

Trafton testimony in support of House resolution 7353
House Corporations Committee, March 7, 2024

Dear Chairman Solomon and Honorable Members of the House Corporations Committee,

I am Peter Trafton, of Providence Rhode Island, writing to support a resolution by Representative McGaw's and colleagues that requests Rhode Island Energy, with the Public Utilities Commission, to propose a new multiyear electric vehicle program. The program's intent is to provide incentives for installation of electric vehicles and charging facilities, and thus promoting Rhode Island's transition from fossil fuel energy to renewable energy for the transportation sector, which is currently a major contributor to our state's greenhouse gas emissions.

At the moment Rhode Island has no incentives or other promotions of EV charging facilities. The lack of such chargers is a disincentive to the purchase and use of EV's, and thus delays our states energy transition.

Other states are ahead of us. Make Ready programs, like those of Massachusetts and New York, like those of our former energy utility National Grid, and even some states like Georgia, provide support from utilities for the necessary power connections for EV chargers (EVSE – "electric vehicle supply equipment"). A recent Rhode Island program with limited funding supported EV charger purchase, but not the electrical connections. Furthermore, it has run out of funding.

A large majority of Rhode Island's transportation GHG emissions are due to light vehicles – cars and pickup trucks. Less than 1% of these are EV's. The EC4 has set a 10% goal for 2030, but that is less than we need to achieve the goals of the Act on Climate. We must do better. Prospective EV buyers should feel confident that they will have access to charging facilities where they live, where they work, where they shop and play. McGaw's resolution promotes this.

The electric utility will benefit substantially from the increased business that comes from delivering vehicle energy electrically instead of with gasoline. Their increased sales are directly related to the installation of EV chargers. They should share in the cost from which they will benefit.

EV charging can be accomplished during off-peak electricity use hours, to the advantage of the utility and at a lower cost and price for the state and its drivers. Technology is readily available for this, largely using instrumentation already present in most EV's. Thus, a further benefit and stimulus for EV ownership would be creation of off-peak billing of electricity for EV charging, arranged so that the savings would be distributed to the users rather than retained by the utility. Rep McGaw's resolution provides for off-peak EV charge billing in Rhode Island.

Please support House resolution 7353. We need it for the future of Rhode Island. We need it as soon as possible.

Respectfully submitted,

A handwritten signature in black ink that reads "PG Trafton". The letters are cursive and somewhat stylized, with the first name "Peter" being more legible than the last name "Trafton".

Peter G Trafton, MD

