



Meeting the Goals to Reduce Greenhouse Gas Emissions

House Committee on Oversight, Subcommittee on Energy

Presented May 15, 2023 by Pamela Cotter, RIDOT Administrator of Planning (Acting)



On April 14, 2021, Governor Dan McKee signed into law the 2021 Act on Climate, which sets mandatory, enforceable climate emissions reduction goals leading the state to achieve net-zero emissions economy-wide by 2050.



RIEC⁴



RHODE ISLAND 2022 CLIMATE UPDATE

RI EXECUTIVE CLIMATE CHANGE COORDINATING COUNCIL



APPROVED DECEMBER 15, 2022 BY THE RIEC4

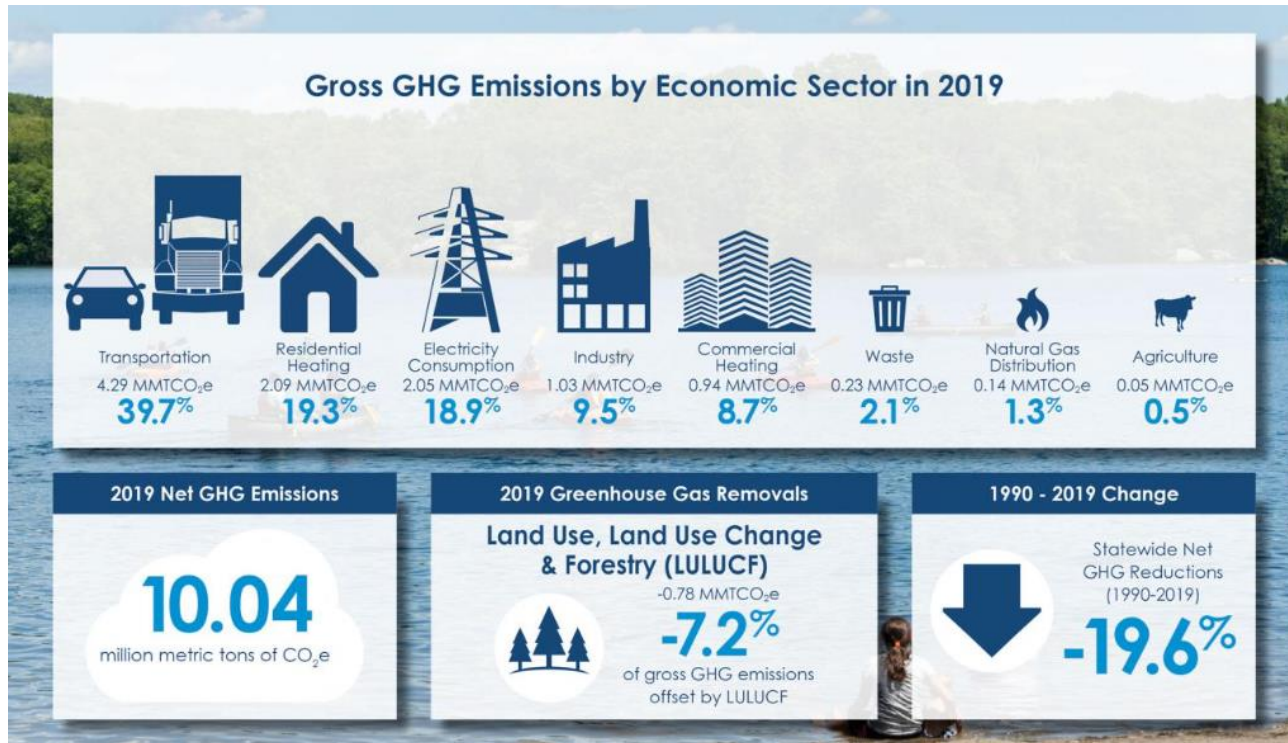
The Act on Climate required that the RI Executive Climate Change Coordinating Council (EC4) deliver the *2022 Climate Update*.

After a 14-month process involving substantial stakeholder engagement, research, and coordination among the 13 state agencies of the EC4, the 2022 Climate Update was completed in December 2022 and serves as a benchmark and updated foundation for Rhode Island's climate work ahead.

