

New York State Climate Action Council

April 18, 2022
Meeting 20



**Climate Action
Council**

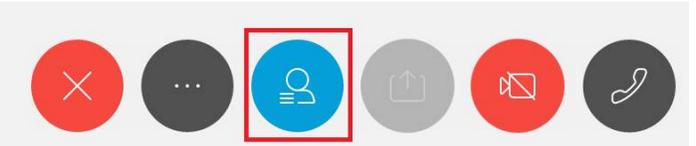
Meeting Procedures

Before beginning, a few reminders to ensure a smooth discussion:

- > CAC Members should be on mute if not speaking.
 - > If using phone for audio, please tap the phone mute button.
 - > If using computer for audio, please click the mute button on the computer screen (1st visual).
- > Video is encouraged for CAC members, in particular when speaking.
- > In the event of a question or comment, please use the hand raise function (2nd visual). You can find the hand raise button by clicking the participant panel button (3rd visual). The co-chairs will call on members individually, at which time please unmute.
- > If technical problems arise, please contact NYS.CAC@cadmusgroup.com.



You'll see  when your microphone is muted



Agenda

- > Welcome and Roll Call
- > Consideration of March 3, 2022 Minutes
- > Co-Chair Remarks and Reflections
- > Update on Public Comments
- > Presentation and Discussion: 2022 Workplan
- > Presentation and Discussion: Gas Transition Subgroup
- > Presentation and Discussion: Alternative Fuels Subgroup
- > Presentation and Discussion: Update on Economywide Strategies
- > Next Steps

Consideration of March 3, 2022, Minutes

Co-Chair Remarks and Reflections

IPCC AR6 Working Group 3 Report

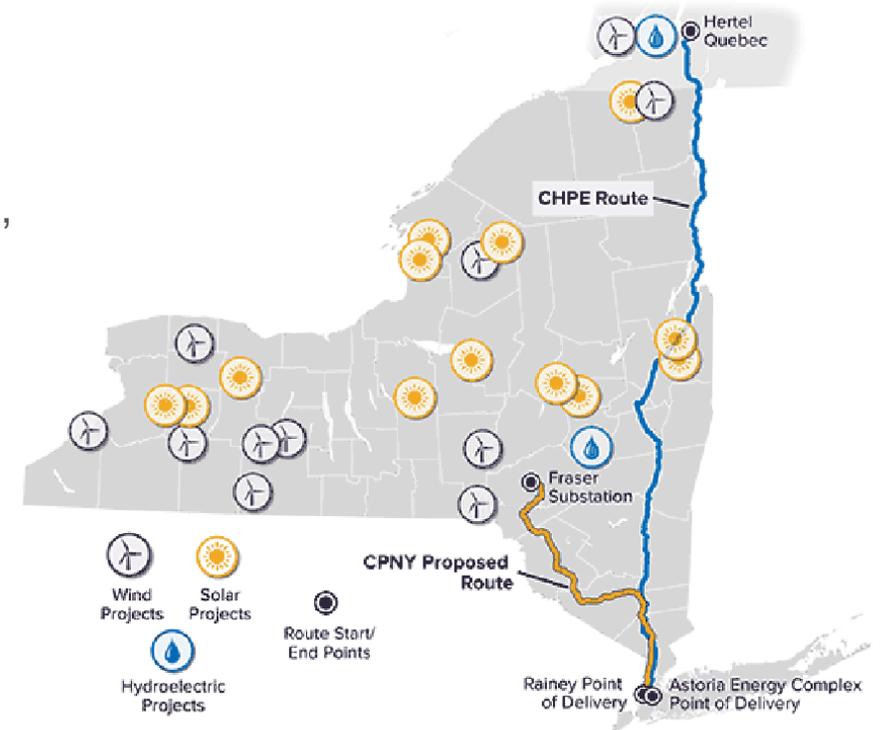
- > Approved on April 4, 2022 by the 195 member countries
- > Key finding: “Without immediate and deep emissions reductions across all sectors, limiting global warming to 1.5°C is beyond reach.”
- > There is an Implementation Gap: Policies in place today are not enough to stay below 1.5 or 2°C.
- > “High Confidence” strategies to stay on target would decommission or repurpose fossil fuel infrastructure and see “deep” reductions in methane.
- > Technologies available today could reduce global energy methane 50-80%.
- > Highlights the important role of subnational governments and action.



Tier 4 Transmission Projects Approved

PSC approval marks largest NYS transmission projects in the last 50 years

- > Landmark approval accelerates progress towards Climate Act goal of 70% renewable electricity by 2030 on the path to a zero-emission grid
- > Order approves two projects: Clean Path New York (CPNY) and Champlain Hudson Power Express (CHPE) to contract with NYSERDA to bring diverse, clean and resilient energy generation from onshore wind, solar and hydroelectric power backed by energy storage, to New York City (Zone J)
 - Delivering 18 million megawatt-hours of clean energy per year from upstate New York and Canada to NYC
 - Reducing fossil fuel electricity generation from electricity in NYC by 51% by 2030
 - Projected to deliver up to \$5.8 billion dollars in societal benefits statewide including greenhouse gas reduction and air quality improvements
 - \$8.2 billion dollars anticipated for statewide economic development inclusive of investments in disadvantaged communities
 - NYC City Government purchase creates opportunity to reduce cost impact by up to \$1.7 billion to all other ratepayers



NY-Sun Solar Roadmap Approved

PSC approval sets roadmap in motion as the most inclusive and ambitious distributed solar program in the country

- > Approved order expands NY-Sun program to achieve 10 GW of distributed solar by 2030
 - Program currently on track to achieve 6 GW of distributed solar by 2025 ahead of schedule
 - Expanded program estimated to drive \$4.4 billion in private investment and create 6,000 jobs statewide
 - Includes NY state's first application of prevailing wage for solar projects between 1 and 5 MW
 - Estimated to provide solar power for nearly 700,000 additional New York homes annually and includes at least 1,600 MW of capacity to serve disadvantaged communities, enough to power 280,000 homes
 - Additional solar capacity will deliver benefits and investments to disadvantage communities as well as low-to-moderate income New Yorkers in line with Climate Act requirements



Update on Public Comments

Draft Scoping Plan Public Comment

Public hearings

- ✓ April 5, 4:00 Bronx Community College, Bronx
- ✓ April 6, 4:00 Brookhaven Town Hall, Brookhaven
- ✓ April 12, 4:00 Binghamton University, Binghamton
- ✓ April 14, 4:00 Empire State Plaza, Albany
- April 26, 4:00 SUNY-ESF, Syracuse
- April 27, 3:30 Buffalo & Erie County Public Library, Buffalo
- May 3, 4:00 NYC City College of Technology, Brooklyn
- May 7, 10:00am Virtual
- May 10, 4:00 The Wild Center, Tupper Lake
- May 11, 4:00 Virtual

Written comment submissions:

