

**New York State Association of MPOs
Climate Change Working Group
August 17, 2016**

MEETING NOTES

1. Participating
 - A/GFTC – Kate Mance
 - CDTC – Jennifer Ceponis
 - ECTC – Jim Arey
 - GTC – Joe Bovenzi
 - NYMTC – Leslie Fordjour
 - PDCTC – Shelby Tompkins
 - NYSDOT – Cathy Kuzsman, Colleen Smith-Lemmon
 - FHWA – Heather Holsinger
 - RSG – Steve Gayle

Jen Ceponis noted this is her first meeting as the new Chair of the Climate Change Working Group. She thanked Kate Mance for all of her work as previous Chair.

2. Genesee Transportation Council's Vulnerability Assessment Presentation & Discussion

Bovenzi presented slides describing the GTC project (distributed prior to the meeting and attached).

He noted that there are 1600 bridges in GTC's 9 county planning area. They used the existing County and NYS All Hazards Mitigation Plan as the basis. The plan resulted in 39 recommendations, half of which are in Planning/Policy and Infrastructure adaptation. An important lesson learned is to focus on those hazards that are most likely and significant. In this case, GTC would have focused on floods, winter weather, and extreme weather events. Using all hazards requires resources that may not be necessary.

On the policy side, local land use focused on critical public facilities including highway garages, fueling stations, and hospitals.

Holsinger: This is a good study. Has GTC followed up by integrating findings into the TIP process?

Bovenzi: There is only one related item in their TIP screening process. They ask sponsors of candidate projects if they have integrated resiliency considerations. If there appears to be a vulnerability issue, the project is flagged for direct follow up.

Holsinger noted that the FAST Act added a planning factor for MPOs and States to consider system resiliency and mitigating impacts of stormwater run off. Her office is working with the FHWA Office of Planning on these issues.

Ceponis: Are there specific examples of communication/education/awareness?

Bovenzi: Primarily by making information available to local governments so they can make better land use and infrastructure decisions. Public outreach is done through the County Offices of Emergency Management.

Gayle: Do they advise those making land use decisions about vulnerability, particularly for siting critical facilities like health clinics and schools?

Bovenzi: They prioritized segments in the network that provide access to critical facilities.

Ceponis: Speak to data sources, use of ArcGIS Online.

Bovenzi: Used NYS Office of Real Property parcel base mapping for critical facilities. Note that flood plain maps need to be updated. It would be beneficial to have a statewide GIS layer for flood plains. They archived all of the GIS files, have made them available for Bridge NY applicants.

Ceponis: Is there interactive mapping that would be helpful to MPO member agencies?

Bovenzi: Could be useful; note that there could be problems with making web maps available to the public, as they would not likely understand nuances, simply see a facility as 'vulnerable'.

3. FHWA Alternate Fuel Corridors Program

Ceponis noted work of the Northeast Diesel Collaborative and the Clean Corridors Working Group. There will be a meeting at RPI, November 2-4.

Smith-Lemmon: NYSDOT will be submitting a list of corridors to FHWA next week. Lynn Weiskopf presented this to the MPO Directors on their last conference call. The submission will include all Interstate highways, Parkways, and Priority Freight Network corridors. MPOs are welcome to support candidate corridors, but there is a requirement that the owner of the facility must concur. For example, NYSDOT will have concurrence of the Thruway Authority for their segments of I-87 and I-90. NYSDOT is also engaged with neighboring states like Vermont, and the I-95 Corridor Coalition, to ensure consistency.

Ceponis: The Clean Corridors WG is gathering data to map existing and planned alternate fuel facilities.

4. Partner Agency Updates

a. NYSDOT

Smith-Lemmon reported that NYSDOT has developed an EV Charging Station Implementation Plan for the I-90 corridor. It spans five NYSDOT Regions (1,2,3,4, and 5). Regions provided input on potential sites for both Level 2 and Fast Charge stations. Also identified barriers to deployment.

She will send an email with link to the plan documents.

Smith-Lemmon reports that NYSERDA (with DEC and NYPA) is supporting the ChargeNY program to fund EV charging stations

<http://www.nyserda.ny.gov/All-Programs/Programs/ChargeNY>

Ceponis reports that CDTTC hosts their Clean Cities Coalition. Plan development was a good process. Identification of implementation funds through the Cleaner Greener program. Municipalities are looking for private entities to provide resources; they can be eligible for tax credits.

Bovenzi: GTC was involved in the I-90 plan, found it to be a good process.

Gayle asked if NYSDOT had plans to address other Interstate corridors.

Smith-Lemmon: not at this time.

Kuzsman reported that the Governor held the first of a series of Regional Sustainable Development and Collaborative Governance conferences in Syracuse Aug 11.

<https://www.governor.ny.gov/news/governor-cuomo-kicks-first-regional-sustainable-development-collaborative-governance-conference>

Among other items, he addressed the Downtown Revitalization Initiative, through which one city in each REDC region will receive \$10 million.

The Sustainable Development and Collaborative Governance Handbook is available at https://www.ny.gov/sites/ny.gov/files/atoms/files/Sustain_Book_Final.pdf

Ceponis asked if these conferences are open. Kuzsman responded that they are organized through the REDCs.

- b. NYSERDA – Ruder unavailable, no report
 - c. NYSDEC – New unavailable, no report
5. Other Items/ MPO Updates
None were offered
 6. Next meeting Wednesday, November 16