

# ACEEE 2025 Scorecard Overview

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Consultant Team Presentation

**Date:** May 5, 2025

# Outline



ACEEE Scorecard Overview

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# What is the ACEEE Scorecard?

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## American Council for an Energy-Efficient Economy (ACEEE) State Energy Efficiency Scorecard

- “Ranks states based on their policy and program efforts to advance energy efficiency [EE]”
- Six major policy areas

Utility &  
Public Benefits  
Programs and  
Policies

Transportation  
Policies

Building  
Energy  
Efficiency  
Policies

State  
Government  
Initiatives

Industry  
Energy  
Efficiency  
Policies

Appliance and  
Equipment  
Efficiency  
Standards

Policy area most aligned with what is within the Council’s control

# Chapter Points Overview



| Scorecard Chapter                                 | Available Points |
|---|------------------|
| Utility and public benefits programs and policies | 29 pts.          |
| Transportation policies                           | 26 pts.          |
| Building energy efficiency policies               | 24 pts.          |
| State government initiatives                      | 9 pts.           |
| Industry energy efficiency policies               | 6 pts.           |
| Appliance and equipment efficiency standards      | 6 pts.           |
| <b>Total</b>                                      | <b>100 pts.</b>  |

# Revised Chapter Weights and Balancing



Recent shift (2022) towards *potential* to achieve greenhouse gas savings

- **Utilities:** Increased potential points for policies that advance equitable sector efficiency
- **Transportation:** Adjusted scoring criteria for vehicle emissions standards and added extra points for states with freight plans with vehicle miles traveled (VMT)/efficiency goals
- **Building Policies:** Increased points for existing building standards and expanded fuel switching policy metric to reward heat pump adoption.

# Scorecard Points Re-distribution



## Major changes from 2022

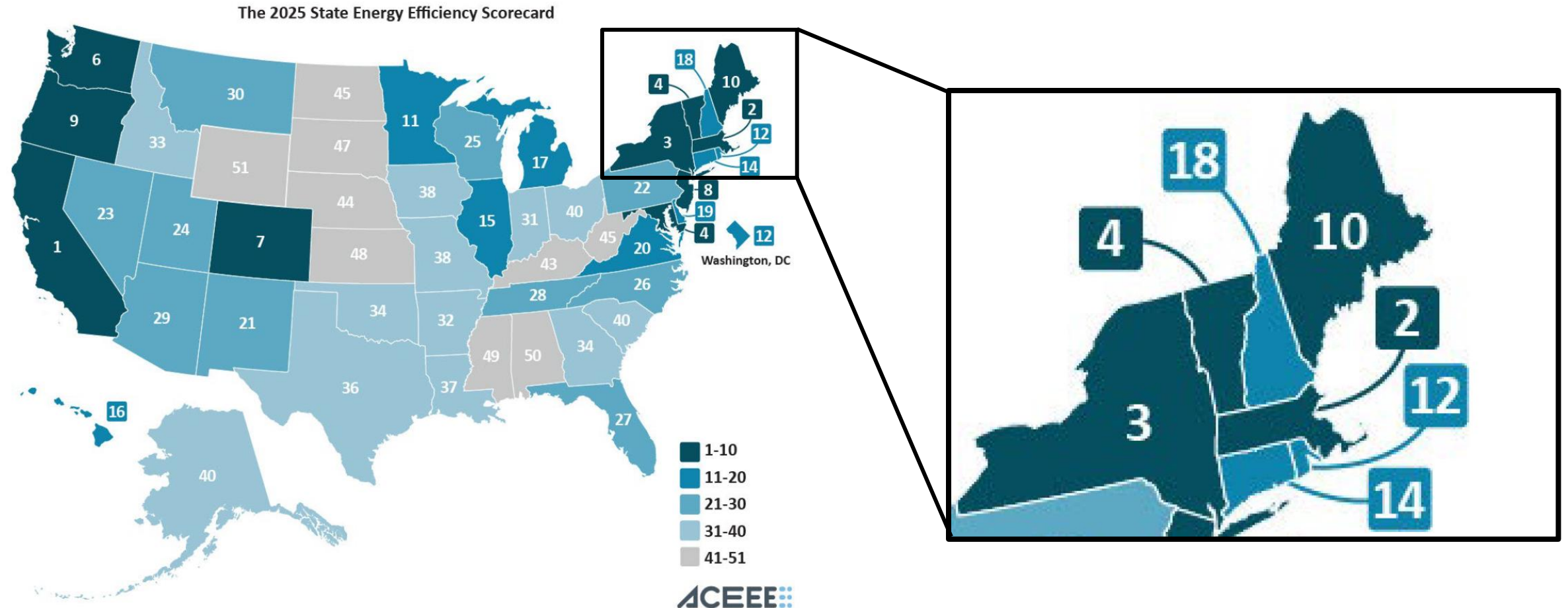
- Doubling available points (50->100)
- Increased emphasis on equity (10% more points)
- Maximum score requires community-level tracking of benefit flows



