


A stack of papers is shown in the top-left quadrant of the slide, rendered in a light blue color against a purple background.A globe is shown in the top-right quadrant of the slide, rendered in a light blue color against a purple background.

New York State DOT Strategies for Climate Change

A stack of papers is shown in the bottom-left quadrant of the slide, rendered in a light green color against a green background.

John Zamurs

A clock is shown in the bottom-right quadrant of the slide, rendered in a light yellow color against a yellow background.

2008 NASTO Annual Meeting
Pittsburgh, PA
June 9, 2008

NYSDOT General Approach

- Climate Change strategies should consider
 - vehicle technology
 - fuels
 - VMT/demand



NYSDOT General Approach

- State DOTs have greatest opportunity to affect climate change on VMT/demand
- State DOTs should support vehicle technology and fuel improvements



NYSDOT General Approach

- “Think globally – Act locally”
- Individual transportation actions may have small effect
- Cumulatively start to make a difference





NYSDOT “Top 11” List of Actions

- Already doing many of these
- Should be doing more
- Need to quantify improvements
- Need to institutionalize energy/climate change awareness
- Mass transit
- Emissions reporting
- Traffic signals
- Freight management
- Managed lanes
- Smart growth/land use
- Idle reduction
- Commuter Choice
- Air quality education
- Alternative fuels
- Research

Emissions Reporting

- NY is only state to report energy and greenhouse gas emissions for adoption of TIPs and long range Plans
- Results to date indicate ~ 11% improvement compared to business-as-usual case
- NY also looks at greenhouse gas and energy during project alternative selection
- Need improvements in modeling methods



Smart growth/land use

- New York is a “home rule” state
- Need cooperation of local government to promote smart growth principles
- Transit hubs, walking, biking, open space, trolleys/light rail
- Integration of transportation planning and land use planning



Commuter Choice

- Transit/rideshare programs to reduce SOV commuting
- NYSDOT funding downstate program at \$30 million over 3 years
- Working with non-profit transportation management associations as well as city and county governments



Air Quality Education and Outreach

- Outreach to public to focus on connection between transportation choices and air quality
- CleanAir NY funded at \$6 million over 4 years
- Include greenhouse gasses
- 3.13% VMT reduction on Air Quality Action Days



Under consideration

- Revised vehicle registration fee structure that considers energy and environmental costs of less fuel efficient vehicles
- Fuel efficiency as basis for all vehicle and equipment purchase
- Priority to projects that employ TDM principles





NYSDOT Climate Change/Energy Efficiency Team

- Multi-disciplinary group from all relevant program areas
- Executive level support and commitment
- Team will look at: reducing transportation energy costs for public; promoting energy efficient programs and projects; reducing NYSDOT's carbon footprint



NYS DOT Climate Change/Energy Efficiency Team

- Charge to Team –
“Institutionalize climate change/
energy efficiency in everything
we do”
- Includes major policy and
project directions to actions of
individual DOT employees



NYSDOT Climate Change/Energy Efficiency Team

- ~ 70 members
- Divided into 5 workgroups
 - 1) NYS transportation sector
 - 2) NYSDOT carbon footprint
 - 3) fuel availability and cost forecasts
 - 4) adaptation
 - 5) internal and external outreach

Workgroup #1

- Influence other transportation agencies and the public in NYS
- Consideration of climate change/energy efficiency in statewide and metropolitan plan and program development
- Working with MPOs
- Brainstorm concepts
- Evaluating and prioritizing



Workgroup #2

- Covers NYSDOT's vehicles, buildings, planning practices, design procedures, construction specifications, maintenance practices
- Brainstorm concepts
- Evaluating and prioritizing
- Combined with Workgroup #1
- Emissions reporting/inventory



Workgroup #3

- Petroleum availability and prices
- Short term and long term
- Effect on funding and basic transportation needs
- How to adapt to high fuel prices/fuel supply issues
- Working with NYSERDA



Workgroup #4

- Adapt to wide range of climate change effects
- Statewide
- Design, construction and maintenance practices/specifications for effects of climate change
- Funding for adapting infrastructure



Workgroup #5

- Development of outreach plan
- Solicit ideas from NYSDOT employees (received ~150 ideas/suggestions)
- Promote climate change/energy efficiency to external stakeholders
- Establish web board where information on climate change/energy efficiency is posted for any NYSDOT employee can access to learn about climate change/energy efficiency and NYSDOT efforts and policies



Actions to Date

- Recommendation for compressed work week for NYSDOT employees
- Recommendation for NYS version of Gulf Coast Study, funding being sought
- TIP guidance/direction to include explicit climate change/energy efficiency consideration
- Collaboration with NYSDEC, NYSERDA, FHWA
- Involvement with RGGI – portion of allowance revenue stream for transportation
- Much more to come



External influences

- Interagency VMT Reduction Workgroup
 - outgrowth of Governor's Renewable Fuels task Force
 - State environmental agency is lead agency
 - 10% reduction from business as usual case in 10 years
- State Energy Plan
 - Governor's Executive Order
 - covers all sectors
 - Draft March, 2009
 - Final June 2009