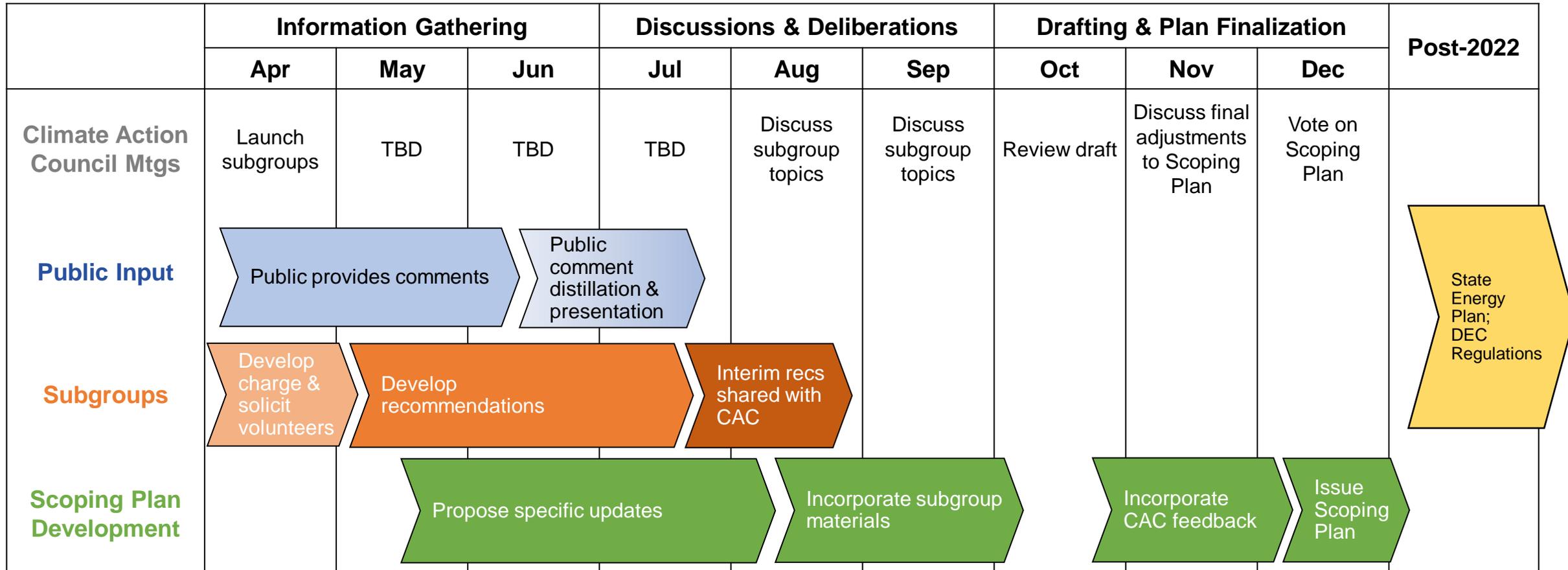
- Comment form at [Climate Act website](#)
- Email to scopingplan@nyserda.ny.gov
- U.S. mail sent to Draft Scoping Plan Comments, NYSERDA, 17 Columbia Circle, Albany, NY 12203

Comment period ends June 10, 2022

See <https://climate.ny.gov/CAC-Meetings-and-Materials> for venue and pre-registration information, webcast for viewing in-person hearings, and links to virtual hearings

2022 Workplan

2022 Workplan



Subgroups

Expectations & Process

Two Subgroups formed initially

- > Gas System Transition
- > Alternative Fuels

Made up of 6-10 Council members

- > Reflective of overall diversity of Council
- > Volunteers, adjusted as needed by co-chairs

Responsibilities of subgroup members

- > Meet twice a month between Council meetings, attendance should be consistent (May – August)
- > Recommendations should take into consideration public comments (written & hearings)
- > Strive to reach consensus on recommendations to Council
- > Will be supported by State staff team and CBI/Cadmus facilitation

How will the Council & public track the work of the Subgroups?

- > Meeting summaries of decisions, work products, and next steps posted
- > Interim progress reports at monthly Council meetings

Gas System Transition Subgroup

Gas System Transition Subgroup – Purpose & Areas of Focus

Scoping Plan Directive

- > The CAC draft Scoping Plan outlined a task for the Council to include in the final Scoping Plan a framework through which agencies can develop a coordinated plan for the orderly downsizing of the gas system. Development of this coordinated plan will be led by DPS and supported by NYSERDA, LIPA, NYPA, and DEC and developed in consultation with utilities, environmental justice groups, and sectoral experts and draw upon successful plans in other jurisdictions.

Workgroup Purpose

- > This working group will develop this framework which will include recommendations for the coordinated plan to reduce emissions from the gas system through an orderly transition that is equitable, cost-effective, and maintains system safety and reliability.

Key Focus Areas

- > Criteria to guide the timing of the transition
- > Maintain energy affordability, safety, and reliability in coordination with the electricity system expansion
- > Prioritize benefits and affordability of the transition to cleaner energy for low-to-moderate income customers and disadvantaged communities
- > Consideration for reuse of gas infrastructure and alternative fuels
- > Just transition for the gas industry
- > Best practices from other jurisdictions
- > Constraints and opportunities under existing laws and regulations

Gas System Overview

Gas Industry Regulation

- FERC – Permitting & Ratemaking of pipelines that cross state lines
- USDOT (PHMSA) – Safety jurisdiction of ALL pipeline safety
 - Delegated authority for IntRAstate pipelines
 - Contracted oversight for IntERstate pipelines
- NYS Dept. of Public Service
 - IntRAstate siting for large pipelines – Article VII
 - Agreements w/ PHMSA for safety oversight
 - Rate making authority
 - NYCRR Part 230 – service line regulations

New York State Gas Industry

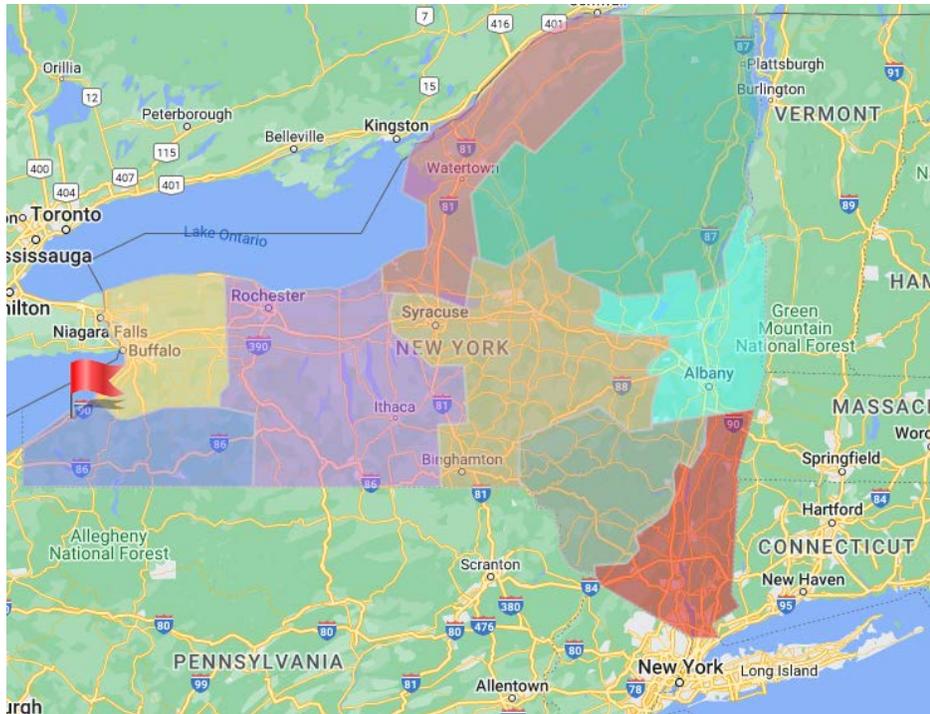
- 11 Major Local Distribution Companies (LDCs)
- 7 Small Private/Municipal systems
- 49,800 miles of Mains, 39,900 Miles of services
- 3.3 million service lines supplying:
 - 4.95 million total customers
 - 4.5 million are residential
- Demand Response - Interruptible Customers

