr. Larca)*

Response No. 16-19

Idling will be prohibited at warehouse/distribution centers and is actively enforced by the warehouse manager. A driver's lounge will be provided, which will have a separate entrance from the warehouse, and the drivers will not be permitted into the warehouse. Some drivers may not stay on the site more than 15-20 minutes if they are to drop off a load and pick-up a preloaded load. A couple of outlets will be provided at each building to enable trucks to plug in during the coldest winter weather, rather than keeping their engines running for any extended period of time. In general, the New York State Environmental Conservation Law prohibits trucks from idling on the site for more than five minutes at a time. The exception is for diesel fueled trucks operating in an ambient air temperature below 25°F for more than 2 hours.

Comment No. 16-20

*Third, significant amount of air pollution. Define "significant." Not - - not funny words, numbers. How are you heating these warehouses in the wintertime? That's more air pollution. (B-2, PH #1, Ms. Fay)*

*I mean, there's more science facts now about diesel fuel and diesel exhaust and the effect on kids and asthma. So I have two studies here that I'd like to share with you. I'm not going to read them. I'm just going to hand them off about the World Health Organization and why it's so important to be very conscious about the exhaust. Not only the trucks themselves, but people waiting in traffic and, therefore, our own exhaust from our own cars. How is it affecting our health?*

*Two press articles were provided by Ms. Rabinowitz with no source provided. Stating that diesel engine exhaust is one important factor contributing to the "allergy pandemic" and diesel engine exhaust is a Group 1 carcinogen and may make an individual susceptible to asthma. (B-2, PH #1, Ms. Rabinowitz)*

*I am concerned about the pollution, the five-minute idling time. Trucker will take a ticket rather than turn around and shut down. For what it costs him to have it un-gel, the diesel, it's a big deal. And we talk about it just being the winter. When those guys have to sit, and it's hot out like it's been last week and they have their, you know, sleepers, and they're staying overnight, they're running their ACs. They'll take the ticket. There's not too much anybody can do other than tell him to shut it down. Here's your ticket.*

*You're talking over - - about \$300,000 for the more efficient trucks. Most of the trucks are on the road are 2014 back, 2011.*

*(B-2, PH #1, Ms. Russo)*

*(One of my concerns is the) Environment – Pollution, Diesel Fuel*

*(B-9, James Scomillio)*

*If you look at the data and research about the adverse life-long conditions diminished air quality cause you'd be stunned that this has gotten this far. A mile from our schools and our neighborhoods - to subject our children (and adults, elderly, etc.) to increased asthma, autism, autoimmune conditions, allergies, heart disease... is terrible.*

*(B-17, Erin Loosen)*

*Two press articles were provided, with no source provided, claiming diesel engine exhaust is one important factor contributing to the "allergy pandemic", and diesel engine exhaust is a Group 1 carcinogen and may make an individual susceptible to asthma.*

*(B-43, Nina Walters)*

*Increased traffic along the surrounding roads could also lead to **soil pollution** due to exhaust fumes and **air pollution** that could result in increased cases of asthma, especially in citizens who are young, elderly, or people with compromised immune systems due to pre-existing illnesses.*

*(B-104, Nathalie Del Vecchio and Roberto Molina)*

*(There will be) air pollution.*

*(B-179, Alice Brandon)*

*We know that the quality of our air is directly related to our health. Every stage of our lives- from infancy to our death we rely on clean air. Isn't clean air and water worth preserving?*

*(B-179, Alice Brandon)*

*I am very concerned about the air (pollution).*

*(B-180, Dr. Chelsea Laber)*

*Over 500 truck trips per day are going to have a serious negative impact on the air*

*(B-180, Dr. Chelsea Laber)*

*The community will be subjected to unnecessary levels of diesel fumes which have been shown to be very bad for your health.*

*(B-180, Dr. Chelsea Laber)*

#### Response No. 16-20

Response 16-23 explains the generally very good air quality in the region. A calculation (Response 16-13) showed that the increase in regional emissions from the project would be so low that a full mesoscale analysis was not required. Thus, there will be no impacts to the “soil pollution” or the regional air quality.

#### Comment No. 16-21

*You just glossed right over that. And you're telling me that 510 tractor trailers are going to have no impact on the environment. It just - - it's just ludicrous.*

*(B-2, PH #1, Ms. Armstrong)*

Response No. 16-21

See Responses 16-17 and 16-23.

