

# RI Climate Action Strategy and Comprehensive Climate Action Plan

November EC4 Meeting

November 20, 2025

RIEC<sup>4</sup>

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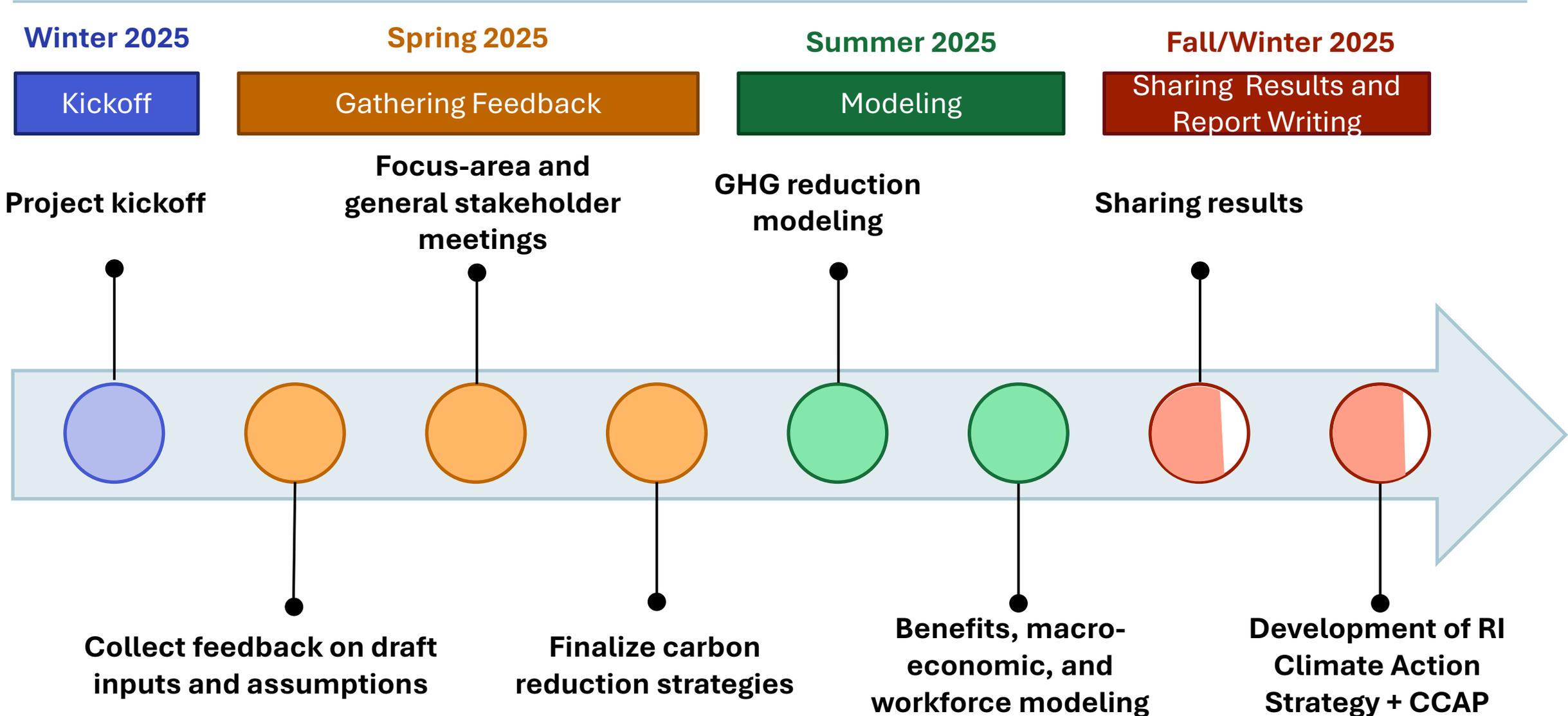


# Contents

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- + **Project progress and timeline**
- + **Fall engagement to date**
  - What we've heard from stakeholders
- + **Overview of key findings from RI Climate Action Strategy**
- + **Next steps and key dates**

# Project Status and Timeline



# Public Webinar Schedule

The results of the study are being shared with stakeholders through several engagements:



## Carbon Reduction Strategies

10/16/2025

- Near-term carbon reduction strategies RI can pursue to reduce greenhouse gas (GHG) emissions and stay on track to meet its 2030 climate goals



## Pathways to Decarbonization

10/31/2025

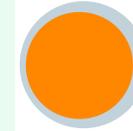
- Economywide GHG reduction trajectories under multiple scenarios
- Technology adoption and changes to energy demand.
- Implications for the electric sector
- Projection of household energy bills



## Workforce and the Green Economy

11/17/2025

- Assessment of Rhode Island's current labor supply, existing skill gaps, and training needs to meet the state's near- and long-term climate goals.
- Estimates of job growth driven by clean energy investments.
- Strategies and partnerships required to equitably build a skilled workforce for emerging employment opportunities



## Final 2025 Climate Action Strategy

December 2025

- Presentation of the final 2025 Climate Action Strategy and CCAP in December 2025

**Complete**

# Summary of Feedback Heard from Recent Webinars

Webinar	Feedback Heard
<b>Carbon Reduction Strategies (10/16)</b>	<ul style="list-style-type: none"> <li>Stakeholders emphasized <b>cost and affordability</b> as significant barriers to implementing climate strategies – calling for financing mechanisms, equitable incentives, and measures to lower electricity costs</li> <li>Participants emphasized that <b>political will and adequate funding</b> would be required for strategy implementation</li> <li>Stakeholders stressed the need for <b>trusted local ambassadors, better outreach, and clear communication</b> to build public trust</li> </ul>
<b>Pathways to Decarbonization (10/31)</b>	<ul style="list-style-type: none"> <li>Participants expressed concern that electrification and decarbonization goals—especially EV and heat pump adoption—are <b>unrealistic without new funding sources</b>, sustained incentives, and strategies to reduce high upfront and electricity costs.</li> <li>Participants felt the plan may <b>underestimate the challenge in reaching 2030</b> goals</li> <li>Attendees repeatedly requested access to the full draft report and modeling assumptions</li> </ul>
<b>Workforce and the Green Economy (11/17)</b>	<ul style="list-style-type: none"> <li>Stakeholders emphasized the need for <b>automotive retraining programs and union or industry partnerships</b> to help workers transition into clean energy jobs</li> <li>Stakeholders are interested in seeing the identification of potential <b>funding sources to build career pathways</b> that incorporate re-skilling</li> <li>Participants expressed concerned about <b>declining incentives as barriers</b> to clean energy economy growth</li> <li>Rhode Islanders are eager to see clearer data on job forecasts, <b>transparent reporting</b>, and positive messaging to build confidence</li> </ul>