Sources: NYSPSC Utility Annual Reports, EIA.gov

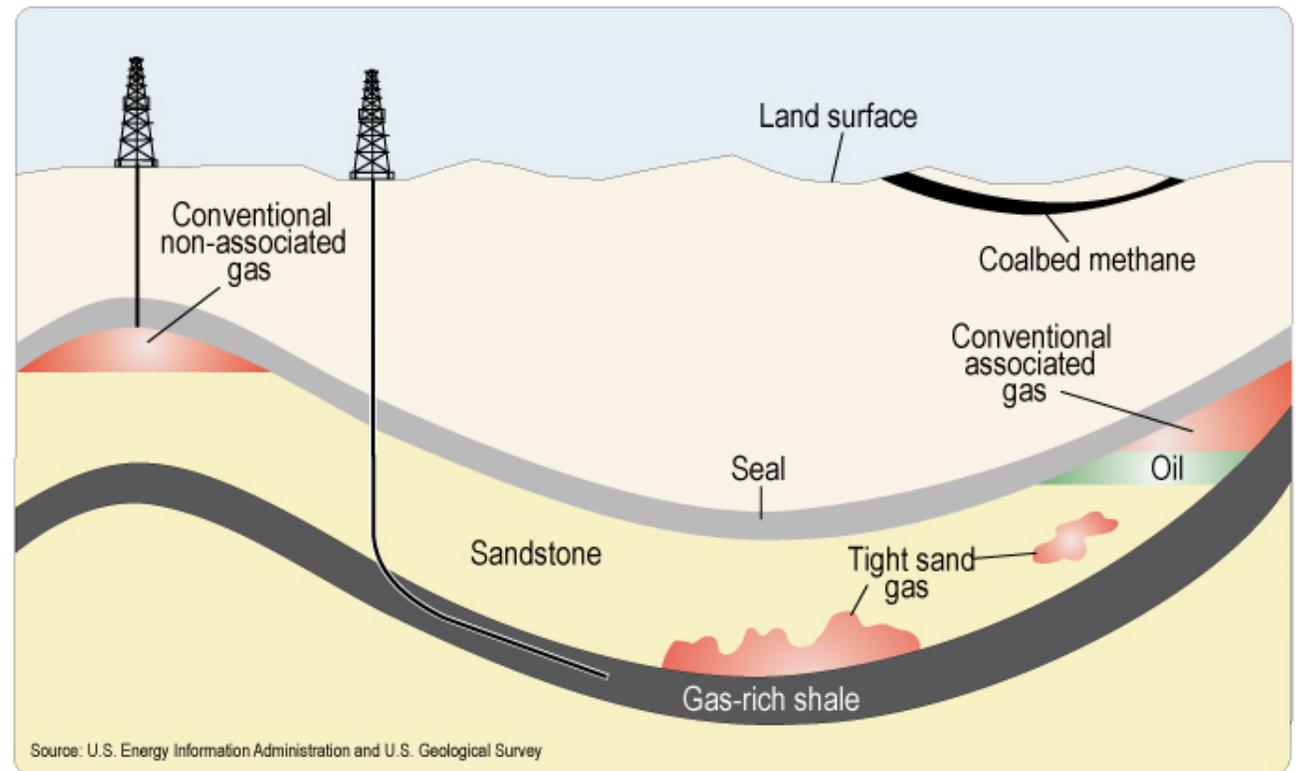
Background

Where did gas originate?

The first commercial gas well in North America was drilled in Fredonia, NY in 1821.



Where does gas come from?



