

Rhode Island Climate Action Strategy

EC4 Meeting

September 15, 2025

ALL FINDINGS ARE
DRAFT AND
DELIBERATIVE



Energy+Environmental Economics



RI 2025 Climate Action Strategy Project Status and Timeline

+ Quantitative modeling will be completed by the end of September, and we are moving into reporting and fall engagement activities

Key Milestone	Jan – June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Stakeholder engagement	Meetings			Today			
Vetting inputs/assumptions			Complete				
PATHWAYS analysis			Complete				
Carbon reduction strategy analysis				Complete			
PLEXOS analysis			Complete				
Affordability analysis				Complete			
Workforce/benefits analysis				Complete			
Fall engagement activities					Meetings	Meetings	Meetings
Final Plan						Draft	Final

Climate Action Strategy Draft Results Previews

+ The public meetings are intended for all stakeholders and public participants.

Draft Findings Public Webinar Schedule	
GHG Reduction Strategies	Thurs. 10/16, 11 – 1 PM
Pathways to Decarbonization	Friday 10/31, 11 - 1 PM
Workforce and the Green Economy	Nov. 4, 10 AM – 12 PM

Climate Pathways to Decarbonization



Energy+Environmental Economics

Scenario Definitions

+ Current Policy + ZEV Waivers

- Represents emissions projections under current (on-the-books) RI-specific policies
- Includes the impact of the continuance of the CA ZEV Waiver, a key program that allows states to adopt zero-emissions sales requirements (e.g., Advanced Clean Cars II and Advanced Clean Trucks) to accelerate EV adoption

+ Current Policy without ZEV Waivers

- Represents emissions projections under current (on-the-books) RI-specific policies
- This scenario does not include the impact of any federal climate/energy policies (e.g., fuel economy standards, appliance efficiency standards, etc.) on RI emissions due to recent rollbacks announced by the current administration
 - Notably, this scenario does not reflect the impact of the CA ZEV Waiver (i.e., this scenario *excludes* the impact of Advanced Clean Cars II and Advanced Clean Trucks, as enabled by the CA ZEV Waiver)

+ Act on Climate

- Designed to examine the level of transformation needed across all sectors of the economy in order to achieve Rhode Island's 2030, 2040, and 2050 GHG reduction targets as mandated by the Act on Climate
- Note: E3 developed a single representative scenario that achieves Act on Climate goals, but this scenario does not represent the only pathway to reaching the Act on Climate, nor does it represent a forecast or prediction of the future

Scenario Definitions

+ Current Policy + ZEV Waivers

- Represents emissions projections under current (on-the-books) RI-specific policies
- Includes the impact of the continuance of the CA ZEV Waiver, a key program that allows states to adopt zero-emissions sales requirements (e.g., Advanced Clean Cars II and Advanced Clean Trucks) to accelerate EV adoption





+ Current Policy without ZEV Waivers

- Represents emissions projections under current (on-the-books) RI-specific policies
- This scenario does not include the impact of any federal climate/energy policies (e.g., fuel economy standards, appliance efficiency standards, etc.) on RI emissions due to recent rollbacks announced by the current administration
 - Notably, this scenario does not reflect the impact of the CA ZEV Waiver (i.e., this scenario *excludes* the impact of Advanced Clean Cars II and Advanced Clean Trucks, as enabled by the CA ZEV Waiver)

