



New York State Association of Metropolitan Planning Organizations **WORKING GROUP MINUTES**

WORKING GROUP: Climate Change Working Group

MEETING DATE: May 18, 2016; 1:30PM

MEETING LOCATION: Conference Call

LIST OF ATTENDEES BY ORGANIZATION:

Adirondack/Glens Falls Transportation Council – A/GFTC: Kate Mance
Binghamton Metropolitan Transportation Study – BMTS: Not Present
Capital District Transportation Committee – CDTC: Chris O’Neill, Jen Ceponis
Elmira-Chemung Transportation Council – ECTC: Not Present
Genesee Transportation Council – GTC: Joe Bovenzi
Greater Buffalo-Niagara Regional Transportation Council – GBNRTC: Not Present
Herkimer-Oneida Counties Transportation Study – HOCTS: Not Present
Ithaca-Tompkins County Transportation Council – ITCTC: Not Present
New York Metropolitan Transportation Council – NYMTC: Not Present
Orange County Transportation Council – OCTC: Not Present
Poughkeepsie-Dutchess County Transportation Council – PDCTC: Shelby Tompkins
Syracuse Metropolitan Transportation Council – SMTC: Not Present
Ulster County Transportation Council – UCTC: Not Present
Watertown Jefferson – WJCATC: Not Present
New York State Department of Transportation – NYSDOT: Elizabeth Lennon
FHWA: Heather Holsinger
NYSERDA: Adam Ruder
Dewberry: Krista Rand
RSG: Christine Sherman

MINUTES:

Introductions (Mance)

NYSERDA/NYSDOT Transportation Criticality Tool - Web Presentation & Discussion (Rand)

“Criticality” is a means of assessing the importance of an asset or a system of assets. Dewberry is working on developing a definition of “criticality” that balances aspects of urban, exurban, and rural areas. The objective of the project is to support decision making on capital improvements, resiliency, and asset management.

FHWA has conducted foundational work on criticality frameworks and the struggle to define criticality. Dewberry is now conducting a literature review of various documents produced by FHWA to outline the dimensions of criticality and flush out the definition of criticality by talking with agencies like MPOs, DOTs, EMS personnel, related industries, local decision makers, etc. Dewberry is interested in getting feedback from these entities as they narrow down the dimensions. Part of this effort includes a survey that Dewberry will distribute to the MPOs. Dewberry will also conduct a series of follow up interviews to gather more information where necessary.



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Question: What is the timeline for this project? Response: The timeline for survey portion is within the next two weeks. Follow up interviews will take place immediately subsequent to the survey effort. Dewberry will move on to actual production of the tool a few months after the interviews.

Question: Which types of agencies will be able to use the tool? Response: The focus is interoperability: a tool that is usable by different stakeholders. The focus is on state agency users and state-owned assets, but it would certainly be favorable to make it something widely available and applicable over time.

Comment: It is great that Dewberry is taking a more socioeconomic focus. "Climate Change" often calls to mind catastrophic events and emergency management. Agencies often do not think about what happens after that initial event. The idea that the project includes points like tourism is helpful to areas that depend in these industries. Response: That is something that the project team notes at a conference – the US is a nation of emergency responders – always trying to recover as quickly as possible. However, when asked about agency concerns from a day-to-day perspective, economic-drivers are also critical. Therefore, the project team did not want to focus on criticality from only an emergency management view – but to also take into account these day-to-day aspects of transportation because it is critical to the economy and daily lives.

Survey respondents should consider the questions from their position's perspective. Dewberry is hoping to understand the variety of stakeholders and is interested in aspects of daily operation (i.e. – "tell us about your perspective; what is important to you") to relate to the development of the tool.

Comment: GTC recently completed their Vulnerability Assessment. Once approved by the Board, Bovenzi will share with the CCWG, as this might be of interest statewide.

Proposed Rulemaking: System Performance/Freight/CMAQ (Mance)

AASHTO and other agencies requested an extension to the rulemaking comment period but did not get it. There is no direction yet from the Directors on proceeding with review. The CCWG group touches on all aspects, but the O&M working group and Modeling WG are better poised and have more specific information to share. Mance still unsure what role the CCWG will have in reviewing the rulemaking.

