

RI Climate Action Strategy and CCAP

Potential Carbon Reduction Strategies

October 16, 2025

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Lighthouse Consulting
Group, Inc.

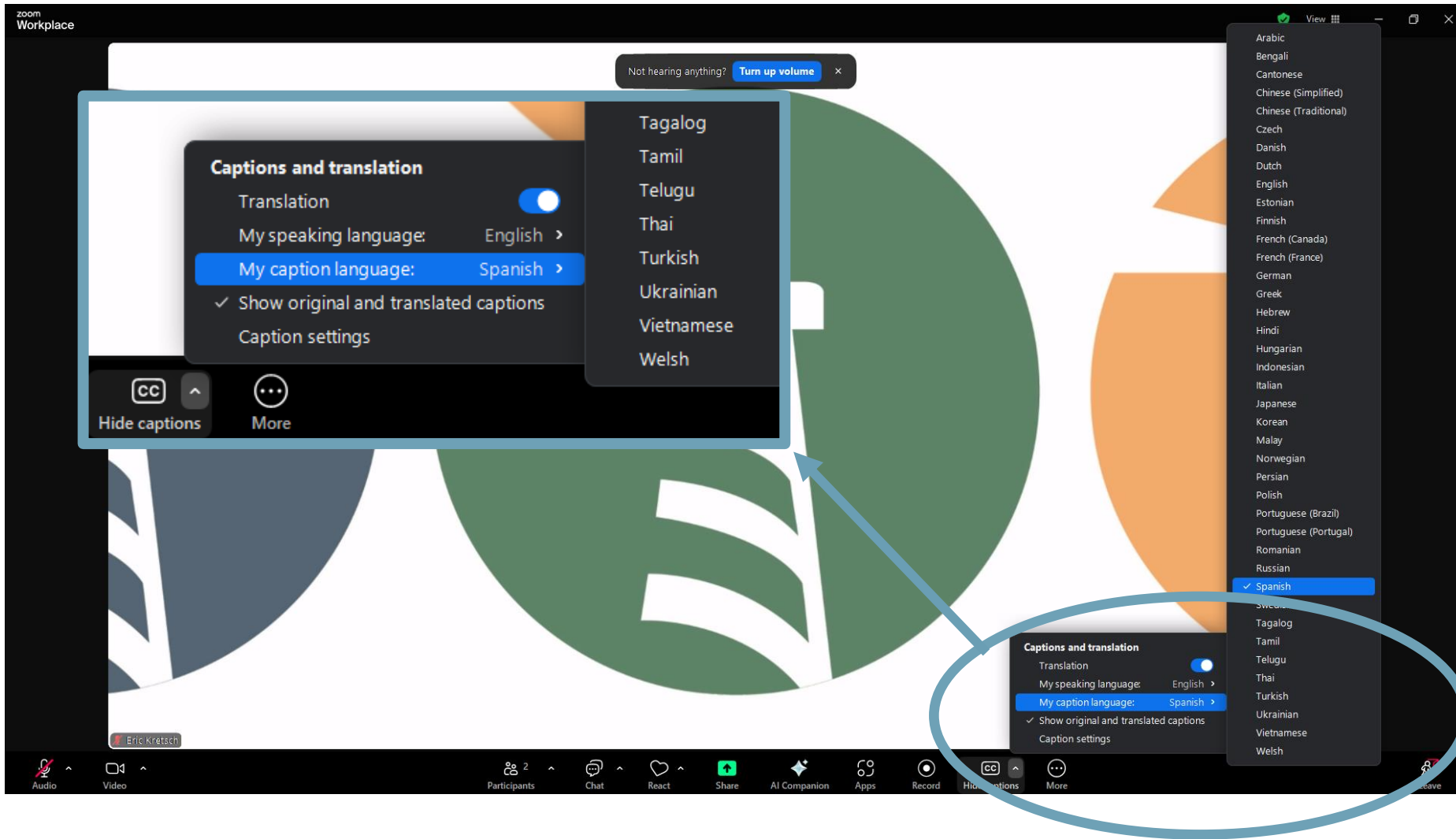


Energy+Environmental Economics

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+ Power off other electronics and mute yourself to limit distractions.



+ Make space and take space. Be mindful of how much airtime you take, but we encourage you to voice your support and concern.



+ There are multiple ways to participate:

- Raise your hand to be called on
- Use the chat feature
- Utilize the Survey Monkey Form, so that we capture all you have to say.



+ Thank you in advance for your participation.

Agenda

- + Introductions**
- + Review of project goals and timeline**
- + Near-term carbon reduction possible strategies for RI**
 - Electricity
 - Buildings
 - Transportation
 - Industry and waste
 - Natural and working lands
- + Discussion and breakout activities**
- + Wrap up and next steps**

Project Team Introductions



Energy and Environmental Economics (E3)



Tory Clark
Project
Partner



**Chelsea
Petrenko**
Project
Lead



**Molly
Bertolacini**
Project
Manager



**Rawley
Loken**
Technical
Lead



**Nathaniel
Kinsman**
University of RI
Energy Fellow



Lighthouse Consulting Group



Eric Kretsch
Sr. Associate Facilitator

Project Goals

The overarching goal of this project is to create the RI Comprehensive Climate Action Plan (CCAP) for the Climate Pollution Reduction Grant (CPRG) program and the RI 2025 Climate Action Strategy as part of RI's Act on Climate

+ The RI CCAP and RI 2025 Climate Action Strategy will consist of:

- Robust stakeholder engagement
- GHG reduction measures modeling and sector-specific GHG target development
- Policy, technology and cost analyses
- Macroeconomic, workforce, climate resilience, and benefits analysis

+ Key elements of each plan will include:

