


# Air Quality

National ambient air quality standards (NAAQS) have been established for pollutants that are considered harmful to people and the environment (criteria pollutants) and are set at levels that protect human health and welfare. In addition to the pollutants covered in the NAAQS, mobile source air toxics (MSATs) are also regulated. MSATs are compounds emitted from highway vehicles and non-road equipment.

*(More detail can be found in Section 5.10 of the DEIS)*

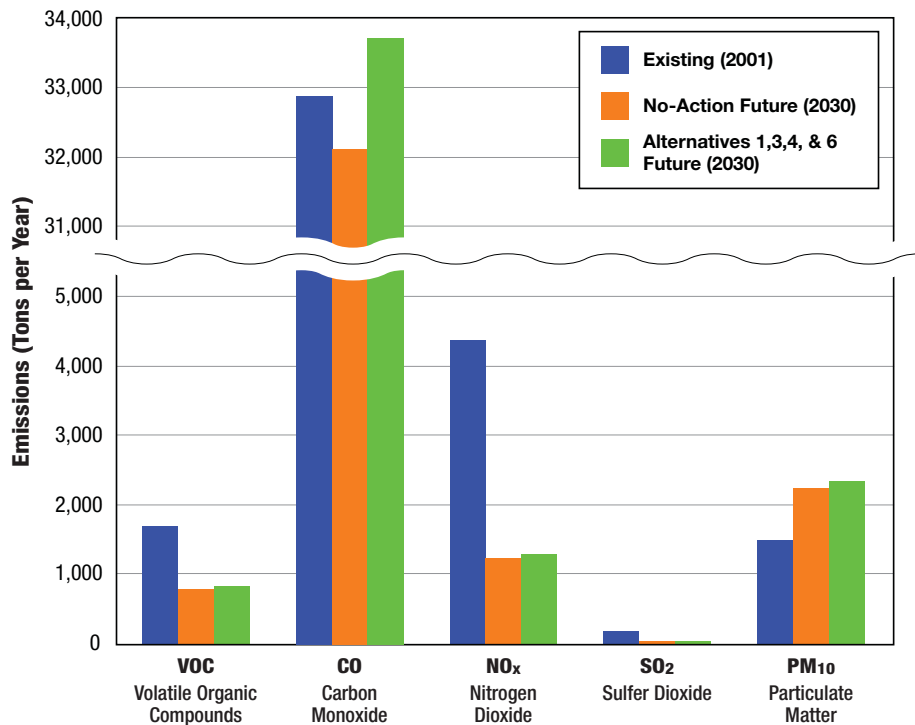
Impacts					
	 <b>No-Action</b>	<b>Alternative 1</b> EXISTING	<b>Alternative 3</b> EXISTING, TOLLED	<b>Alternative 4</b> REALIGNED	<b>Alternative 6</b> REALIGNED, TOLLED
<b>Violations to NAAQS</b>	No violations anticipated				
<b>MSAT emissions</b>	Levels will decrease by 2030				
<b>Mitigation</b>	Standard practices for dust control and air quality activities related to construction according to state regulations, and implementing strategies that reduce emissions during construction and operation.				

The graphs on the following exhibit show the existing (2001) emission levels in comparison to future (2030) emission levels for the NAAQS and MSATs evaluated in this study.

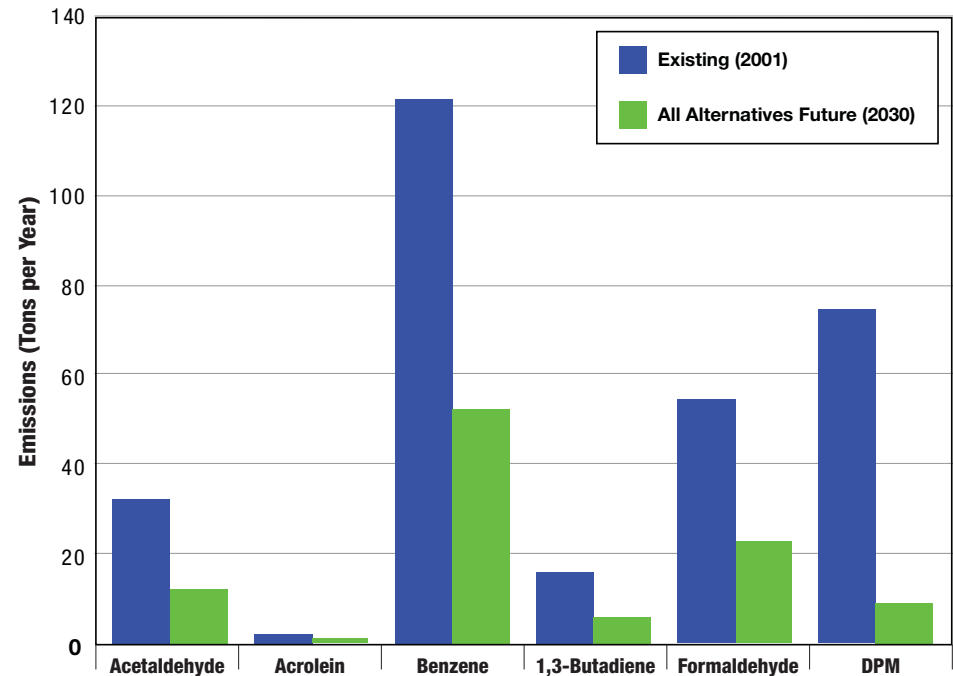
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Emission levels are determined by using the number of vehicle miles traveled (VMT) for each alternative. The better-controlled emissions in newer vehicles will compensate for the increase in VMT that will occur with each of the project alternatives. The following graphs show the existing (2001) emission levels in comparison to future (2030) emission levels for the NAAQS and MSATs evaluated in this study.

**Annual Criteria Pollutant Emissions**



**Annual Mobile Source Air Toxics Emissions**



*Note: For CO, increases in control efficiency of CO emissions begin to flatten out in 2020, so that the continuing growth in VMT from 2020 to 2030 causes CO emissions to increase again. For PM<sub>10</sub>, the primary source of particulate emissions from motor vehicles is re-entrained road dust (e.g., from road sanding during the winter). Consequently, particulate emissions generally increase as VMT increases.*