

Name: Alexander Naydich

Bill number: H 7112

Viewpoint: For

We must dramatically increase EV adoption in Rhode Island to meet our mandatory 2030 emissions reductions targets mandated by 2021's Act on Climate law. A 2016 report prepared by the Executive Climate Change Coordinating Council (EC4) determined that Rhode Island must achieve 34% adoption of EVs by 2035 just to meet the less-stringent emissions reductions targets previously laid out by the 2014 Resilient Rhode Island Act (source #1). 2021's Act on Climate updated these targets and shifted them 5 years sooner, to 2030. However, a new report just released by RIDOT, RI OER, and the RI DMV calculated that EVs (including BEVs and PHEVs) still comprise less than 1 percent of total light-duty vehicles registered in Rhode Island (source #2). Thus, Rhode Island has less than 10 years to close the gap between <1% and 34% and must do everything in its power to encourage EV adoption. This includes building out appropriate charging infrastructure, particularly for residents of multi-unit dwellings, who currently have no option to charge an EV overnight at their place of residence (the primary and most feasible mode of charging for most EV owners).

Bill H 7112 would mandate the installation of EV chargers (accounting for 4-6% of all parking spaces) in new or expanding parking lots of private housing developments with more than 20 units. This is a start, but the bill doesn't go nearly far enough. According to the Rhode Island State Data Center, just 19% of Rhode Island's multi-unit dwellings contain 20 units or more (source #3). Thus, even with the additional charging capacity proposed by the current version of the bill, 80%+ of Rhode Island's residents living in multi-unit dwellings will still have no option to charge overnight at their place of residence, and thus a very high bar to EV adoption.

As a personal experience, I am a resident of a housing complex with less than 20 units who had to ask his landlord to install a Level 2 charger. I now own an EV, but my purchase of that EV was entirely dependent on my landlord's willingness to install the charger—and such situations are extremely rare.

Please vote yes on this bill and amend it to also include dwellings of less than 20 units!

Sincerely,

Alexander Naydich (Providence)

Sources:

- 1) "Rhode Island Greenhouse Gas Emissions Reduction Plan," Executive Climate Change Coordinating Council (EC4), Dec. 2016
- 2) "Electrifying Transportation: A Strategic Policy Guide for Improving Public Access to Electric Vehicle Charging Infrastructure in Rhode Island," RIDOT, RI OER, & RI DMV, Dec. 2021.
- 3) "Housing Structures and Costs in Rhode Island," Rhode Island State Data Center Census Data Bulletin, Jan. 2014.