- Energy efficiency investments in buildings and properties
- Cleaner, more efficient transportation
- Transition away from fossil fuel
- Transition to renewable electric power
- The removal of carbon from the air through land use and forest conservation
- A just transition for workers
- Considerations for energy costs and affordability
- Benefits to communities most vulnerable to the impacts of climate change, pollution, and energy cost burden



RI 2025 Climate Action Strategy Project Status and Timeline

- + Quantitative modeling concluded at 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

Acknowledging RI's Current Fiscal Climate

- + There is a shift in both policy and funding priorities at the federal level related to climate change and clean energy; there are many uncertainties.**
- + The state has a projected structural deficit (approximately \$304 million in FY27, not yet adjusted for OBBBA impacts).**
- + As a result of this federal shift, the state faces significant cuts to key safety net programs (e.g., SNAP and Medicaid) resulting from OBBBA, which will continue to further compound the state's fiscal challenges (this fiscal year and into the near future).**

Focus of Today's Conversation: Potential Carbon Reduction Strategies

- + The focus of today's conversation is on potential carbon reduction strategies that RI may pursue to stay on track for achieving GHG reduction targets as set out by the Act on Climate**
 - A carbon reduction strategy is a policy, program, or project designed to reduce GHG emissions from key sectors, such as transportation, buildings, waste, and energy
 - These strategies represent ***potential*** options, i.e., a menu of ideas that Rhode Island could consider, not actions that are currently adopted or committed to for implementation
 - Potential strategies outlined in the presentation do not imply any specific endorsements by OER, DEM or any other state agencies; in some cases, additional analysis needed to consider statewide impacts.
- + These ~20 strategies were developed in consultation with multiple state agencies and informed by several rounds of stakeholder feedback on near-term priorities**
- + Specific GHG reduction strategies are a core focus for the RI Climate Action Strategy because:**
 1. Stakeholders emphasized the need for an actionable plan that prioritizes near-term implementation over long-term planning
 2. RI must reach 45% CO₂ emissions reduction below 1990 levels in approximately four years (2030)
 3. The Comprehensive Climate Action Plan (CCAP), one of the requirements for EPA's Climate Pollution Reduction Grant program, requires the quantification of individual carbon reduction strategies

Carbon Reduction Strategies

Current Strategies Associated with Existing State Laws, Regulations, and/or Policies

	Sector	Strategy
	Electricity	Renewable Energy Standard (RES)
	Transportation	Advanced Clean Cars II (ACCI) and Advanced Clean Trucks (ACT)
		Existing DRIVE EV Incentives
	Buildings	Existing Clean Heat Rhode Island Heat Pump Incentives
		Existing State Energy Efficiency Program Incentives
		Biodiesel Heating Oil Act
	Natural and Working Lands	Maintained Carbon Sinks

Carbon Reduction Strategies

Prospective Strategies



Sector	Possible Strategies
Transportation	NEVI Charging Infrastructure Funding
	Maintain and Adjust State EV Incentives
	State and Municipal Fleet Electrification
	Transit and School Bus Electrification
	Travel Pricing Mechanisms
	Mode Shift and Transit

- *Active transportation infrastructure*
- *Micromobility services*
- *E-bike incentives (e.g., existing e-bike incentive program)*
- *Travel demand management*
- *Rideshare / vanpool*
- *Transportation-efficient Land Use Changes*
- *Invest in high performing public transit routes*
- *Carshare*
- *Mobility as a Service (MaaS)*

Carbon Reduction Strategies

Prospective Strategies

These strategies represent **potential** options, i.e., a menu of ideas that Rhode Island could consider, not actions that are currently adopted or committed to for implementation

Sector	Possible Strategies
 Buildings	All-Electric New Construction
	Building Performance Standards
	Clean Heat Standard
	New England Heat Pump Accelerator Program
	Maintaining and Adjusting Existing State Energy Efficiency Program Incentives
	Increased Pre-Weatherization + Whole-Home Electrification Incentives
	Government (State/Municipal/School) Building Decarbonization
 Industry	Large Manufacturing Facility Emission Limits
	Off-Road Vehicle Fleet Renewable Fuel Blending
 Waste	Organic Waste Diversion
 Land Sink	Land Sink Conservation and Restoration

Electricity



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Rhode Island's Renewable Energy Standard (RES)



+ Policy overview

- Rhode Island's **Renewable Energy Standard (RES)** requires **100% of the state's electricity retail sales to come from renewable sources by 2033**
 - The RES will be met by procuring renewable energy, expanding distributed generation technologies (e.g., rooftop solar), and by purchasing Renewable Energy Credits (RECs)



+ Funding & Programs

- For utility-scale projects, the cost of meeting the RES will be covered by the utility and ratepayers
- For distributed generation, RI has state and federal programs to support adoption, including, but not limited to:
 - **Solar for All (SFA)**: expands community solar access so renters/households can benefit from clean energy savings. The SFA program was terminated by EPA in August 2025. This will be a federally litigated matter in the upcoming months.
 - **Renewable Energy Fund (REF)**: provides grants to help homeowners/businesses install clean energy systems
 - **Affordable Solar Access Pathways Program**: helps low- and moderate-income households access renewable energy upgrades



+ Regulatory and implementation authority

- PUC, OER, Division of Public Utilities and Carriers, utilities oversee the process of procuring renewable energy resources and associated policies
- State agencies (e.g., OER, etc.) can support distributed generation growth through targeted programs and rebates



+ Equity and environmental justice considerations

- Air quality impacts
- Many state-funded programs are designed to expand renewable energy access to low-income households and renters