# Summary of Results

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# Geographical Results



# Top 15 Results by Chapter

| Rank | State                | Utility and public benefits (29 pts.) | Transportation policies (26 pts.) | Building energy efficiency policies (24 pts.) | State government initiatives (9 pts.) | Industrial policies (6 pts.) | Appliance efficiency standards (6 pts.) | Total score (100 pts.) | Change in rank from 2022 |
|------|----------------------|---------------------------------------|-----------------------------------|---|---------------------------------------|------------------------------|---|------------------------|--------------------------|
| 1    | California           | 28.5                                  | 25                                | 21  | 9                                     | 6                            | 6                                       | 95.5                   | 0                        |
| 2    | Massachusetts        | 22.5                                  | 22.5                              | 20  | 9                                     | 6                            | 3                                       | 83                     | 0                        |
| 3    | New York             | 23.5                                  | 23.5                              | 16.5  | 9                                     | 6                            | 3                                       | 81.5                   | 0                        |
| 4    | Maryland             | 18.5                                  | 22.5                              | 21  | 9                                     | 5                            | 1                                       | 77                     | 3                        |
| 4    | Vermont              | 23.5                                  | 20                                | 17.5  | 8                                     | 3                            | 5                                       | 77                     | 0                        |
| 6    | Washington           | 17.5                                  | 19.5                              | 19  | 9                                     | 6                            | 4                                       | 75                     | 5                        |
| 7    | Colorado             | 17.5                                  | 21                                | 19  | 5.5                                   | 4                            | 6                                       | 73                     | 6                        |
| 8    | New Jersey           | 23.5                                  | 19                                | 16  | 9                                     | 2                            | 3                                       | 72.5                   | 6                        |
| 9    | Oregon               | 16                                    | 20                                | 17.5  | 9                                     | 4                            | 5                                       | 71.5                   | 2                        |
| 10   | Maine                | 19.5                                  | 16.5                              | 15.5  | 9                                     | 6                            | 4                                       | 70.5                   | -5                       |
| 11   | Minnesota            | 23                                    | 18                                | 14.5  | 6.5                                   | 6                            | 2                                       | 70                     | -1                       |
| 12   | District of Columbia | 16                                    | 20                                | 18.5  | 7.5                                   | 3                            | 3                                       | 68.5                   | -6                       |
| 12   | Rhode Island         | 24                                    | 17.5                              | 10  | 9                                     | 4                            | 4                                       | 68.5                   | -5                       |
| 14   | Connecticut          | 19.5                                  | 16.5                              | 15.5  | 9                                     | 6                            | 0                                       | 66.5                   | -5                       |
| 15   | Illinois             | 23                                    | 12.5                              | 16  | 5.5                                   | 1                            | 2                                       | 60                     | 1                        |

Top 5 in Chapter

Top 10 in Chapter

Outside Top 10 in Chapter

# Rhode Island Highlights



Rhode Island performs extremely well in certain chapters but has slid out of the top 10 due to point re-distribution

- Shifting weights highlighted stagnant growth in building codes and transportation policies
  - RI's score reflects IECC 2018 building codes, but its 2024 update would have earned a significantly higher score
- Expanded equity metrics benefited states with pre-existing robust benefit tracking and intervenor compensation

**Fantastic performance in Utility and Public Benefits (3<sup>rd</sup>) and State Gov. Initiatives (tied 1<sup>st</sup>)**



# Chapter Analysis

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## Chapter Scoring Criteria

# Utilities and Public Benefits Scoring Criteria



| Scoring Metric                                   | Available Points  |
|--|---|
| 2023 Electricity Savings                         | 9 pts.  |
| 2022 Natural Gas and Fuel Savings                | 4 pts.  |
| Energy Efficiency Resource Standard              | 3 pts. + 1 bonus pt for “shift towards GHG reduction and energy equity” |
| Performance incentives and fixed-cost recovery   | 3 pts.  |
| 2023 Low-income EE Programs                      | 4 pts.  |
| Policies for equitable utility-sector efficiency | 5 pts.  |

# Transportation Policies Scoring Criteria



| Scoring Metric                          | Available Points  |
|---|---|
| Clean vehicle standards and policies    | 6 pts.  |
| Transportation electrification outcomes | 4 pts.  |
| Equitable transportation policies       | 4 pts.  |
| VMT reductions and policies             | 4 pts.  |
| Transportation and land-use planning    | 2 pts.  |
| Transit funding and policies            | 4 pts.  |
| Freight Plans and EE goals              | 1 pt. + 1 bonus pt. for GHG and/or efficiency targets in freight plan |

