



Department of  
Environmental  
Conservation

# Climate Justice Working Group Meeting

November 12, 2024

# Meeting Procedures

- Meeting rooms will be muted to reduce noise
- Working Group members should raise their hand to indicate they would like to speak
- Please state your name before speaking for recording purposes
- Remote participants should be on video with name visible per Open Meetings Law

# Agenda



# Agenda

1. Roll Call
2. Introduction of new member
3. Approve minutes from previous meetings
4. DAC Review
5. Deliberate on new indicators
6. Next Steps



# Roll Call



## **Introduction of New Member**





# Approval of Minutes



# Annual Review



# Disadvantaged Communities Criteria Review

# This meeting we'll talk about

- Data updates for 2024 DAC Review
- Suggestions for future DAC Reviews
- Deliberation on proposed new indicators
  - Interim votes on proposed new indicators
- Open discussion



# Data Updates

# Most indicators have refreshed data

We refreshed almost all the data from all the various sources using 2020 tracts

But we're waiting on refreshed data for 1 indicator (low birthweight), and using a placeholder for now

# Use of Draft Data

- For the low birthweight indicator we are using draft data
- We're confident our draft data will be relatively close to what the updated data will look like
- We updated 5 other DOH indicators in the past few weeks (asthma, heart attacks, COPD, premature deaths, and diabetes)

Until we get the updated data, we're using a crosswalk for the draft data, which uses the old data but overlaid onto 2020 tracts



# Indicators Using Cross-walked Data

- Benzene air concentration – we obtained refreshed data, but it was still on the 2010 tracts
- Projected days above 90F – we are continuing to use the same data, but transferred onto 2020 tracts
- Low birthweight draft data

# Suggestions for future DAC Reviews



# Suggested indicators

- We collected indicator suggestions from our last meeting (including proximity to rail, which we will talk about) and from some of the public feedback
- We are adding these indicators to our data monitoring spreadsheet and closing this process until the next review when we will check again for usable data
- Available data included proximity to airports and railways

## Data to track and assess in the future:

- *Water contamination*
- *Remoteness*
- *Income inequality*
- *Eviction rates*
- *Payday loans*
- *Predatory financial institutions*
- *Social institutions*
- *Prevalence of septic systems*
- *Property sales*
- *Land trusts*
- *Amish population*
- *PONs investments*
- *Urban sprawl*



# Deliberate on New Indicators

# Deliberate on new indicators

1. Diabetes (discussed)
2. Noise pollution / proximity to airports (discussed)
3. Pesticide use (deprioritized)
4. Proximity to railways

