

Air Quality

- Potential Project-related emissions were assessed for conformance to the federal Clean Air Act by comparing Project emissions to U.S. Environmental Protection Agency (EPA) air quality thresholds.
- Although there would be some change, the net change in emissions of Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOC), and fine Particulate Matter (PM_{2.5}) between the No-Build and Build scenarios for the year 2040 would be well below the EPA air quality thresholds.
- The Project would not have any effects on operational emissions due to no projected increase in diesel freight train operations and no significant air emissions by electric locomotive trains.
- In addition, air quality effects as a result of MARC diesel equipment and operational changes would be below EPA air quality thresholds.
- Ventilation plant emissions would be below the EPA thresholds for stationary sources of emissions.

B & P Tunnel Operational Emissions (tons per year)				
Pollutant	2040 No-Build	2040 Build	Net Change	Threshold
CO	8.6	19.4	10.9	N/A
NO _x	6.7	15.2	8.5	100
VOC	0.3	0.6	0.3	50
PM _{2.5}	0.1	0.2	0.1	100

*Emission estimates are shown for Alternative 3C, since this alternative has the highest potential to affect air quality due to having the greatest tunnel length