# Building Codes and EE Policies Scoring Criteria



| Scoring Metric     | Available Points |
|--------------------|------------------|
| New construction   | 12 pts.          |
| Existing buildings | 7 pts.           |
| Equity Metrics     | 5 pts.           |

# State-government-led Initiatives Scoring Criteria



| Scoring Metric                    | Available Points |
|-----------------------------------|------------------|
| Financial incentives              | 2 pts.           |
| Lead-by-example                   | 2 pts.           |
| Carbon pricing and climate action | 2 pts.           |
| State government and equity       | 3 pts.           |

# Industrial EE Policies Scoring Criteria



| Scoring Metric   | Available Points  |
|--|-------------------|
| Strategic energy management                              | 2 pts.            |
| Industrial decarbonization target or clean heat standard | 2 pts.            |
| State-supported IEE job training                         | 1 pt.             |
| Industrial electrification programs                      | 1 pt.             |
| Opt-out provisions for large customers                   | - 1 pt. (penalty) |

# Appliance and Equipment Standards Scoring Criteria



| Scoring Metric   | Available Points |
|--|------------------|
| Energy savings from state standards and clean lighting through 2035 (MMBtu/capita) | 1-6 pts.         |



# Chapter Analysis Deep Dive

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## Utility and Public Benefits Programs and Policies

# Utilities and Public Benefits Deep Dive



Rhode Island ranks 3<sup>rd</sup> in this chapter with 24/29 pts.

|               | 2025<br>total<br>score | 2023<br>electricity<br>savings | 2022<br>natural<br>gas and<br>fuel<br>savings | Energy<br>efficiency<br>resource<br>standard | Performance<br>incentives and<br>fixed-cost<br>recovery | 2023 low-<br>income<br>energy<br>efficiency<br>programs <sup>7</sup> | Policies for<br>equitable<br>utility-sector<br>efficiency |
|---------------|------------------------|--------------------------------|---|--|---|--|---|
| California    | 28.5                   | 9                              | 3.5   | 4  | 3   | 4  | 5   |
| Michigan      | 26.5                   | 9                              | 3.5   | 3  | 3   | 4  | 4   |
| Rhode Island  | 24                     | 8                              | 2.5   | 2.5  | 3   | 4  | 4   |
| New Jersey    | 23.5                   | 9                              | 2   | 3.5  | 2   | 3  | 4   |
| Vermont       | 23.5                   | 9                              | 1   | 2.5  | 3   | 4  | 4   |
| New York      | 23.5                   | 7                              | 1.5   | 4  | 3   | 4  | 4   |
| Illinois      | 23                     | 9                              | 1   | 3.5  | 2.5   | 3  | 4   |
| Minnesota     | 23                     | 9                              | 3   | 3  | 3   | 1  | 4   |
| Massachusetts | 22.5                   | 4                              | 3   | 3.5  | 3   | 4  | 5   |
| New Hampshire | 20                     | 5                              | 1   | 2  | 3   | 4  | 5   |

# Utilities and Public Benefits Deep Dive



Rhode Island ranks 3<sup>rd</sup> in this chapter with 24/29 pts.

| Scoring Metric                                  | Points Earned | Max Points | State Rank         |
|---|---------------|------------|--------------------|
| 2023 Electricity Savings                        | 8             | 9          | T-8 <sup>th</sup>  |
| 2022 Natural Gas and Fuel Savings               | 2.5           | 4          | 5 <sup>th</sup>    |
| Energy Efficiency Resource Standard             | 2.5           | 4          | T-13 <sup>th</sup> |
| Performance incentives and fixed-cost recovery  | 3             | 3          | T-1 <sup>st</sup>  |
| 2023 Low-income EE Programs                     | 4             | 4          | T-1 <sup>st</sup>  |
| Polices for equitable utility sector efficiency | 4             | 5          | T-10 <sup>th</sup> |

# Electricity Savings



## Electricity Savings Point Scale

| 2023 savings as a percentage of sales is at least | Score |
|---|-------|
| 0.00%   | 0     |
| 0.15%   | 1     |
| 0.30%   | 2     |
| 0.45%   | 3     |
| 0.60%   | 4     |
| 0.75%   | 5     |
| 0.90%   | 6     |
| 1.05%   | 7     |
| 1.20%   | 8     |
| 1.35%   | 9     |

## Top-10 States

| State | Net incremental energy savings (MWh) | Retail electricity sales (MWh) | Savings as a percentage of retail sales | Score (9 pts.) |
|-------|--------------------------------------|--------------------------------|---|----------------|
| MD    | 1,457,580                            | 57,033,085                     | 2.56%                                   | 9              |
| NJ    | 1,428,288                            | 71,096,939                     | 2.01%                                   | 9              |
| MI    | 1,694,937                            | 97,588,690                     | 1.74%                                   | 9              |
| IL    | 2,032,125                            | 130,578,217                    | 1.56%                                   | 9              |
| CA    | 3,717,161                            | 239,480,452                    | 1.55%                                   | 9              |
| VT    | 76,574                               | 5,364,023                      | 1.43%                                   | 9              |
| MN    | 896,197                              | 66,215,800                     | 1.35%                                   | 9              |
| RI    | 93,400                               | 7,300,788                      | 1.28%                                   | 8              |
| NY    | 1,672,456                            | 139,421,936                    | 1.20%                                   | 8              |
| AZ    | 938,112                              | 85,918,798                     | 1.09%                                   | 7              |