The EC4 is led by Department of Environmental Management Director Terry Gray as Chair and Chris Kearns, Office of Energy Resources Commissioner, as Vice Chair.

In addition to DEM, OER and RIDOT, other state agencies on the Council include RIPTA, DOA, the Division of Statewide Planning, RIEMA, Commerce, Health, EOHHS, CRMC, DPUC and the Rhode Island Infrastructure Bank





The transportation sector is the largest source (39.7%) of greenhouse gas emissions in Rhode Island.

Two immediate ways to reduce emissions in the transportation sector are:

- Consume less fuel; and
- Consume lower-emissions fuel

Summary of Priority Actions for the Transportation Sector

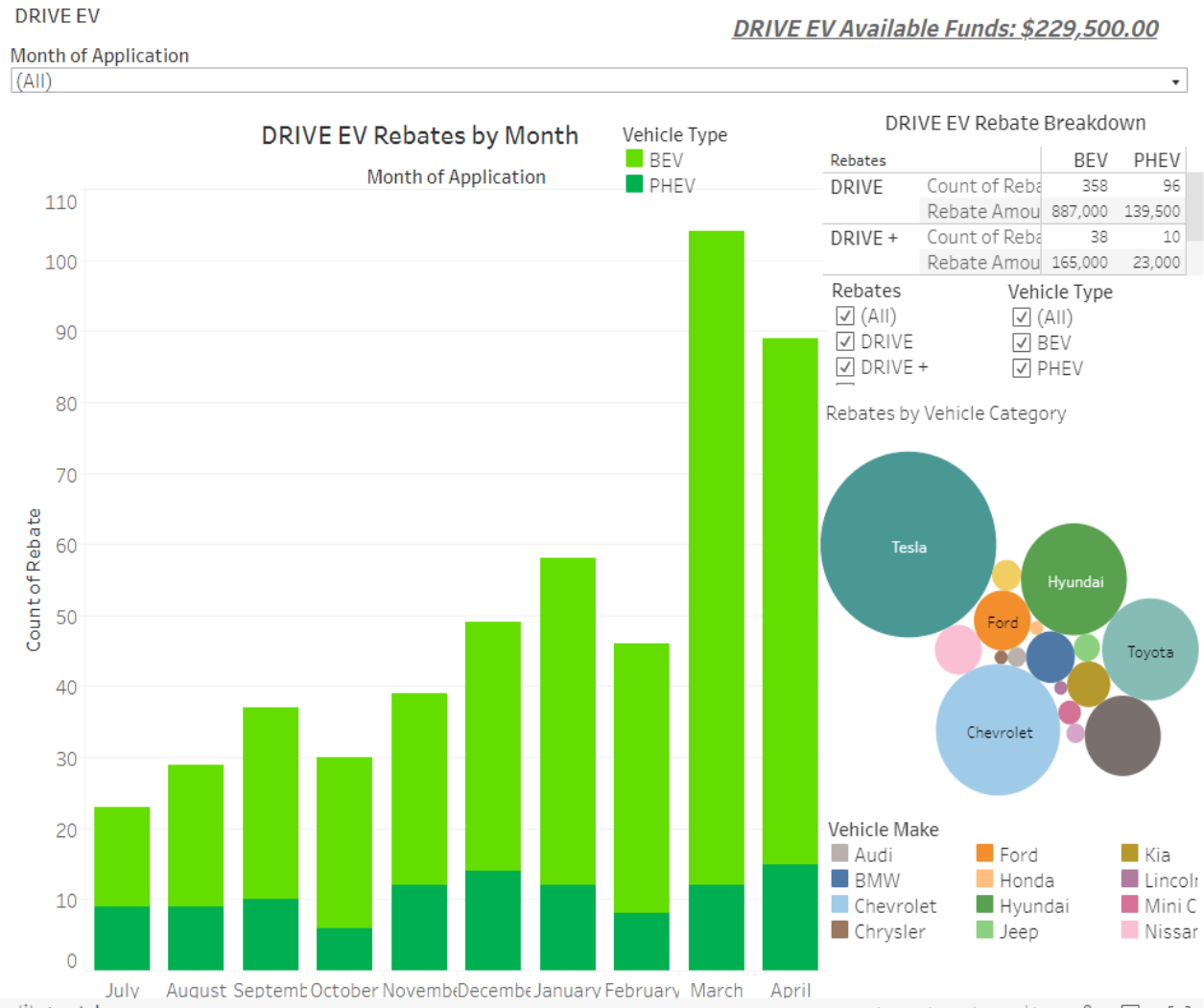
Action	Impact	Lead(s)
Increase light-duty ZEV penetration to at least 10% by 2030.	The GHG emission impacts of this action will be modeled as part of the 2025 Climate Strategy.	Administration (RIDOT, RIDEM, OER, DMV, Commerce, RIIB)
Implement Transit Forward RI 2040, Rhode Island's Transit Master Plan, to grow transit ridership from 53,000 to 87,000 daily passenger trips. Look to the Transit Master Plan and Bicycle Mobility Plan for next steps and consider committing resources to key projects.	The GHG emission impacts of this action will be modeled as part of the 2025 Climate Strategy	RIPTA, Division of Statewide Planning, RIDOT
Reduce RIPTA's carbon footprint by decarbonizing Rhode Island's transit fleet.	The GHG emission impacts of this action will be modeled as part of the 2025 Climate Strategy	RIPTA
Maintain increasing fuel economy and low-and zero-emission vehicle standards	The GHG emission impacts of this action will be modeled as part of the 2025 Climate Strategy	RIDEM
Incentivize electric mobility	Enables switch to electric vehicles	Office of Energy Resources
Model climate impacts of transportation demand (in Unified Planning Work Program)	Allows weighing climate impacts of transportation investment decisions among policy objectives	Division of Statewide Planning, RIDOT and RIDEM
Develop 'complete streets' state plan leveraging federal funding	Reduces fuel consumed through decrease in vehicle miles traveled and encourages lower-emissions mobility	Division of Statewide Planning, RIDOT and RIPTA

