Electrifying Transportation

A Strategic Policy Guide for Improving Public Access to EV Charging Infrastructure in Rhode Island

Overview
Our Directive

The Department of Transportation (DOT), along with the Division of Motor Vehicles (DMV) and the Office of Energy Resources (OER), shall develop, no later than January 1, 2022, a plan for a statewide electric vehicle charging station infrastructure in order to make such electric vehicle charging stations more accessible to the public (H5031/S0994)
Developing this Plan was truly a team effort. Leadership and staff from across the Administration coordinated closely and prioritized this urgent work in an all-hands-on-deck effort. This Plan is just the start. We are committed to continuing to work together in lock-step, following-up with actions and accountability in 2022.
Why this Work Matters

• Critical to meeting Act on Climate mandates

• Critical to improving public health and equity

• Critical to accessing and successfully deploying federal funding
Critical to Act on Climate

Greenhouse Gas Emissions

Other sources account for 3.3% of emissions

The thermal sector (heating, cooling, industrial processes) accounts for 33.0% of emissions

The transportation sector is the largest source (35.5%) of greenhouse gas emissions

Rhode Island must decarbonize the transportation sector to meet Act on Climate mandates

Electrifying – and greening the grid – is one piece of a broader mobility strategy

The electric sector accounts for 28.2% of emissions

Source: RI DEM 2017 Greenhouse Gas Emissions Inventory
How We Developed this Plan

3 Public Listening Sessions
9/29 – 9/30

One-on-One Discussions with Stakeholders
September – October

Online Public Comment Portal
9/8 – 12/7

Update to EC4
9/30

Draft Plan for Public Review
11/22 – 12/7

Update to EC4
12/16

Update to EC4 Advisory Board
12/8

Plan Due
12/31/2021

Project webpage: www.energy.ri.gov/evplan
Electric Vehicle Growth in Rhode Island

Data sourced from RI Division of Motor Vehicles

Active Electric Vehicle Registrations

- 2017: 1000
- 2018: 1500
- 2019: 2000
- 2020: 2500
- 2021: 5000

Data sourced from RI Division of Motor Vehicles
Charging Infrastructure

- 238 public charging stations with 512 charging ports
  - 212 Level 2 charging stations
  - 26 DCFC stations
- RI is top 10 for electric vehicle charging ports per capita
  - Source: ICF, Supporting the U.S. DOE’s Alternative Fuels Data Center, by email 12-3-21; Data as of Q1 2021
- Existing charging infrastructure is clustered near some urban and coastal areas

The map shows locations of charging stations, where a green cross indicates a publicly accessible Level 2 charging station, and a blue square indicates a direct current fast charging station (source: Alternative Fuels Data Center). Level 1 and not-publicly accessible charging stations are omitted from this map. Sourced by: Rhode Island Department of Environmental Management.
Summary of Top-Level Priorities

- Reinvest in **incentive programs** for EVs and charging infrastructure
- Refine **EV and charging infrastructure programs** to align with priorities & equity considerations herein
- Demonstrate progress in **electrifying transit**, school buses, and medium- and heavy-duty vehicles
- Conduct an analysis to understand **transportation revenue impacts** and develop recommendations
- Support a **100% Renewable Energy Standard**
- Develop a clean transportation **dashboard**
- Demonstrate action through state agency commitments
Eight Categories of Needs Identified

1. Locational Access
2. Physical Access
3. Utilization and Functionality
4. Public Health
5. Revenue for Transportation Infrastructure
6. Electric Grid
7. Workforce
8. Data Tracking and Reporting
The Office of Energy Resources, in coordination with the Department of Transportation and the Department of Environmental Management, will prepare an investment strategy and deploy federal funding for electric vehicle charging infrastructure.
Promote deployment of charging stations and electric fleet conversions for private and public entities, with an emphasis on supporting municipal, multi-unit housing, non-profit and commercial properties. RIIB will utilize both existing and new financing and grant programs to accelerate the investment of public and private capital via the Bank’s relationships with state, municipal and private sector stakeholders.
The Division of Capital Asset Management and Maintenance, in collaboration with the Office of Energy Resources, to develop a charging station maintenance strategy for charging infrastructure on State property and an actionable plan to both right-size and electrify the State fleet.
In collaboration with other relevant state agencies, **inventory state owned fleet vehicles** designated for use by the Departments within the EOHHS structure, in cooperation with the State's plan to transition to electric vehicles.
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Develop a **detailed strategy to fully electrify** the public bus fleet, including any necessary modifications to RIPTA’s infrastructure, workforce, route planning, or other core aspects of operating a successful public transit fleet.
Hold industry convenings with electric vehicle charging station developers, auto mechanics, and electricians to understand projected needs and challenges as electric vehicle adoption increases, and to identify potential future training and development opportunities.
Coordinate **quarterly report outs** from agencies on progress and, in coordination with the Division of Motor Vehicles, Office of Energy Resources, and Department of Transportation, develop and maintain a **clean transportation dashboard**.
• Enact a **100% Renewable Energy Standard** to enable transportation sector decarbonization.
• Direct DOT and OER in consultation with DEM to strategically deploy federal **Infrastructure Investment and Jobs Act** stimulus funding according the priorities herein and in compliance with federal guidance.
• Identify funding to support (and sustain) **incentive programs** to encourage electric vehicle adoption.
• Consider **rights to charge** for Rhode Islanders who rent or lease.
• Consider **rights to repair** electric vehicles and charging stations.
• Consider legislation requiring a **minimum number of public parking spots** having charging station access.
• Consider passing **design and functionality standards** for electric vehicle charging infrastructure.
• Consider **requirements to advance building codes** to ready buildings for electric vehicle adoption.
• Provide guidance on **sustainable revenue mechanisms** to support transportation infrastructure and transit services in an electric transportation paradigm.
Next Steps

• Final revisions and design
• 12/31 File report with the General Assembly and Governor

• First week of January:
  • Post report online
  • Press release

• Q1 2022:
  • Agencies begin their priority actions
  • Federal funding guidance released
  • Agencies ready to deploy funding