Buildings



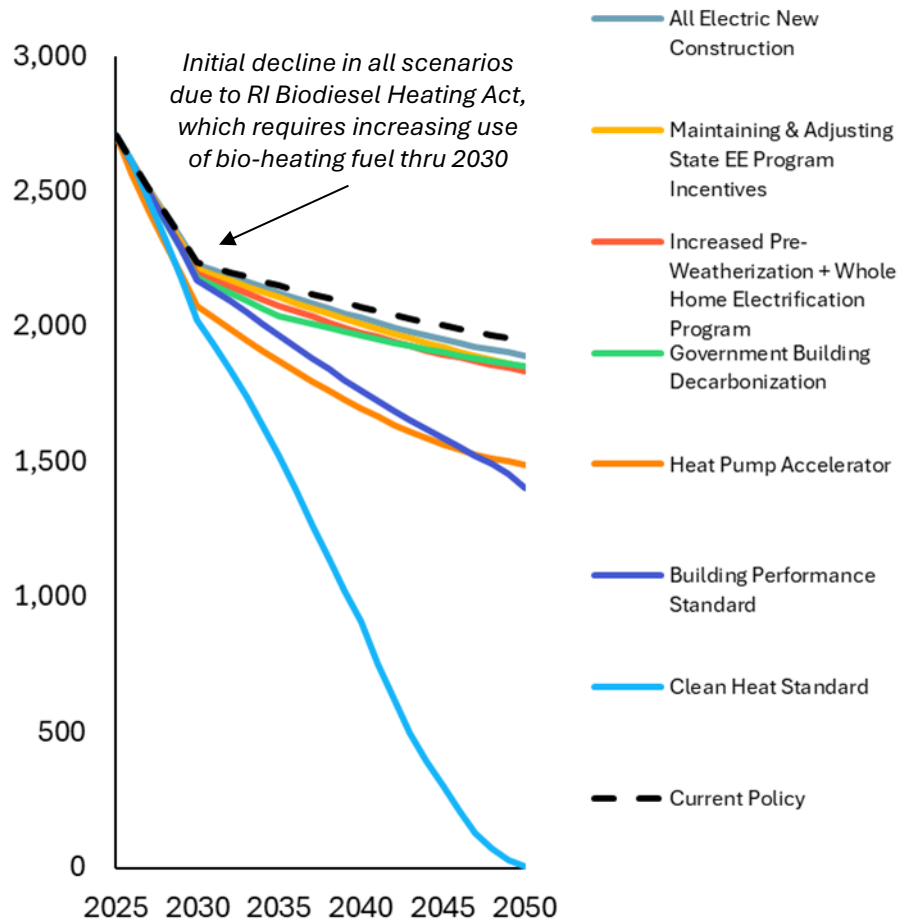
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Summary of Possible Carbon Reduction Strategy Results for Buildings



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Building Sector Emissions by Strategy
ktCO2e



Annual GHG Emissions Reductions vs. Current Policy
(thousand metric tons CO2e)

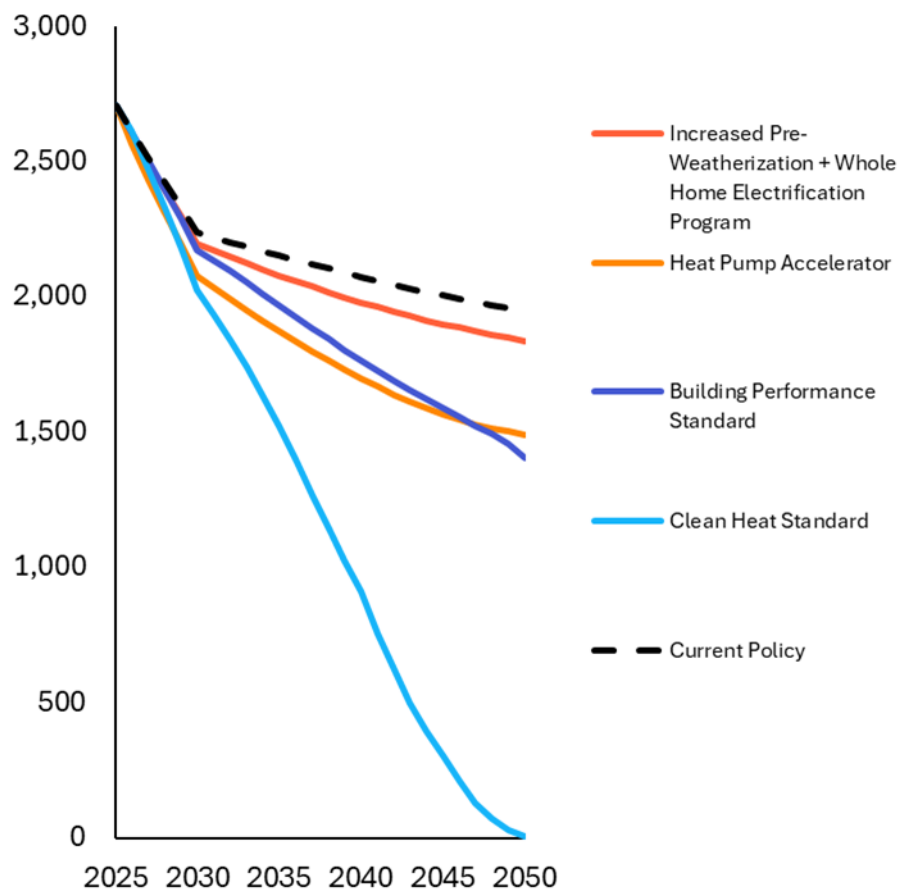
Possible Strategies	2030	2040	2050	Cumulative thru 2050
All Electric New Construction	10	40	50	800
Maintaining and Adjusting Existing State Energy Efficiency Program Incentives	20	60	100	1,400
Increased Pre-Weatherization + Whole Home Electrification Program	40	90	110	1,900
Government Building Decarbonization	50	110	110	2,100
New England Heat Pump Accelerator	160	380	460	7,800
Building Performance Standard	60	310	540	6,400
Clean Heat Standard	210	1,170	1,940	24,500