+ Act on Climate

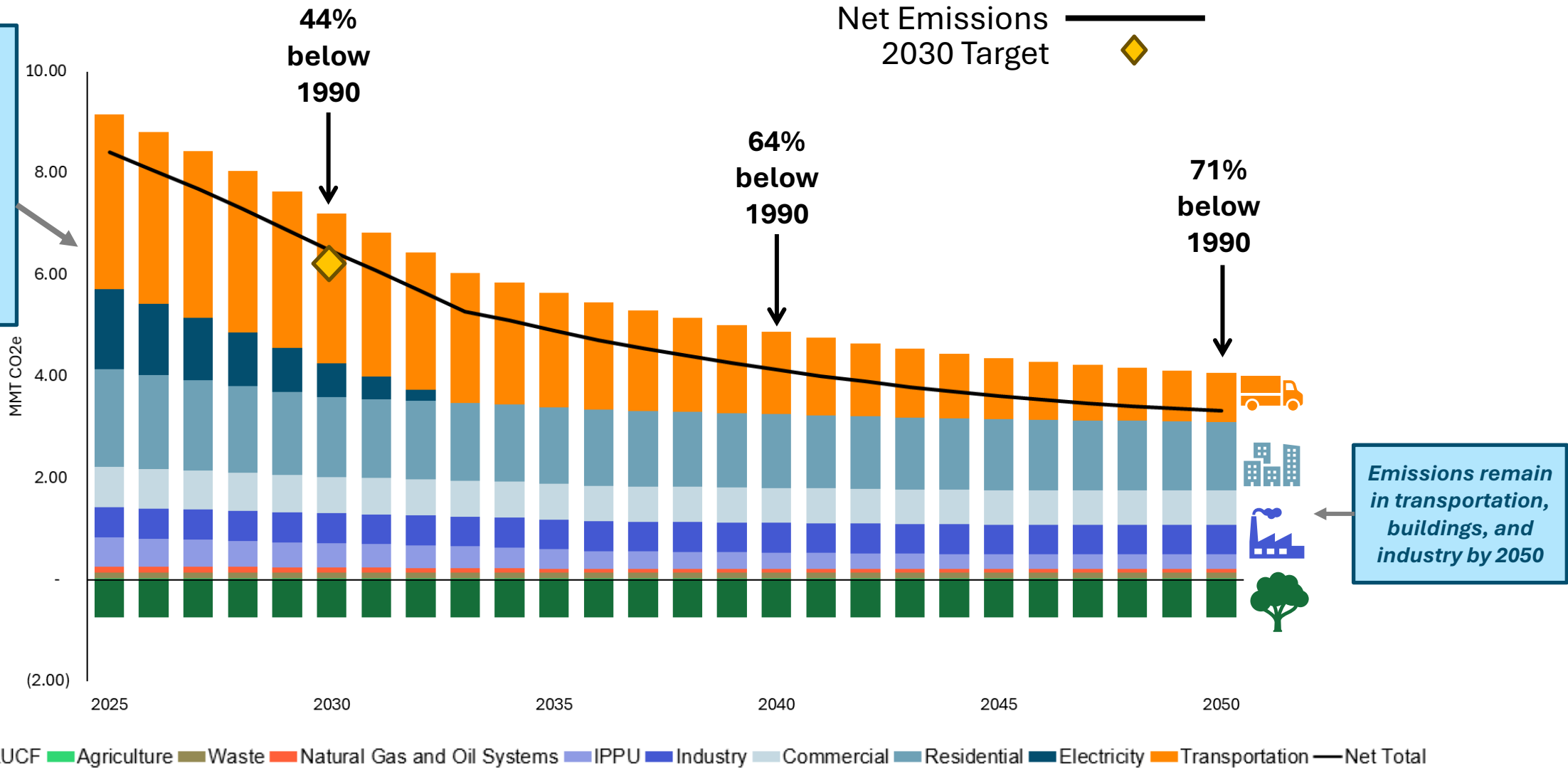
- Designed to examine the level of transformation needed across all sectors of the economy in order to achieve Rhode Island's 2030, 2040, and 2050 GHG reduction targets as mandated by the Act on Climate
- Note: E3 developed a single representative scenario that achieves Act on Climate goals, but this scenario does not represent the only pathway to reaching the Act on Climate, nor does it represent a forecast or prediction of the future

