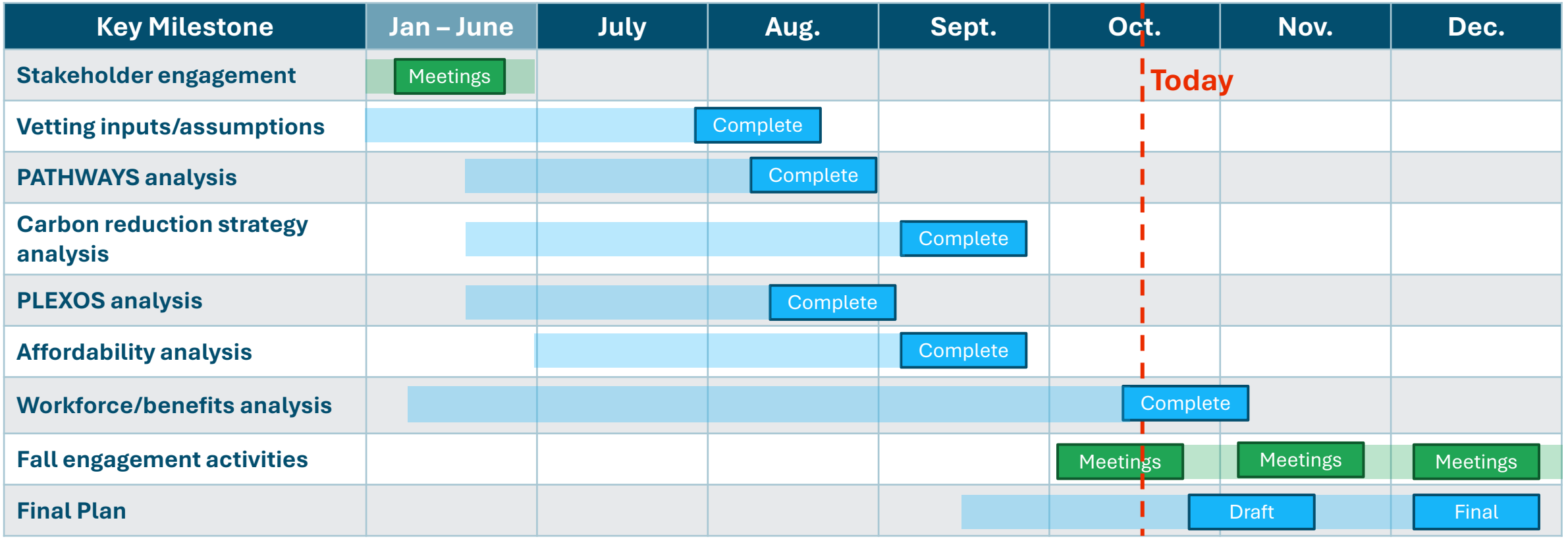
October Update on the Development of the 2025 Climate Action Strategy

RIEC4

October 23 , 2025

RI 2025 Climate Action Strategy Project Status and Timeline

+ Quantitative modeling concluded at the end of September, and E3 has moved into reporting and fall engagement activities



Focus of Oct. 16th Webinar: Potential Carbon Reduction Strategies

- **The focus of the 10/16 conversation was 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% CO_2 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

What we heard at the October 16th Strategies Webinar?

- We had a great turn out with 100+ attendees participating
- "Uncertainty" continues to be a concern highlighted on both sides of the conversation – by state leadership and participants
- We took in a lot of feedback, much of which is still being processed/addressed:
  - Will the final work product identify potential GHG reduction strategies or commit to a specific set of strategies/legislative priorities?
  - Can interested stakeholders access data behind the analysis and strategy development?
  - There were many questions raised that will be addressed in the next webinar on 10/31 on issues related to costs and impacts to rate payers
  - Education, equity and availability/accessibility of incentives continue to be hot button issues
  - Renewable Energy Standard's (RES) role in meeting GHG reduction mandates – major driver in electricity sector
  - Energy efficiency