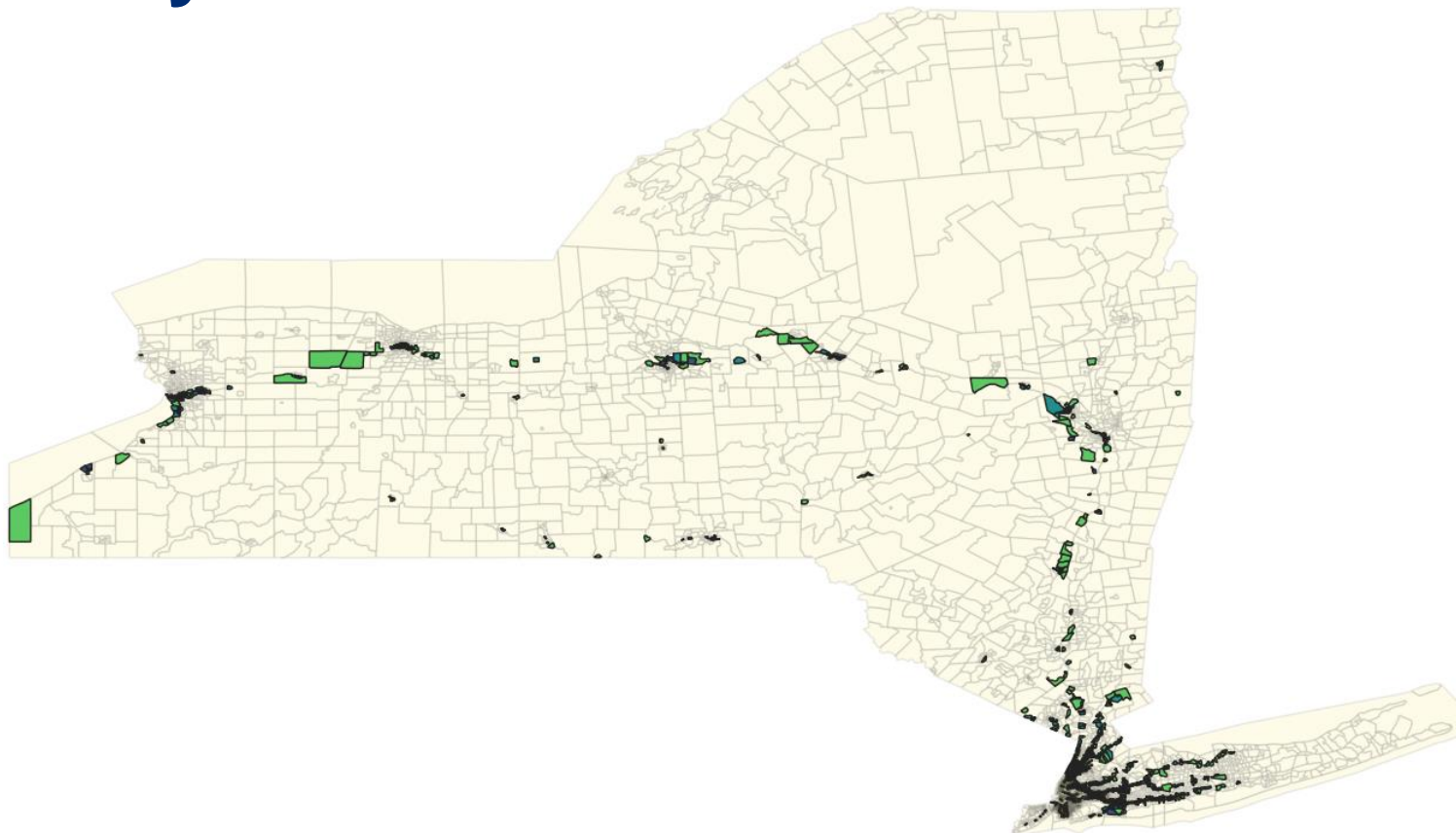


# Proximity to railways

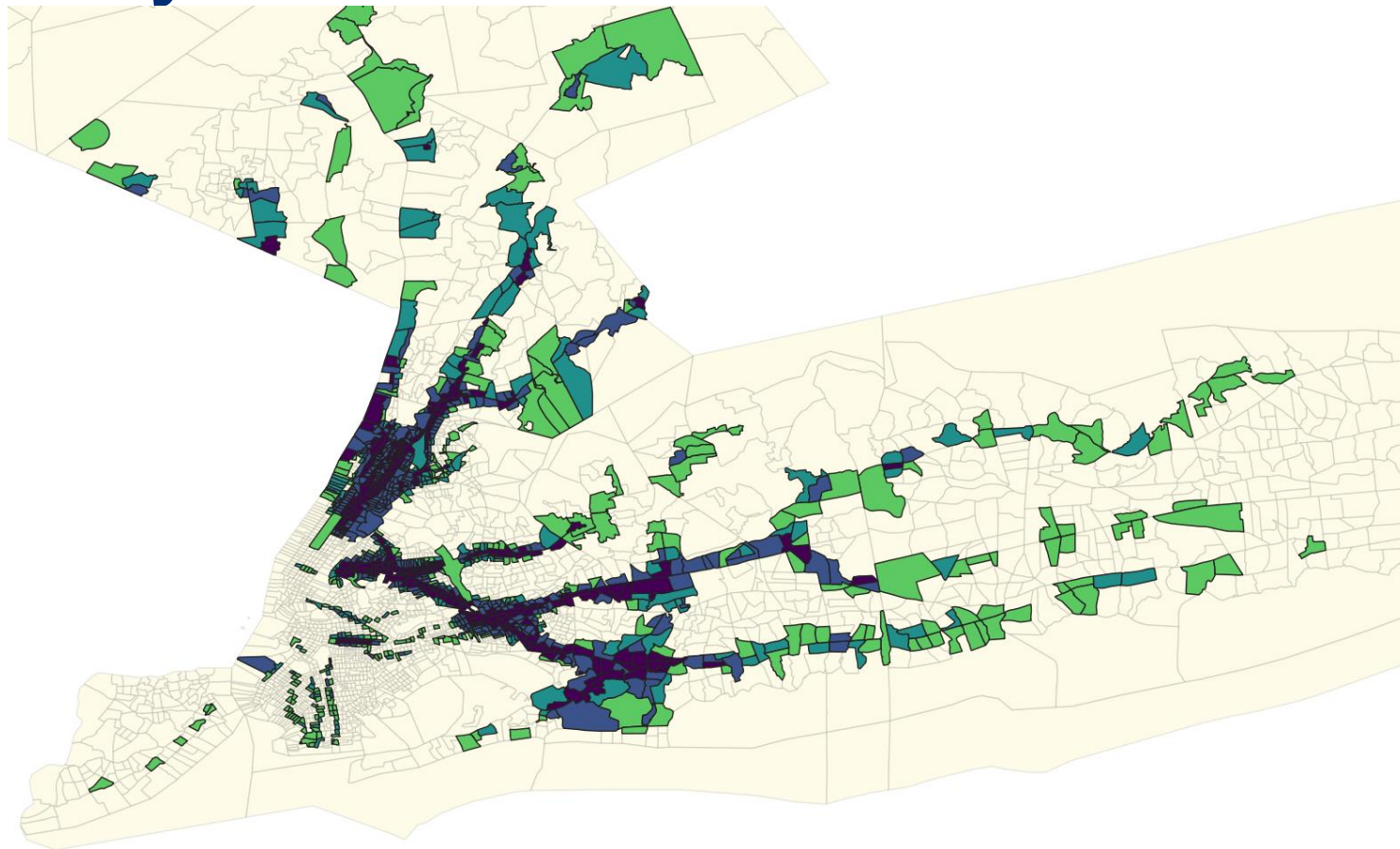
- Last meeting we analyzed a total noise indicator and a proximity to airports indicator
- Now we have also looked at a proximity to railways indicator
- While the total noise indicator was duplicative of some of our other indicators, proximity to airports and railways added something different to the mix of indicators