RI Policies Included in Current Policy Scenario

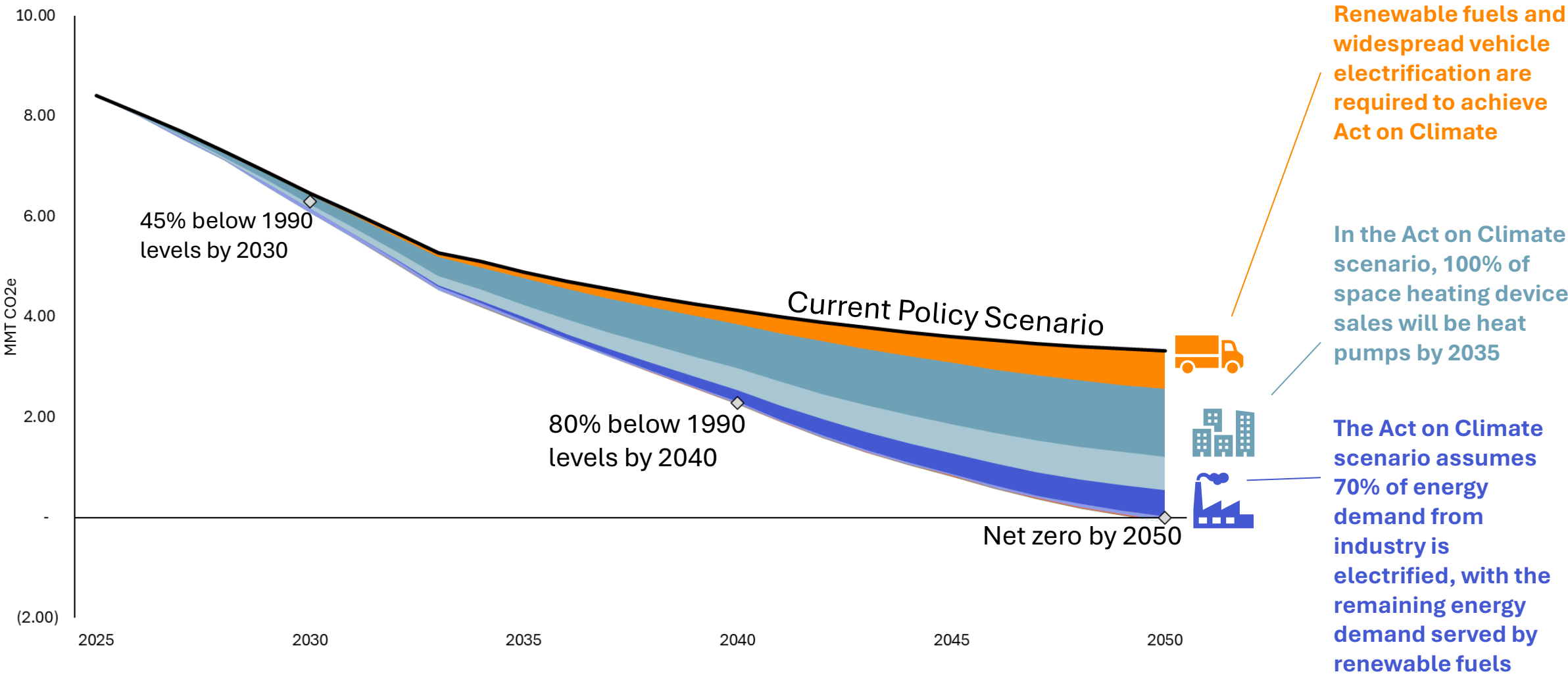
Sector	Policy
 Electricity	Renewable Energy Standard (RES)
 Transportation	Advanced Clean Cars II (ACCCII) and Advanced Clean Trucks (ACT)
	Existing RI DRIVE EV clean vehicle incentives
 Buildings	Clean Heat Rhode Island incentives
	Existing RI building envelope incentives
	Municipal renewable energy
	RI Biodiesel Heating Oil Act
 Land Use, Land-Use Change, and Forestry (LULUCF)	Maintenance of carbon sinks

2030 Target is Within Reach—Current Policies Achieve 44% Below 1990 Emissions

Reductions are primarily driven by the RI Renewable Energy Standard (100% renewable electricity sales by 2033), and EV adoption in line with Advanced Clean Cars/Trucks