# Natural Gas and Fuel Savings



## Natural Gas Savings Point Scale

| Natural gas and unregulated fuel savings as a percentage of sales is at least | Score |
|---|-------|
| 0.000%  | 0.0   |
| 0.125%  | 0.5   |
| 0.250%  | 1.0   |
| 0.375%  | 1.5   |
| 0.500%  | 2.0   |
| 0.625%  | 2.5   |
| 0.750%  | 3.0   |
| 0.875%  | 3.5   |
| 1.000%  | 4.0   |

## Top-10 States

| State | Net incremental natural gas and unregulated fuel savings 2022 (MMBtu) | Net incremental gas and unregulated fuel savings as percentage of sales (2022) | Score (2022) (4 pts.) |
|-------|---|--|-----------------------|
| MI    | 6,336,558   | 0.95%  | 3.5                   |
| CA    | 9,643,457   | 0.90%  | 3.5                   |
| MA    | 3,193,723   | 0.81%  | 3                     |
| MN    | 3,117,632   | 0.79%  | 3                     |
| RI    | 384,000   | 0.71%  | 2.5                   |
| NJ    | 2,940,000   | 0.59%  | 2                     |
| UT    | 840,000   | 0.56%  | 2                     |
| AR    | 572,796   | 0.51%  | 2                     |
| NY    | 5,376,823   | 0.49%  | 1.5                   |
| OR    | 528,913   | 0.41%  | 1.5                   |

# Electricity and Natural Gas Fuel Savings



To reach the next threshold and gain at least one more point, RI would need:

**Electricity:** 5.5% increase in electricity savings as a percentage of retail sales from 1.28% to 1.35% (8 pts. -> 9 pts.)

- This would be the maximum points for the category

**Natural gas and unregulated fuel:** 5.6% increase in natural gas and unregulated fuel savings from 0.71% to 0.75% (2.5 pts. -> 3 pts.)

- A 41% increase to 1.00% savings is required for maximum points (2.5 pts. -> 4 pts.)

**Notable:** RI had the highest Electric Efficiency spending as a percentage of revenue for 2023 with 6.10%

- Retired scoring metric due to it not being an effective assessment of program effectiveness

# Energy Efficiency Resource Standard



| An electricity savings target of at least: | Score (3 pts.) |
|--|----------------|
| 0.000%                                     | 0.0            |
| 0.333%                                     | 0.5            |
| 0.667%                                     | 1.0            |
| 1.000%                                     | 1.5            |
| 1.333%                                     | 2.0            |
| 1.667%                                     | 2.5            |
| 2.000%                                     | 3.0            |

## Next-Generation EERS Bonus –

**0.5 pts for each up to max of 1 pt.**

- Decarbonization or electrification policy
- Income-qualified savings targets or a maximum energy burden policy
- natural gas savings targets

| State           | EERS  | Gas EERS? | Fuel-neutral/GHG goal | Affordability/low-income goal? | EERS Score | Next-gen EERS score | Total EERS score |
|-----------------|-------|-----------|-----------------------|--------------------------------|------------|---------------------|------------------|
| California      | N/A   | yes       | yes                   | no                             | 3          | 1                   | 4                |
| New York        | 2.00% | yes       | yes                   | yes                            | 3          | 1                   | 4                |
| Washington      | N/A   | yes       | no                    | no                             | 3          | 0.5                 | 3.5              |
| New Jersey      | 1.90% | yes       | yes                   | yes                            | 2.5        | 1                   | 3.5              |
| Illinois        | 1.80% | yes       | yes                   | yes                            | 2.5        | 1                   | 3.5              |
| Colorado        | 1.70% | yes       | yes                   | yes                            | 2.5        | 1                   | 3.5              |
| Maryland        | 1.70% | no        | yes                   | yes                            | 2.5        | 1                   | 3.5              |
| Massachusetts** | 1.10% | yes       | yes                   | yes                            | 1.5        | 1                   | 3.5              |
| Maine           | 1.50% | yes       | yes                   | no                             | 2          | 1                   | 3                |
| Michigan        | 1.50% | yes       | no                    | yes                            | 2          | 1                   | 3                |
| Hawaii          | 1.40% | no        | yes                   | yes                            | 2          | 1                   | 3                |
| Minnesota       | 1.40% | yes       | yes                   | yes                            | 2          | 1                   | 3                |
| Rhode Island    | 1.30% | yes       | no                    | yes                            | 1.5        | 1                   | 2.5              |

