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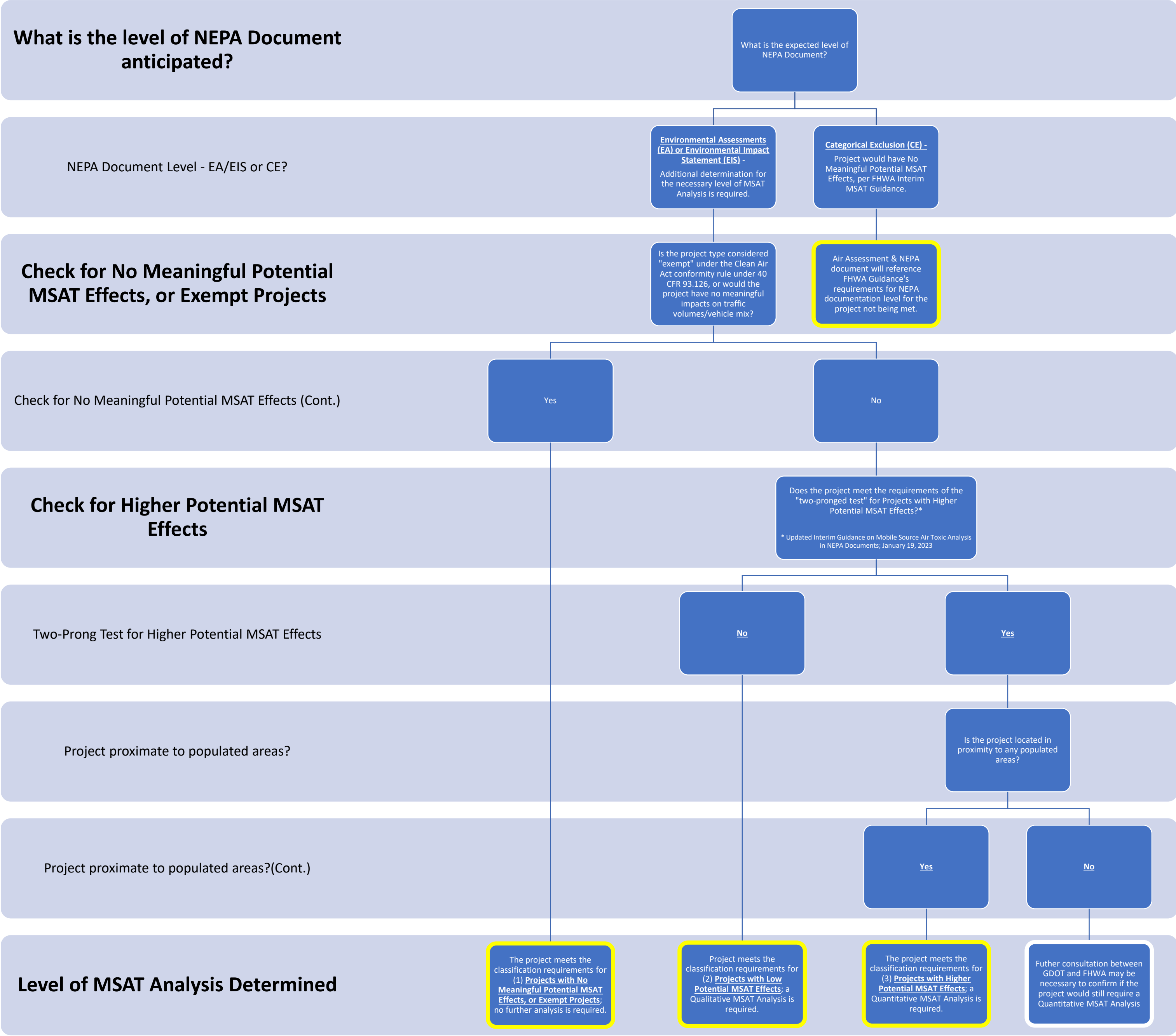
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## **Updates to GDOT's Project-Level Air Quality Analysis Processes for Completing Mobile Source Air Toxics (MSATs) Assessments using MOVES4:**

GDOT's revised process for preparing project-level MSAT analyses would include the following:

- Utilization of MOVES4 to prepare the MSAT emission inventory analysis (County scale) to estimate an associated project's on-road MSAT emissions for the Existing, Open Year, and Design Year alternatives (No-Build, Build).
- As the FHWA's current Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (January 18, 2023) references the use of MOVES3 rather than MOVES4, GDOT's Air Quality Impact Assessment template language for MSATs would be revised to reference the use of the latest MOVES (4) version released for use by the Environmental Protection Agency (EPA), also referencing the EPA's indicating that "MOVES4 is a state-of-the-science model to estimate motor vehicle emissions and the most accurate tool for estimating emissions from the transportation sector for most purposes."
  - However, as the template language for our MSAT analyses includes references to MOVES3 that is largely based upon the example language from the Jan. 2023 Interim MSAT Guidance, much of the references for emission trends that are based off MOVES3 projections would remain unchanged until further Updated Interim Guidance on MSATs is issued by FHWA.
- As such, our template language for MSATs would indicate that, while the Federal Register's notice of the Official Release of the MOVES4 references a two-year transportation conformity grace period that ends on September 12, 2025, GDOT has elected to utilize the current, "state-of the-science" emissions model for use in our project-level MSAT analyses.
- All GDOT projects requiring a Quantitative MSAT Analysis would utilize MOVES4 for its emissions projections, following the effective date of this process.
  - Updated MSAT Analyses would only be triggered for projects with approved NEPA documents requiring NEPA reevaluations if there have been updates to either the projects design (ones that would trigger a reassessment of the completed MSAT Analysis – not any/all changes) or the traffic projections (revised volumes, Open/Design Years). If triggered, MOVES4 would be required when updating emissions projections.
  - Please refer to the attached MSAT Workflow for further details regarding these proposed processes.

Appendix 1 - MSAT Analysis Project-Level Workflow: Initial NEPA Decision



Appendix 2 - MSAT Analysis Project-Level Workflow: Reevaluations

