Is the project a C-List CE?
- Yes → Project is exempt from MSATs analysis.
- No →

Is the project exempt from conformity per 40 CFR 93.126?
- Yes → This project is exempt from MSATs analysis per FHWA’s “Interim Guidance Update on Air Toxic Analysis in NEPA Documents.”
- No →

Will the project affect traffic volumes or vehicle mix?
- Yes → Project is exempt from MSAT analysis.
- No →

Will the project create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location?
- Yes → The purpose of this project is to (insert major deficiency that the project is meant to address). This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative per FHWA’s “Interim Guidance Update on Air Toxic Analysis in NEPA Documents.”
- No → Note: Projects might include intersection improvements such as signalization and addition of turn lanes that will not affect traffic volumes or vehicle mix.

Note: Projects involving a significant number of diesel vehicles for new projects or with a significant increase in the number of diesel vehicles for expansion projects.
Will project be located in proximity to populated areas?

- Yes
  - Project has “Higher Potential MSAT Effects”
  - Project must be assessed for impacts per FHWA’s “Interim Guidance Update on Air Toxic Analysis in NEPA Documents.”

- No
  - Project has “Low Potential MSAT Effects.” A qualitative assessment of emissions projections should be conducted per FHWA’s “Interim Guidance Update on Air Toxic Analysis in NEPA Documents.”

Insert MDT MSAT Statement for Projects with “Low Potential MSAT Effects.”

Note: A broad range of projects including minor widening projects and new interchanges, such as those that replace a signalized intersection on a surface street or where design year traffic is not projected to meet the 140,000 to 150,000 AADT criterion.