I. INTRODUCTION

The CMAQ program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), and reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).\(^1\) Over $8.6 billion is authorized over the five-year program (2005-2009), with annual authorization amounts increasing each year during this period. Through 2005, the program has supported nearly 16,000 transportation projects across the country.

This guidance replaces the April 1999 version and provides information on the CMAQ program, including:

- Authorization levels and apportionment factors specific to the SAFETEA-LU
- Flexibility and transferability provisions available to States
- Geographic area eligibility for CMAQ funds
- Project eligibility information
- Project selection processes
- Program administration

Appendices 1-3 provide updated statutory language relating to the CMAQ program. Appendix 4 provides supplemental information on diesel retrofit projects. [NOTE: Appendices 1 and 2 provide updated statutory language. Appendix 3 provides information on diesel retrofits, while original Appendix 4 on cost-effectiveness has been dropped in deference to EPA’s referenced research on this subject].

Information on the current annual apportionment to each State and an electronic version of this guidance are available at [http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm](http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm).

This guidance document has been prepared by the Air Quality Team in FHWA’s Office of Environment and Planning.

II. PROGRAM PURPOSE

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. While these goals are not new elements of the program, they are strengthened in a new provision added to the CMAQ statute by SAFETEA-LU, establishing priority consideration for cost-effective emission reduction and congestion mitigation activities when using CMAQ funding.\(^2\)

Reducing pollution and other adverse environmental effects of transportation projects and transportation system inefficiency have been long-standing objectives of the Department of

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\(^2\) 23 U.S.C. §149(f)(3) (SAFETEA-LU §1808(d))