## Key Findings

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# Summary of Key Findings

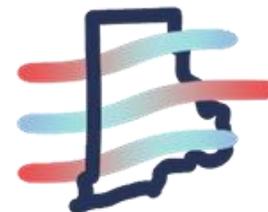
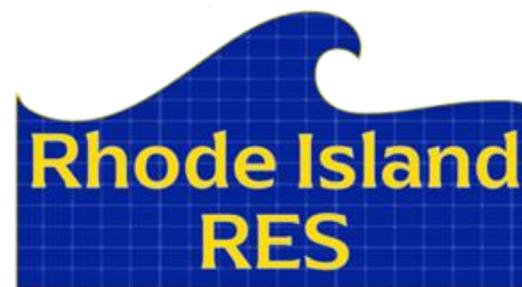
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- 1. Current state laws and policies are projected to meet RI's 2030 target, but uncertainties remain**
- 2. There are many near-term GHG reduction strategies RI can pursue to stay on track for climate goals**
- 3. RI stakeholders are calling for implementation of programs and near-term action to ensure RI meets the 2030 target**
- 4. Meeting climate goals will shift the way Rhode Islanders use technology and energy**
- 5. Economy-wide decarbonization entails costs, but the projected societal benefits of reducing GHG emissions are projected to outweigh the costs**
- 6. Decarbonized technologies vary in cost – some, like EV charging, are often cheaper, while others may require support to be competitive in the near future**
- 7. Climate action is projected to deliver public health benefits for RI**
- 8. Rhode Island's clean energy economy will add thousands of new jobs by 2035**
- 9. The RI Climate Action Strategy can advance equity if the risks and barriers are considered and addressed**

# 1. Current state laws and policies are projected to meet RI's 2030 target, but uncertainties remain

## + Emissions reductions under current policies are driven by:

- The **Renewable Energy Standard (RES)**, which requires that 100% of retail electricity sales are met with renewable sources by 2033
- Existing **State Energy Efficiency Programs**, which encourage weatherization and appliance efficiency upgrades in buildings
- Existing state heat pump incentive programs like **Clean Heat RI**, which encourages heat pump adoption in buildings
- Existing state electric vehicle incentives such as through the **DRIVE EV** program
- High levels of zero emission vehicle (ZEV) adoption in line with the **Advanced Clean Cars II (ACCI)** and **Advanced Clean Trucks (ACT)** rules, which are requirements for automakers to sell a growing percentage of new zero-emission vehicles over time



Clean Heat  
Rhode Island

## 2. There are many near-term GHG reduction strategies RI can pursue to stay on track for climate goals

Sector	#	Strategy	Description
 <b>Transportation</b>	1	Public Fleet Electrification	RI's greatest opportunities to cut transportation emissions lie in <b>reducing overall driving and accelerating the transition to zero-emission vehicles</b> . The state can explore strategies such as ACCII/ACT, public transit improvements, maintained/adjusted EV incentives, and supportive EV charger infrastructure.
	2	Travel Pricing Mechanisms	
	3	NEVI Charger Funding	
	4	Transit & School Bus Electrification	
	5	Mode Shift and Transit	
	6	Maintain and Adjust State EV Incentives	
	7	Advanced Clean Trucks (ACT)	
	8	Advanced Clean Cars II (ACCII)	
 <b>Buildings</b>	9	All Electric New Construction	Decarbonizing RI's building sector will require <b>accelerating electrification and efficiency</b> . The state can pursue strategies such as maintained/adjusted existing efficiency and heat pump incentive programs, continued involvement in the HP accelerator program, and potential new programs like a BPS or CHS.
	10	Maintaining/Adjusting Existing State EE Program Incentives	
	11	Increased Pre-Weatherization + Whole Home Electrification Program	
	12	Government Building Decarbonization	
	13	New England Heat Pump Accelerator	
	14	Building Performance Standard (BPS)	
	15	Clean Heat Standard (CHS)	
 <b>Industry</b>	16	Large Facility Emissions Standards	Strategies such as facility standards and off-road renewable fuel blending can help decarbonize industry.
	17	Off Road Fleet Renewable Fuel Blending Requirements	
 <b>Waste</b>	18	Organic Waste Diversion	A key strategy for waste emissions is organic waste diversion through anaerobic digestion or composting.

### 3. RI stakeholders are calling for implementation of programs and near-term action to ensure RI meets the 2030 target

- + Throughout the stakeholder engagement process, participants emphasized the importance of moving from planning to implementation
- + Specifically, stakeholders want to see the state advancing climate policies and programs that achieve emissions reductions while promoting equity



