

Congestion Mitigation and Air Quality Improvement (CMAQ) Program



U.S. Department of Transportation
Federal Highway Administration



CMAQ Essentials

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a flexible funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments. The legislation is codified at 23 USC Sec 149. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards. Since its beginning in 1992, the CMAQ program has provided more than \$30 billion for over 29,000 transportation-related emission reduction projects for State transportation departments (DOTs), metropolitan planning organizations (MPOs), and other sponsors across the country.

Examples of CMAQ Eligible Projects and Programs

- Diesel engine retrofits and other advanced truck technologies
- Idle reduction
- Congestion reduction and traffic flow improvements
- Freight and intermodal
- Transportation control measures
- Transit improvements
- Bicycle and pedestrian facilities and programs
- Travel demand management
- Public education and outreach activities
- Transportation management associations
- Carpooling and vanpooling
- Carsharing
- Extreme low temperature cold start program
- Training
- Inspection and maintenance programs

- Alternative fuels and vehicles
- Innovative projects

Key CMAQ Funding Requirements

- CMAQ funds must be invested in a State's nonattainment or maintenance areas, on projects that reduce ozone (O_3) precursors – volatile organic compounds (VOCs) and nitrogen oxides (NO_x) – carbon monoxide (CO), or particulate matter (both PM_{10} and $PM_{2.5}$) and the applicable precursors from transportation sources.
- A State without a nonattainment or maintenance area may use its CMAQ funds for projects eligible under CMAQ or the Surface Transportation Program (STP). For a list of nonattainment and maintenance areas, see www.epa.gov/airquality/greenbook.
- All CMAQ projects must come from a transportation plan and Transportation Improvement Program (TIP).
- The State DOT is responsible for distributing CMAQ funds. All projects must conform to established CMAQ guidance.
- The Federal share for most CMAQ-eligible projects is 80 percent, but certain safety projects that include an air

quality or congestion relief component (e.g., carpool/vanpool projects), may have a Federal share of 100 percent.

- The CMAQ program operates on a reimbursement basis, so funds are not provided until work is completed.

CMAQ under the FAST Act

The FAST Act continues eligibility for electric vehicle (EV) and natural gas vehicle infrastructure and adds priority for infrastructure located on designated travel corridors. The Act also specifically makes the installation of vehicle-to-infrastructure communications equipment an eligible project activity. Further, the FAST Act amended the eligible uses of CMAQ funds set aside for $PM_{2.5}$ nonattainment and maintenance areas. $PM_{2.5}$ set-aside funds may be used to reduce fine particulate matter emissions in a $PM_{2.5}$ nonattainment or maintenance area, including diesel retrofits; and installation of diesel emission control technology on non-road diesel equipment or on-road diesel equipment that is operated on a highway construction projects.

Photo: FHWA



For more information, please contact:

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http://www.fhwa.dot.gov/environment/air_quality/cmaq/