The Modeling WG is working with AVAIL to create a tool to use in conjunction with the NPMRDS data. The new guidelines came out from the Federal government a few weeks ago, and it will take until August to report back on quantifying the measures from the MPOs. AVAIL have to redefine their scope and contract to be authorized to continue to work on this, so it is important to get that extension. It would be valuable to look at the metrics produced through the analysis and see what the measures are for different MPOs. This would allow us to have more informed comments on the rulemaking. MPOs hope that the tool will provide measures that are accurate and can easily be explained to the public. Other agencies are developing similar tools. For example, CATT Lab in Maryland.

Comment: Note that in the rulemaking, there is a section on GHG emissions. It does not propose a GHG emission performance measure at this time, but FHWA is requesting comments on whether to establish a GHG emissions measure in the final rule and how to measure these emissions.

Comment: CDTA has talked about using GHGs as a performance measure in their plan. They are not sure of how the performance measures will ultimately relate back to the MPO plans. For example, if the agency sets a target, how much flexibility will they have in setting the target and how much oversight will FHWA have over the assessment of that target. Response: It is important to start measuring to gather a sense of targets. That is an open question and something that the agency could comment on in the rulemaking response. At this time, GHGs are not part of the rulemaking. FHWA is requesting comments on whether to establish a GHG emissions measure in the final rule and how to measure these emissions.



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Note that the resources on FHWA website are great and will prevent agencies from having to sit through and highlight the executive summary document.

Partner Agency Updates

NYSDOT (Lennon)

NYSDOT is updating the State DOT Vulnerability Assessment on Flooding. Data is available by request. NYSDOT was excited about the completion of GTC's assessment.

Comment: The Pennsylvania Flooding Assessment is a good resource for those interested. The website is a one-stop shop, in which every entity in the state enters data from their assessment, which aggregates into statewide coverage.

In terms of DEC (Department of Environmental Conservation), NY recently released a Climate Change Clearinghouse website (<https://www.nyclimatescience.org/>). The website is full of data but needs some instruction. DEC is hosting webinars on how to navigate the site. The NYS Climate Smart website has a [link of the presentation](#) for reference. DEC is busy with consolidated funding grant application. There is \$11M available for Climate Smart Communities and mitigation/adaptation and includes municipalities – a lot of the entities that MPOs work with. Information on this is available at the [Consolidated Funding Application website](#).

This Friday (May 20) is ‘Green Your Commute.’ CDTC plans to participate. This year was short notice; however, next year the MPOs could potentially plan on a larger scale.

An eco-mobility workshop took place in NYC in April, which included the University Transportation Research Center (UTRC). The workshop involved interesting speakers and presentations and demonstrated various “apps” available to help consumers to gain awareness of/reduce their fuel consumption. NYSERDA is a cofounder of event. The agency was happy with the turnout and presentations. NYSERDA plans to do more work with connected vehicles/infrastructure and creating better tools for traffic management over the coming years and welcome partners in that effort.

NYSERDA (Ruder)

Various programs are developing for municipalities through the Environmental Protection Fund. For example, the electric vehicle program includes funding available for vehicle charging stations and similar infrastructure. NYSERDA is working out the details of what that program will look like but welcomes input from the MPOs. NYSERDA will help inform MPOs about the program so they are able to advise municipalities who applied to the Environmental Protection Fund program. NYSERDA is working on this program in conjunction with the general NYSERDA budget, which will be up and running later this year.

NYSERDA participated in the Freight Advisory Council hosted by NYSDOT. NYSDOT highlighted the work going on in freight. NYSERDA is looking to be more involved in freight in general and provide funding for goods movement projects. NYSERDA has done work in the past with NYC Urban Freight (e.g., anti-idling, truck platooning, electric TRUs, aerodynamic improvements, zoning and planning with regard to freight and complete streets, etc.). NYSERDA welcomes any ideas or questions on hot topics from the MPOs regarding freight, TDM, smart mobility, public transportation, etc.

NYSERDA is also examining how planning boards can support projects related to building charging stations and similar projects. MPOs should send ideas or suggestions.



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Working Group Chair (Mance)

Mance will be stepping down after several years of service acting as the CCWG Chair. Mance will remain a member of the CCWG. Jen Ceponis will act as the new CCWG Chair.

Other Items/MPO Updates

GTC (Bovenzi)

The GTC Vulnerability Assessment will be available in June. Bovenzi will provide a link and the GIS data/spreadsheets. Bovenzi will provide a brief overview of the project on the next call if the CCWG is interested.

NEXT MEETING:

Tentative - Third Wednesday of August (17th) at 1:30pm.