NTAQS 2008 – MSAT Session

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Introduction

1) Interim Guidance Overview

2) FHWA Experience with Interim Guidance

3) Project Level Applications
FHWA MSAT Interim Guidance Framework

Conduct MSAT analysis for projects that:

- Are large enough to have likely impacts, and
- Potentially impact human populations
Applying the Guidance

FHWA developed a tiered approach for analyzing MSATs in NEPA documents

Exempt projects

- No analysis – document in the project record

Projects with Low Potential MSAT Effects

- Conduct a qualitative analysis
- Follow CEQ Provisions for Incomplete or Unavailable Information (40 CFR 1502.22)
Applying the Guidance

Projects with Higher Potential MSAT Effects

- Conduct a quantitative emissions analysis
- Follow CEQ Provisions for Incomplete or Unavailable Information (40 CFR 1502.22)
- Evaluate mitigation if meaningful differences in MSAT emissions identified

Link to the Interim Guidance:
http://www.fhwa.dot.gov/environment/airtoxic/020306guidmem.htm
Post-Interim Guidance Developments

Team – HQ and RC teamed up:

• Training
• Technical assistance
• Review and monitor current state of the practice
Post-Interim Guidance Developments

Research, reports and other information released

- EPA’s 2007 MSAT Rule
- NCHRP 25-25 Task 18 Report
- HEI Synthesis
- Near-Road Proximity Studies (e.g., Gauderman, et al.)
- US 95 Settlement
  - Concentration Study underway and School Study complete
Post-Interim Guidance Developments

HQ and RC Team Considerations

- Survey
- Peer Exchange
- Regulatory Summary

Compile Q & A’s based on past experience
Project-Level Application of Interim Guidance

I-93 (New Hampshire)
• Add 4-lanes to an existing 4-lane highway along a 20-mi corridor with transit components

Intercounty Connector (Maryland)
• Construct a 6-lane toll road along a new 19-mi corridor with transit components

Purpose and Need
• Reduce traffic congestion
• Enhance safety
Implications for Congestion Relief Projects

(Small Urbanized Area – MOBILE6.2 Emission Factors for 2010)
Implications for Congestion Relief Projects

(Small Urbanized Area – MOBILE6.2 Emission Factors for 2010)
I-93 – Salem to Manchester

An 80% reduction in MSAT emissions is projected in the vicinity of the I-93 corridor from 1997 to 2020

These substantial reductions are due to EPA’s mobile source control programs

The reductions are anticipated whether the project is implemented or not

- 82% reduction for the No-Action Alternative
- 81% reduction for the Build Alternative
Intercounty Connector – I-270 to US 1

Similar to the I-93 project, an 80% reduction in MSAT emissions is projected in the ICC study area from 2000 to 2030.

These substantial reductions are also due to EPA’s mobile source control programs.

The reductions are likely whether the project is implemented or not:
- 82% reduction for the No-Action Alternative
- 81% reduction for the Corridor 1 Alternative
- 82% reduction for the Corridor 2 Alternative
Court Rulings on these MSAT Analyses

The US District Court for New Hampshire upheld the FHWA’s MSAT analysis under NEPA for the I-93 widening project

- “FHWA estimated that MSATs produced on the section of I-93 in the Project Area will be reduced by approximately 80% by 2020, regardless of whether I-93 is widened or left unchanged”

The US District Court in Maryland upheld the MSAT decision under NEPA provided in the Record of Decision for the Intercounty Connector

- The court ruled that the agency was reasonable and not arbitrary or capricious to defer to the scientific judgment of agency experts
Conclusion

Two + years of Interim Guidance Experience

• Division Offices using it successfully
• MSAT concerns raised, but GHG, PM, and noise increasingly sighted

Considerations

• Research reports and other information released
• Professional survey of stakeholders
• Peer Exchange
• MOVES