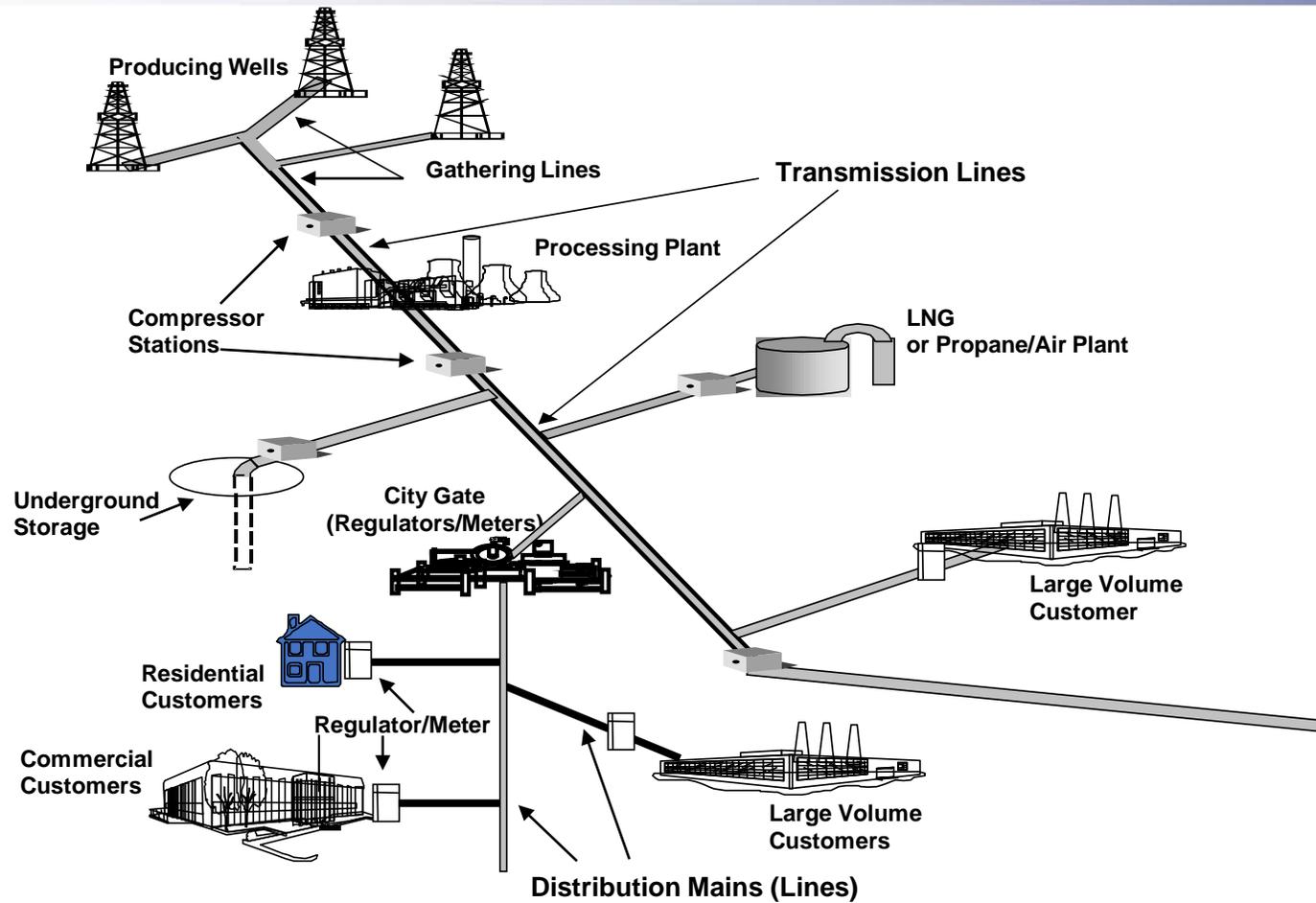
Components: Gas Transmission

How does gas flow?

- Gas is a physical commodity
- Gas flows from higher to lower pressure
- The amount of pressure in a pipeline is measured in pounds per square inch gauge (psig)
- Pressure in a pipe is controlled by a compressor, which creates pressure to push the gas
- Transmission pipeline pressure typically ranges from 125 to 1,440 psig.
- Distribution pressure is typically <125 psig, delivered to most customers at $\frac{1}{4}$ psig.



Components: Gas Transportation System



Components: Gas Storage

- In the winter, more gas is needed than the interstate pipelines can carry on a daily basis.
 - Demand for gas fluctuates daily and seasonally.
 - But production and other gas sources are relatively constant in the short term.
- Gas can be stored for times of peak demand.
 - Storage of gas during periods of low demand helps to ensure that sufficient supplies of gas are available during periods of high demand.
 - Gas is stored in large volumes in underground facilities and in smaller volumes in tanks above or below ground.



Components: Gas Storage & LNG

- To meet the needs of customers, gas is stored in large underground storage systems, such as old oil and gas wells or caverns formed in old salt beds.
 - Working storage gas
 - Base storage gas
- Two main types of gas underground storage facilities:
 - Depleted gas or oil fields
 - Salt caverns
- Two Basic Pipeline Storage Concepts
 - Production area
 - Market area
- **Liquefied Natural Gas (LNG)** is gas that has been cooled to a liquid state, at about -260°Fahrenheit, for shipping and storage. Not pressurized.
 - The volume of gas in its liquid state is about 600 times smaller than its volume in its gaseous state.
 - Liquefying gas is a way to move gas long distances when pipeline transport is not feasible.
 - Markets that are too far away from producing regions to be connected directly to pipelines have access to gas because of LNG.
 - In its compact liquid form, gas can be stored in specially designed containment vessels smaller than those used for Compressed Natural Gas (CNG).

Components: Gas Storage - CNG

- Compressed natural gas (CNG) (methane stored at high pressure) is a fuel which can be used in place of pipeline methane, propane/LPG, gasoline (petrol) and Diesel fuel.
 - Gas needs to be pressurized to over 3,000 psig to be compressed.
 - This shrinks its volume to 1 percent of what it would have been at normal atmospheric pressure.
 - Similar to LNG, CNG can be shipped or stored in smaller containers than pipeline methane at more normal pressures.
 - CNG trucks consist of a flatbed truck design equipped with multiple 20" Diameter tubes.



CNG Transport Trailer

Components: Gas Distribution System

Distribution Operations

- Gate Station (interface with high pressure transmission pipes)
 - Pressure Reduction
 - Odorant
- Distribution System Design & Operation
- Metering & Customer Service
- Gas Supply Management

Distribution Systems

- The point where the interstate pipeline meets the main is called the “citygate”
- When gas gets to the communities where it will be used, it is measured as it flows into smaller pipelines called “mains”
- Smaller lines called “services” connect to the mains and go directly to homes or businesses where it will be used.
- Gas is metered where the service meets the home’s internal piping
- Over 99% reliable
 - Loss of pressure results in long & manual relight effort



Gas Supply Management & Procurement

Gas Supply Management

- The local gas utility's central control center continuously monitors flow rates and pressures at various points.
- Gas must reach each customer with sufficient flow rate and pressure to fuel equipment and appliances.
- Regulators on the system control the flow from high to low pressure.
- When a gas furnace or stove is turned on, the gas pressure is slightly higher than the air pressure so that the gas will flow out.

Gas Supply Procurement

- Gas Supply Management consists of:
 - Capacity Portfolio
 - Interstate Pipeline contracts
 - Storage Contracts
- Commodity Portfolio
 - Gas Supply Purchase Contracts
 - Peaking Supply Portfolio
 - City Gate Deliveries
 - Peak Shaving Contracts or Systems

Alternative Fuels Subgroup

Alternative Fuels Subgroup – Purpose & Areas of Focus

Workgroup Purpose

This working group will develop guidelines for Council consideration on the use of fuels such as hydrogen, renewable natural gas and other biofuels (e.g. renewable diesel, renewable jet fuel) in meeting the Climate Act emission limits. The group will ensure consistent application of these principles throughout the Scoping Plan, providing recommended revisions to the draft scoping plan for Council consideration.

Key Focus Areas

- Limited and strategic uses
- Hard to electrify end uses - aviation, freight, industry
- Avoid extending reliance on fossil fuel infrastructure
- On-site cogeneration or local use applications
- Sustainable use of waste-based feedstocks
- RD&D for promising technologies and end-use applications
- Avoid disproportionate impacts on DACs

