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**Governor's Council on Climate Change (GC3)  
Transportation subgroup of the Infrastructure & Land Use  
WORKING GROUP  
BREAK OUT SESSION NOTES**

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**Meeting Date: 10/5/2020**

**Meeting Time: 5:20-6**

**Meeting Location: ZOOM**

## **ATTENDANCE**

Robert Bell (Chair)  
Adelaine McCloe  
Frogard Ryan  
Denise Savageau  
Allen Kratz  
Gwen Macdonald  
Diane Moss  
Kevin Grigg  
Lee Grannis  
Kimberly Lesay  
Max Cover  
Julia (Last name??)

## AGENDA & NOTES

### *Best Available Science:*

- **Robert Bell:** Began discussing how the recommendations of the Transportation subgroup use best available science to make predictions and recommend implementation actions.
  - That being said, it is also recognized that that even the most current standards and guidelines (for best available science) need updating. However, even updating these standards and guidelines to a 2020 model would not be able to capture predictions made about conditions 50 years down the road.
    - There has been discussion on how to incorporate these considerations into recommendations and design models.
  - **Julia (spelling?):** Commented that current use of FEMA maps (as assessments for flooding risk) should be replaced with more localized vulnerability assessments because FEMA maps are only updated every five years and base their risk assessment on past flooding event.
    - Will the transportation subgroup produce any recommendations that pertain to assessing future risk for infrastructure projects? What does the transportation subgroup currently use for assessing risk in areas where infrastructure projects will take place (I.e. FEMA maps), and how do they plan on improving on it?
      - **Robert Bell:** Current standards and guidelines do use past events to calculate risks and do not take into account future climate projections. The current challenge is to participate with other state departments of transportation in national research that provides advice and guidance on how to do that.
  - **Denise Savageau:** Commented that she also participates in the GC3 Wetlands Working Group and one of the recommendations they have looked at, in regards to best available science, is using the projection being produced by CIRCA (in addition to FEMA flood maps). For most current rainfall data, the Wetlands group is also recommending that the state Stormwater Manual (which is the process of being updated) be used.
    - **Kevin Grigg:** Commented that managing climate impacts on transportation infrastructure definitely include stormwater issues, but also extend far beyond them (sea level rise, heat spikes, etc.).

### *Other Recommendations:*

- **Denise Savageau:** Opened discussion regarding transit infrastructure and flooding issues- underpasses for Amtrak and MetroNorth have serious flooding issues caused by stormwater and sea level rise. This creates issues with the roads underneath flooding and poses major concerns for evacuation routes.
  - **Lee Grannis:** Commented that he is also concerned about evacuation routes and fueling capabilities, considering the risk that sea level rise and flooding poses to the increased number of electric vehicles on the road. The grid is not prepared to handle these types of floods, which means that electric vehicles are getting stranded along the evacuation routes.
    - Electric vehicles are especially vulnerable because they won't run properly if their lithium-ion battery packs get flooded (especially applies to saltwater).

Coupled with the scarcity of charging stations, people who own electric vehicles will become stranded which poses both personal safety risks and evacuation risks (stranded vehicles blocking evacuation routes).

- **Allen Kratz:** Asked, in regards to Transportation recommendations 1 and 3, to what extent the evacuation routes will become an opportunity for transit-oriented development, especially in upland areas?
  - **Rob Bell:** Responded that this group did not specifically address the confluence of evacuation route planning and transit-oriented development, though he is familiar with CIRCA attempting to incentivize it.
- **Diane Moss:** Asked for public comment on whether any recommendations from this subgroup are particularly important from an EEJ (equity and environmental justice) perspective, or might have been overlooked from that EEJ perspective?
- **Lee Grannis:** Commented that their needs to be some recommendations pertaining to managing utilities during emergencies because they're the weakest link in any storm event.
- **Frogard Ryan:** Commented that some of the ability of communities to move forward successfully with resilience planning and projects has centered around local advocacy/public funding and state involvement.
- **Denise Savageau:** Commented that one more recommendation should be made in regards to forming a working group/task force that pertains to rail transportation (MetroNorth) and the extensive issues arising from flooding in their underpasses.
  - **Kevin Grigg:** Commented that most obvious solution is to do a lot of water pumping, which is very expensive and poses its own set of environmental concerns
- **Gwen Macdonald:** Commented that, as discussed in the GC3 Rivers working group, implementing stream-simulation culvert design has had a high benefit-cost ratio and has specific crossover with the Transportation group. There may be an opportunity to create a recommendation within this group to prioritize this design model. Additionally, the MS4 system should be considered as a cross-cutting issue within both the Transportation and the Rivers group.

**NOTE:** *Identify if slides or presentations are available on GC3 web page: [www.ct.gov/deep/gc3](http://www.ct.gov/deep/gc3)*