# Railways Indicator



# Railways Indicator – Downstate zoom



# Correlations

## *Proximity to all transportation modes*

Indicator	Correlation
Traffic (number of vehicles)	0.74
Benzene	0.68
% Land developed	0.64
PM 2.5	0.58
Agricultural land use	-0.60
Mobile Homes	-0.48

## *Proximity to rail only*

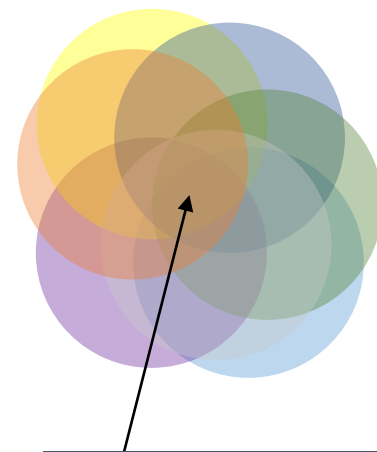
Indicator	Correlation
Landfills	0.36
Latino population	0.31
Agricultural land use	-0.19
Senior Population (+65)	-0.19

# Quick aside about number of indicators

We all want to create the best and most accurate criteria to identify disadvantaged communities...

But adding more indicators may not always be the answer.

Every time we add an indicator, it dilutes the influence of all the other indicators.



Too many colors just  
leads to a murky  
beige



# 4 Scenarios and Results

# Results of 4 Scenarios

- During our last discussion we looked at 3 scenarios including diabetes and airport proximity
  - Now we have a 4th scenario with the potential new rail proximity indicator
1. Scenario 1: Original indicators with refreshed data
  2. Scenario 2: Scenario 1 + diabetes
  3. Scenario 3: Scenario 2 + diabetes + airport proximity
  4. Scenario 4: Scenario 2 + diabetes + rail proximity



