

# New York State Association of MPOs

## Climate Change Working Group

February 18, 2015

### MEETING NOTES

#### 1. Participating

- A/GFTC – Kate Mance
- CDTC – Sree Nampoothiri
- GTC – Joe Bovenzi
- HOCTS – Jeff Quackenbush
- NYMTC – Larry McAuliffe
- NYSDOT – Colleen Smith-Lemmon, Cathy Kuzsman
- NYSERDA – Adam Ruder
- NYSDEC – Lois New, Suzanne Hagel, Nathan Putnam
- FHWA – Karen Rosenberger, Lindsay Donelon

#### 2. NYSDOT/NYSERDA/NYSDEC Updates

##### NYSDOT

Smith-Lemmon reported on the FHWA webinar series: “Building A Climate Resilient Transportation System”. (See [http://www.fhwa.dot.gov/environment/climate\\_change/adaptation/webinars/](http://www.fhwa.dot.gov/environment/climate_change/adaptation/webinars/)). The first webinar included state approaches to resiliency.

Climate Smart Communities (Elizabeth Lennon); she will be seeking updates regarding MPO vulnerability assessments

Also note Extreme Weather handouts developed by and available from AASHTO at [http://climatechange.transportation.org/extreme\\_weather\\_sessions/](http://climatechange.transportation.org/extreme_weather_sessions/)

##### NYSERDA

Ruder reports

- Clean Energy Fund being proposed to PSC; accompaniment to REV proceeding (new framework for utilities); relevant elements to MPOs include a group focused on community outreach (solar projects, energy efficiency, codes & standards, transportation)
- Continuing existing roles and responsibilities with respect to transportation, energy efficiencies
- Proposals in for first solicitation for EV enabling tech; 2<sup>nd</sup> round during summer 2015
- Awards from last round of Cleaner Greener Communities with REDC awards.

##### NYSDEC

New reports

- Transportation and Climate Initiative (Northeast multistate coalition, Maine-Maryland) focus on reducing emissions and reducing energy use by transportation. Working Group on clean vehicles and fuels. Broader action – looking at establishing goal for energy, GHG (to be discussed among member states). Georgetown Climate Center has a contract with Cambridge Systematics to do a series of analyses. Will share findings with CCWG over the next couple of months. Will be looking for input, as MPOs are important stakeholders.

Analyses include:

- inventory of emissions
- Opportunity for reductions
- Macroeconomic analysis – impact of \$3B of reinvestment in mitigation, or mitigation and adaptation.

Opportunity for presentation in spring/summer

Governor's 2015 Opportunity Agenda relating to climate:

- Expansion of stakeholder input under Community Risk and Resiliency Act, in permitting and funding decisions; holding conversations with other state agencies. Suzanne Hagel is the point person on this outreach; over the next 4-6 months.
- Climate Smart NY – commitment to gather data on carbon intensity of fuel. This will likely be a Northeast Regional effort.
- Commitment that a pilot group of agencies procure clean fuel vehicles as part of their fleets. Includes innovative approaches to financing like leasing. MPOs are a primary audience, through Climate Smart NY.

### 3. Draft NEPA Guidance for GHG emissions

Mance noted that the guidance regarding incorporating GHG emissions and climate change in NEPA had been distributed to CCWG members.

This is guidance on NEPA in general, across all federal agencies and the “major federal actions” that are covered by NEPA. FHWA is interested in a programmatic approach; incorporating findings by reference on specific projects. Involve modeling using MOVES.

Gayle states that the guidance is useful; in simple terms it provides instruction for adding GHG emissions and climate change to the list of impacts to be included in EIS or EA analysis of alternatives. As far as GHG, it proposes a lower limit of 25K metric tons/year, below which a quantitative analysis is not necessary. It proposes analyzing the likely effects of climate change on project alternatives; this may help agencies address adaptation designs.

Gayle reports on Modeling WG and RSG developing MOVES training. This model can be used for calculating GHG emissions of alternatives.

Mance notes that O’Neill (Chair of Modeling WG) supports this guidance.

McAuliffe notes MOVES modeling of GHG; for example, analyzing proposed subway expansions.

### 4. Sustainability White Paper - status and next steps

Mance reported on original synthesis, platform to develop white paper to showcase notable practice; interest by Directors.

McAuliffe reports on resiliency measures put in place after Sandy rebuilding. First steps just put important infrastructure back. Then short term restoration measures were addressed (eg., tunnel signals); long term recovery being addressed now, including a variety of projects that will make a difference. NYMTC assessing what should be done from a transportation perspective; members' guidance committee; "Post-Sandy Vulnerability and Adaptation Assessment". Protection of tunnels, stations. Larry can make report available when released.

Gayle reports that the Draft White Paper is nearing completion, requires follow up with NYMTC. Hopes to distribute the Draft within 2 weeks.

Mance suggests that this report could benefit from periodic updates, perhaps as an annual report. Gayle suggests this could be done after each round of UPWP adoptions to reflect new MPO initiatives that were programmed.

## 5. MPO Roundtable updates

Mance reports A/GFTC completed EV Charging Station Analysis (companion to EV Fact Sheet). This gives UA municipalities an idea of where to place Type 2 charging stations. Staff was cognizant of data availability; and not getting too far in front of members. Methodology: focus on public parking lots. Develop a GIS layer, counted employees, businesses, tourism venues within ¼ mile radius that result in long duration parking. Then ranked parking station locations in terms of long duration areas. Received feedback – City of GF putting in a charging station in an identified location. Methodology can be used for private employers too. Circulating draft to Planning Committee.

Quackenbush asked how charging stations work in terms of paying a fee?

Ruder explained that some are pay; they use an RFID card from operator or mobile app for subscribers; or phone to activate, then use credit card. Do not have credit card readers at the stations. Most station owners are not charging users. Some question on whether free violates gift rules in constitution (not unlike free parking?).

Bovenzi – City of Rochester has installed 24 stations in public garages; consumers can use without fee for the first year. (see <http://www.cityofrochester.gov/evcharging/>)

Ruder – He and Smith-Lemmon are leading a project, initiated 2/19, doing a planning study for charging stations in cities along Thruway in collaboration with those MPOs. Tompkins doing a similar study with a Cleaner Greener grant.

NYSERDA developing a program for a collaborative purchasing of charging stations (like state contract, but can be used by private entities as well). Roll out this spring.

Bovenzi reports: Regional Critical Infrastructure Vulnerability Analysis underway; reviewing mapping, identify top tier of critical bridges, road sections, transit, garages. This is data intensive. Done by end of summer; drafts to be made available for review.

GTC also in process of updating LRTP. It includes a section on security and resiliency. Gayle notes that RSG is assisting UCTC with their LRTP, and also concluded that resiliency fit best in the Security goals and objectives.

Rosenberger: There will be an article in FHWA's Public Roads magazine on these topics. Will include INVEST, sustainable pavements, other initiatives.

## 6. Next meeting

May 20, 1:30 PM