Next Up: Deep Dive on Possible High-Impact Strategies



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Building Sector Emissions by Strategy
ktCO₂e



Annual GHG Emissions Reductions vs. Current Policy
(thousand metric tons CO₂e)

Possible Strategies	2030	2040	2050	Cumulative thru 2050
All Electric New Construction	10	40	50	800
Maintaining and Adjusting Existing State Energy Efficiency Program Incentives	20	60	100	1,400
Increased Pre-Weatherization + Whole Home Electrification Program	40	90	110	1,900
Government Building Decarbonization	50	110	110	2,100
New England Heat Pump Accelerator	160	380	460	7,800
Building Performance Standard	60	310	540	6,400
Clean Heat Standard	210	1,170	1,940	24,500

Pre-Weatherization + Whole Home Electrification



+ Policy overview

- **Pre-weatherization addresses health & safety issues** like mold, asbestos, and knob & tube wiring that prevent homes from adopting energy efficiency and electrification upgrades
- This policy would **triple** the rate of annual pre-weatherization upgrades in RI to **2,400 homes/yr** and include whole home electrification of space heating, water heating, and cooking along with the upgrades



+ Funding

- Pre-weatherization (federal funding): Low Income Home Energy Assistance Program (LIHEAP), Weatherization Assistance Program (WAP)
- Electrification: Home Electrification and Appliance Rebate Program (federal funding), Clean Heat RI, Home Electrification Program (federal funding)



+ Regulatory and implementation authority

- RI Office of Energy Resources (OER), Community Action Program (CAP) Agencies, Utilities



+ Equity and environmental justice considerations

- These programs target homes that may otherwise not have access to building upgrades and address key barriers faced by low-income households
- Pre-weatherization improves the health and safety of older, less efficient homes, and can lower energy costs for homes with high energy burden

**Cumulative
GHG
Reductions
(million tons CO₂e)**

1.9

Modeled to achieve upgrade of all ~60k knob-and-tube homes in RI by 2050 based on OER guidance



New England Heat Pump Accelerator Program



+ Policy overview

- As a member of the [New England Heat Pump Accelerator Program](#)¹, RI will receive funds from the EPA Climate Pollution Reduction Grant (CPRG) program to support:
 - a **Market Hub for midstream heat pump incentives**, which provide a stipend to equipment distributors and a pass-through incentive to contractors and/or customers
 - an **Innovation Hub for low- and moderate-income (LMI) heat pump incentives**
 - a **Resource Hub to share resources for contractors and customers**



+ Federal funding

- EPA CPRG program



+ Regulatory and implementation authority

- Connecticut Department of Energy and Environmental Protection (DEEP), in partnership with other New England state agencies, including Office of Energy Resources implementing RI awarded federal funding



+ Equity and environmental justice considerations

- Innovation Hub designed to support heat pumps for LMI households – ensuring the families with the highest energy burden can benefit from cleaner, more efficient heating systems
- The program provides funding for community grants that go to local orgs. and partners with manufacturers/distributors to give contractors better access to training & resources

**Cumulative
GHG
Reductions**
(million tons CO₂e)

7.8

Modeled heat pump sales resulting from Accelerator program based on draft estimates from Northeast Energy Efficiency Partnerships (NEEP)

Building Performance Standard



+ Policy overview

- **Building performance standards (BPS) require a reduction in emissions and/or energy use** per square foot for buildings that meet certain criteria (usually above a certain size)
 - BPS have typically been adopted for commercial and large multi family buildings, but not for single family homes
- **BPS requirements can be met through a mix of measures** like energy efficiency (e.g., weatherization or more efficient appliances), electrification (e.g., heat pumps), and, in some cases, low carbon fuels



+ State and federal funding

- Energy Efficiency and Conservation Block Grants (EECB), State Energy Efficiency Program



+ Regulatory and implementation authority

- RI Office of Energy Resources (OER), in coordination with utilities, municipalities and RI Building Code Commission



+ Equity and environmental justice considerations

- Implementation can include compliance support for property owners and safeguards to ensure renters/tenants are not displaced

**Cumulative
GHG
Reductions
(million tons CO2e)**

6.4

Modeled based on current BPS programs in Colorado and Seattle (20% GHG reduction for covered buildings by 2030, 100% by 2050)

Clean Heat Standard



+ Policy overview

- **Clean heat standards (CHS) require energy providers (e.g., gas utilities, fuel oil distributors) to gradually reduce emissions** from their services
- Like BPS, CHS requirements could be met through a mix of energy efficiency, electrification, and, in some cases, low carbon fuels
- A **CHS could be complementary to many of the other strategies** modeled
 - E.g., increased incentives for electrification and EE would be important to achieving a CHS



+ Funding

- The primary financial responsibility falls on energy providers, with some costs potentially shared by ratepayers – an added burden for consumers
- Cleaner energy (such as electricity or low carbon fuels) can produce clean heat credits



+ Regulatory and implementation authority

- TBD - Office of Energy Resources (OER), Public Utilities Commission (PUC), utilities fuel distributors
- Additional specific roles regarding authority and implementation require further coordination across state partners.



+ Equity and environmental justice considerations

- Program design should include support for low- and medium-income households to minimize potential equipment cost and bill impacts

**Cumulative
GHG
Reductions
(million tons CO₂e)**

24.5

Modeled based on [MA Draft Framework for a CHS](#), which would require ~100% clean heat by 2050



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Questions?

