



Leveraging Funding Opportunities for Transportation Air Quality Improvements in Texas

TWG Biannual Meeting
September 3, 2015



Overview

- TTI is assisting TxDOT in developing and implementing a strategy to leverage grant and funding opportunities in Texas
 - Study/scan
 - Workshop with practitioners (held August 3)
 - Facilitation of next steps



Study of Funding Opportunities

- Existing opportunities
- Develop a “funding opportunity framework”
- Initial focus was on non-CMAQ funding
 - Later expanded to address CMAQ

Agency	Environmental Protection Agency (EPA)		Department of Energy (DOE)	Multi-Agency	
Offices and Divisions	Office of Transportation and Air Quality Transportation and Climate Division	Office of Sustainable Communities	Office of Energy Efficiency and Renewable Energy Vehicle Technology Office	EPA, DOE Department of Housing and Urban Development (HUD)	DOC DOD DOE DOI EPA HHS NASA NSF USAID USDA
Programs	Diesel Emission Reduction Act (DERA)	Smart Growth	Clean Cities Sustainable Transportation Energy Efficiency and Conservation Block Grant Program	Sustainable Communities Partnership	US Climate Change Technology Program
Supporting Entities	EPA Regions National Vehicle and Fuel Emissions Laboratory (NVFEL) Collaboratives		National Renewable Energy Laboratory (NREL)		
Other	Health and Transportation, Other Federal			Private Foundations	

CMAQ Program

Project Categories

1. Diesel Engine Retrofits & Other Advanced Truck Technologies
2. Idle Reduction
3. Congestion Reduction & Traffic Flow Improvements
4. Freight/Intermodal
5. Transportation Control Measures (TCM)
6. Transit Improvements
7. Bicycle and Pedestrian Facilities and Programs
8. Travel Demand Management
9. Public Education and Outreach Activities
10. Transportation Management Associations
11. Carpooling and Vanpooling
12. Carsharing
13. Extreme Low-Temperature Cold Start Programs
14. Training
15. Inspection/Maintenance (I&M) Programs
16. Innovative Projects
17. Alternative Fuels and Vehicles



Preliminary Findings

- CMAQ - will continue to be important
- TERP Program – important Texas-specific source
- EPA – focused on diesel emissions
- DOE – broader focus on energy, GHG, fuels
- Multi-agency partnerships and emerging areas can be leveraged (health, sustainability, etc)
- Clean School Bus – potential growth area



Practitioner Workshop

- Purpose
 - Discuss experiences
 - Assist potential new NA areas and the broader TWG
 - TxDOT to develop facilitation strategy
- Discussion Questions
 - How do you approach grant opportunities?
 - Are you taking full advantage of CMAQ?
 - Lessons learned in pursuing external funding?
 - What advice do you have for new NA areas?
 - What can TxDOT do as a facilitator?



Workshop Participants

- MPOs/COGs
 - Bob Dickinson, SETRPC
 - Chris Evilia, Waco MPO
 - Andrew Hoekzema, CAMPO
 - Chris Klaus, NCTCOG
 - Christine Ponce-Diaz, El Paso MPO
 - Shannon Stevenson, NCTCOG
 - Shelley Whitworth, H-GAC
- TxDOT
 - Tim Juarez
 - Bill Knowles
 - Travis Milner
 - Cindy Mueller
 - Laura Norton
 - Mansour Shiraz
 - Peggy Thurin

Key Takeaways

- CMAQ
 - Funding match can be an issue, though TDCs available
 - Ensure sustainability beyond funding duration
- Partnerships, including PPPs are important
- Need to engage all stakeholders
- Be proactive – document voluntary actions
- Target non-air quality sources as well (eg. TIGER grants, etc.)
- Rider 7 (formerly Rider 8) – for near-nonattainment areas

Way Forward

- Prioritize Opportunities – target low hanging fruit
- TxDOT Role
 - Identify opportunities
 - Matching Funds
 - Provide assistance to smaller areas
 - Serve as facilitator where appropriate
 - MOSERS and standardized analyses
- TWG Role
 - Identify areas for collaboration
 - Serve as communication mechanism