Alternative Fuels Overview

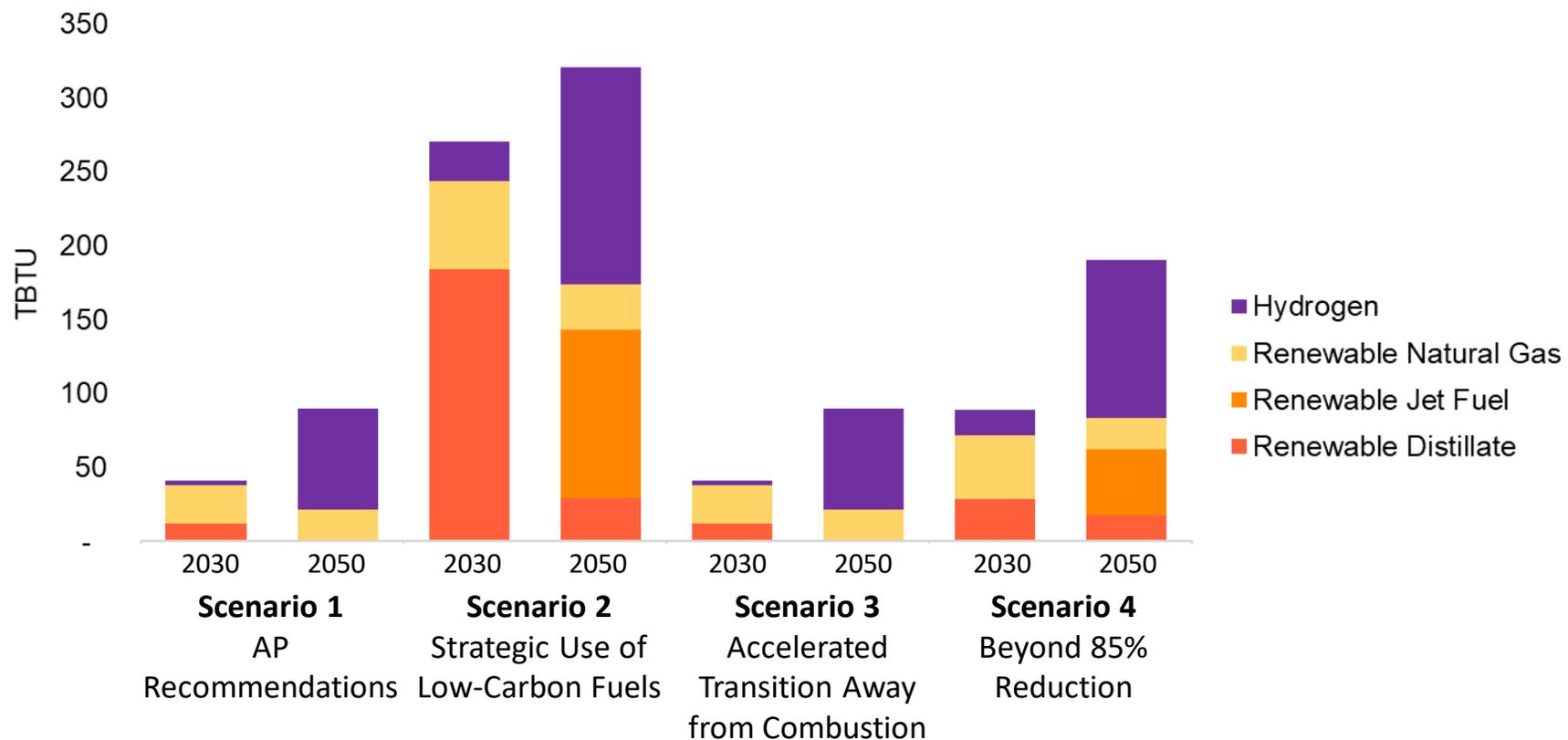
- > Alternative fuels such as bioenergy or hydrogen will likely play a critical role in helping to decarbonize sectors that are challenging to electrify
 - By 2030, initial market adoption of green hydrogen in the following applications: medium and heavy-duty vehicles, high-temperature industrial
 - Additional promising end-use applications include district heating and non-road transportation, e.g., aviation and rail

Bioenergy Analysis Framework

- > Feedstocks supply sourced from the DOE Billion Ton Study, NYSERDA Potential Studies, and adjusted based on Advisory Panel deliberations with academic partners
- > Principles that guide biofuel allocation:
 - As each biofuel is a substitute for an existing fossil fuel, allocation is limited by the long-term demand for that fuel type in hard-to-electrify applications
 - Maximize emission reduction per MMBTU
 - For liquid fuels, allocation based on relative fuel production cost (renewable diesel < renewable jet fuel)
- > Under the Climate Act, the carbon dioxide released from the combustion of plant material has the same effect as carbon dioxide emitted from fossil fuels. A renewable fuel can only avoid ~20%-40% of a fossil fuel's emissions because it only avoids the upstream emissions associated with the fuel

Alternative Fuels Utilization

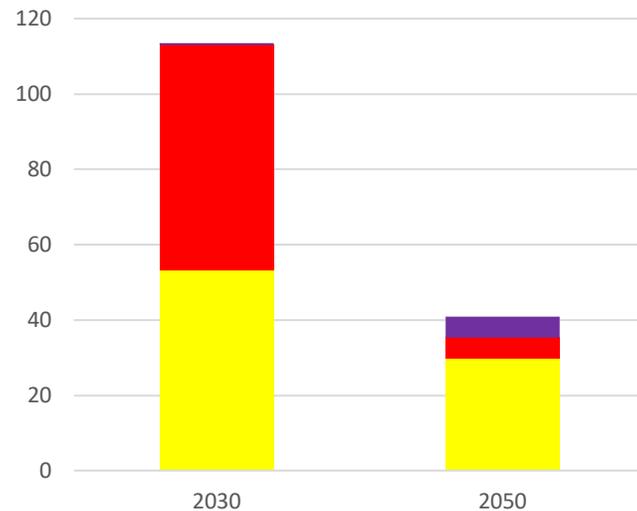
Bioenergy and Hydrogen Demand (2030, 2050)



Includes hydrogen demands for transportation and industry but not electricity generation
Wood continues to be used across all scenarios (~30 TBtu in 2050)

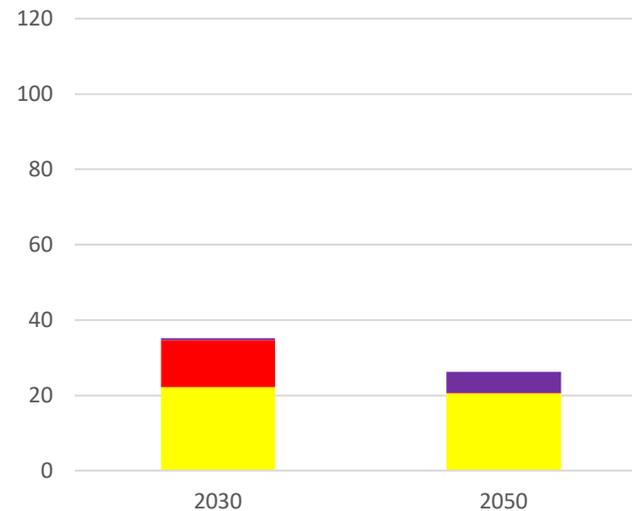
Alternative Fuels Utilization - Buildings

Scenario 2
Strategic Use of
Low-Carbon Fuels



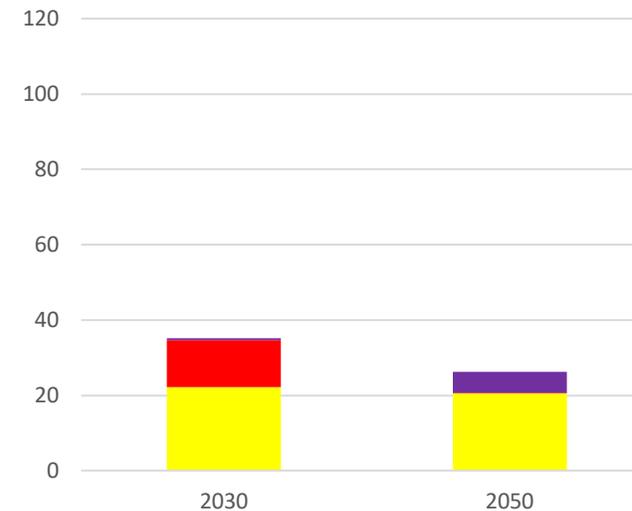
2050 Sectoral Final Energy
89% electricity
7% alternative fuels
3% wood
0% fossil fuels

