



NEW YORK STATE ASSOCIATION OF MPOs

CLIMATE CHANGE AND SUSTAINABILITY WORKING GROUP

**April 23, 2020
Webinar Meeting
11:00 AM – 12:00 PM**

MEETING NOTES

Participating

- CDTC, Jennifer Ceponis (Chair)
- AGFTC, Jack Mance
- CS, Rich Denbow
- RSG, Steve Gayle
- CDTC, Chris O'Neill
- CDTC, Chris Bauer
- DCTC, Mark Debald
- ECTC, Courtney Taylor
- GTC, Joe Bovenzi
- ITCTC, Fernando De Aragon
- ITCTC, Tom Mank
- NYMTC, Manish Shah
- NYSDOT, Colleen Smith-Lemmon
- NYSERDA, Adam Ruder
- NYSERDA, Robyn Marquis
- OCTC, Zach Coleman
- OCTC, Julie Richmond
- OCTC, Jessica Ridgeway
- SMTC, Kevin Busa

1. Welcome and Introductions

Jen Ceponis welcomed the participants and kicked off the meeting.

2. VisionEval Rapid Policy Assessment Tool (VERPAT) Application in NY

Three speakers discussed application of the VisionEval Rapid Policy Assessment Tool (VERPAT) in New York. Steve Gayle began with an overview. VERPAT is a strategic planning tool that can analyze complex policy scenarios. It is part of the VisionEval suite of tools, which are developed using open source software that allows continuous improvement by the user community. Initial models were developed by Oregon DOT and currently are supported by FHWA through a pooled-fund project.

NYSERDA and NYSDOT collaborated on a project titled "Implementation of a Regional GHG Analysis Tool" and selected RSG to assist CDTC and ITCTC with application of the tool at each MPO. A project report is available at <https://bit.ly/2S0IGxH>.

Chris O'Neill discussed how CDTC applied VERPAT in the context of their new long-range transportation plan, New Visions for a Quality Region. CDTC used VERPAT to test five policy scenarios against a base-year 2050 trend. The five scenarios are sprawl development, urban development, optimistic EV, pessimistic EV, and urban development with pricing. For the base case and each scenario, Chris presented forecasts of VMT, GHG emissions, and GHG reductions.

The VERPAT analysis indicated that the most important strategy for reducing GHG emissions in the CDTC area is promoting EVs. Because population growth in the Capital Region is slow, development patterns have less impact on GHG emissions. The VERPAT results suggest that achieving the GHG targets in NY's Climate Leadership & Community Protection Act (CLCPA) is feasible with federal, State, and regional support and commitment.

CDTC used the VisionEval report as a starting point. The draft New Visions 2050 Plan further refined the scenario evaluation. Through this effort, CDTC concluded that the impacts of automated vehicles and mobility as a service on congestion, walkability, safety, and transit are unknowable, but could be dramatic. CDTC is still supporting transit, smart growth and urban reinvestment, walkability and bikeability, equity, TDM, congestion management, and right sizing of highways and streets.

Fernando De Aragon spoke about how VERPAT was applied at ITCTC. They used different scenarios than CDTC but their analysis resulted in similar conclusions. They also found a synergy between applying better land use patterns and achieving GHG reductions, and that an aggressive switch to EV resulted in a large reduction in GHGs.

3. TCI Update

The Transportation and Climate Initiative (TCI) is still moving ahead despite the current pandemic. The states involved are aiming to produce a final MOU over the summer, and staff, work groups, and leadership discussions are continuing by email, phone, and video conference. Adam Ruder reported that work is underway to look at all options.

4. VW Settlement and Related Programs – Update

Jen reported that the Charge NY initiative is currently on pause until at least May 15 due to the Governor's Executive Order to address the COVID-19 pandemic. Adam said discussion is underway regarding several options for proceeding in the future.

The NY Truck Voucher program is still accepting applications. Approximately \$18 million was recently added to the program. Staff is working on adding more VW settlement funds for additional purposes.

5. Partner Agency Updates

Adam reported that NYSERDA is submitting a proposal for federal funding from the U.S. DOE in partnership with Energetics, Inc. to support an EV Accelerator project. The project would develop EV awareness campaigns and collect information on barriers to increased EV adoption in certain geographic areas. The project goals are consistent with NY's goal to increase EV adoption and reduce GHG emissions from transportation. At Adam's request, Jen distributed a summary of the proposed concept and a template for a letter of support to the CCWG prior to the meeting. NYSAMPO will not be submitting a letter of support, but individual MPOs may submit a letter if they choose to do so.

NYSERDA is also interested in talking with the MPOs and member agencies to understand how they can assist the MPOs with COVID-19 recovery efforts. Robin will provide more information by email. Jen offered to set up a separate call to discuss further.

NYS DOT stated that new energy goals were adopted on April 8. Details are available at <https://energyplan.ny.gov>.

6. Next Meeting/Adjourn

The meeting will be scheduled for July 2020.