



## **NEW YORK STATE ASSOCIATION OF MPOs**

### **JOINT WORKING GROUP MEETING**

### **CLIMATE CHANGE AND SUSTAINABILITY WORKING GROUP and TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS WORKING GROUP**

**July 15, 2019  
3:00 PM – 5:00 PM  
Syracuse, NY**

### **MEETING NOTES**

#### **Participating**

- CDTC, Jennifer Ceponis (CCWG Chair)
- GTC, Joe Bovenzi (TSMO WG Chair)
- CDTC, Jacob Beeman
- CS, Rich Denbow
- DCTC, Dylan Tuttle
- OCTC, Lauren Burns
- OCTC, Zach Coleman
- SMTC, Kevin Busa
- SMTC, Kevin Kosakowski
- UCTC, John Sterbentz

#### **1. Welcome and Introductions**

Jennifer Ceponis and Joe Bovenzi opened the meeting and welcomed the participants.

#### **2. Tampa Bay/FHWA Resiliency and Durability to Extreme Weather Pilot Program, Lessons Learned**

Rich Denbow presented on a resiliency planning project in the Tampa Bay, Florida region. He started by saying the project is closely aligned with the activities of the Climate Change Working Group (CCWG), but also touches on issues addressed by the Transportation Systems Management & Operations Working Group (TSMO WG). His presentation covered the points described below.

The three MPOs serving the Tampa Bay region and their planning partners conducted a regional vulnerability assessment of surface transportation assets focusing on inland flooding, sea level rise, and storm surge. This work was developed under a FHWA pilot program and the resulting assessment is being incorporated into LRTPs, hazard mitigation plans, emergency management plans, and post disaster redevelopment plans.

The Tampa Bay region has been fortunate enough to avoid a direct hit by a hurricane for more than 100 years, but has experienced flooding and other issues from major storms and is increasingly vulnerable to sea level rise. Storm vulnerability has been identified as a priority during public engagement polling performed in the region.

The project approach involved three vulnerability assessments (each with a High, Moderate, or Low threat) combined with identification of critical roads to focus on the facilities that are most important to the region and to determine where adaptation strategies should be prioritized. The assessments considered the following:

- Sea Level Rise (SLR) in 2045 based on NOAA data.
- Storm surge during a Category 1, 3, and 5 storm.
- SLR plus storm surge.
- Increased precipitation (nine inches and 33 inches of rain).

For the detailed analysis and development of strategy recommendations, the analysis used a Category 3 storm plus 2045 High SLR projection, and a nine inch precipitation event. Rich presented maps representing the vulnerability of transportation facilities during both types of events.

To determine which facilities are critical, roads were weighted using criticality factors, with evacuation route, traffic volume, proximity, and population density weighted highly, along with other factors. Rich noted that stakeholders felt it was important to address the needs of traditionally transportation challenged populations, so zero-car households and MPO-defined equity areas were also used as factors.

Representative projects were selected from among the critical facilities. Two project per county were selected, for a total of six projects. The projects represent a good mix of location (beach, bay, inland), bridge and interior roads, and older and newer development areas. An econometric analysis was conducted to look at the economic impacts to the region if a facility is out of service for different lengths of time. The analysis also looked at adaptation costs to help compare a no action approach to investing in improvements.

Going forward, the analysis will apply generalized unit costs for adaptation strategies for different applications, based on this analysis. These costs may be included in the MPO's LRTPs. The MPOs can look at a bucket approach to address projects, whereby adaptation strategies could be combined with other improvements on a facility.

The MPOs are coordinating this work with other agencies in the Tampa Bay region. One thing CS has noticed is that vulnerability and risk assessments require the staffs of emergency management and transportation operations groups to work closely together, across agencies and across departments within an agency. Maintenance and operations staff help identify issues and opportunities, and designers and drainage/pavement engineers are becoming more aware of ways to incorporate flexibility in design. Resiliency is also becoming more of an issue during development of regional ITS architectures and plans, as it becomes increasingly important to consider ways to make equipment (fiber, cables, etc.) resilient to flooding or other weather issues.