Transportation



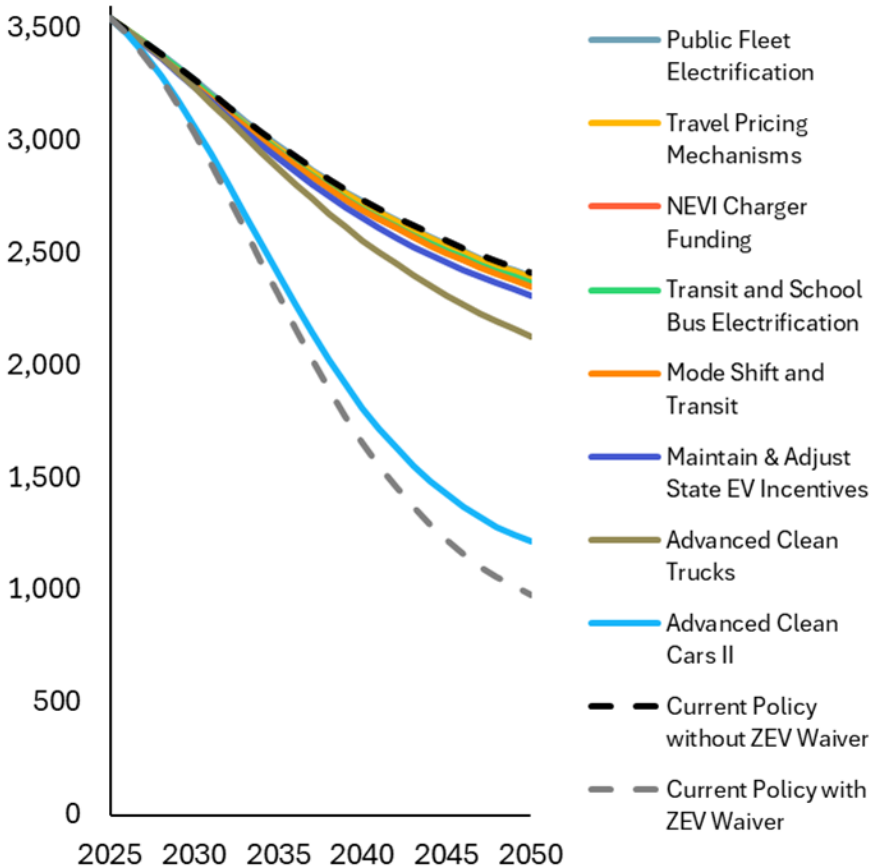
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Summary of Possible Carbon Reduction Strategy Results for Transportation



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Transportation Sector Emissions by Strategy
ktCO2e



Annual GHG Emissions Reductions vs. Current Policy
without ZEV Waiver (thousand metric tons CO2e)

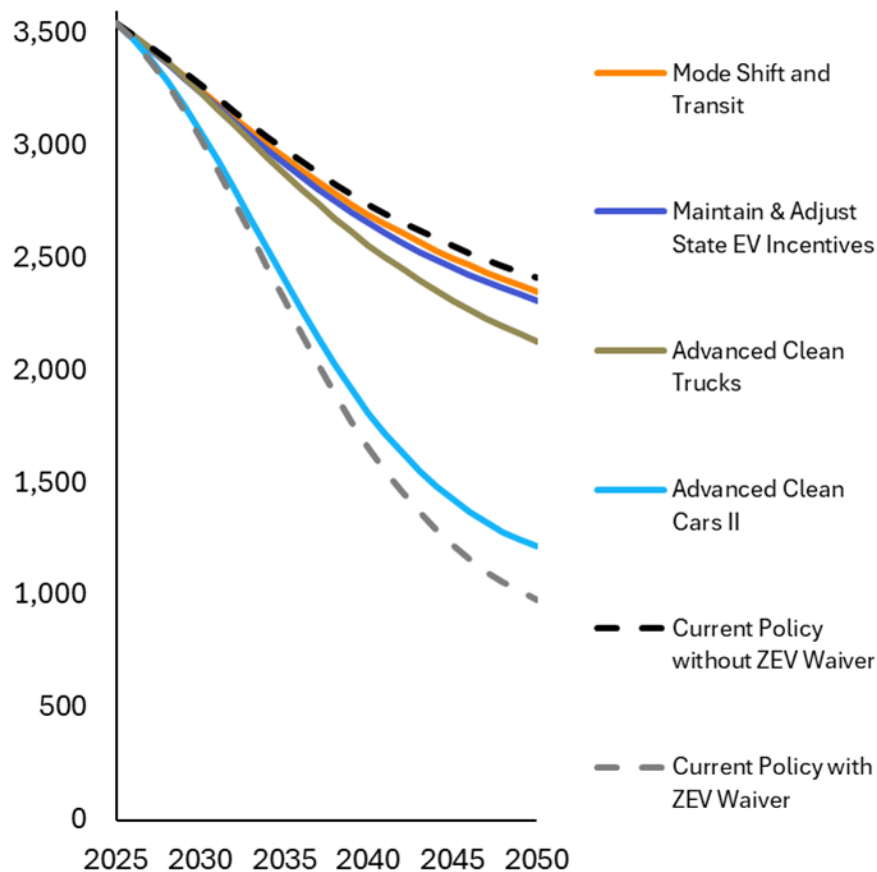
Strategy	2030	2040	2050	Cumulative thru 2050
Public Fleet Electrification	0	10	20	200
Travel Pricing Mechanisms	20	20	20	500
NEVI Charger Funding	20	20	20	500
Transit & School Bus Electrification	10	40	40	700
Mode Shift and Transit	20	50	60	1,000
Maintain and Adjust State EV Incentives	30	80	100	1,700
Advanced Clean Trucks	40	180	290	3,700
Advanced Clean Cars II	210	930	1,200	17,800