Scenario 3
Accelerated
Transition Away
from Combustion



2050 Sectoral Final Energy
92% electricity
5% alternative fuels
3% wood
1% fossil fuels

Scenario 4
Beyond 85%
Reduction

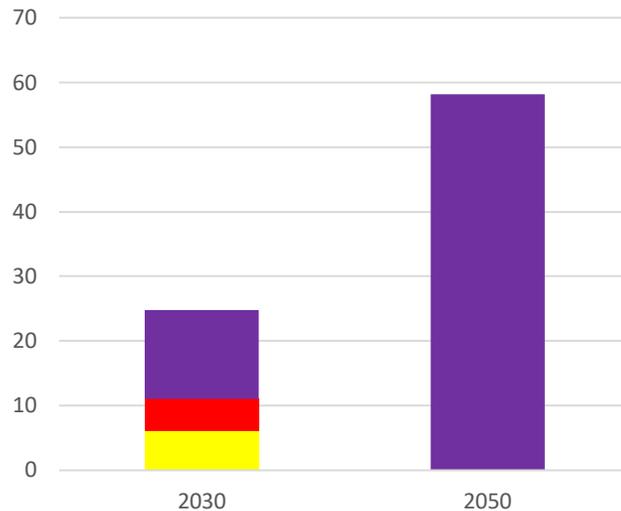


2050 Sectoral Final Energy
92% electricity
5% alternative fuels
3% wood
0% fossil fuels

- Hydrogen
- Renewable Jet Fuel
- Renewable Distillate
- Renewable Gasoline
- Renewable Natural Gas

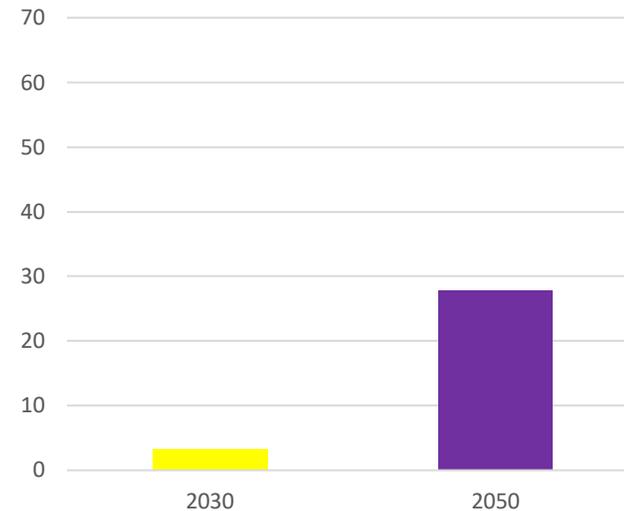
Alternative Fuels Utilization - Industry

Scenario 2
Strategic Use of
Low-Carbon Fuels



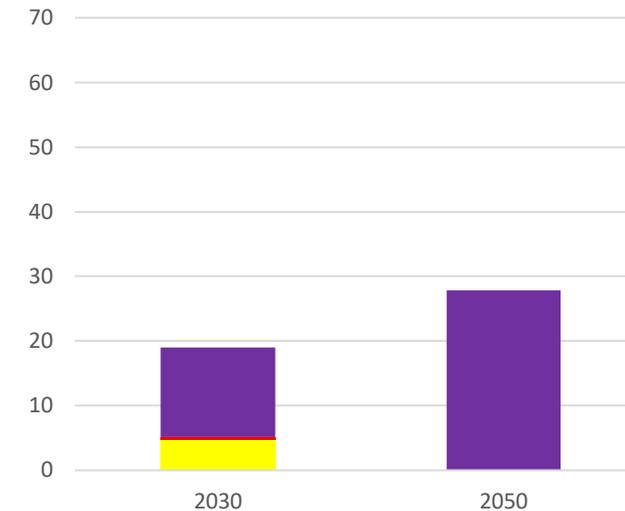
2050 Sectoral Final Energy
48% electricity
30% alternative fuels
8% wood
14% fossil fuels

Scenario 3
Accelerated
Transition Away
from Combustion



2050 Sectoral Final Energy
64% electricity
14% alternative fuels
8% wood
14% fossil fuels

Scenario 4
Beyond 85%
Reduction

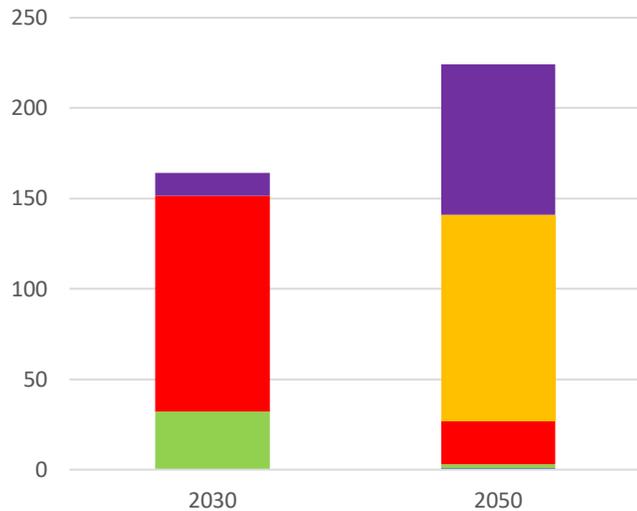


2050 Sectoral Final Energy
64% electricity
14% alternative fuels
8% wood
14% fossil fuels

- Hydrogen
- Renewable Jet Fuel
- Renewable Distillate
- Renewable Gasoline
- Renewable Natural Gas

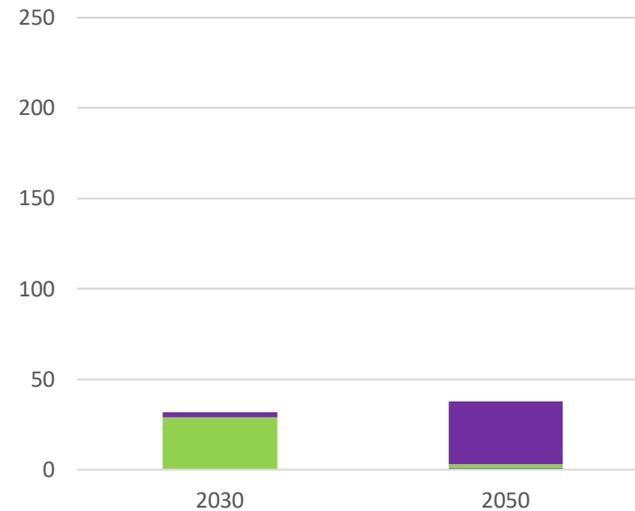
Alternative Fuels Utilization - Transportation