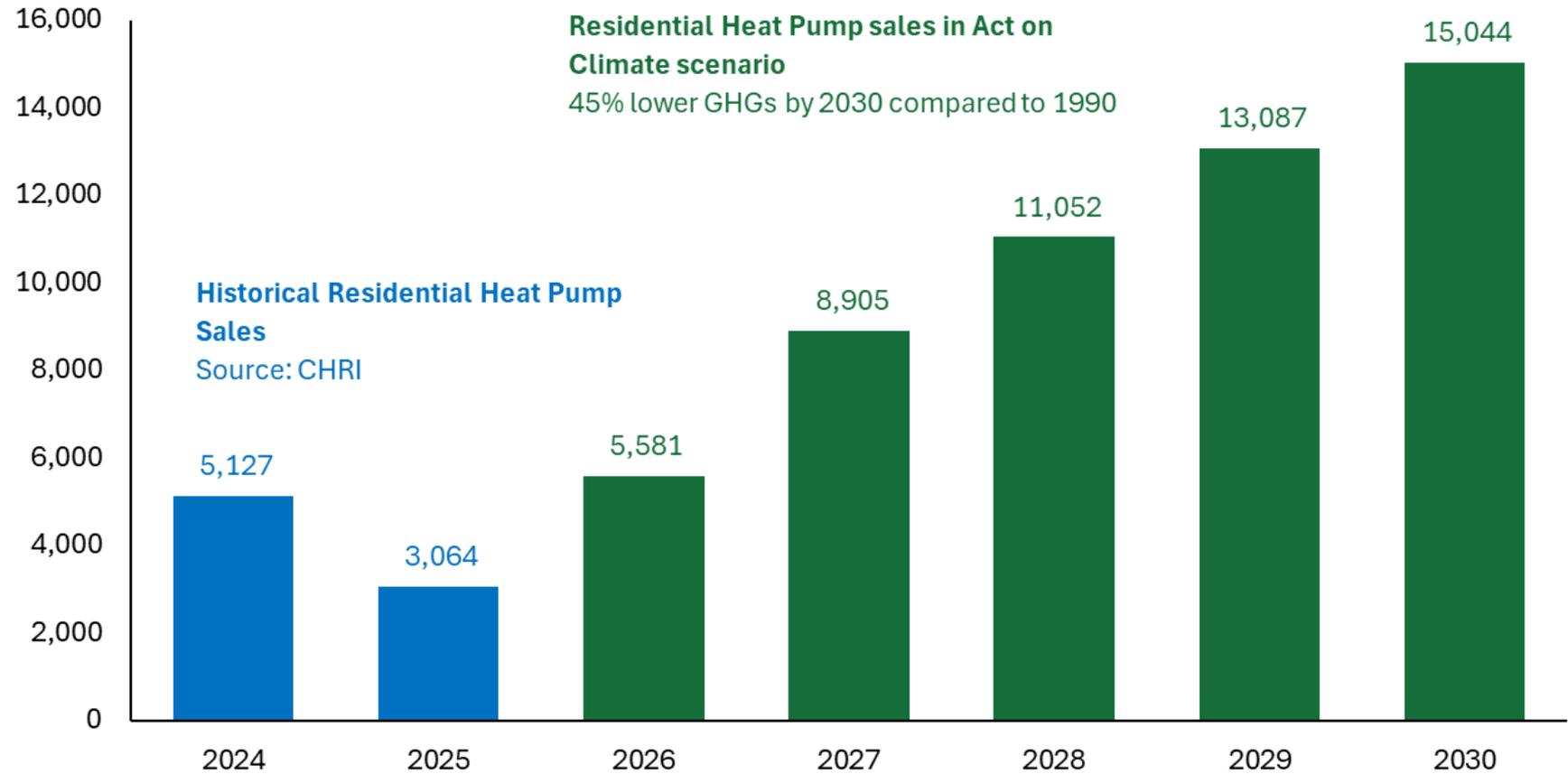
Photo from the Newport in-person engagement session in May 2025

# 4. Meeting climate goals will shift the way Rhode Islanders use technology and energy



## Impact on space heating and heat pump adoption

### Annual Heat Pump Sales in Act on Climate Scenario



An increase in annual heat pump sales between now and 2030 is required to reach GHG mandates as set out in the Act on Climate

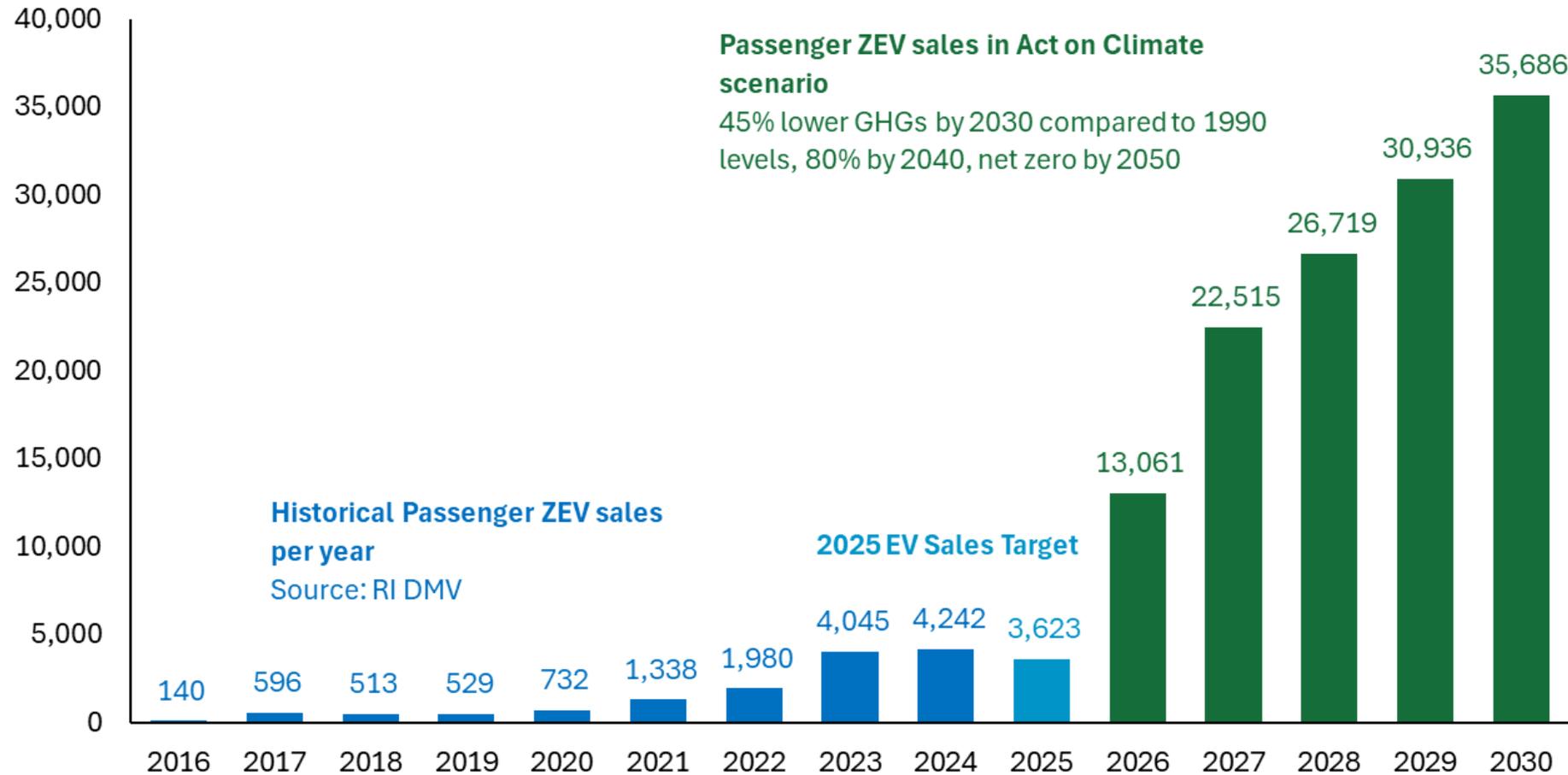
Heat pump sales over the next five years are expected to be bolstered by incentives from Clean Heat Rhode Island Program, Home Efficiency Rebate Program, and the New England Heat Pump Accelerator Program, but additional programs/regulations may be needed to achieve sales levels modeled in the Act on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