Comment No. 16-22

*This is not to mention the pollution of our air.*

*(B-3, PH #2, Ms. Croft)*

*The health concerns from emissions.*

*(B-3, PH #2, Mr. Catalino)*

*(One of my concerns is the) Air pollution - Sewer Systems.*

*(B-9, James Scomillio)*

*The Northeast Interstate Logistics Center site is less than 2000 ft from where I'm living.*

*The pollution.*

*(B-14, Shi Chen)*

*(500 trucks a day will create tremendous) air (pollution).*

*(B-19, Gail Rampolla)*

*(The additional tractor trailers and passenger cars will cause) more pollution in the air.*

*(B-20, Michele Carlson)*

*(Increase in) truck exhaust.*

*(B-21, Nina Walters)*

*And (the project will have a choking effect on) air quality.*

*(B-24, Paul Hondorf)*

*Our air quality should be protected.*

*(B-24, Paul Hondorf)*

*With this massive increase in congestion, what will be the impact on our air quality?*

*(B-26, Janet Keyes)*

*(The overdevelopment will bring excessive) air pollution.*

*(B-27, Linda Cuzzi)*

*(An enormous amount of truck traffic will influx the area causing excessive) pollution.*

*(B-28, Anthony Capizzi)*

*(The roads cannot handle) the pollution.*

*(B-32, Valerie Schmidt)*

*This is not to mention the pollution of our air.*

*(B-35, Christine Capuano)*

*My husband also has severe asthma and over time the smog will make our air thicker and more difficult to breathe.*

*(B-42, Laura Signorile-Smith)*

*(If this project is approved, some of the unfavorable that will occur are) emissions from trucks, construction equipment.*

*(B-48, Charles DiDonato & Marie DoDonato)*

*And our Environmental Health? With the quantity of trucks traveling in and out, and without a doubt, around our town roads, the environmental impact will be an absolute negative.*

*(B-52, Lawrence Martinez)*

*(A lot of us have left the City to avoid the) pollution.*

*(B-55, John Berasley)*

*Not to even mention the pollution from all the trucks.*

*(B-57, Valerie Schmidt)*

*Activities at the proposed Logistics Center will bring into Southeast a significant number of trucks, many of them large semi-trailers. The trucks will throw into our community's air a significant amount of poisonous, carcinogenic exhaust. The general pattern of wind flow in Southeast means that the poisonous exhaust will spread into most of the town.*

*(B-59, David Simington)*

*Building this facility will be disrupting which involves air.*

*(B-60, Vincent Stallone)*

*The pollution that this facility will produce - from truck emissions and construction equipment – will have a terrible environmental impact on the area.*

*(B-63, Dennis Farrell)*

*(It will also disturb nearby neighborhoods by) pump[ing] exhaust fumes into the air.*

*(B-64, Samantha Jacobs)*

*(A town filled with trucks and cars and) pollution*

*(B-64, Samantha Jacobs)*

*(Enjoying the peace and quiet of my community will be replaced with) pollution*

*(B-65, Susan Pesick-Pierro)*

*With construction and a 24/7 operation you can also add pollution.*

*(B-66, Lori Pesick-Pierro)*

*(The NILC would bring unprecedented) air pollution.*

*(B-68, KK Dorkin)*

*Pump exhaust fumes into the air.*

*(B-68, KK Dorkin)*

*Exposing us to air pollution.*

*(B-70, Helen Dorkin)*

*(The NILC would bring) environmental pollution.*

*(B-70, Helen Dorkin)*

*We all must do whatever we can to stop this development from going forth for our health and the health and wellbeing of all our children.*

*(B-71, Nancy Santini)*

*The Northeast Interstate Logistics Center site is about 1500ft from where I'm living. It will have multi threats to our daily life. The pollution.*

*(B-74, Ping Ye)*

*As well as the noise and exhaust pollution.*

*(B-75, Laurene and Robert Coyle)*

*Put all families in danger of toxic fumes on a daily basis.*

*(B-75, Laurene and Robert Coyle)*

*Let's also consider the damage to our wildlife, land and water sources as this pollution does not discriminate.*

*(B-75, Laurene and Robert Coyle)*



*I am not a scientist but can safely bet those diesel fumes will most certainly be a health hazard so our residents.*