Next Up: Deep Dive on Possible High-Impact Strategies



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Transportation Sector Emissions by Strategy
ktCO2e



Annual GHG Emissions Reductions vs. Current Policy
without ZEV Waiver (thousand metric tons CO2e)

Strategy	2030	2040	2050	Cumulative thru 2050
Public Fleet Electrification	0	10	20	200
Travel Pricing Mechanisms	20	20	20	500
NEVI Charger Funding	20	20	20	500
Transit & School Bus Electrification	10	40	40	700
Mode Shift and Transit	20	50	60	1,000
Maintain and Adjust State EV Incentives	30	80	100	1,700
Advanced Clean Trucks	40	180	290	3,700
Advanced Clean Cars II	210	930	1,200	17,800

Mode Shifting and Transit



+ Policy overview

- Mode shifting and transit refers to transitioning daily travel to cleaner, more efficient modes like **public transit, biking, walking, or carpooling**, instead of single-occupancy vehicles
- Some examples of specific mode shifting and transit strategies modeled include:
 - Active travel infrastructure & micromobility services
 - Rapid bus and/or light rail
 - Land use & transit-oriented development



+ Funding availability

- Walk/bike funded through state transportation program; OER's existing e-bike incentive program; transit expansion not currently funded



+ Regulatory and implementation authority

- RIDOT (active travel), RIPTA (transit), municipalities (active travel, micromobility, land use)



+ Equity and environmental justice considerations

- Improves travel options and accessibility for people without cars
- There are many co-benefits from mode shifting and transit improvements, such as improved air quality, public health, and neighborhood livability
- Planning processes should be inclusive to ensure projects reflect local needs

**Cumulative
GHG
Reductions
(million tons CO₂e)**

1.0

Modeling of mode shifting and transit strategies based on analysis by Cambridge Systematics for RIDOT

Maintain and Adjust State EV Incentives



+ Policy overview

- The IRA included customer incentives worth up to \$7,500 for purchasing a new electric vehicle that recently expired at the end of September 2025
- States are now examining opportunities to support EV adoption in a post-IRA world



+ Funding availability

- Annual funding for RI DRIVE EV program is around ~\$2M/year, would need to increase to accommodate adjusted incentives (current incentives = up to \$1.5k/vehicle)



+ Regulatory and implementation authority

- Office of Energy Resources (OER)



+ Equity and environmental justice considerations

- Previous IRA incentives structured so that only customers below a certain income threshold and vehicles below a certain price point are eligible
- Providing incentives as a direct point-of-sale rebate rather than a tax credit will increase access and customer uptake

**Cumulative
GHG
Reductions**
(million tons CO₂e)

1.7

Modeling of incentive impacts on customer EV adoption based on [2025 Harvard study of federal EV policies](#)

Advanced Clean Cars II (ACC II)



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+ Policy overview

- ACC II **requires automakers to steadily increase the share of EVs** for the vehicles they deliver to dealerships in RI, starting with model year 2027 and increasing to 100% by 2035
 - Does not prevent residents from registering an internal combustion engine vehicle in the state, even after 2035²
 - ACC II follows California's emissions standards, which are more stringent than federal regulations due to a previously granted EPA waiver¹



+ Funding availability

- ACC II does not directly require significant funding, but funding for vehicle incentives and charging infrastructure will likely be needed to achieve program goals



+ Regulatory and implementation authority

- RI Department of Environmental Management (RIDEM)



+ Equity and environmental justice considerations

- Complementary incentive programs can reduce the upfront cost impacts for low-income customers
- Equitable siting of EV chargers will be important to ensure all Rhode Islanders have access to charging, especially in areas with historically lower access

**Cumulative
GHG
Reductions
(million tons CO₂e)**

17.8

Modeled based on RI vehicle adoption following ACC II EV sales requirements for automakers



Advanced Clean Trucks (ACT)



DRAFT



+ Policy overview

- Like ACC II, **ACT requires automakers to steadily increase the share of zero emissions vehicles (ZEVs) for the trucks they deliver to dealerships in RI**, starting with 15-20% for model year 2027 and increasing to 40%-75% by 2035 depending on weight class
 - Potential leakage from out-of-state vehicle purchases could be higher for trucks than passenger vehicles due to their high cost and frequent interstate travel, but was not modeled in this analysis
- ACT also follows the California emissions standards that are currently being litigated



+ Funding availability

- ACT does not require direct funding, additional funding for vehicle incentives and charging infrastructure will likely be needed to achieve the program's goals



+ Regulatory and implementation authority

- RI Department of Environmental Management (RIDEM)



+ Equity and environmental justice considerations

- Diesel trucks emit harmful air pollutants at a higher rate than passenger vehicles, often in low-income or disadvantaged communities, so shifting to ZEVs would disproportionately benefit these communities
- Implementation can include affordability protections for small fleets to reduce cost burden