# 4. Meeting climate goals will shift the way Rhode Islanders use technology and energy



Impact on transportation and EV adoption

## Annual EV Sales in Act on Climate Scenario



An increase in annual EV sales between now and 2030 is required to reach the next Act on Climate mandated GHG reduction target

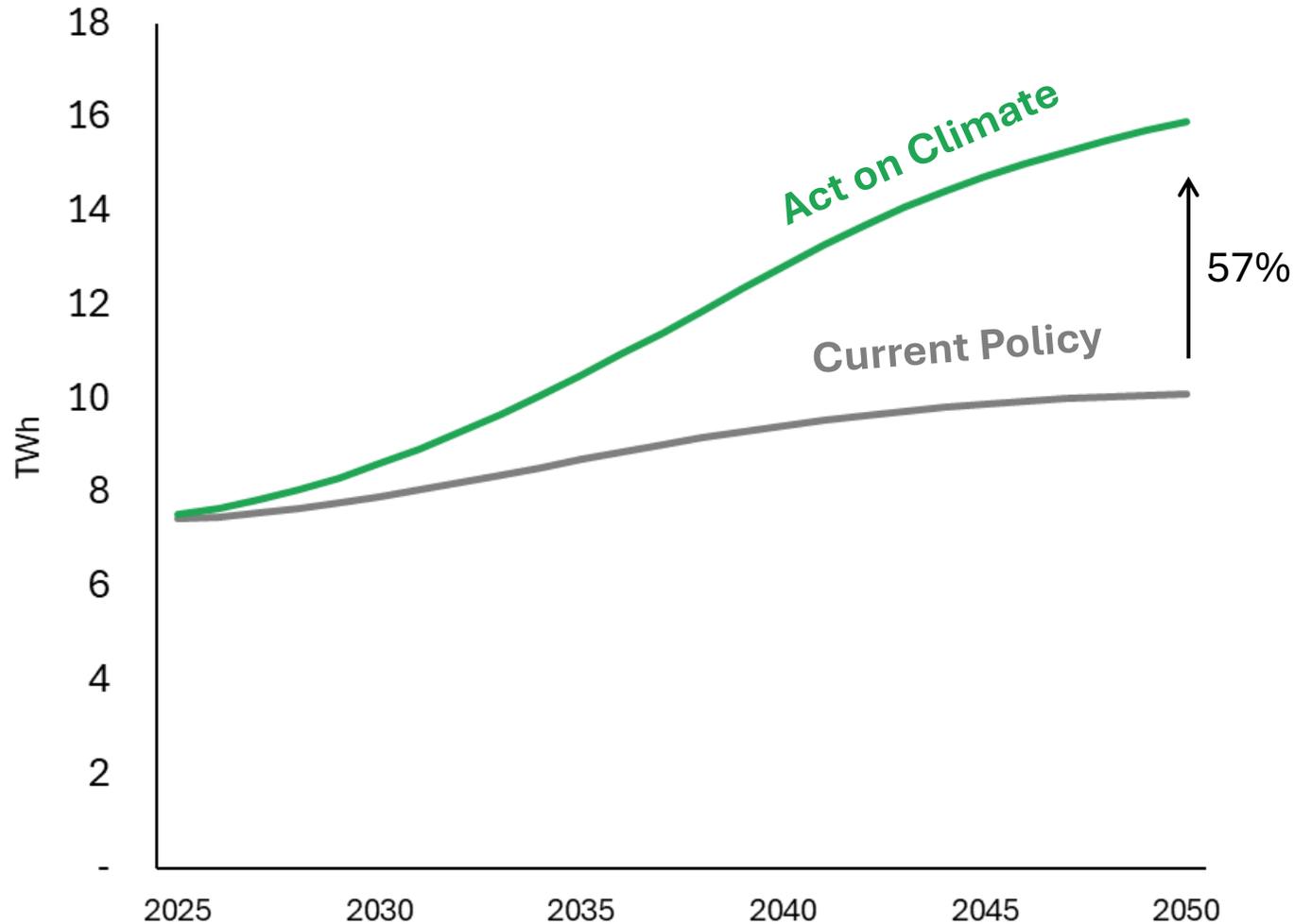
The OBBBA terminates the \$7,500 EV tax credit at the end of September 2025.

Despite lack of Federal funding, RI offers EV incentives like DRIVE EV – extending these incentives can help increase EV adoption