*(B-85, Christine Capuano)*

*Our beautiful town will become a polluted.*

*(B-85, Christine Capuano)*

*And the air will get polluted from all the trucks.*

*(B-90, Challen Armstrong)*

*Nor do we want the potential pollution generated by trucking emissions.*

*(B-92, Karen Lynch)*

*And the air will get polluted from all the trucks.*

*(B-94, Israel Diaz)*

*500 Trucks on the road will increase the air pollution in our community.*

*(B-99, Pablo Diaz)*

*Further, the impact on air quality from 500 diesel trucks per day must be seriously considered.*

*(B-102, Nina Agnano and Steven Hamel)*

*(In addition to increased risk of harm to residents due to) pollution.*

*(B-107, Twin Brooks Homeowners Association, Inc.)*

*(The thought of) air pollution (just can't happen).*

*(B-109, Elena Tezzi)*

*Emissions from trucks and construction equipment.*

*(B-112, MaryAnn Bartolini)*

*(And people moved up here to get away from the) pollution.*

*(B-113, Nancy Santini)*

*(It will endanger the welfare of our citizens because of Increased ( air (pollution)..*

*(B-118, Cherie Ingraham)*

*And pollution it will introduce into a rural area*

*(B-121, Joseph Dobies)*

*This project will also add pollution to the environment from the large trucks and additional cars to this area.*

*(B-122, Jeffrey Gampinsky)*

*The health of our residents is further imperiled by the dangerous increase in pollution that these 510 huge trucks and additional vehicles would bring into our lungs and lives.*

*(B-123, Jane DelBianco, Esq.)*

*Pollution level of 510 trucks daily.*

*(B-128, Patricia G.)*

*Environmental pollution, are not what we need.*

*(B-130, Salvatore Gambino)*

*What about the effect of all the diesel or gas fumes that will be coming from the multiple trucks going in and out of that property?*

*(B-132, Kathie Franco)*

*The safety of our children would be jeopardized with poor air quality across the street from George Fisher Middle School.*

*(B-134, Jon Scalzitti)*

*The impact to our standard of living to air pollution.*

*(B-135, Alison Yara)*

*Health concerns from emissions.*

*(B-138, Michael Catalano)*

*The projected 500 + daily trucks will spew exhaust fumes over the area especially in cold weather when trucks have to idle to warm up.*

*(B-143, Susan Rebentisch)*

*Pollution (would ruin our neighborhood) [at Hunter's Glen].*

*(B-148, Elena Tezzi)*

*And air quality would decrease significantly [on Hunter's Glen].*

*(B-150, George and Diana Thomas)*

*My concern over our air quality is primary.*

*(B-151, Miriam Yekutiel)*

*Emissions of 510 trucks on daily basis is not a joke.*

*(B-151, Miriam Yekutiel)*

*Degraded air quality [by significantly increased vehicle traffic].*

*(B-152, Bradley Schwartz, Ph.D.)*

*Trucks entering and exiting the area multiple times a day will only create more air pollution.*

*(B-160, Donald and Donna McAlphin)*

*Also, I love my gorgeous town the fresh air.*

*(B-170, Vanessa Mazzei)*

*Implausible 'Claims by the developers that there would be only minimal air [pollution not credible].*

*(B-172, David Buckner)*

*(Don't change our zoning laws in exchange for) air pollution.*

*(B-174, Christine Capuano)*

*I live about 1 mile from the site and I am very concerned about the air [pollution].*

*(B-176, Dr. Bernadette Brandon)*

*550 truck trips per day are going to have a serious negative impact on the air quality. Diesel fumes have been shown to be carcinogenic, as well as causing significant asthma and COPD.*

*(B-176, Dr. Bernadette Brandon)*

#### Response No. 16-22

See Responses 16-17 and 16-23.