# Energy Efficiency Resource Standard



To reach the next EERS threshold and gain at least 0.5 more points, RI would need:

- Increase RES by 2.5% from 1.3% to 1.3333%
  - A 54% increase to 2.0% is needed to reach maximum points
  - RI had a 1.9% EERS in the 2020 scorecard (2.5 in today's pts.)
- Including a fuel-neutral/GHG goal would qualify for 0.5 more pts.
  - This on its own would exceed the 1 pt. cap (RI already earns the full 1 pt. for “Next-gen EERS”)

# Performance Incentives and Fixed-cost Recovery



| Criterion                             | Score |
|---------------------------------------|-------|
| Decoupling gas                        | 1     |
| Decoupling electricity                | 1     |
| LRAM for gas                          | 0.5   |
| LRAM for electricity                  | 0.5   |
| Performance incentive for gas         | 0.5   |
| Performance incentive for electricity | 0.5   |

LRAM = Lost Revenue Adjustment Mechanism

| State | Decoupling electricity | Decoupling gas | Performance incentive electricity | Performance incentive gas | Score |
|-------|------------------------|----------------|-----------------------------------|---------------------------|-------|
| RI    | Decoupling             | Decoupling     | Yes                               | Yes                       | 3     |

## RI scored full 3 points

- Full decoupling electric and gas (2pts)
- Performance incentives for electric and gas (1pt)

## Several other states also received maximum points

- California, **Connecticut**, Hawaii, **Massachusetts**, Minnesota, Michigan, North Carolina, **New Hampshire**, **New York**, and **Vermont**

# Low-income Energy Efficiency Programs



| 2022-2023 Avg.<br>Spending on Low-<br>Income Programs<br>per Income<br>Qualified Resident | Score |
|---|-------|
| \$0   | 0     |
| \$0.01  | 0.5   |
| \$10  | 1     |
| \$20  | 2     |
| \$30  | 3     |
| \$40  | 4     |

| State | 2023 Utility spending<br>on low-income EE<br>programs* | 2023 Additional<br>spending on low-<br>income EE programs | Total         | Low-income<br>program spending<br>per eligible resident | Score |
|-------|--|---|---------------|---|-------|
| VT    | \$24,868,861   | \$0   | \$24,868,861  | \$152   | 4     |
| MA    | \$193,864,821  | \$6,753,303   | \$200,618,124 | \$124   | 4     |
| RI    | \$25,597,000   | \$2,225,000   | \$27,822,000  | \$102   | 4     |
| ME    | \$14,672,855   | \$10,394,193  | \$25,067,048  | \$61  | 4     |
| CA    | \$758,912,790  | \$45,818,460  | \$804,731,250 | \$54  | 4     |
| NH    | \$15,714,276   | \$17,963  | \$15,732,239  | \$54  | 4     |
| CT    | \$39,600,311   | \$0   | \$39,600,311  | \$52  | 4     |
| MI    | \$146,526,264  | \$0   | \$146,526,264 | \$42  | 4     |
| NY    | \$189,873,409  | \$61,000,000  | \$250,873,409 | \$42  | 4     |

\*Spending data provided by public service commission staff. In some states 2023 data were not yet available; for those states, 2022 data were used for scoring and included in this table.

# Policies for Equitable Utility-sector Efficiency



| State | Requirements for minimum level of state or utility support of low-income programs | Tracking distribution of program participation, benefits, and impacts | Intervenor compensation | Special C/E screening provisions for low-income programs | Inclusion of health/safety non-energy benefits within C/E tests | Total score (5 pts.) |
|-------|---|---|-------------------------|--|---|----------------------|
| RI    | Yes   | Yes   |                         | Yes  | Yes   | 4                    |

1 point for each of the policies listed in the table above

Several states earned the maximum points, including California, Colorado, **Connecticut**, **Massachusetts**, **Maine**, **New Hampshire**, Oregon, Washington, and Wisconsin

To earn the maximum points, RI needs to have active intervenor compensation for groups who would like to participate in PUC hearings but lack funding or resources to do so.