Scenario 2
Strategic Use of
Low-Carbon Fuels



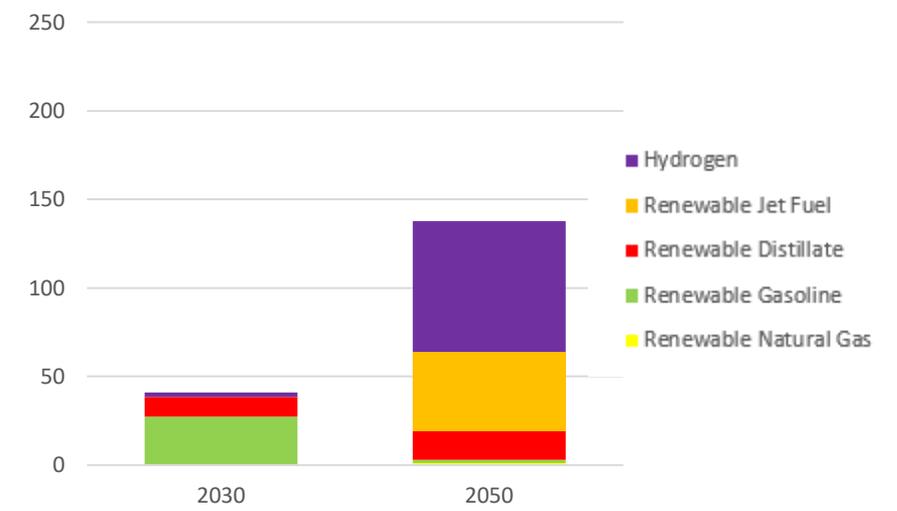
2050 Sectoral Final Energy
51% electricity
43% alternative fuels
6% fossil fuels

Scenario 3
Accelerated
Transition Away
from Combustion



2050 Sectoral Final Energy
60% electricity
8% alternative fuels
32% fossil fuels

Scenario 4
Beyond 85%
Reduction



2050 Sectoral Final Energy
62% electricity
29% alternative fuels
9% fossil fuels

Update on Economy-wide Strategies

Economywide Strategies

Follow-up from March 3, 2022 Meeting

> Respond to CAC Requests

- Application of identified criteria to each potential economywide approach
- Consideration of potential analyses

> Next steps: Establish a CAC subgroup?

Economywide Strategies: Application of Criteria

Criteria	Carbon pricing	Cap-and-invest	Clean Energy Supply Standards
Certainty of emission reductions to comply with statewide emission limits	<ul style="list-style-type: none"> -Doesn't ensure a targeted level of emission reductions as regulated entities can pay the fee instead. -If prices are set correctly the level of emission reductions achieved should be economic. -Can address with mechanisms to increase price if emissions are not declining as needed to meet emission limits. 	<ul style="list-style-type: none"> -Ensures a targeted level of emissions reductions, in the absence of safety valves, because a declining cap is enforceable against individual sources.. -If covering the entire economy, cap could ensure that statewide limits are met, but some source categories may be difficult. 	<ul style="list-style-type: none"> -Doesn't ensure a targeted level of emission reductions. -Only ensures reduction in emission intensity until the standard reaches zero.
Carbon Price certainty	<ul style="list-style-type: none"> -Provides the most price certainty, which will facilitate greater business and investor confidence. 	<ul style="list-style-type: none"> -Price can vary but there is greater certainty on emissions reductions as detailed above. -Mechanisms like RGGI's cost containment/emission containment reserves increase price certainty but reduce certainty of emission reductions 	<ul style="list-style-type: none"> -Price of credits can vary. -Price ceilings can place an upper limit on prices.
Prioritizing reductions in DACs/ avoiding hotspots	<ul style="list-style-type: none"> -Investment of revenues subject to 35-40% DAC investment mandate -Can structure to impose higher price on stationary source emissions in DACs 	<ul style="list-style-type: none"> -Investment of proceeds subject to 35-40% DAC investment mandate -can structure to increase price on stationary source emissions in DACs, by requiring additional allowances at a specified ratio) -Could impose hard cap on emissions from sources in DACs 	<ul style="list-style-type: none"> -Although it doesn't provide a direct source of state revenues, the state can direct credits earned by utilities or state entities to be directed to particular uses, including investments in DACs.
Affordability/avoiding regressive impacts	<ul style="list-style-type: none"> -Increases price of carbon-based energy to all consumers, but overall financial impact can be mitigated by using a portion of revenues for rebates to at least LMI households -Investments could be targeted to efficiency and other programs that reduce costs to LMI households 	<ul style="list-style-type: none"> -Increases price of carbon-based energy to all consumers but overall financial impact can be mitigated by using a portion of revenues for rebates to at least LMI households. -Investments could be targeted to efficiency and other programs that reduce costs to LMI households 	<ul style="list-style-type: none"> -Enhances the affordability of low-carbon energy sources while increasing cost of higher-carbon energy sources. -Impact on LMI households will be greater -The state can direct credit value to LMI rebates, e.g. if electric utility is generating the credits.

Economywide Strategies: Application of Criteria

Criteria	Carbon pricing	Cap-and-invest	Clean Energy Supply Standards
Mitigating risk of leakage	<ul style="list-style-type: none"> -Could increase imports of products subject to carbon price, including electricity. -May raise cost of business in NY, causing business loss and emission leakage to other, more emission-intensive jurisdictions -Can mitigate by exempting energy-intensive, trade-exposed businesses from the price (which would limit emission reductions) and/or imposing border carbon adjustments, to the extent legally and technically feasible (e.g. for imported electricity) 	<ul style="list-style-type: none"> -Could increase imports of products subject to emission cap, including electricity. -May raise cost of business in NY, causing business loss and emission leakage to other more emission-intensive jurisdictions -Can mitigate by allocating free allowances, on an output-basis, to energy-intensive, trade-exposed businesses; including imported electricity within the cap, to the extent legally feasible; and/or participating in regional programs like RGGI. -Unlike exemption from carbon tax, allocation of free allowances does not allow more emissions, which are still limited by the cap. 	<ul style="list-style-type: none"> -May raise risk of leakage but more evaluation is needed to fully understand the dynamics because less carbon-intensive producers would benefit from the program, potentially increasing their output. -Partnering with neighboring states would reduce the risk.
Potential for minimizing carbon cost and/or maximizing CO2 reduction per dollar	<ul style="list-style-type: none"> -Price is set by law and does not vary with level of emission reduction. -Reinvestment of revenues will increase the carbon reductions per dollar collected -Setting a CO2 price based on SCC could pay more for mitigation than is necessary to meet CO2 reduction goals. 	<ul style="list-style-type: none"> -Minimizes the cost associated with any level of reduction; cost of allowances declines as other programs reduce emission under the cap or low-carbon technology advances. -Reinvestment of proceeds in emission reduction programs will reduce the cost of allowances -Auction approaches can lead to mitigating a given quantity of CO2 at least cost, rather than paying an estimated CO2 price that is higher than necessary. 	<ul style="list-style-type: none"> -Minimizes cost associated with emission intensity, but not necessarily total emissions -Cost may increase over time as lower cost alternatives are exhausted
Supporting economic development and innovation	<ul style="list-style-type: none"> -Increases the cost of producing carbon-intensive goods, but supports the development of less carbon-intensive products and technologies. -Investments of revenues can support green economic development 	<ul style="list-style-type: none"> -Increases the cost of producing carbon-intensive goods, but supports the development of less carbon-intensive products and technologies. -Investments of auction proceeds can support green economic development 	<ul style="list-style-type: none"> -May be most effective in supporting private investment because the value of credits flows to entities generating the credits.