#### Comment No. 16-23

*According to the 2018 American Lung Association's report on air quality in Putnam County, specific to our county, the Hudson Valley air quality is among the most polluted in New York State. Further, Putnam County slipped from Grade C to Grade D. And guess what the last one is. F.*

*High zone – high ozone and high particulate matter was measured between 2014 and 2016 for this study, and it dramatically de - - increased. In Section 3.N-6 of the DEIS, the applicant concludes that the project is not anticipated to significantly affect air quality conditions. Okay. Further, there are no violations of the National or the State guidelines. I beg to differ.*

*We have specific scientific information that says that the air quality in this county is bad and declining, and I want to know how you came to that conclusion.*

*(B-3, PH #2, Ms. Armstrong)*

*According to the American Lung Association's 2018 report, the Hudson Valley are among the most polluted in New York State and further Putnam County slipped from grade C to grade D. High Ozone and high particulate matter measured from 2014 to 2016 dramatically increased.*

*(B-87, Challen Armstrong)*

*The 2018 American Lung Association's report on air quality dropped Putnam County's grade from C to D. Is the town so desperate for a few bucks that it would endanger the health of its citizens along with the rest of Putnam County? The exhaust from these trucks have been linked to pediatric and adult asthma, lung cancer, and COPD among a host of other ailments.*

*(B-90, Challen Armstrong)*

*The 2018 American Lung Association's report on air quality dropped Putnam County's grade from C to D. Is the town so desperate for a few bucks that it would endanger the health of its citizens along with the rest of Putnam County? The exhaust from these trucks have been linked to pediatric and adult asthma, lung cancer, and COPD among a host of other ailments.*

*(B-94, Israel Diaz)*

*Can we hear from some health officials as to the effect of diesel fumes, extra car traffic on people who have asthma or other respiratory illnesses?*

*(B-140, Christine Capuano)*

*We feel this project is completely oversized for the area and will have permanent and irreversible negative impacts on the quality of health.*