# Chapter Analysis Deep Dive

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## Transportation Policies

# Transportation Policies Deep Dive

Rhode Island ranks 13<sup>th</sup> in this chapter with 17.5/26 pts.

| State   | Total | Clean vehicle standards and policies | Transportation electrification outcomes | Equitable transportation policies <sup>1</sup> | VMT reductions and policies <sup>2</sup> | Transportation and land-use planning <sup>3</sup> | Transit funding and policies | Freight plans and EE goals <sup>4</sup> |
|---|-------|--------------------------------------|---|--|--|---|------------------------------|---|
| California  | 25    | 6                                    | 4                                       | 4  | 4  | 2   | 3                            | 2                                       |
| New York  | 23.5  | 6                                    | 2.5                                     | 4  | 4  | 2   | 4                            | 1                                       |
| Maryland  | 22.5  | 6                                    | 3.5                                     | 3  | 3  | 2   | 3                            | 2                                       |
| Massachusetts   | 22.5  | 6                                    | 2.5                                     | 4  | 2  | 2   | 4                            | 2                                       |
| Colorado  | 21    | 6                                    | 4                                       | 4  | 2  | 2   | 1                            | 2                                       |
|  |       |                                      |   |  |  |   |                              |   |
| Rhode Island  | 17.5  | 6                                    | 1.5                                     | 4  | 2  | 2   | 1                            | 1                                       |

# Transportation Policies Deep Dive



Rhode Island ranks 13<sup>th</sup> in this chapter with 17.5/26 pts.

| Scoring Metric                          | Points Earned | Max Points | State Rank         |
|---|---------------|------------|--------------------|
| Clean vehicle standards and policies    | 6             | 6          | T-1 <sup>st</sup>  |
| Transportation electrification outcomes | 1.5           | 4          | T-24 <sup>th</sup> |
| Equitable transportation policies       | 4             | 4          | T-1 <sup>st</sup>  |
| VMT reductions and policies             | 2             | 4          | T-12 <sup>th</sup> |
| Transportation and land-use planning    | 2             | 2          | T-1 <sup>st</sup>  |
| Transit funding and policies            | 1             | 4          | T-16 <sup>th</sup> |
| Freight Plans and EE goals              | 1             | 2          | T-8 <sup>th</sup>  |

# Clean Vehicle Standards and Policies



Category is scored based on:

- Light-duty low-emission vehicles (LEV) and/or zero-emission vehicle (ZEV) program: 2 pts.
- Medium- and heavy-duty (MD/HD) ZEV program: 2 pts.
- High-efficiency vehicle/EV tax credits and rebates: 1 pt.
- EV fee parity: 1 pt.

**Rhode Island scored 6/6 points in this metric for the above policies and incentives**

- Other states receiving maximum points included California, Colorado, Maryland, **Massachusetts**, New Jersey, **New York**, Oregon, and **Vermont**

# Clean Vehicle Standards and Policies



| State         | Clean vehicle standards (4 pts.) | High-efficiency vehicle and EV tax credits/rebates (1 pt.) | EV fee | Average gasoline tax collected | Ratio of EV fee to gas tax revenues | EV fee parity (1 pt.) | Total score (6 pts.) |
|---------------|----------------------------------|--|--------|--------------------------------|-------------------------------------|-----------------------|----------------------|
| California    | 4                                | 1  | \$100  | \$220.62                       | 0.45                                | 1                     | 6                    |
| Colorado      | 4                                | 1  | \$50   | \$96.16                        | 0.52                                | 1                     | 6                    |
| Maryland      | 4                                | 1  | –      | \$164.31                       |                                     | 1                     | 6                    |
| Massachusetts | 4                                | 1  | –      | \$105.05                       |                                     | 1                     | 6                    |
| New Jersey    | 4                                | 1  | –      | \$167.23                       |                                     | 1                     | 6                    |
| New York      | 4                                | 1  | –      | \$109.32                       |                                     | 1                     | 6                    |
| Oregon        | 4                                | 1  | \$115  | \$138.71                       | 0.83                                | 1                     | 6                    |
| Rhode Island  | 4                                | 1  | –      | \$161.61                       |                                     | 1                     | 6                    |
| Vermont       | 4                                | 1  | \$89   | \$132.63                       | 0.67                                | 1                     | 6                    |

# Transportation Electrification Outcomes



Category is scored based on:

- Light duty EV registrations: 1 pt.
- MD/HD EV registrations: 1 pt.
- Electric vehicle supply equipment (EVSE) infrastructure: 2pts.