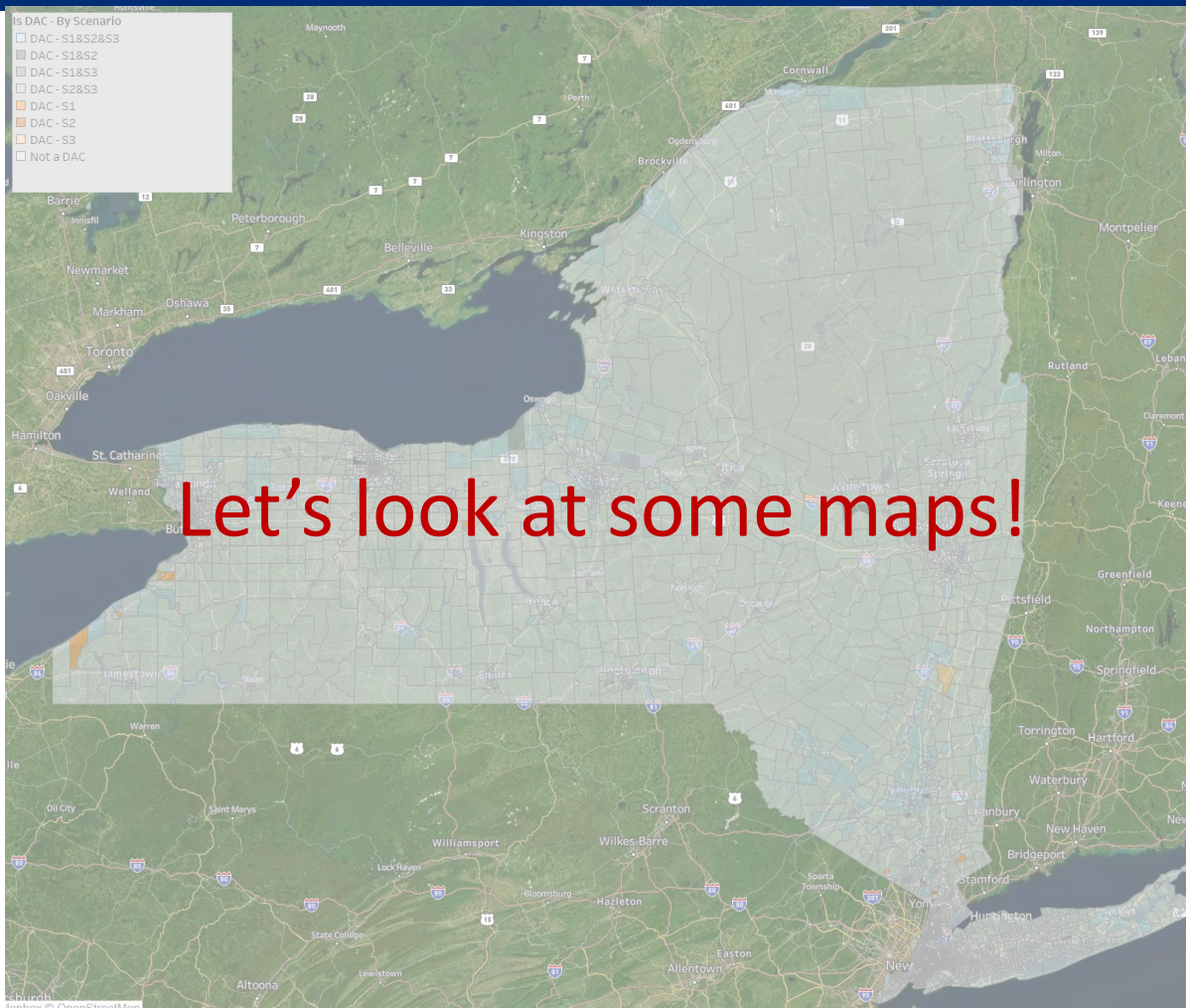
# Draft results (as of November 2024)

- Scenario 1: Original indicators with refreshed data
- Scenario 2: Scenario 1 + **diabetes**
- Scenario 3: Scenario 2 + **diabetes + airport proximity**
- Scenario 4: Scenario 2 + **diabetes + rail proximity**

Region	Total Tracts in NYS	S1 - Refresh	S2 - Diabetes	S3 - Diabetes+ Airports	S4 - Diabetes+ Rail
Capital Region	326	69	69	70	70
Central NY	244	72	73	73	73
Finger Lakes	358	96	96	96	94
Long Island	671	88	91	99	98
Mid-Hudson	600	272	270	257	261
Mohawk Valley	158	30	30	30	32
New York City	2,327	1,083	1,081	1,070	1,069
North Country	134	15	14	16	15
Southern Tier	189	35	34	34	34
Western NY	404	141	141	143	139
<b>Grand Total</b>	<b>5,411</b>	<b>1,901</b>	<b>1,899</b>	<b>1,888</b>	<b>1,885</b>
				<b>Total DACs</b>	

# Results show small changes

- There are small differences between the scenarios – with shifting of a small number of census tracts
  
- Any one indicator (current or new) will have small potential to move the needle on DAC designations



# Understanding differences in DACs that are rural vs urban



# Urban and rural tracts

- Some indicators have higher scores in urban census tracts while others have higher scores in rural tracts
- 32 indicators have higher scores in urban tracts
- 15 indicators have higher scores in rural tracts
- Go to excel...