*(B-142, Steve & Susan Elias)*

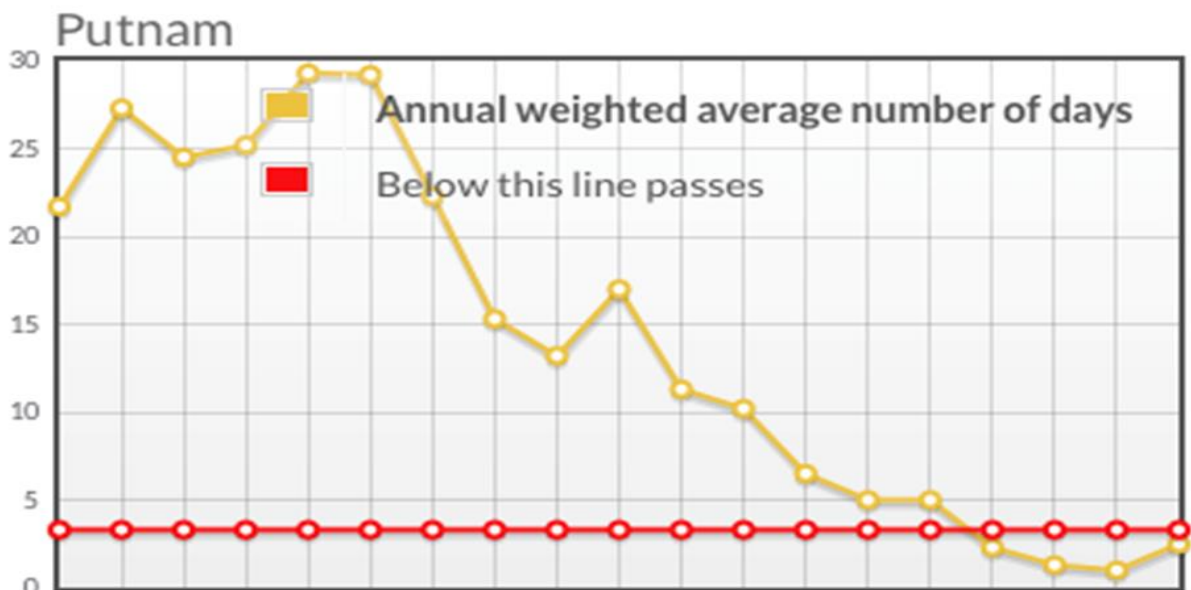
Response No. 16-23

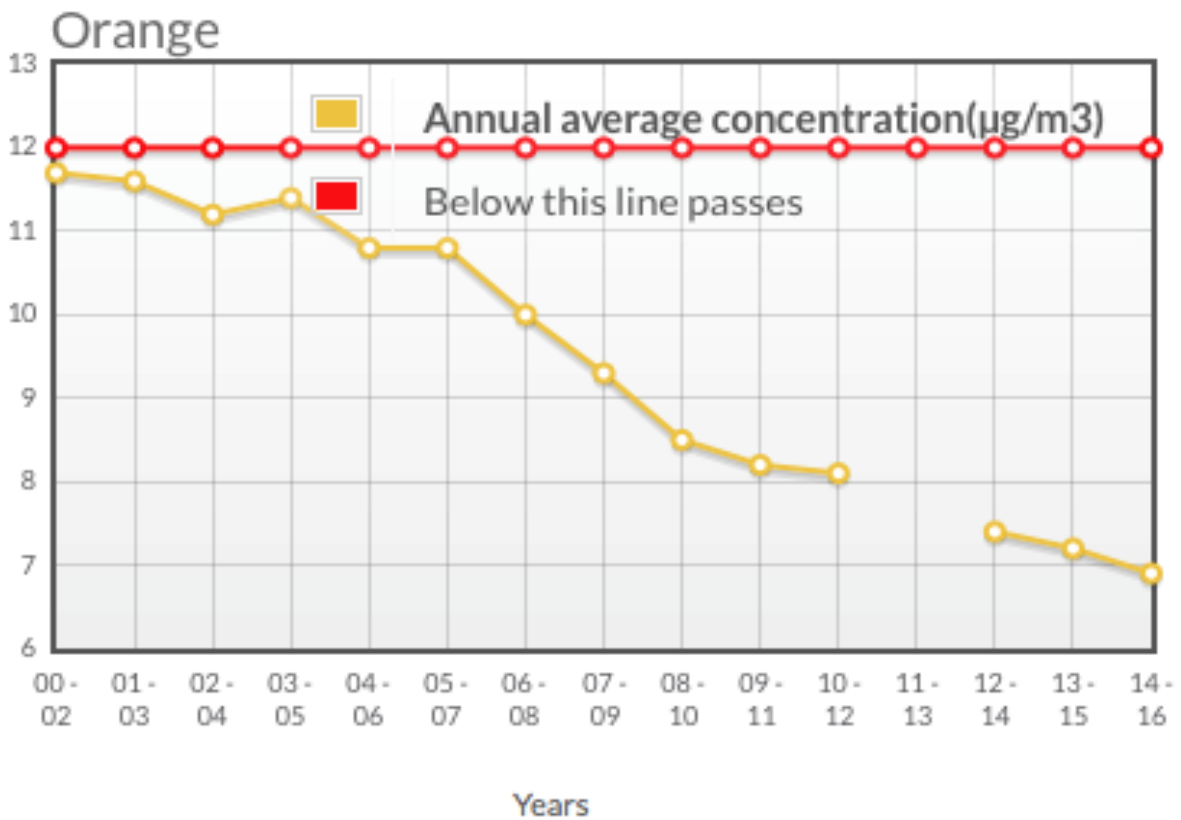
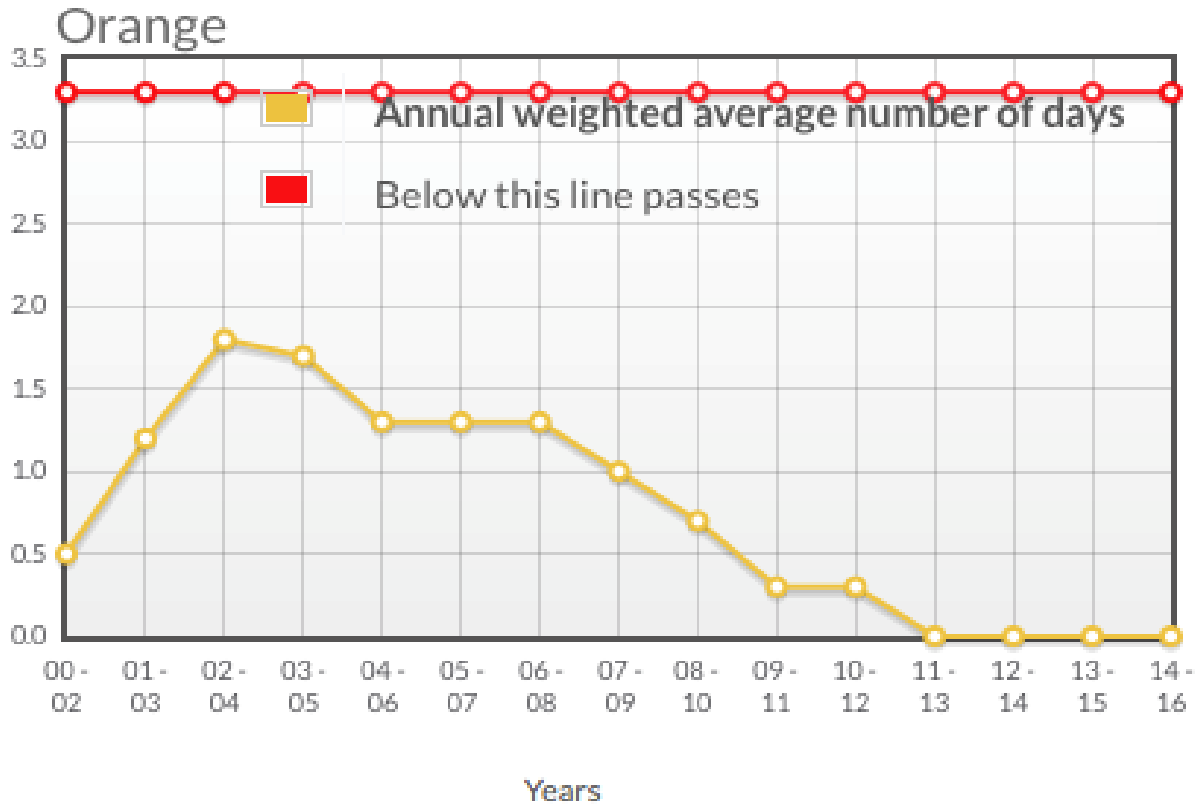
The 2018 American Lung Association's report on air quality gave Putnam County a grade of D for ozone. Ozone is a regional issue with the majority of the precursors that impact Putnam County having been emitted from outside the County.