Economywide Strategies: Application of Criteria

Criteria	Carbon pricing	Cap-and-invest	Clean Energy Supply Standards
Interaction with other regulatory programs	-Other regulatory programs would be needed to provide emission certainty; those programs would provide additional reductions, but not reduce the carbon price	-Since emissions are capped, other regulatory programs on capped sectors will not reduce emissions further (unless cap is reduced accordingly), but would reduce the cost of allowances -Regulatory programs on sources outside the cap would reduce emissions further.	-Other regulatory programs would provide additional reductions - Other regulatory programs would reduce the credit prices under such a standard.
Application economywide or to specific sectors	-Could apply economywide or to specific sectors -Application to all energy sources within NYS would limit distortions between different sectors -Could exclude sectors subject to other regulatory requirements that ensure sufficient level of reductions -Could exclude sectors difficult to regulate due to uncertainty of emissions or large number of sources (e.g., ag methane/HFCs) -Need to account for interstate trade.	-Could apply economywide or to specific sectors -Economywide would limit distortions -Could exclude or subsidize compliance for sectors subject to other regulatory requirements that ensure sufficient level of reductions -Could exclude sectors difficult to regulate due to uncertainty of emissions or large number of sources (e.g., ag methane/HFCs) -Need to account for inter-State trade.	-Would apply only to energy emissions, potentially excluding electricity already covered by clean energy standard -If electricity is included, it would enable zero emission generators to generate credits, reducing the cost of zero emission electricity
Regional equity	-Would need to consider and address disparate impacts in design of a program	-Would need to consider and address disparate impacts in design of a program	-Would need to consider and address disparate impacts in design of a program

Economywide Strategies: Application of Criteria

Criteria	Carbon pricing	Cap-and-invest	Clean Energy Supply Standards
Certainty/sufficiency of funding	<ul style="list-style-type: none"> -Because price is set, it provides more revenue certainty and certainty in meeting funding needs -Can structure to fill the gap in revenue needs after considering federal programs; additional funds can be returned to the public in form of rebates 	<ul style="list-style-type: none"> -Less certainty in revenues because allowance prices can fluctuate, but price and emission containment measures can limit fluctuation -If it produces more revenues than needed after consideration of federal programs, additional funds can be returned to the public in form of rebates 	<ul style="list-style-type: none"> - Credit values can fluctuate
Incorporating multi-jurisdiction programs	<ul style="list-style-type: none"> -If any are developed, they could support reduce leakage and competitiveness concerns and also provide benefit of reduced emissions in other states -Could credit cost of allowances in other program towards cost in NY 	<ul style="list-style-type: none"> -Can reduce leakage and competitiveness concerns and provide benefit of reduced emissions in other states (while reducing certainty of reductions in NY) -Can credit cost of allowances in other program towards cost in NY or participate in multistate program for a particular sector -More precedent for multistate cap-and-invest programs 	<ul style="list-style-type: none"> -Can reduce leakage and competitiveness concerns and also provide benefit of reduced emissions in other states

Economywide Policies Research Priorities

> Addressable Research Areas

1. What are the best practices for policy design and tradeoffs of different approaches?
2. What has been the experience of effects on emissions, equity and the economy in other jurisdictions?
3. What are the modeled impacts of an illustrative fixed-trajectory, energy-based carbon tax to New York's economy and emissions? Potential impacts to evaluate include:
 - a) Emission reduction
 - b) Economywide energy spending
 - c) Emissions and economic leakage
4. How might carbon price and potential revenues impact investment decisions for key technologies? How does investment contribute to achieving New York's decarbonization targets?

Next steps

> **Questions the Climate Action Council could explore include:**

- Is an economywide policy needed to achieve CLCPA limits or provide funding to implement other Scoping Plan recommendations?
- What policy goals should be prioritized in design: e.g. reducing emissions, promoting climate justice, reducing costs, preventing leakage?
- Which policy option best achieves or balances those goals?
- Should it be implemented economywide or applicable to a subset of sectors?
- Should NY prioritize a multistate approach?
- Others?

> **Next steps for the Council**

- Establish a subgroup?
 - Initial tasks for the subgroup could include evaluating the policy approaches against the criteria and begin to develop recommendations to the above questions.

Call for Subgroup Volunteers

Gas System Transition Subgroup – Purpose & Areas of Focus

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- > Just transition for the gas industry
- > Best practices from other jurisdictions
- > Constraints and opportunities under existing laws and regulations

Alternative Fuels Subgroup – Purpose & Areas of Focus

Workgroup Purpose

This working group will develop guidelines for Council consideration on the use of fuels such as hydrogen, renewable natural gas and other biofuels (e.g. renewable diesel, renewable jet fuel) in meeting the Climate Act emission limits. The group will ensure consistent application of these principles throughout the Scoping Plan, providing recommended revisions to the draft scoping plan for Council consideration.

Key Focus Areas

- Limited and strategic uses
- Hard to electrify end uses - aviation, freight, industry
- Avoid extending reliance on fossil fuel infrastructure
- On-site cogeneration or local use applications
- Sustainable use of waste-based feedstocks
- RD&D for promising technologies and end-use applications
- Avoid disproportionate impacts on DACs

Next Steps

Disadvantaged Communities Criteria

The Draft Disadvantaged Communities Criteria is open for public comment through July 7, 2022.

Written comment submission:

- > Comment form at [Climate Act website](#)
- > Email to DACComments@dec.ny.gov, or
- > Send via U.S. mail to:
 - Attention: Draft DAC Comments
NYS DEC Attn. Office of Environmental Justice
625 Broadway, 14th Floor, Albany NY 12233

Two public education sessions are being offered this month as an opportunity for interested stakeholders to review the CJWG's process and methodology for selecting DACs and to answer technical questions on the draft criteria and maps.

The Draft Criteria, supporting materials and details on joining the informational session can be found at <https://climate.ny.gov/Our-Climate-Act/Disadvantaged-Communities-Criteria>

A schedule for in-person and virtual public hearings on the draft criteria and indicators is being developed and will be announced soon and posted on the Climate Act website.

Draft Scoping Plan Public Comment

Public hearings

- ✓ April 5, 4:00 Bronx Community College, Bronx
- ✓ April 6, 4:00 Brookhaven Town Hall, Brookhaven
- ✓ April 12, 4:00 Binghamton University, Binghamton
- ✓ April 14, 4:00 Empire State Plaza, Albany
- April 26, 4:00 SUNY-ESF, Syracuse
- April 27, 3:30 Buffalo & Erie County Public Library, Buffalo
- May 3, 4:00 NYC City College of Technology, Brooklyn
- May 7, 10:00am Virtual
- May 10, 4:00 The Wild Center, Tupper Lake
- May 11, 4:00 Virtual

Written comment submissions:

- Comment form at [Climate Act website](#)
- Email to scopingplan@nyserda.ny.gov
- U.S. mail sent to Draft Scoping Plan Comments, NYSERDA, 17 Columbia Circle, Albany, NY 12203

Comment period ends June 10, 2022

See <https://climate.ny.gov/CAC-Meetings-and-Materials> for venue and pre-registration information, webcast for viewing in-person hearings, and links to virtual hearings