# Transportation Electrification Outcomes



| State                | 2024 LD EV registrations per 100,000 people | 2024 MD/HD registrations per 100,000 people | EV registrations per 100,000 people (2 pts.) | Number of public L2 ports | L2 ports per 100,000 people | Number of public DCFC charging ports | DCFC ports per 100,000 people | EVSE (2 pts.) | Total score (4 pts.) |
|----------------------|---|---|--|---------------------------|-----------------------------|--------------------------------------|-------------------------------|---------------|----------------------|
| California           | 3,162                                       | 9.01  | 2  | 37,269                    | 95.65                       | 5282                                 | 13.56                         | 2             | 4                    |
| Oregon               | 1,508                                       | 2.39  | 2  | 2432                      | 57.45                       | 497                                  | 11.74                         | 2             | 4                    |
| Colorado             | 1,485                                       | 2.38  | 2  | 4,501                     | 76.58                       | 780                                  | 13.27                         | 2             | 4                    |
| Vermont              | 1,169                                       | 3.55  | 2  | 779                       | 120.32                      | 145                                  | 22.4                          | 2             | 4                    |
| Washington           | 1,905                                       | 6.11  | 2  | 5,270                     | 67.45                       | 764                                  | 9.78                          | 1.5           | 3.5                  |
| Hawaii               | 1,807                                       | 3.00  | 2  | 751                       | 52.33                       | 101                                  | 7.04                          | 1.5           | 3.5                  |
| Maryland             | 1,142                                       | 3.98  | 2  | 3864                      | 62.52                       | 485                                  | 7.85                          | 1.5           | 3.5                  |
| Utah                 | 1,137                                       | 2.60  | 2  | 2032                      | 59.45                       | 210                                  | 6.14                          | 1.5           | 3.5                  |
| New Jersey           | 1,408                                       | 4.15  | 2  | 3,116                     | 33.54                       | 725                                  | 7.8                           | 1             | 3                    |
| District of Columbia | 1,190                                       | 2.50  | 2  | 1,055                     | 155.38                      | 26                                   | 3.83                          | 1             | 3                    |



|              |     |      |   |     |       |    |      |     |     |
|--------------|-----|------|---|-----|-------|----|------|-----|-----|
| Rhode Island | 567 | 1.82 | 0 | 689 | 62.87 | 77 | 7.03 | 1.5 | 1.5 |
|--------------|-----|------|---|-----|-------|----|------|-----|-----|

0/1 pts. for 2024 LD EV registrations per 100k people

- RI had 567 registrations, 600 is needed to earn the point

0/1 pts. for 2024 MD/HD registrations per 100k people

- RI had 1.82 registrations, 2.00 is needed to earn the point

1.5/2 pts. for EVS equipment

- 0.5/1 pts. for >4 but <10 DCFC charging ports per 100k people
- 1/1 pts. for >50 L2 charging ports per 100k people

# Transportation Electrification Outcomes



| State                | 2024 LD EV registrations per 100,000 people | 2024 MD/HD registrations per 100,000 people | EV registrations per 100,000 people (2 pts.) | Number of public L2 ports | L2 ports per 100,000 people | Number of public DCFC charging ports | DCFC ports per 100,000 people | EVSE (2 pts.) | Total score (4 pts.) |
|----------------------|---|---|--|---------------------------|-----------------------------|--------------------------------------|-------------------------------|---------------|----------------------|
| California           | 3,162                                       | 9.01  | 2  | 37,269                    | 95.65                       | 5282                                 | 13.56                         | 2             | 4                    |
| Oregon               | 1,508                                       | 2.39  | 2  | 2432                      | 57.45                       | 497                                  | 11.74                         | 2             | 4                    |
| Colorado             | 1,485                                       | 2.38  | 2  | 4,501                     | 76.58                       | 780                                  | 13.27                         | 2             | 4                    |
| Vermont              | 1,169                                       | 3.55  | 2  | 779                       | 120.32                      | 145                                  | 22.4                          | 2             | 4                    |
| Washington           | 1,905                                       | 6.11  | 2  | 5,270                     | 67.45                       | 764                                  | 9.78                          | 1.5           | 3.5                  |
| Hawaii               | 1,807                                       | 3.00  | 2  | 751                       | 52.33                       | 101                                  | 7.04                          | 1.5           | 3.5                  |
| Maryland             | 1,142                                       | 3.98  | 2  | 3864                      | 62.52                       | 485                                  | 7.85                          | 1.5           | 3.5                  |
| Utah                 | 1,137                                       | 2.60  | 2  | 2032                      | 59.45                       | 210                                  | 6.14                          | 1.5           | 3.5                  |
| New Jersey           | 1,408                                       | 4.15  | 2  | 3,116                     | 33.54                       | 725                                  | 7.8                           | 1             | 3                    |
| District of Columbia | 1,190                                       | 2.50  | 2  | 1,055                     | 155.38                      | 26                                   | 3.83                          | 1             | 3                    |



|              |     |      |   |     |       |    |      |     |     |
|--------------|-----|------|---|-----|-------|----|------|-----|-----|
| Rhode Island | 567 | 1.82 | 0 | 689 | 62.87 | 77 | 7.03 | 1.5 | 1.5 |
|--------------|-----|------|---|-----|-------|----|------|-----|-----|

To gain more points in this category, RI would need:

A 5.8% increase in 2024 LD EV registrations per 100k people (567 -> 600 registrations) for +1 pt.

A 9.9% increase 2024 MD/HD registrations per 100k people (1.82 – 2.00 registrations) for +1 pt.

A 42.2% increase DCFC ports per 100,000 people (7.03 -> 10 ports)

# Equitable Transport Policies



Category is scored based on

- Low-income transit oriented development policy: 2 pts.
- Funding for low-income and equitable electrification programs: 2 pts.