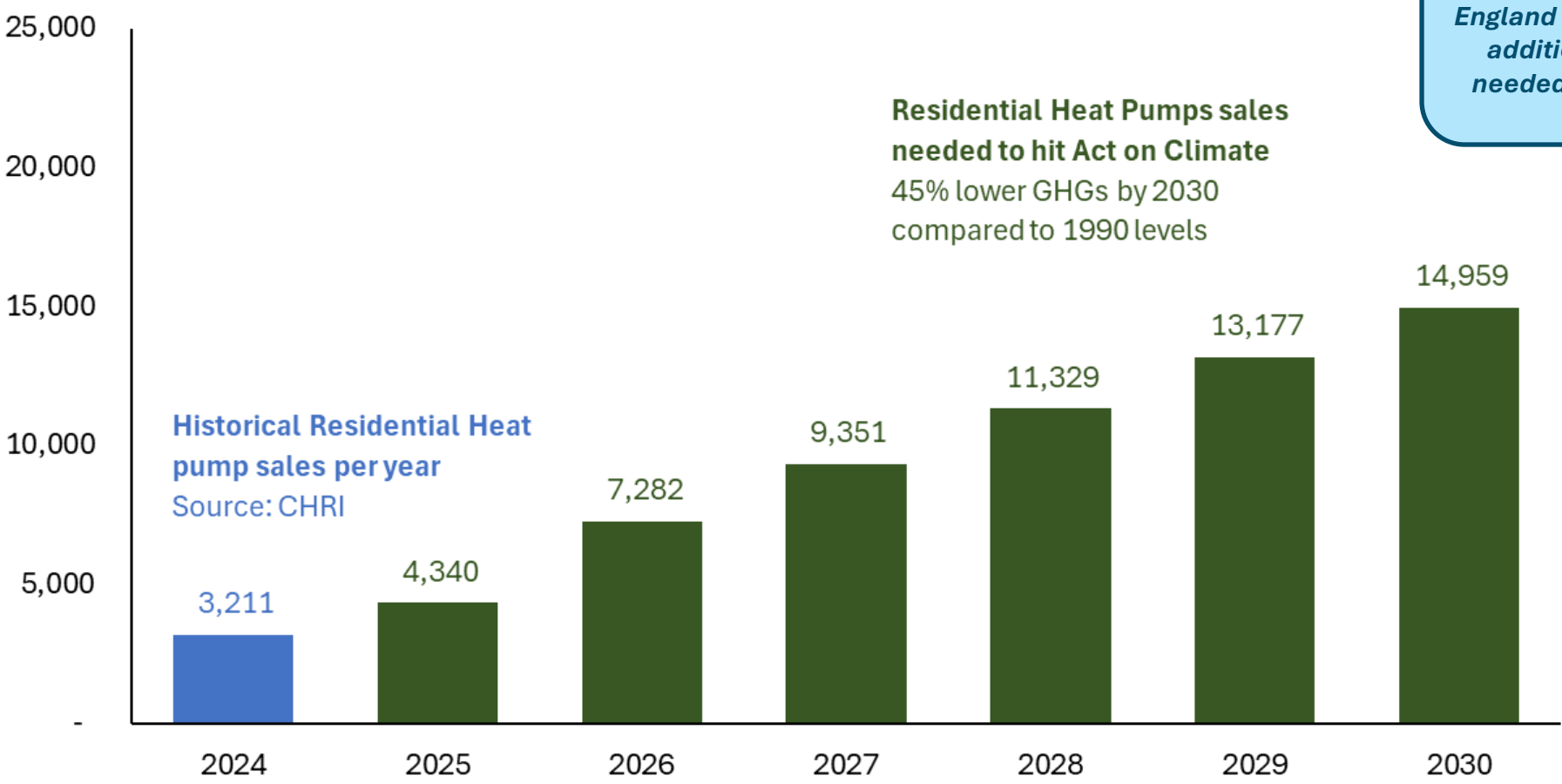
To reach long-term Act on Climate targets, significant additional action will be needed in transportation, buildings, and industry



Heat pump sales will need to significantly ramp up between now and 2030 to reach the 2030 target

Historical Rhode Island HP Sales & Future Sales Needed for Act on Climate

Annual Heat Pump Sales



Heat pump sales over the next five years are expected to be primarily driven by incentives from Clean Heat Rhode Island and the New England Heat Pump Accelerator Program, but additional programs/regulations may be needed to achieve sales levels modeled in the Act on Climate scenario

A significant ramp up in annual heat pump sales between now and 2030 is required to reach the next GHG reduction mandate as set out in the Act on Climate