The 2022 Climate Update features of matrix of Priority Actions that need to be taken to reduce GHG emissions in the Transportation Sector.

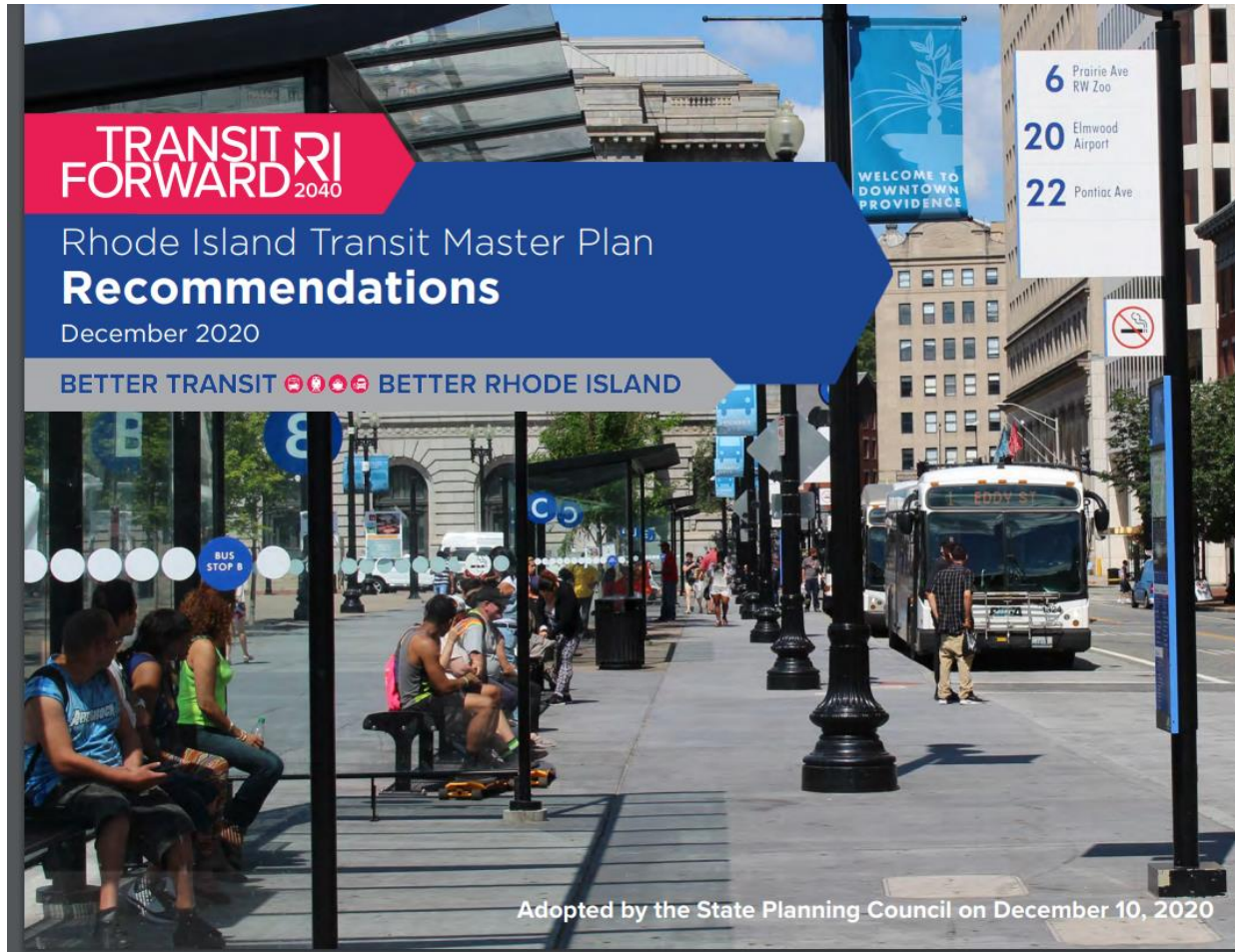
Five of the seven actions affect RIDOT, along with other state agencies.

As of April 30th, a total of 504 rebates for the DRIVE EV Rebate Program have been issued by OER.

This includes incentives for both fully electric and hybrid vehicles, and even e-bikes.



Source: [DRIVE EV Program Statistics | drive](#)



While RIPTA's portion of the Transit Master Plan is largely unfunded, RIDOT has made strides in implementing it by opening the highly successful Pawtucket-Central Falls Transit Hub, which has 400 boardings (daily) each for train and bus service.

RIDOT continues to seek new rail investment opportunities, including applying for a FRA CRISI grant to provide electrified rail lines in the state and completing engineering designs for an Amtrak stop at TF Green International Airport.

This summer will mark the return of the successful Providence-Newport Ferry for its eighth consecutive season.



State Plan for Electric Vehicle Infrastructure Deployment

In August, 2022 RIDOT submitted the State Plan for EV Infrastructure as part of FHWA's NEVI program requirement.

The Infrastructure Investment and Jobs Act (IIJA) included nearly \$23 million over the next 5 years for EV infrastructure in Rhode Island. Recognizing that easy access to fast, high-capacity charging is a significant hurdle to the public's adoption of electric vehicles over gas-powered vehicles, this new federal funding will support the construction of charging stations along alternative fuel corridors.

RIDOT and OER are also seeking a CFI grant to further expand the program into municipalities.