# 4. Meeting climate goals will shift the way Rhode Islanders use technology and energy



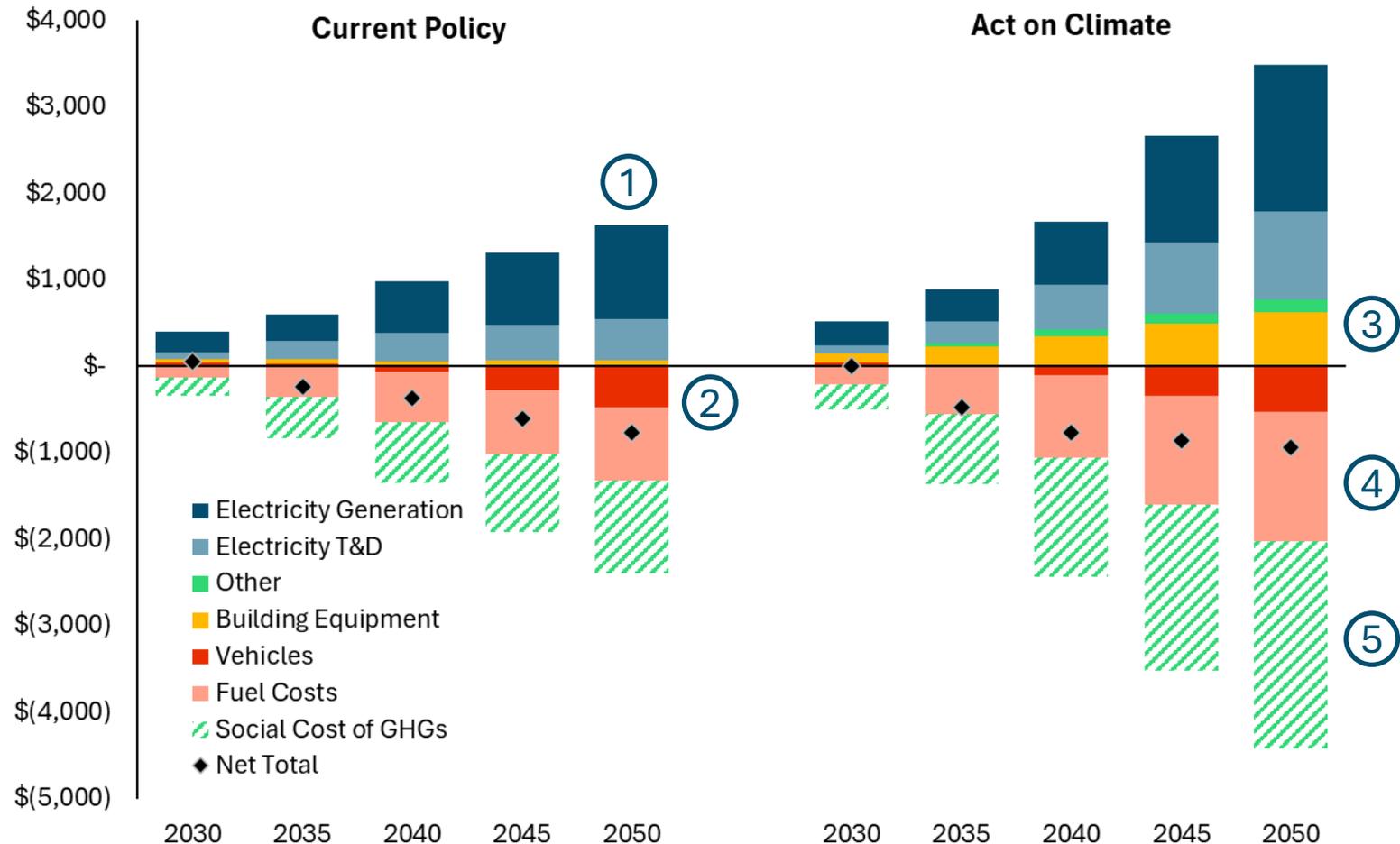
## Impact on electricity demand



- + In Current Policy, electricity demand is expected to increase – mostly due to widespread vehicle electrification from ACCII/ACT
- + In the Act on Climate scenario, building and industrial electrification leads to further increasing electricity demand, leading to a 57% increase compared to Current Policy by 2050

# 5. Economy-wide decarbonization entails costs, but the projected societal benefits of reducing GHG emissions are projected to outweigh the costs

**Societal Costs & Benefits vs Business-as-Usual**  
Million 2024\$



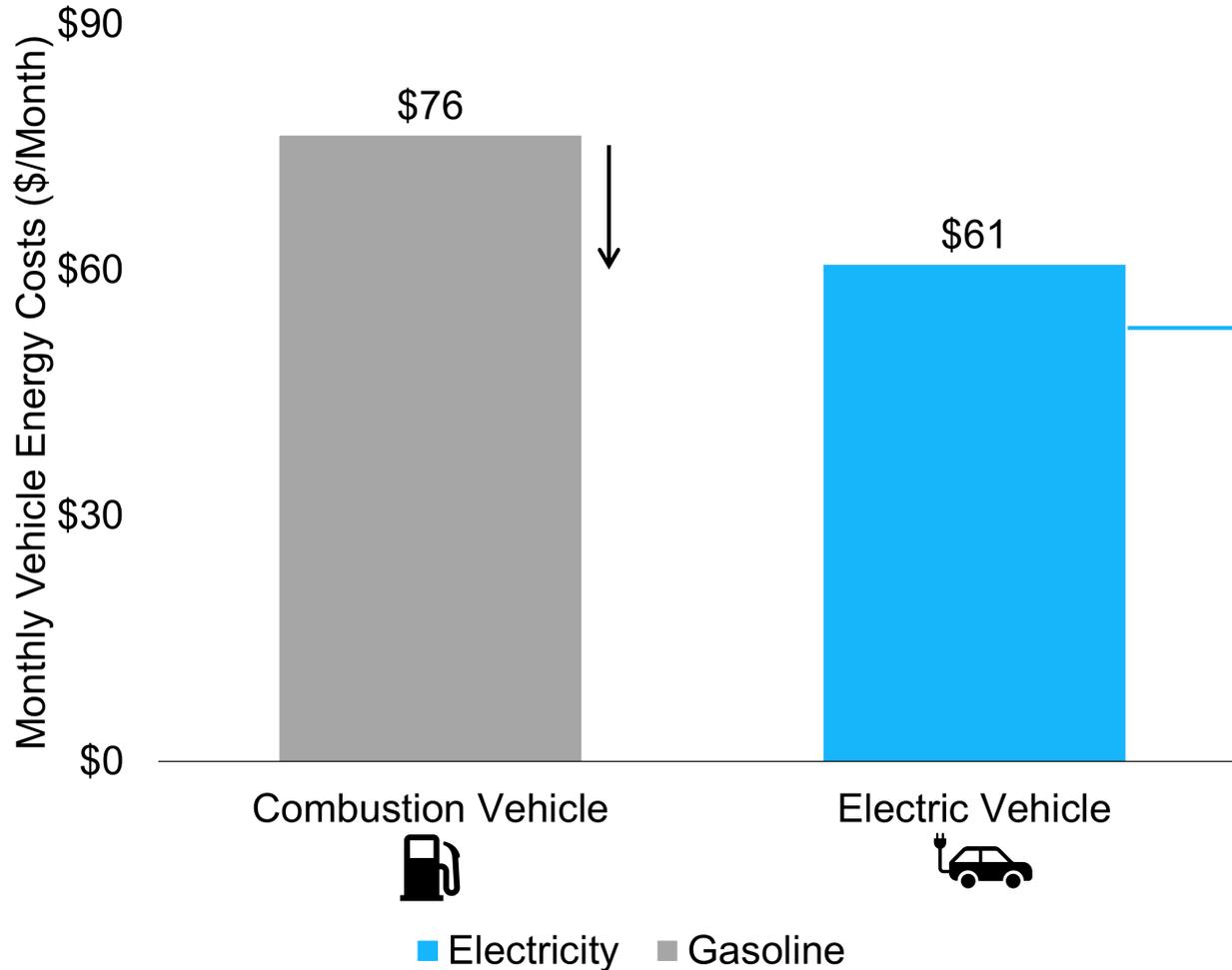
## Key Takeaways:

1. All scenarios see **increased spending on electricity** generation and transmission and distribution (T&D)
2. **EVs are predicted to become cheaper than combustion vehicles by the late 2030s**, and this combined with lower maintenance costs leads to net savings on vehicle spending
3. The increased cost of heat pumps vs fossil equipment means **scenarios with high building electrification require higher spending on building equipment**
4. All scenarios have **lower spending on conventional fuels due to electrification**
5. **Decarbonizing RI's economy shows net benefits when the societal cost of GHGs is included**

## 6. Decarbonized technologies vary in cost – some, like EV charging, are often cheaper, while others may require support to be competitive

### Fuel costs for EV vs. combustion vehicle

#### Monthly Vehicle Energy Costs in 2025 (\$/Month)



The *fueling costs* for an electric vehicle are lower than a combustion vehicle in 2025 and 2030 due to the higher costs of gasoline.

There are also ~\$360/year additional savings from avoided operations & maintenance.

#### Notes:

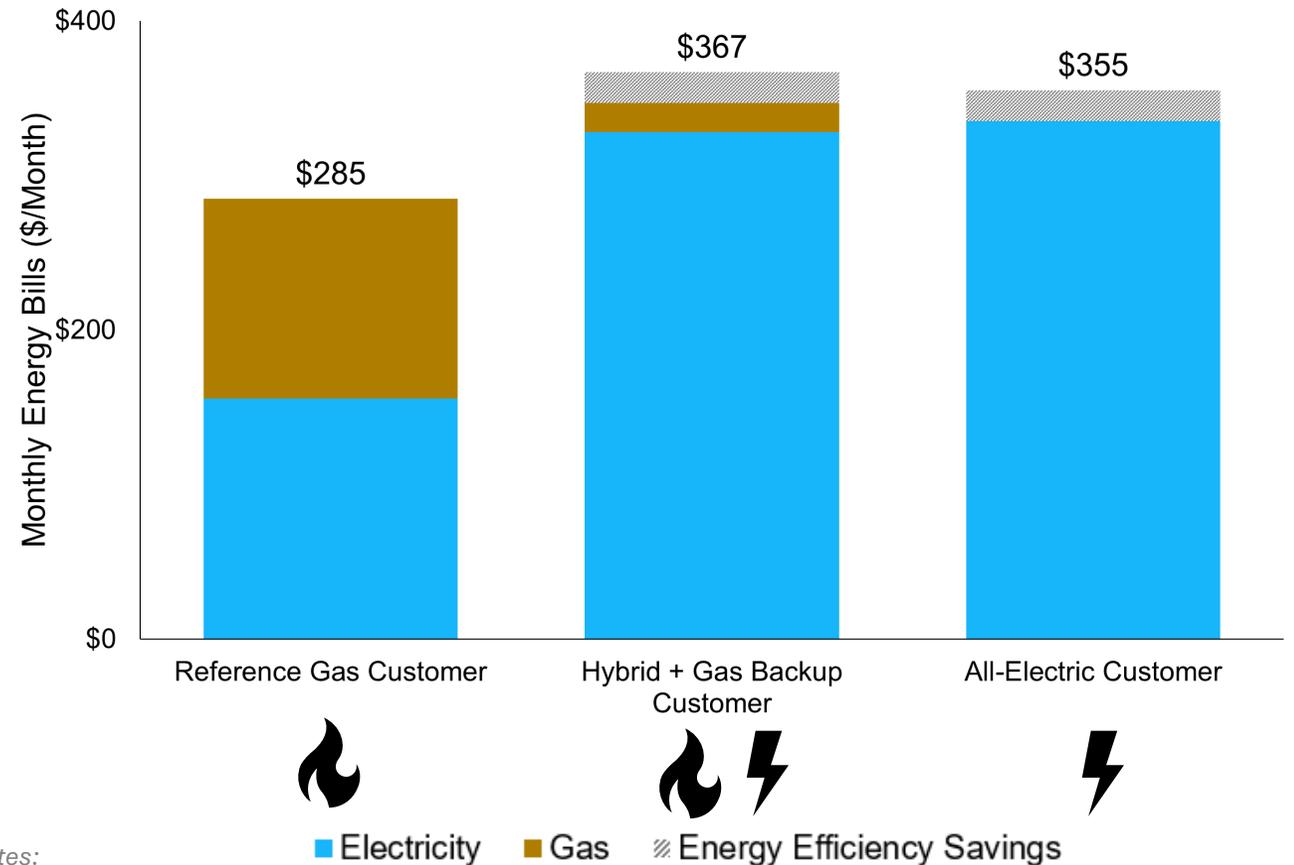
- EV charging can offer savings compared to gasoline vehicles, but actual benefits will depend on factors like vehicle efficiency, driving patterns, and charging behavior.
- Assumes gasoline prices of \$2.96/gallon in 2025 and \$3.14/gallon in 2030 (real 2025\$).
- Vehicle efficiencies from the E3 PATHWAYS model are incorporated into energy cost calculations
- Results shown for Single Family pre-1960 home, moderate income, with rates in the Act on Climate scenario

## 6. Decarbonized technologies vary in cost – some, like EV charging, are often cheaper, while others may require support to be competitive