There was no specific grade given for Putnam County for particulates since no monitoring was conducted in Putnam County. However, every reported county in New York State (NYS), including Bronx and Orange Counties (the closest to Putnam) received a grade of A. With respect to PM<sub>10</sub>, the nearest monitor is in the Bronx. Even there, the monitored value was only 25% of the NAAQS. With respect to PM<sub>2.5</sub> the closest monitor is in Newburgh in Orange County. The annual value is 58% of the standard and the 24-hour value is 50% of the standard.

The bottom line is that air quality, with the exception of ozone, which is just below the standard, is excellent, and is not anticipated to be impacted by the proposed project.

Also, as shown in the graphs from the American Lung Association (ALA) below, air quality is improving over time, not worsening. The graph for Putnam County depicts ozone levels, while those of Orange County depict PM<sub>2.5</sub> over a 24-hour period, and PM<sub>2.5</sub> over an annual period, respectively.





Also, as demonstrated in Response No. 16-13, the project's contribution to regional air emissions will be quite small.

Comment No. 16-24

*The DEIS provides no measurement regarding air pollution emissions from tractor trailer trucks both traveling or idling. In addition, there is no cumulative effect for the 510 trucks that will be passing through Pugsley Road each day and probably idling there while they wait to get on the street. You say there's no impact on existing routes in and out of the site. Please explain this.*

*(B-3, PH #2, Ms. Armstrong)*

Response No. 16-24

See Responses 16-13, 16-17 and 16-23.

Comment No. 16-25

*You talk about pollution. If 143 homes go in, they burn diesel fuel. Heating oil is diesel fuel. It's the same thing. Plus, you got all the extra cars.*

*(B-3, PH #2, Ms. Miller)*

Response No. 16-25

Comment noted.

Comment No. 16-26

*Air pollution detail.*



*Any of us who drive down 84 see the old rickety trucks going back and forth every day 30, 40, 50 years old. I have experience in this area working in a leasing company. I know what those new trucks cost, and nobody's buying them.*

*(B-3, PH #2, Ms. Fay)*

*Yes and who will police those trucks that are 25 years old and spewing diesel fumes and leaking oil, when they somehow make a delivery?*

*(B-142, Steve & Susan Elias)*

Response No. 16-26

See Response 16-23.

Comment No. 16-27

*If you were to receive the zone change to OP-3 which puts the building up to a Class C use, given that Building 4 is contemplated to have cooling systems how does that affect the calculation?*

*(B-5, Challen Armstrong)*

Response No. 16-27

The cooling systems will be powered by electricity, which will not generate any on-site emissions.