### **3. Mid Hudson Valley CMP Development – Applying the AVAIL Labs NPMRDS Tool**

Dylan Tuttle gave a presentation on the use of the AVAIL Labs NPMRDS tool for the Mid Hudson Valley Transportation Management Area (MHVTMA) Congestion Management Process. The three MPOs serving the MHVTMA (DCTC, OCTC, and UCTC) adopted a unified Congestion Management Strategy (CMS) for the TMA in 2005 and have gathered additional travel time data for the region since then. They are now jointly updating the CMP for the region, based on five jointly developed objectives that focus on analyzing congestion and reliability for highway travel, freight, and transit and evaluating multi-modal accessibility.

The approach involves both a macro-level screening that uses performance measures to identify the worst segments across the region and in each county, and a micro-level analysis to analyze the worst segments for each performance measure to understand key issues. They are using the AVAIL Labs NPMRDS tool for analysis. The tool contains several modules that can be used to analyze bottlenecks, routes, and networks. Dylan described several features of the tool and how they are using it for analysis. They are using several performance measures: the federal travel time reliability measures (which focus on reliability during peak travel periods), travel time index (focuses on average travel time during worst peak periods), total excessive delay (focuses on time spent traveling below a threshold speed during all hours), transit on-time performance, and other multimodal measures.

Dylan summarized the work to date and their experiences using the NPMRDS tool. Data completeness for each reporting segment has been an issue and has resulted in some strange results when identifying the top problem areas. The AVAIL Labs team is developing an approach to determine data completeness and eliminate data that falls below a completion threshold. As the three Mid-Hudson Valley MPOs continue their work on the CMP they will share results and lessons learned.

### **4. VW Settlement Update**

Jen Ceponis provided an update on the VW settlement (on behalf of Alan Ruder from NYSERDA) and other items of interest.

VW Settlement:

- Electric vehicle sales are trending downward but so are sales of total vehicles.
- The settlement funds are about 50 percent spent.
- NY has not yet released any settlement funds.
- In NY there will be a scrappage requirement associated with receiving funds, and a higher incentive will be available for certain vehicles.
- The funds will be combined with CMAQ funds. Jen noted that CMAQ funding is available only to nonattainment and maintenance areas, so this needs to be worked out.

Jen mentioned other funding opportunities. There was a recent meeting for alternative fuel corridors in the Northeast. EV corridors must now have fast charging stations. FHWA is looking for MPOs and DOTs who are interested, and is accepting proposals to develop new

corridors until the end of the year. Jen also mentioned an electric vehicle cost development tool that can help identify opportunities for new alternative fueling infrastructure.

## **5. Micromobility Fact Sheet**

Jen discussed the micromobility fact sheet that the Bike-Ped Working Group is currently developing. That WG is discussing whether to focus on shared mobility in general or narrow the focus to e-bikes and e-scooters. They want to include links to existing policies and regulations in the fact sheet. Jen will work with the Bike-Ped Working Group as they move forward and report back to the CCWG at future meetings.

## **6. DOE Merit Review Takeaways**

Jen reported on the Department of Energy Vehicle Technologies Annual Merit Review that took place in June, specifically the Energy Efficiency Mobility Systems program. She participated in the Merit Review, and highlighted for the WG some of the research underway related to connected and automated vehicles, advanced fueling infrastructure, and mobility decision science. Jen said the program has a lot of value to MPOs and there are opportunities to partner on some of the program's projects. The MPOs in San Francisco and Chicago are the only MPOs currently involved in the research, but DOE is interested in establishing relationships and working with smaller MPOs.

Jen also mentioned research on managing curb space and developing a model that could help cities and MPOs make policy decisions for curb space management. In the short term, this is important for smart parking but in the long term, the deployment of autonomous vehicles and an increase in ride-hailing will replace parking management and fees with curb management and other opportunities for cities to manage congestion by pricing use of the curb. A researcher is giving a presentation on this issue at the NYSAMPO conference and he may be available to present at a future CCWG meeting.

## **7. MPO Updates**

The MPOs expressed an interest in how connected and automated vehicle information is being included in LRTP updates. This was identified as a potential topic for future WG meetings.

## **8. Adjourn**

The next TSMO WG meeting is tentatively scheduled for September 10. The next CCWG meeting is scheduled for October 17, 2019.

The meeting was adjourned.