Analyzing Mobile Source Air Toxics (MSAT) in the NEPA Process for Highways

California's vehicle emissions control and fuel standards are more stringent than federal standards, and are effective sooner, so the effect on air toxics of combined state and federal regulations is expected to result in greater emission reductions, more quickly, than the FHWA analysis shows. The FHWA analysis, with modifications related to use of the California-specific EMFAC model rather than the MOBILE model, would be conservative.

Appendices and other references marked with an asterisk (*) are from FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA.

MSAT analysis may differ for CEQA.





Contact your HQ Environmental Coordinator for assistance in developing a specific approach for assessing impacts. Although not required, projects with high potential for litigation on air toxics issues may also benefit from a more rigorous quantitative analysis to enhance their defensibility in court.