Indicator	Rural	Urban	Difference
<b>Overall DAC Score</b>	<b>67.9</b>	<b>90.1</b>	<b>22.2</b>
Benzene	27.3	71.8	44.5
Developed land	27.3	71.5	44.2
Traffic (all vehicles)	27.7	71.4	43.7
Landfills	50.1	91.8	41.7
Rentership	31.3	68.2	36.9
Limited English	21.5	58.2	36.7
Wastewater	29.1	63.2	34.1
PM2.5	32.7	66.7	34
Asthma	33.9	66	32.1
Low income - 80% AMI	34.3	65.4	31.1
Days >90F	40.4	68.2	27.8
Latino pop.	36.3	62	25.7
Old/Lead homes	37.4	62.3	24.9
Black pop.	35.8	60.6	24.8
Asian pop.	33.8	58.5	24.7
Redlining	34.8	59	24.2
Low birthweight	39	60.9	21.9
Truck traffic	39	60.7	21.7
Low income - 100% FPL	39	60.6	21.6
Premature deaths	39.4	60.6	21.2
Diabetes	39.4	60.6	21.2
Health insurance	40	58.4	18.4
Unemployment	40.2	58.3	18.1
Single parents	40.9	52.8	11.9
Airport noise	4.2	15.5	11.3
Rent burden	43.4	54.6	11.2
Home internet	44.2	53.3	9.1
Native/Indigenous pop.	35.4	42.6	7.2
Power generation facilities	2.1	7.1	5
Pop. w/o college ed.	48.5	51.6	3.1
Housing vacancies	47.2	48.7	1.5
Coastal flooding	10.3	11.4	1.1
Oil storage facilities	2.8	2.4	-0.4
Municipal waste facilities	0.5	0	-0.5
Energy burden	63.9	62.4	-1.5
RMP sites	25.5	22.3	-3.2
Heart attacks	52.5	47.8	-4.7
Disabled pop.	52.4	47.6	-4.8
COPD	53.2	47.2	-6
Scrap metal facilities	8.7	1.7	-7
Remediation sites	24	14.9	-9.1
Industrial land use	32	22.2	-9.8
Inland flooding	23	6.8	-16.2
Age 65+	59.1	40.9	-18.2
Mobile homes	27.3	3.6	-23.7
Driving time to healthcare	62.6	38	-24.6
Agricultural land	39	2	-37

# Indicators that score higher – rural vs urban

## Rural areas

Agricultural land  
 Driving time to healthcare  
 Mobile homes  
 Age 65+  
 Inland flooding  
 Industrial land use  
 Remediation sites  
 Scrap metal facilities  
 COPD  
 Disabled pop.  
 Heart attacks  
 RMP sites  
 Energy burden  
 Municipal waste facilities

## Urban areas

Benzene  
 Developed land  
 Traffic (all vehicles)  
 Landfills  
 Rentership  
 Limited English  
 Wastewater  
 PM2.5  
 Asthma  
 Low income - 80% AMI  
 Days >90F  
 Latino pop.  
 Old/Lead homes  
 Black pop.  
 Asian pop.  
 Redlining  
 Low birthweight  
 Truck traffic  
 Low income - 100% FPL  
 Premature deaths  
 Diabetes  
 Health insurance  
 Unemployment  
 Single parents  
 Airport noise  
 Rent burden  
 Home internet  
 Native/Indigenous pop.  
 Power generation facilities  
 Pop. w/o college ed.  
 Housing vacancies  
 Coastal flooding



## How we have balanced this...

- Regional scoring – we use relative ranking statewide and regionally)
- Individual criteria – We use the individual criteria (for clean energy and energy efficiency investment purposes only) to try and cover more rural households.

