



## NEW YORK STATE ASSOCIATION OF MPOs

### CLIMATE CHANGE WORKING GROUP

June 19, 2017

4:30 PM

*(Joint meeting with Modeling Working Group held 3:00-4:30 PM)*

### MEETING NOTES

#### 1. Participating

- CDTC – Jennifer Ceponis (Chair)
- GBNRTC – Allison Leet
- GTC – Joseph Bovenzi (via telephone)
- NYMTC – Leslie Fordjour (via telephone)
- OCTC – Julie Richmond
- SMTC – Kevan Busa

#### 2. Freight System and CMAQ National Performance Management Measures Final Rule

Ceponis discussed the status of the performance measure on the percent change in CO<sub>2</sub> emissions from 2017 generated by on-road mobile sources on the National Highway System. The effective date for that measure has been delayed beyond May 20, 2017, which is the effective date for the other performance measures first required by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (exclusive of the safety-related measures). FHWA has signaled their intention to publish a separate notice of proposed rulemaking on the CO<sub>2</sub> emissions measure at a later date. More information on the Final Rule can be found [here](#).

#### 3. Discussion on White Papers & Fact Sheets

Ceponis began the agenda item by stating that the Climate Change Working Group should be committed to producing two documents. One on connected/auto vehicles (CAV) and the other on resiliency. She asked Bovenzi to discuss the CAV white paper that he is developing for the Transportation System Management and Operations (TSMO) Working Group.

Bovenzi explained that a draft has been provided to the TSMO Working Group and he is making revisions based on comments received. The purpose is to take a step back and discuss what changes could be made to the metropolitan planning framework to better incorporate CAV in long range plans, the congestion management process, goods movement, and other MPO activities. Bovenzi noted that the focus of the white paper is not emissions and air quality but there is a section on environmental impacts in the document.

Ceponis stated that she understands that expanding the environmental component of the TSMO Working Group white paper may dilute its comprehensive nature. As such, she asked about the possibility of developing a separate white paper or fact sheet on the climate change impacts of CAV. She stated that CDTC members and others would benefit from a document that provides background on CAV and resulting implications for climate change, emissions, and air quality.

Bovenzi clarified that the primary audience for the TSMO White Paper is MPO staff and other technical stakeholders, as well as select policymakers with an interest in CAV. He added that he feels a fact sheet with a high-level overview of related technologies and discussion points for policy committee/board members and the public would be valuable for both the Climate Change and TSMO Working Groups.

Busa offered to assist in developing graphics, maps, and infographics for a fact sheet. Ceponis thanked him for his willingness to assist, recognizing the usefulness of conveying key points visually rather than strictly through text.

Ceponis discussed the second topic of resiliency. She suggested a white paper on best practices, looking to MPOs in New York State and the Northeast. The white paper could be comprised of case studies. Leet informed the group of a Western New York-based not-for-profit called Designing to Live Sustainability. They are a relatively new organization that intends to model changes in land use and weather and then assess the resulting impacts, including those related to "climate refugees." Ceponis noted that Planning4Places (one of the NYSAMPO Staff Support consultant team members) has been involved in Hurricane Sandy efforts and have presented on their work in this area.

The members were supportive of the two topics and developing whitepapers and/or fact sheets for both.

#### **4. VW Settlement & Funding**

Ceponis reviewed the background on the settlement (VW has settled allegations that it created "defeat devices" to allow approximately 80,000 2009-2016 model year vehicles to bypass Clean Air Act requirements) and associated funding for mitigation actions (including \$127 million to New York State). NYSDEC is accepting comments on how the funding should be allocated, consistent with the terms of the settlement. She reviewed NYSEDA and NYSDEC electric vehicle rebate programs – municipalities can take advantage of both and there are approximately 400 car dealers that are pre-approved so buyers can benefit from the reimbursements at the time of sale. In addition, the type of public charging stations (DC Fast Charging, dual port, etc.) that are made available are another potential area for consideration. Ceponis suggested that the Climate Change Working Group should develop ideas to be submitted on behalf of the MPOs. She asked for thoughts from the members that she will draft as proposed recommendations for review by the members prior to submitting them for the Directors' consideration.

Based on discussion by the members, the following topics were identified:

1. Research on extended range batteries;
2. Battery swapping programs;
3. Additional incentives for the purchase of vehicles;
4. Transportation Demand Management incentives and regulations (the latter typical of those included in the City of Buffalo's recently-adopted Green Code);
5. Dual port charging stations;

6. Prioritizing clean corridors for funding consistent with MPO LRTPs; and
7. Universal travel cards that can be used for public transportation, bike sharing programs, car sharing programs, etc.

Ceponis adjourned the meeting.