**Cumulative
GHG
Reductions
(million tons CO₂e)**

3.7

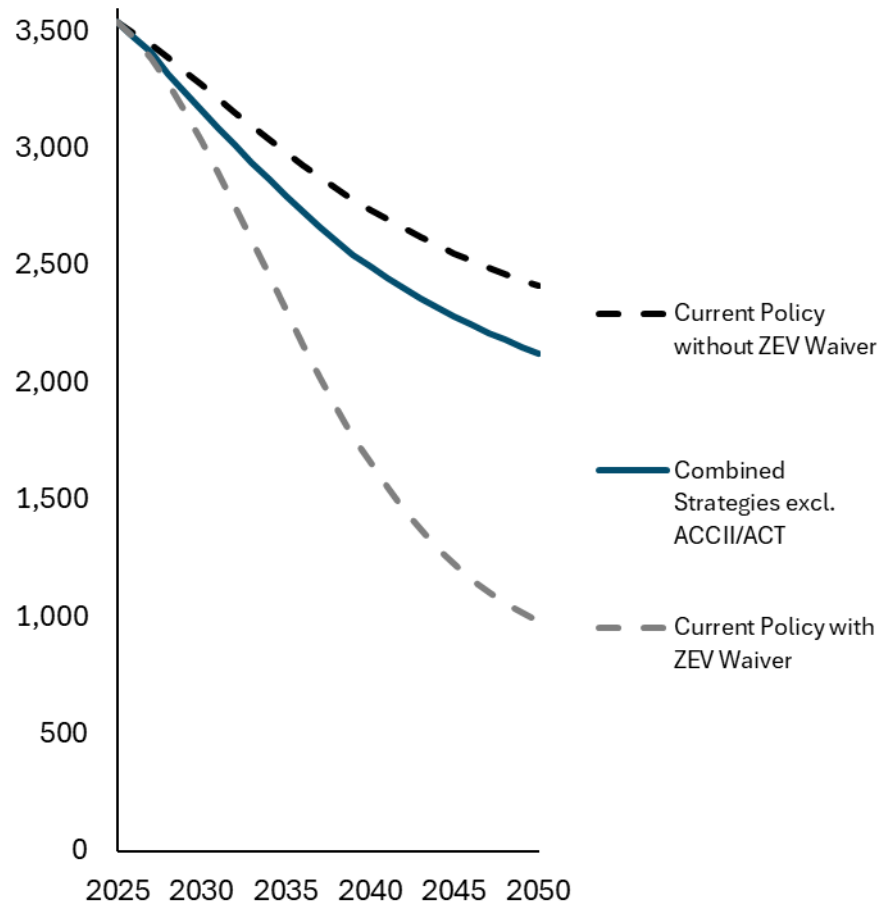
Modeled based on RI vehicle adoption following ACT ZEV sales requirements for automakers



ZEV Sales Requirements Are Major Drivers of Reductions



Transportation Sector Emissions by Strategy
ktCO₂e



- + **The Advanced Clean Cars and Trucks programs are forecasted to have the greatest potential impact on ZEV adoption**
 - Excluding these programs, the combined impact of other modeled strategies like increased customer incentives, public fleet electrification, and vehicle miles travelled (VMT) reductions can achieve a portion but not all their emission reductions
- + **In response to federal rollbacks of policy supporting transportation electrification, [Rhode Island and 12 other states have joined the US Climate Alliance's Affordable Clean Cars Coalition](#)**
- + **The coalition will explore policy options to increase EV adoption outside of emissions standards that require federal approval, and these could include policies not explored in this analysis like:**
 - Clean fuel standards like those adopted in CA, OR, and WA
 - "Feebate" programs that incentivize cleaner vehicle sales



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Questions?

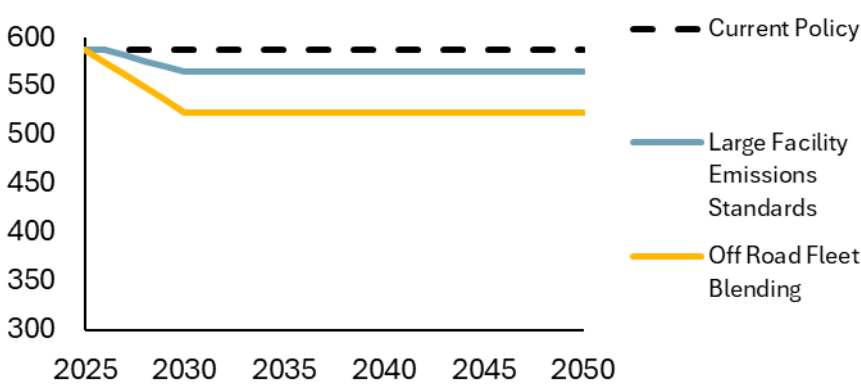
Other Sectors: Industry, Waste, Natural and Working Lands



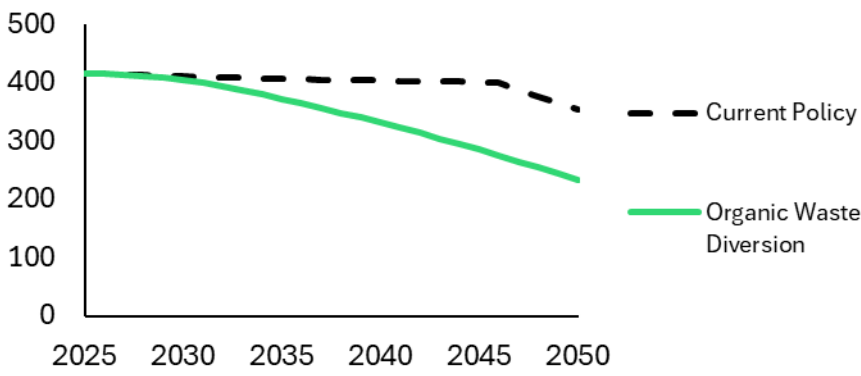
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Summary of Possible Carbon Reduction Strategy Results for the Industrial and Waste Sectors

Industrial Sector Emissions by Strategy
ktCO₂e



Waste Sector Emissions by Strategy
ktCO₂e



Annual GHG Emissions Reductions vs. Current Policy
(thousand metric tons CO₂e)

Strategy	2030	2040	2050	Cumulative thru 2050
Large Facility Emissions Standards	20	20	20	500
Off Road Fleet Renewable Fuel Blending Requirements	60	60	60	1,400
Organic Waste Diversion	10	70	120	1,500