Indicator	Rural	Urban	Difference
<b>Overall DAC Score</b>	<b>67.9</b>	<b>90.1</b>	<b>22.2</b>

# Describe a DAC in...

## Rural areas

Low-income

Aging housing stock

Proximity to mining and other industrial operations

High energy burden – heating with delivered fuels

Lack of transit

Lack of services

Water contamination

Exposure to pesticides

Lack of population

## Urban areas

Air pollution

Lack of services

Population density

Poverty – low-income

High cost of living

Dichotomy of very rich and very poor folks in close proximity (burdens fall on the poor)

High health burdens / poor health outcomes

Historical discrimination

Lack of green space



# Demographics of New York State



# Upstate/Downstate, tract-level averages

Region	Black/African American			Latino/a			Asian		
	Non-DAC	DAC	Total	Non-DAC	DAC	Total	Non-DAC	DAC	Total
Capital Region	4%	30%	10%	4%	10%	5%	4%	6%	5%
Central NY	4%	25%	11%	3%	8%	5%	2%	5%	3%
Finger Lakes	5%	33%	14%	5%	16%	8%	3%	3%	3%
Long Island	7%	27%	10%	15%	37%	18%	9%	5%	8%
Mid-Hudson	7%	24%	15%	13%	31%	21%	6%	5%	6%
Mohawk Valley	3%	15%	6%	4%	15%	7%	2%	7%	3%
New York City	21%	35%	27%	16%	41%	27%	21%	12%	17%
North Country	4%	6%	4%	3%	3%	3%	1%	2%	1%
Southern Tier	3%	15%	6%	3%	7%	4%	4%	5%	4%
Western NY	5%	32%	14%	3%	11%	6%	3%	6%	4%
<b>Statewide</b>	<b>11%</b>	<b>31%</b>	<b>18%</b>	<b>11%</b>	<b>31%</b>	<b>18%</b>	<b>18%</b>	<b>18%</b>	<b>10%</b>

Based on census data and DAC v1 designations



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# Double Weighting of Factors



# Double weighting of factors

- The potential climate change risk factor was double-weighted because of the focus of the CLCPA and because there are 3 environmental burden factors vs. 4 population vulnerability factors
- 2 income and 2 race indicators are also double-weighted, but within their respective factors

# Scoring Approach: Multi-Step Process

Estimate factor scores as weighted averages of indicator percentile ranks (step 1), then estimate component scores as weighted average of percentile scores.



Factor scores are weighted and added before adding:



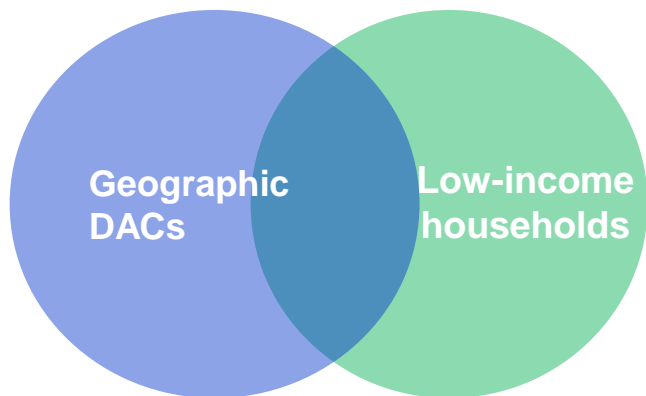
Climate Risks are given double weight within Component to equalize the combined weights of Environmental factors (Pollution Exposures + Land Use) with Climate.

# Low-Income Households





# Individual Criteria



Include low-income households located anywhere in the State in the Disadvantaged Communities criteria **for the purpose of** investing or directing clean energy programs, projects or investments (i.e., only for purposes of ECL 75-0117).

# Individual Criteria

**Poverty:** Annual household income at or below 100% of Federal Poverty Level

**Low income:** Annual household income at or below 60% State Median Income (SMI), or categorical eligibility with other low-income programs

Selected to (a) align with publicly-administered programs, (b) minimize additional income documentation and screening (SNAP, SSI, Temporary Assistance), (c) and start at low-income threshold, which can be reassessed after 1 year

**Moderate income:** Annual household income above 60% of SMI, but lower than 80% of Area Median Income (and sometimes 80% state median income)



# Methodological approaches interim vote



## Interim vote 3

- Keep methodological approaches the same as V1
  - Weighting
  - Regional thresholds
  - Low-income criteria
- Vote yes or no



**Next Steps**

## Next steps

- NYS to compile all data into a complete report and send to CJWG members ASAP
- CJWG to review and deliberate on report Jan-Feb 2025
- Goal to vote by February 2025





**Thank you**