Comment No. 16-28

*I'm reading this letter on behalf of Christine Capuano, who lives in the Town of Southeast.*

*We live in watershed country. No one is going to tell me that 500 diesel trucks spewing fumes*

*will not pollute the reservoirs. The Middle Branch Reservoir is right in this project's yard.  
(B-3, PH #2, Ms. Croft)*

*I don't want you to pollute it for me, not my watershed and not the noise.  
(B-3, PH #2, Ms. Yekutiel)*

*Trucks idling, affects on the watershed.  
(B-3, PH #2, Ms. Fay)*

*But also pollute the Middle Branch Reservoir.  
(B-85, Christine Capuano)*

*The excessive number of trucks that will be operating behind my house 24/7 will also bring more pollution. This project will be located near a reservoir that needs to be surrounded by trees so that nature can naturally protect the soil and filter the diesel pollutants that are going to be spewing into the air, keeping them from getting into the New York City water supply system. The fewer trees that surround the reservoirs the greater the chances that diesel pollution from all the trucks using this facility will make its way into the nearby Middle Branch Reservoir, which will negatively impact local wildlife and New York City's drinking water.  
(B-168, Christine Caso)*

*The effect if over 200 diesel trucks driving in and out every day. This is watershed country and I find it hard to believe that the Middlebranch Reservoir wouldn't be affected from this project which sits high above it.  
(B-174, Christine Capuano)*

#### Response No. 16-28

A screening analysis was presented in Response No. 16-13. There will be less than a 1% increase in truck emissions. Response 16-23 explains about the generally excellent air quality in the region. Based on existing and future compliance with the NAAQS,

there are not now, and should not be in the future with the project, any adverse impacts to the reservoir based on air quality.

Comment No. 16-29/30

*Not to mention the animals at beautiful Tilly Foster.*

*(B-85, Christine Capuano)*

*It [Tilly Foster Farm] will likely receive the most impact from the constant pollution.*

*(B-142, Steve & Susan Elias)*

*The nearby residents of Hunters Glen and Twin Brook Manor, both quiet, immaculate family oriented enclaves, will also bear the brunt of the adverse effects of this project on their safety of their families*

*(B-142, Steve & Susan Elias)*

*(Not to mention the) air pollution [at Hunters Glen].*

*(B-168, Christine Caso)*

Response No. 16-30

A comparison of the distances to Pugsley Road, NY 312 and I-84 is summarized below.

Receptor	Distance to Pugsley Road, ft	Distance to NY 312, ft	Distance to I-84, ft
Tilly Foster Farm Museum	1,300	200	1,700
Hunters Glen	2,500	4,600	4,300
Twin Brooks	2,500	6,400	3,400

NY 312 carries 5 times the traffic of Pugsley Road on weekdays and 14 times the traffic on weekends, and I-84 carries at least 15 times the traffic on Pugsley Road.

Since Pugsley Road is a very short road that carries far less traffic, its contribution to emissions will be minimal.

Also see Response 16-23.

Comment No. 16-31

*The applicant states that there will be no significant adverse impact to air quality from the traffic of 500+ trucks. However, the applicant arrives at this conclusion not by using empirical evidence or modeling, but by not doing any analysis since in their estimation no screening criteria is triggered by the project. Large diesel trucks are known to be a major source of pollution and they are at their worst during deceleration, traveling at low speeds, idling and accelerating, which are the exact conditions the trucks will encounter when traveling to and from the highway. Further analysis should be completed:*

- *Inclusion of sensitive receptors: Caremount (hospital), Tilly Foster Farm (park) and the residences in Twin Brooks, Hunter's Glen and in Fields Corner road.*
  - *Use a Dispersion Model to understand the flow and concentration of pollutants.*
  - *The intersections should be considered at the LOS derived from the new traffic modeling mentioned prior. The SUMO modeling can also provide the pollutants generated by the traffic.*
- (B-154, Carlos Passi)*

Response No. 16-31

See Response 16-23.

Comment No. 16-32

*Is the applicant prepared/willing to commit to maintaining the assertions made in the DEIS, for example:*

- *Air quality will not be impacted.*

*(B-154, Carlos Passi)*

Response No. 16-32

The analysis in the DEIS and the clarifications, updates, explanations in the FEIS make it clear that there will not be any significant air quality impacts.

See additional discussions in Response 16-23.

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