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## New York Energy Highway

# FAQ

### 1 What is the Energy Highway?

In his 2012 State of the State address, Governor Andrew M. Cuomo put forward a sweeping public-private initiative to upgrade and modernize New York State's electric power system. This bold proposal for an "Energy Highway" promises to help provide reliable, economical power to New York's homes and businesses for the next half century while creating jobs, energizing private-sector investment and protecting the State's environment and the health of its citizens. To oversee and implement the Energy Highway initiative, the Governor appointed a Task Force consisting of the heads of the principal state agencies and authorities working in energy, economic development and the environment.

[www.NYEnergyHighway.com](http://www.NYEnergyHighway.com)

### 2 What steps have been taken in the Energy Highway process?

The Task Force issued a Request for Information ("RFI") on April 11, 2012, and responses were received May 30, 2012. The Task Force received an overwhelming response from 85 developers, utilities, interest groups, and other entities, representing 130 ideas and suggested actions. The Governor's Task Force issued an Energy Highway Blueprint in October 2012, following the review of the RFI responses, public comments, and other stakeholder information. The Blueprint, which includes the Task Force's recommendations, is now available on the Energy Highway website.

### 3 How many and what kind of responses did the Energy Highway initiative receive as part of the RFI?

The Energy Highway Task Force received 85 responses with 130 ideas and suggested actions as part of the RFI. These responses are classified as follows: 29 for Transmission; 51 for Generation; four for Gas Pipelines and 46 submissions covering ideas.

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#### **4 Will the Energy Highway be coordinated with the other planning efforts in the State?**

Yes, the intent of the Task Force is to ensure that the Blueprint is an element in the New York State Energy Plan and other planning efforts as appropriate.

#### **5 Who reviewed the submissions? Were any of the submissions confidential?**

The Task Force members and their staffs reviewed all submissions. All information submitted was considered non-confidential. The Task Force retained a technical consultant for assistance with the review. All of the responses to the RFI were considered public information, and thus there was no confidential information submitted (see Energy Highway website for all RFI responses).

#### **6 Were energy efficiency and demand response projects considered as part of the Blueprint?**

While energy efficiency and demand response are important components of the State's energy policy, this initiative focuses on supply-side and infrastructure projects that generate and transmit energy.

#### **7 How were responses with specific project proposals, versus responses with suggested policy changes, evaluated?**

The Task Force encouraged RFI Respondents to be specific in their responses, and include all relevant information for consideration. Relevant information, whether from a project proposal or suggested policy change submission, were considered as input into the Blueprint.

#### **8 What was the benefit of submitting a response to the RFI?**

Responses to the RFI informed the development of the Blueprint. As a key part of their submission, respondents were asked to provide information regarding any issues or challenges that may prevent their projects from moving forward, and suggestions on how these issues and challenges can be addressed for the project and future projects.



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**9** **Were projects physically located outside of New York that provide energy to New York considered?**

Yes, all submitted responses that met the stated objectives of the RFI were reviewed.

**10** **Where can I find information regarding transmission congestion that currently exists on the system?**

This information can be found in the Congestion Analysis and Resource Integration Study (CARIS) of the New York Independent System Operator's (NYISO) Comprehensive System Planning Process (CSPP). This report is an economic process which identifies the highest congested bulk power elements based on the analysis of both historic and projected congestion.

The report, issued on March 20, 2012, can be found at:

*[http://www.nyiso.com/public/webdocs/services/planning/Caris\\_Report\\_Final/2011\\_CARIS\\_Final\\_Report\\_3-20-12.pdf](http://www.nyiso.com/public/webdocs/services/planning/Caris_Report_Final/2011_CARIS_Final_Report_3-20-12.pdf)*

**11** **Did the Energy Highway Blueprint coordinate with New York Independent System Operator (NYISO) planning processes, and if so, in what ways?**

The NYISO Comprehensive System Planning Process helped inform the development of the Energy Highway initiative and was considered as an input to the Blueprint. While the NYISO reviews projects submitted to their interconnection study queue by project developers, the Energy Highway RFI responses, which informed the Blueprint, may include projects in the queue or others that have not been submitted to the queue. Additionally, the RFI seeks a broad range of information including financial details such as financing structure, environmental benefits and impacts, economic development opportunities for job creation, and potential obstacles relating to projects. A complete listing of information sought from submissions in response to the Energy Highway RFI can be found at

*[http://www.nyenergyhighway.com/Content/pdf/EH\\_RFI\\_Brochure\\_2012.pdf](http://www.nyenergyhighway.com/Content/pdf/EH_RFI_Brochure_2012.pdf)*

**12** **Is there a relationship between the Long Island – New York City Offshore Wind Collaborative and the Energy Highway initiative?**

Although the New York Power Authority is a member of the Long Island – New York City Offshore Wind Collaborative, the Energy Highway initiative is a separate process from the Collaborative.