New York Energy Consumers Council, Board Members’ Meeting, Wednesday, October 19, 2022

Presenter: George Diamantopoulos, Esq., Counsel to the NYECC

**Energy News**

* 9/29/22 – Gov. Kathy Hochul directed the NYS DEC to take major regulatory action that will build upon existing regulations enacted in New York in 2012 by requiring all new sales of passenger cars, pickup trucks, and SUVs to be zero-emission by 2035. It would require an increasing percentage of new light-duty vehicle sales to be zero-emission vehicles (ZEV) starting with 35 percent of sales in model year 2026, 68 percent of sales by 2030, and 100 percent of sales by 2035. New pollutant standards for model year 2026 through model year 2034 passenger cars, light-duty trucks, and medium-duty vehicles with internal combustion engines would also be required.
  + New York is investing more than $1 billion in zero emissions vehicles of all weight classes over the next five years.
  + New York State is making $5.75 million available to help municipalities purchase or lease zero-emission vehicles for fleet use and to install public electric vehicle charging and hydrogen fueling stations.
  + $10 million has been added to the [Drive Clean Rebate](https://www.nyserda.ny.gov/Drive-Clean-Rebate) program, administered by NYSERDA, to help consumers purchase or lease an electric vehicle to put more clean vehicles on the road by 2035. This point-of-sale rebate takes up to $2,000 off the price of a vehicle and can be coupled with a federal tax rebate of $7,500 to provide consumers with up to $9,500 in savings.
  + NYPA EVolve NY has committed up to $250 million through 2025 to expand its high-speed charger installation.
  + The PSC has commenced a mid-point review of the very successful EV Make-Ready Program run by the large investor-owned electric utilities, which will assess the program budget and incentive levels, and whether there is a need for additional phases of the program. It will also consider whether there is a need to revise the accessibility criteria to include public pay-to-park lots, along with considering whether to allow utility ownership of charging station hardware.
  + Through the newly created National Electric Vehicle Infrastructure program, which was part of the historic Infrastructure Investment and Jobs Act ("IIJA") of 2021, New York State will receive $175 million over five years to establish an interconnected network for reliable charging for electric vehicles traveling long-distance. New York's plan, released by DOT in early August was [approved by DOT](https://www.governor.ny.gov/news/statement-governor-kathy-hochul-approval-new-yorks-electric-vehicle-infrastructure-deployment) this week,
* 9/30/22 - The U.S. Department of Energy is due to receive applications seeking funds through a $2.3 billion formula grant program designed to strengthen and modernize the U. S. power grid against wildfire, extreme weather and other natural disasters aggravated by the climate crisis. The program, titled Preventing Outages and Enhancing the Resilience of the Electric Grid formula grant program, was established by the 2021 Infrastructure Investment and Jobs Act. The initiative is expected to provide $459 million annually to states and tribal nations over a five-year period to improve the resilience of the electric grid against disruptive events**.**
* 10/12/22 - The NY DEC is receiving applications for $1M in grants under the Community Air Monitoring Capacity Building initiative to support capacity building in 10 identified communities. The grant is aimed at developing or strengthening existing programs focused on reducing exposure and improving public health in communities most impacted by air pollution. The department will award individual amounts ranging between $50,000 and $100,000.
* 10/20/22 – Comments due to the U.S. Energy Department on its Clean Hydrogen Production Standard draft guidance, establishing a target for the lifecycle emissions intensity of hydrogen production. The initial proposal establishes a target of 4.0 kgCO2e/kgH2 for lifecycle or "well-to-gate," greenhouse emissions associated with hydrogen production, accounting for multiple requirements of the 2021 Infrastructure Investment and Jobs Act. The law directs the department to develop an initial standard for the carbon intensity of clean hydrogen production, supporting production from specified sources including fossil fuels with carbon capture, hydrogen-carrier fuels, renewable energy resources including biomass, and nuclear energy.

**Con Edison Rate Cases**

* 4/8/22 – 22-E-0064 and 22-G-0065 - In **Con Edison’s Updated filed testimony**,
  + the Company’s proposed electric revenue requirement has decreased by approximately $161.1 million, and the Company is now seeking an overall **electric revenue requirement increase of $1.037788 billion**.
  + The Company’s proposed gas revenue requirement has decreased by approximately $100.5 million, and the Company is now seeking an overall **gas revenue requirement increase of $402.2 million**.
* An additional **$744.126M is sought for electric in RY2** and an additional **$614.899M is sought for electric in RY3**. The aggregate electric rate case increase over three years (2023-2025, inclusive) is **$ 5.217 Billion**.
* An additional **$205.124M is sought for gas in RY2** and an additional **$176.079M is sought for gas in RY3**. The aggregate gas rate case increase over three years (2023-2025, inclusive) is **$1.8 Billion**.

Schedule:

* **October 12, 2022** – Last settlement meeting held for Con Edison’s counteroffer.
* **October date** – for Staff’s next counteroffer has not been scheduled yet.
* Effective date for new rates has been suspended numerous times to reach settlement. Most recently, on Sept. 23, 20222, Con Edison agreed to further extend the suspension date by an additional 30 days until April 25, 2023. The Company would be “made whole” by recovering or refunding any revenue under-collections or over-collections, resulting from the extended suspension period.