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)*

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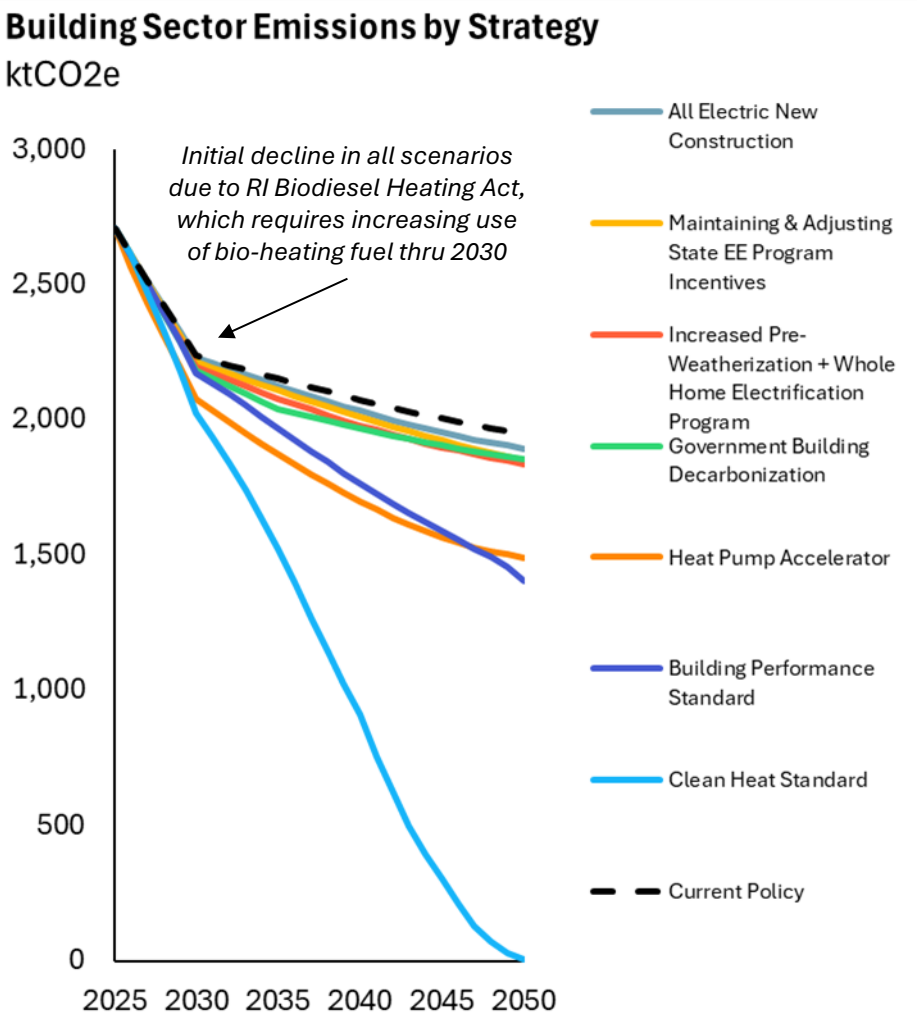
Carbon Reduction Strategies

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

Summary of Possible Carbon Reduction Strategy Results for Buildings



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***

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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

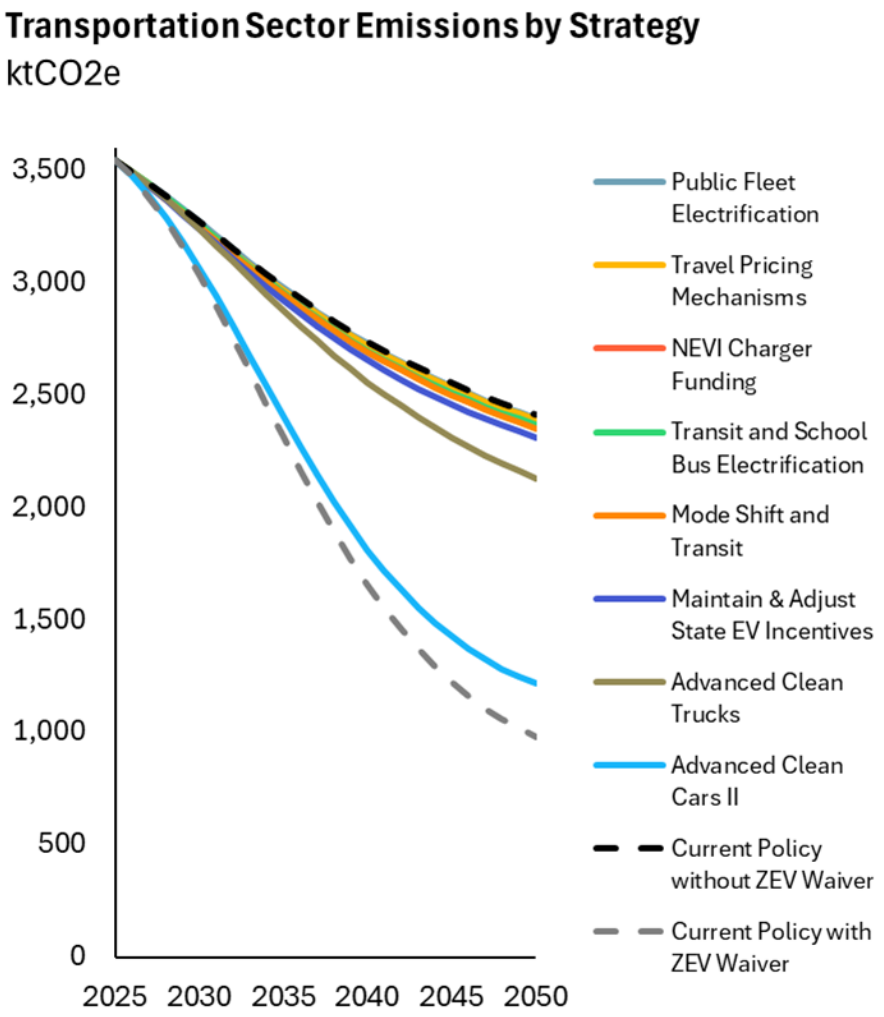
- These programs target homes that may otherwise not have access to building upgrades and address key barriers faced by low-income households
- Pre-weatherization improves the health and safety of older, less efficient homes, and can lower energy costs for homes with high energy burden