### Monthly home energy bills for gas vs. electric customer

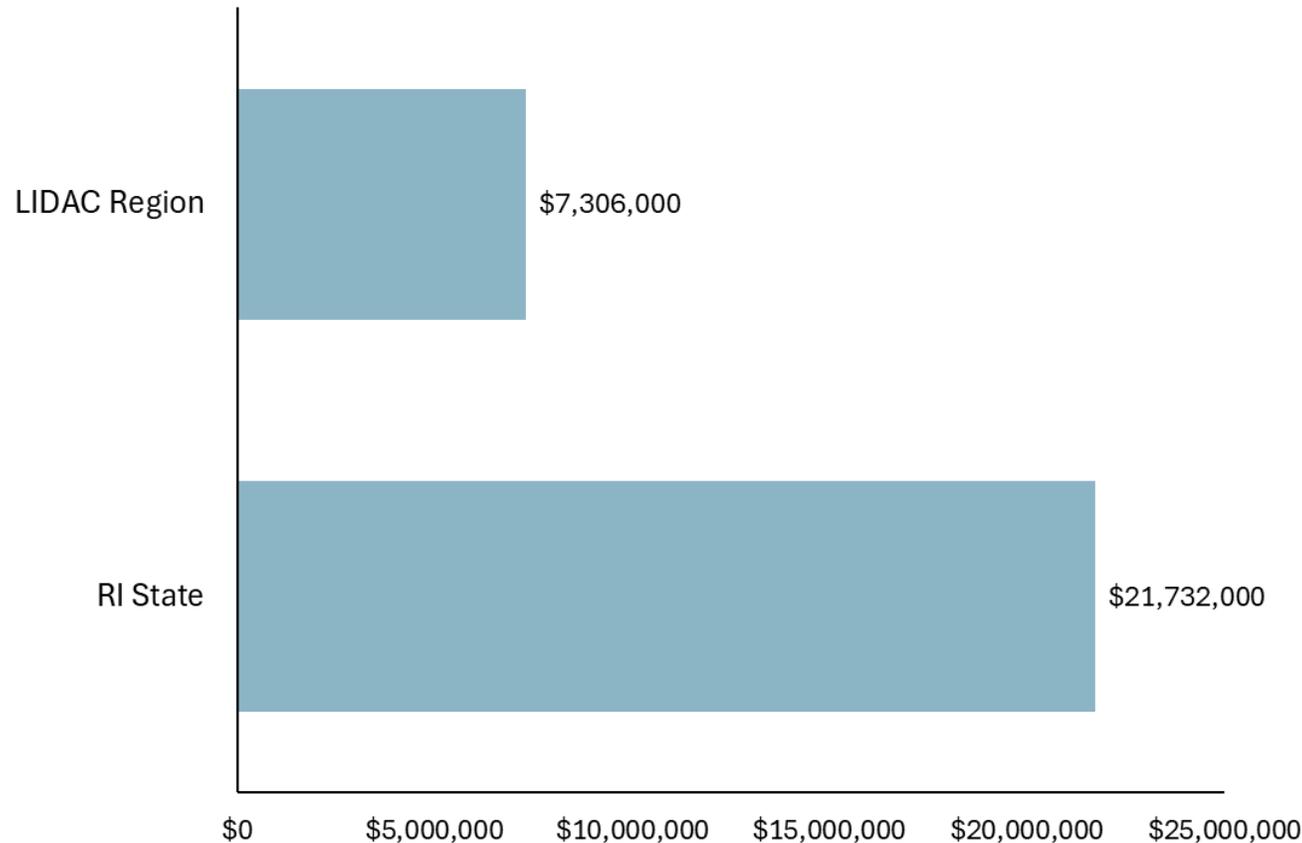
- + Current rates may lead to bill increases for gas customers adopting a heat pump; actual impacts will vary by building age, efficiency, and other site factors
- + The forthcoming PUC RI Future of Gas Policy Report and existing Technical Analysis take a deeper dive into bill impacts
- + Strategies such as alternative electric rate structures, energy efficiency retrofits, advanced meters, and smart thermostats can help mitigate the bill increases after electrification
- + Several states are already exploring heat pump-friendly rates to reduce operating costs for electrifying customers
  - Maine and Massachusetts have established seasonal heating rates
  - California has shifted some costs into a monthly fixed charge and reducing variable rates

### Monthly Home Energy Costs in 2025 (\$/Month)



# 7. Climate action is projected to deliver public health benefits for RI

## Avoided Health-Related Costs from 2023-2035



- + Climate action in Rhode Island can improve public health in RI by lowering exposure to fine particulate matter (PM2.5)
- + Most avoided health impacts include instances of acute respiratory symptoms, asthma symptoms, and asthma exacerbation
- + Between 2023-2035, the reduction in pollution is expected to prevent roughly \$22M in health-related costs statewide, with LIDAC communities receiving over one third of the benefits (\$7M)

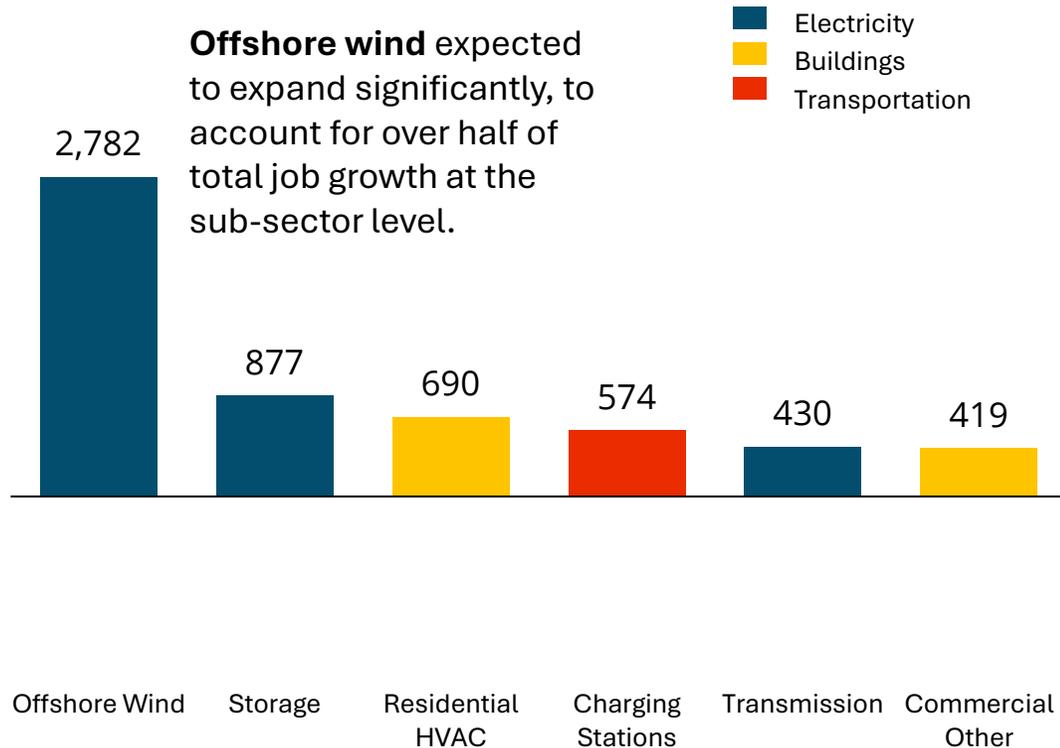
Notes:

- Assumes net present value (NPV) with 3% discount rate

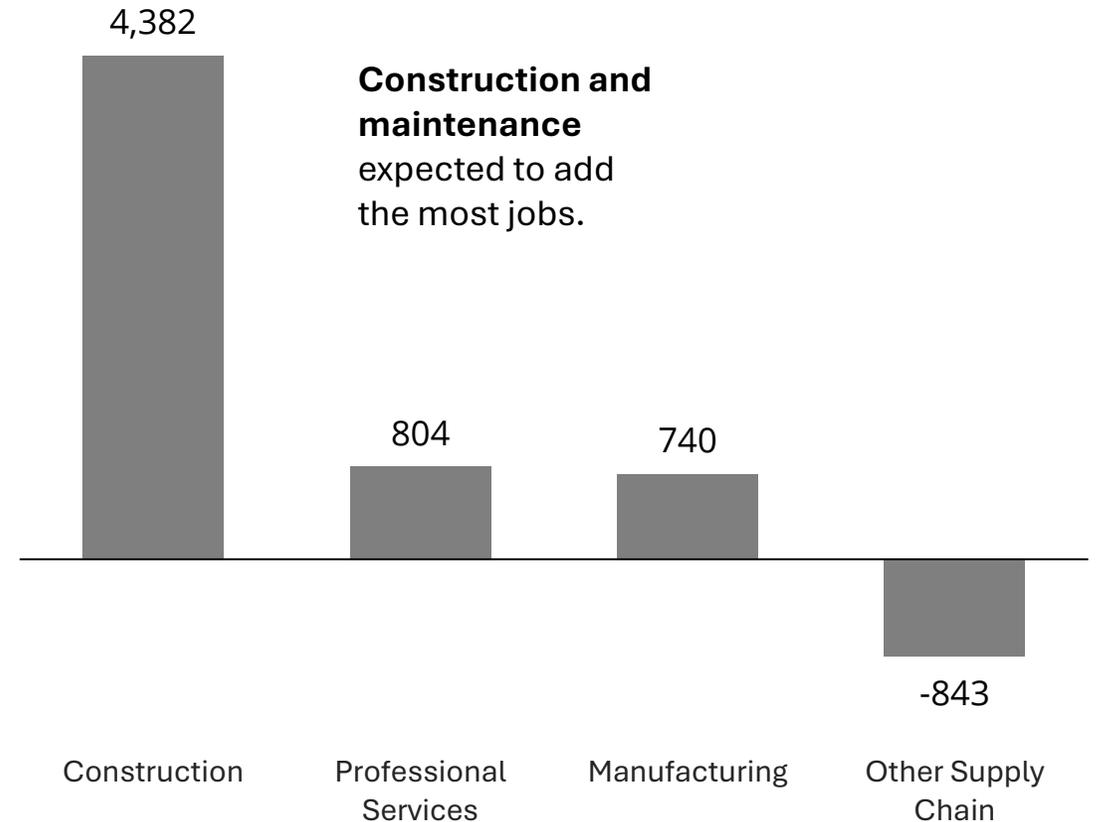


# 8. Rhode Island's clean energy economy will add thousands of new jobs by 2035

Growth by Subsector, 2023-2035



Energy Employment Projections by Value Chain, 2023-2035



Note: Offshore wind capacity projections reflect modeling assumptions that the current federal leasing and permitting restrictions would be resolved within the next several years. Under this assumption, new OSW project timelines were shifted approximately five years later than initially planned, rather than eliminated entirely. This approach assumes continued progress toward lifting the federal ban, as well as recent developments such as Ørsted's successful legal challenge allowing work on the Revolution Wind project to proceed.

## 9. The RI Climate Action Strategy can advance equity if the risks and barriers are considered and addressed

### Potential Risks & Equity Considerations

- **High upfront equipment costs** can be a barrier for low-income households, even with rebates.
- **Tenants have limited control** over property upgrades and associated health, comfort, and monetary benefits.
- **Gaps in EV charging infrastructure** can limit adoption and benefits from transportation electrification.
- **Targeted training programs** and wraparound services are needed to ensure equitable job access.
- **Trusted and comprehensive information** about available programs and career pathways is needed for residents to make career decisions.
- **Home upgrades increase property values**, increasing risk of gentrification and displacement.

### Potential Benefits & Equity Opportunities

- **Maintaining and expanding incentive programs** can reduce upfront costs for EE and electrification.
- **Pre-weatherization and whole home upgrades** could address health and safety barriers that prevent participation in existing programs.
- **Improved public transportation** (enhanced routes, frequency, and affordability) improves mobility and reduces GHGs.
- **Creation of high-quality, local jobs** in clean energy, electrification, and infrastructure, especially with workforce pipelines in EJ areas.
- **Air quality improvements** from reduced fossil fuel use benefits communities with higher asthma and health risks.
- **Expanded climate education** can build understanding of societal benefits and encourage residents to participate.

# Next Steps and Key Dates

- + Release Executive Summary (Draft) for public comment, with public comment due on 12/10
- + EC4 is developing recommendations for the Climate Action Strategy - ongoing
- + Continue to finalize CCAP for submission to EPA on 12/1
- + Continue to refine final draft of RI Climate Action Strategy with distribution to EC4 members on 12/15 and simultaneous public release

Key Dates	
Friday 11/21 or Monday 11/24	Release RICAS Executive Summary to Public
Monday 11/24 – Wednesday 12/10	Public comment on Executive Summary
Monday 12/1	CCAP due to EPA
Monday 12/15	Final report released
Thursday 12/18	EC4 reviews and votes on RI Climate Action Strategy
Friday 12/19	Final public webinar to share Strategy (details shared soon!)

# Comments Welcome!

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



**Thank You**

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