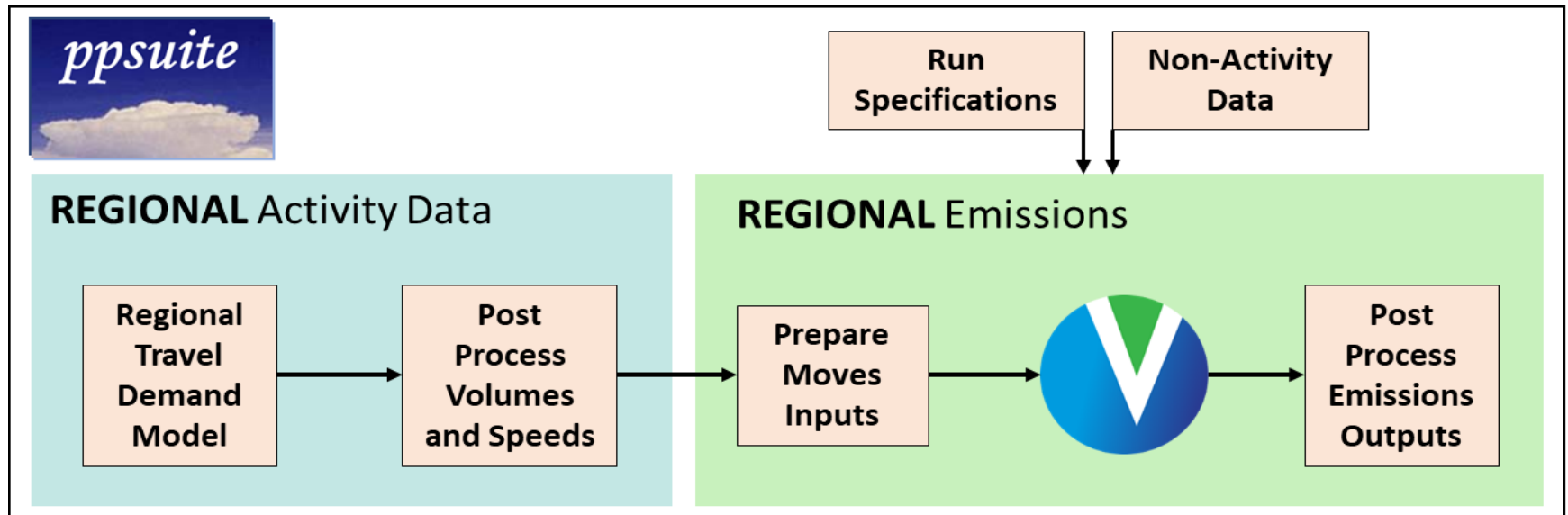
Credit: Forbes Magazine

What are the economic benefits of adopting ACCII and ACT regulations?

These regulations better position Rhode Island to benefit from the global market transition to ZEVs, zero-emission vans, buses, and trucks. By helping ensure increased availability of ZEVs for personal and business uses across the state.

By adopting these regulations, Rhode Island will fall in line with its surrounding states. Massachusetts adopted ACT in 2021 and ACCII in late-2022. Connecticut has committed to adopt ACT through a Memorandum of Understanding.[1]

Governor McKee has proposed California-based standards called the Advanced Clean Cars II (ACCII) and Advanced Clean Trucks (ACT), requiring that, by 2035, all new cars imported for sale in Rhode Island be non-gas powered.



- RIDOT and the Division of Statewide Planning have begun modeling Greenhouse Gas (GHG) emissions in the State Transportation Improvement Program (RIDOT's 10-year plan) for regionally significant projects – ahead of FHWA performance measures requiring states to model capital projects - so that Rhode Island can meet its Act on Climate goals.
- We're also modeling the potential mode shift needed to achieve state's Climate Goals. These are both new and evolving methodologies that don't currently exist.
- EC4 is also developing climate models: RIDOT will work collaboratively to help inform these models.
- RIDOT is in the process of completing its first-ever Carbon Reduction Plan (CRP), which is required by FHWA. The CRP must be completed in November 2023.

Complete Streets is being tackled by RIDOT in several ways:

- More than \$30 million a year invested in the STIP towards bike/ped infrastructure, enough to fully fund the \$300 million state Bicycle Master Plan by 2031.
- Updating the state's Complete Streets Action Plan (RIDOT) and
- Working with Statewide Planning on a complete streets plan for RI
- Every day evaluating projects in the STIP to include these assets





RIDOT is currently developing both a Carbon Reduction Plan and Resiliency Improvement Plan as guideposts for reaching both GHG emission reduction and dealing with the effects of climate change on transportation infrastructure. These plans will help the state leverage federal funding for programs that meet these goals in a 4-to-1 match.

Thank You



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