These strategies represent *potential* options, i.e., a menu of ideas that Rhode Island could consider, not actions that are currently adopted or committed to for implementation

Large Facility Emissions Standards



+ Policy overview

- A facility emissions standard sets an emissions reduction requirement for manufacturing facilities that emit above a specific threshold
- Colorado has implemented the nation's first industrial facility emissions standard, requiring a 20% reduction in GHG emissions by 2030 for all manufacturing facilities that emit more than 25,000 metric tons of GHGs per year
 - The modeled policy is based on the CO program, and because most industrial emissions in RI occur at smaller facilities that fall below the threshold, there is only a 4% reduction in annual emissions, but a future policy could use a lower threshold to include smaller facilities

**Cumulative
GHG
Reductions
(million tons CO₂e)**

0.5



+ Funding

- The compliance cost for facility emissions standards would largely be borne by facility owners, although a portion of these costs could be passed on to consumers



+ Regulatory and implementation authority

- RI Department of Environmental Management (RIDEM)



+ Equity and environmental justice considerations

- Reducing air pollution from industrial fuel use would be beneficial for nearby communities

Modeled based on [Colorado GHG Emissions and Energy Management for Manufacturing 2 \(GEMM 2\) Rule](#)



Off Road Fleet Renewable Fuel Blending Requirements



+ Policy overview

- Because the zero emission vehicle (ZEV) market is less mature for off road vehicles used in sectors like construction and agriculture, renewable fuels offer a potential strategy to reduce fossil fuel use in the near term
- The modeled renewable fuel blending requirements for off road fleets are based on an existing California program that requires 100% renewable diesel use for off road vehicles above 25 horsepower



+ Funding

- The compliance cost for any incremental cost from renewable fuels would be borne by fleet operators, although a portion of these costs could be passed on to consumers



+ Regulatory and implementation authority

- RI Department of Environmental Management (RIDEM)



+ Equity and environmental justice considerations

- Additional support or subsidization may be needed for smaller fleet operators to offset the higher cost of renewable fuels

**Cumulative
GHG
Reductions**
(million tons CO₂e)

1.4

Modeled based on [California In-Use Off-Road Diesel-Fueled Fleets Regulation](#)

Organic Waste Diversion



+ Policy overview

- Organic waste diversion refers to separating out organic waste like food scraps from general municipal waste streams and diverting them for alternative uses like compost or biogas production
- The modeled policy assumes that 75% of currently landfilled organic waste is diverted to these alternative uses by 2045



+ Funding

- The required funding for new organic waste collection programs would likely come from waste hauling customer payments and potentially from the sale of useful byproducts like compost and biogas



+ Regulatory and implementation authority

- RI Department of Environmental Management (RIDEM), municipalities, and RI Resource Recovery Corporation (RIRRC)



+ Equity and environmental justice considerations

- Support for municipalities with fewer resources for organic waste diversion

**Cumulative
GHG
Reductions**
(million tons CO₂e)

1.5

Modeled using the first order decay model for landfilled waste from the [EPA State Inventory Tool](#)

Maintaining Natural Carbon Sinks



+ Policy overview

- Maintain current levels of carbon storage and sequestration provided by natural & working lands and increase this capacity where possible
 - **CONSERVE** forests, farms and wetlands
 - **SUSTAINABLY MANAGE** forests, farms, wetlands and urban trees
 - **EXPAND** urban trees & greenery



+ Funding availability

- Numerous sources of state, federal and non-profit funding currently exist



+ Regulatory and implementation authority

- Partners include state agencies (e.g., RIDEM), non-profits, land trusts, and municipalities



+ Equity and environmental justice considerations

- Prioritize investment in EJ focus areas (e.g., urban trees)

**Annual Carbon
Sinks (million
tons CO₂e)**

.75



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Questions?

Discussion and Breakout Activity



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Breakout Session Activity

- + **Join breakout groups** with assigned facilitator.
- + Facilitator will keep notes for your group.
- + Feel free to participate by **raising your hand or utilizing the chat**.
- + Two breakout group sessions and general plenary report-outs with key questions.
- + Assign a reporter in your group to provide a **2-minute summary** of what you talked about.

Discussion Questions

Breakout Session 1: Setting Priorities for GHG Reduction in RI

- + Which carbon reduction strategies would you like to see prioritized in RI?**
- + What do you think are the most important factors Rhode Island should consider when implementing any of these carbon reduction strategies**
 - E.g., cost, speed of implementation, equity, or health benefits?

Report Out



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Discussion Questions

Breakout Session 2: Implementation and Equity Considerations

- + What barriers or challenges do you see that could make it hard to implement these strategies in your community**
 - E.g., such as cost, infrastructure, or public awareness?
- + How can we ensure that the benefits of these strategies, like cleaner air and more accessible transportation, reach all Rhode Islanders, including those in overburdened or disadvantaged communities?**

Report Out



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Wrap Up and Next Steps



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Next Steps

- 1. Hold two remaining public webinars to share results and collect feedback (Oct.-Nov.)
- 2. Modify draft report to reflect stakeholder input (November)
- 3. Hold final public webinar and publish the Climate Action Strategy and CCAP (December)

Public Webinar Schedule	Date/Time
Pathways to Decarbonization	Friday 10/31, 11– 1 PM
Workforce and the Green Economy	Monday 11/17, 1-3 PM

Staying in the Loop on the 2025 Strategy

Sign up to receive ongoing announcements about engagement on the RI 2025 Climate Action Strategy [HERE](#)



Sign up for updates!

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Comments Welcome!

Comments after today's session are welcome! Please submit feedback via SmartComment at <https://ri.commentinput.com/?id=em4auDNSK>



Thank You



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Appendix



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Drivers of Transportation Sector Emission Reductions