List of Near-Term Carbon Reduction Strategies

Prospective policies



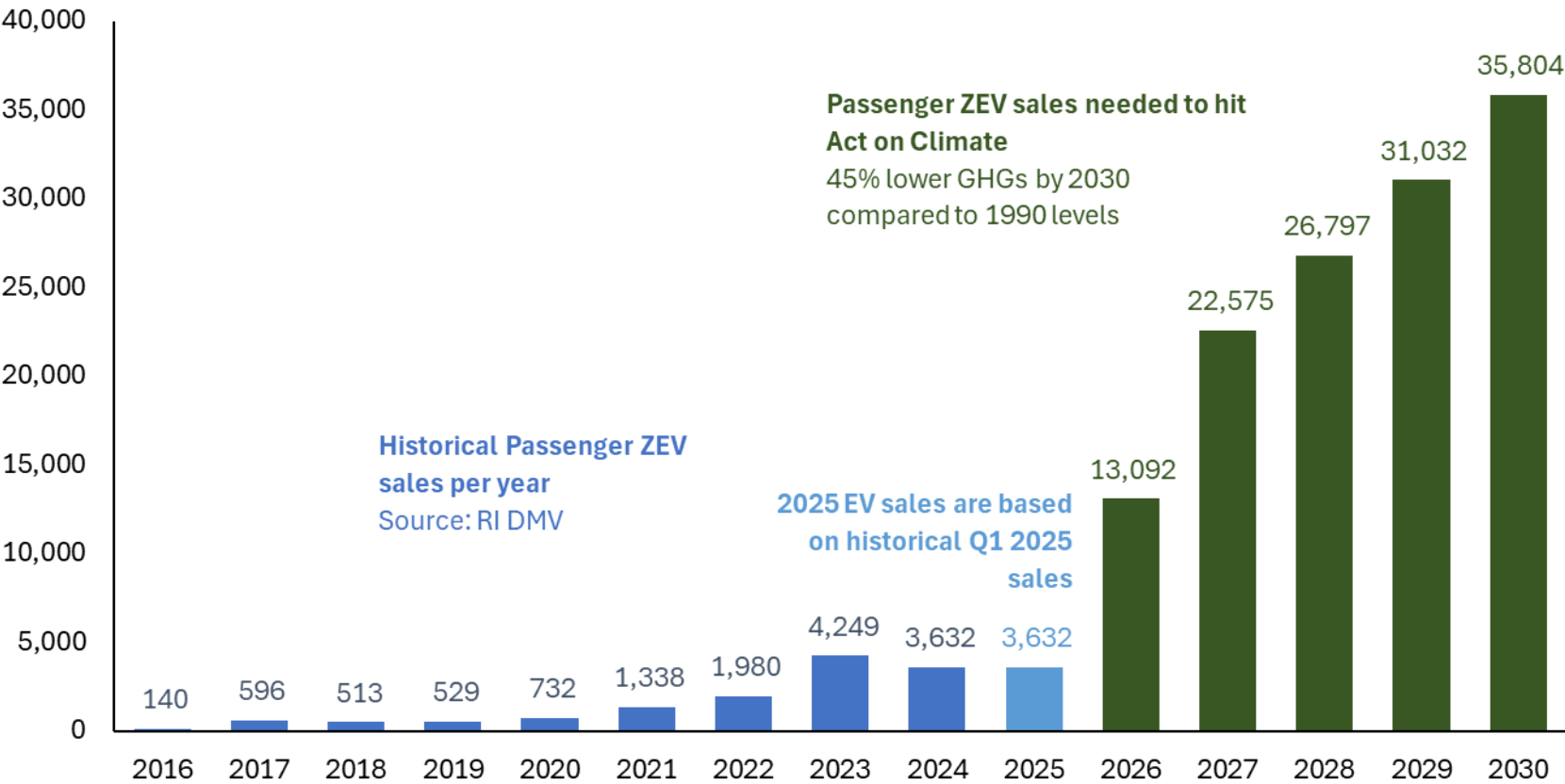
Sector	Policy	
Buildings	All-electric new construction (low income only)	★
	All-electric new construction (all homes)	
	Building performance standards	
	Clean heat standard	
	Additional heat pump incentives	★
	Additional building envelope upgrade incentives	★
	Whole Home/Preweatherization program	★
	Mid-stream heat pump accelerator program	
	Government (state/municipal/school) building decarbonization	

★ Major equity component

EV sales will need to significantly ramp up between now and 2030 in order to reach the 2030 target; nearly 4x needed by next year

Historical Rhode Island EV Sales & Future Sales Needed for Act on Climate

Annual Passenger ZEV Sales



The OBBB terminates the \$7,500 EV tax credit at the end of September, 2025.

Despite lack of Federal funding, RI offers EV incentives, and increasing those incentives is a suggested strategy for meeting climate targets.

A significant ramp up in annual ZEV sales between now and 2030 is required to reach the next Act on Climate mandated GHG reduction target

List of Carbon Reduction Strategies

Prospective policies



Sector	Policy
Transportation	Advanced Clean Cars II (ACCCII) and Advanced Clean Trucks (ACT)
	Additional clean vehicle incentives
	EV charging infrastructure
	State and municipal fleet electrification
	Transit and school bus electrification
	Off road fleet fuel blending requirements
	Congestion pricing
	Mode shift and transit



★ Major equity component

Climate Action Strategy Next Steps

1. Collect RI agency feedback (September)
2. Complete quantitative modeling (September)
3. Hold three public webinars to share results and collect feedback (Oct.-Nov.)
4. Modify draft report to reflect stakeholder input (November)
5. Hold final public webinar and publish the Climate Action Strategy and CCAP (December)