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

Summary of Possible Carbon Reduction Strategy Results for Transportation



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***

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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 are 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

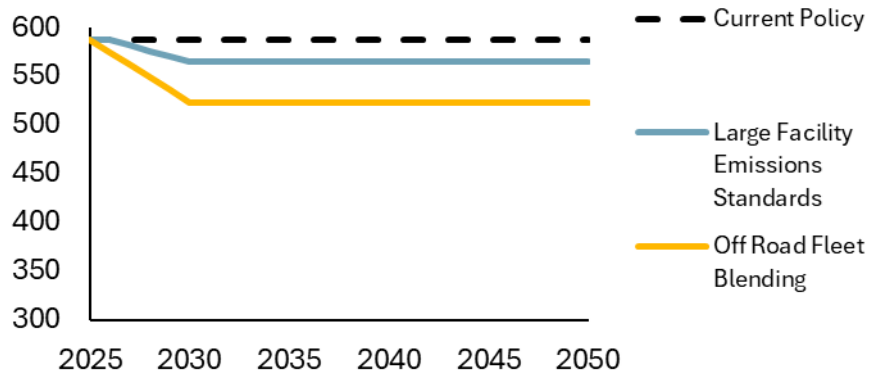
Cumulative GHG Reductions (million tons CO2e)

1.7

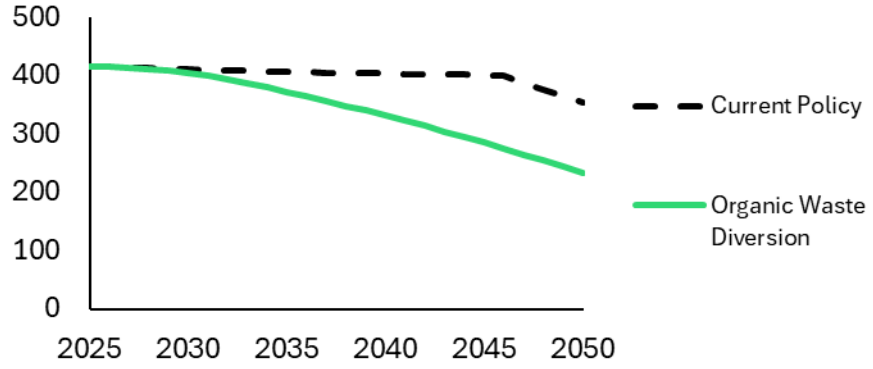
Modeling of incentive impacts on customer EV adoption based on 2025 Harvard study of federal EV policies

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***

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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

The next few weeks….

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

- Also in November, the **2023 RI Greenhouse Gas Inventory** will be released. While not the influencing the 2025 Climate Action Strategy (which is based off the 2022 GHG Inventory), it will provide the most up-to-date details on compliance with the GHG reduction mandates in the Act on Compliance.

Comments Welcome!

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