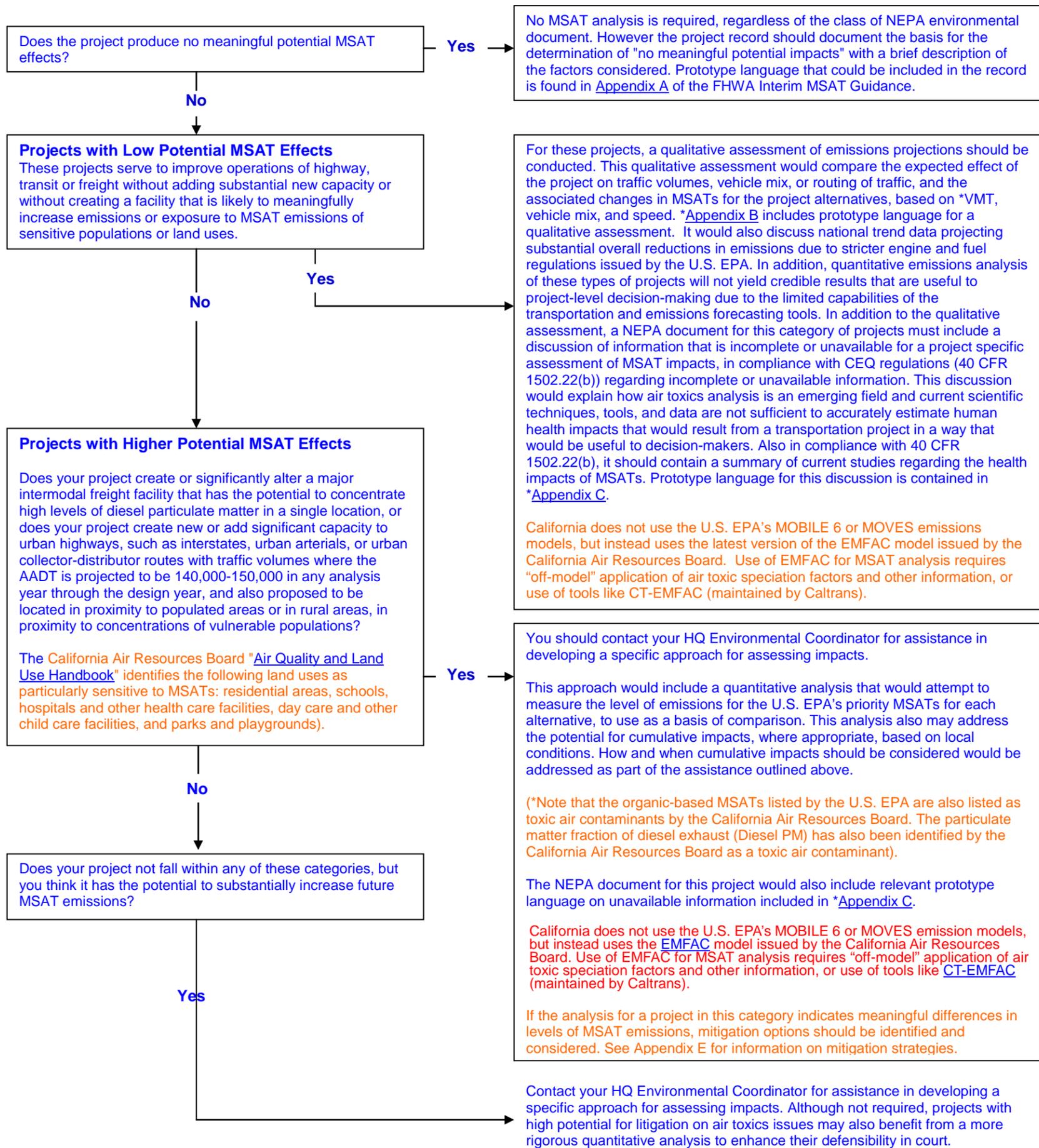


**Analyzing Mobile Source Air Toxics (MSAT) in the NEPA Process for Highways**

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 [Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA](#).

MSAT analysis may differ for CEQA.



**Link to MSAT Appendices:**

- [Appendix A](#)
- [Appendix B](#)
- [Appendix C](#)
- [Appendix D](#)
- [Appendix E](#)