Rhode Island earned 4/4 pts. for this category for possessing:

- “state programs, goals, and funding streams designed specifically to increase EV adoption within underserved communities”
- “policy levers to ensure fair and equitable access to public transportation and newer shared-use services for low-income residents”

# VMT Reductions and Policies

| State                | VMT or Transportation-specific targets | 2012–2021 Percentage change | 2013–2022 Percentage change | 2014–2023 Percentage change | Average (VMT/capita) | Average VMT score | Total VMT score |
|----------------------|--|-----------------------------|-----------------------------|-----------------------------|----------------------|-------------------|-----------------|
| New York             | 2                                      | –12.5%                      | –12.6%                      | –11.7%                      | –12.3%               | 2                 | 4               |
| District of Columbia | 2                                      | –7.3%                       | –9.3%                       | –10.6%                      | –9.1%                | 2                 | 4               |
| California           | 2                                      | –8.3%                       | –6.4%                       | –6.2%                       | –7.0%                | 2                 | 4               |
| Delaware             | 2                                      | –8.5%                       | –7.8%                       | –3.5%                       | –6.6%                | 2                 | 4               |
| Vermont              | 2                                      | –10.2%                      | –5.5%                       | –3.8%                       | –6.5%                | 2                 | 4               |
| Washington           | 2                                      | –5.3%                       | –5.2%                       | –7.6%                       | –6.0%                | 2                 | 4               |



|              |   |       |       |      |       |   |   |
|--------------|---|-------|-------|------|-------|---|---|
| Rhode Island | 1 | –9.2% | –0.2% | 1.4% | –2.7% | 1 | 2 |
|--------------|---|-------|-------|------|-------|---|---|

Category is scored based on

- VMT or transportation-specific GHG targets: 2 pts.
- Percentage change in VMT: 2 pts.

Rhode Island scored 2/4 pts. in this category

- 1 of 2 pts. for transportation specific GHG targets, but no VMT specific targets
- 1 of 2 pts. for -2.7% change in VMT

To get full points, RI needs:

- VMT reduction target
- further decrease in VMT to -5%.

# Transportation and Land-use planning




Category is scored based solely on existence of policies that integrate transportation and land-use planning and encourage:

- Transit-oriented development (walkable neighborhoods, mixed land use, good street connectivity)
- Areas of compact development and with centers of activity
- Convenient transport alternatives to driving

Rhode Island earned 2/2 pts. for one or more unspecified policies that meet the above criteria

# Transit funding and policies



| State   | FY 2022 funding  | 2022 population | Per-capita transit expenditure | State transit funding (3 pts.) | Transit policies (1 pt.) | Total score (4 pts.) |
|---|------------------|-----------------|--------------------------------|--------------------------------|--------------------------|----------------------|
| District of Columbia  | 895,450,000.00   | 670,949         | \$1,334.60                     | 3                              | 1                        | 4                    |
| Massachusetts   | 3,970,440,000    | 6,982,740       | \$568.61                       | 3                              | 1                        | 4                    |
| New York  | 6,037,410,000    | 19,673,200      | \$306.89                       | 3                              | 1                        | 4                    |
| California  | 4,676,370,000.00 | 39,040,616      | \$119.78                       | 2                              | 1                        | 3                    |
| Delaware  | 144,480,000.00   | 1,019,459       | \$141.72                       | 2                              | 1                        | 3                    |
| Illinois  | 2,140,360,000    | 12,582,515      | \$170.11                       | 2                              | 1                        | 3                    |
| Maryland  | 1,078,710,000    | 6,163,981       | \$175.00                       | 2                              | 1                        | 3                    |
| Minnesota   | 590,940,000      | 5,714,300       | \$103.41                       | 2                              | 1                        | 3                    |
| Pennsylvania  | 1,772,020,000    | 12,972,091      | \$136.60                       | 2                              | 1                        | 3                    |
| Utah  | 427,380,000      | 3,381,236       | \$126.40                       | 2                              | 1                        | 3                    |
|  Rhode Island | 54,550,000       | 1,093,842       | \$49.87                        | 1                              | 0                        | 1                    |

State Transit Funding based on average per-capita spending in 2022

- \$200+ = 3pts
- \$100-200 = 2pts
- \$20-100 = 1pt

State legislation for dedicated transit revenue: 1 pt.

To gain more points, RI would need

- An increase in per-capita transit expenditure to at least \$100 from \$49.
- Implementation of legislation establishing dedicated transit revenue.
  - There was none in 2022 so RI earned 0 pt.

# Freight Plans and EE Goals



Category is scored based on:

- Inclusion/mention of GHG reduction or alternative fuel consumption targets in the state's multimodal freight plan
  - States are required to have a freight plan as part of the 2015 Fixing America's Surface Transportation Act.
- Inclusion of freight VMT reduction plan

RI scored 1 of 2 pts. for this category

- RI would need to include a freight VMT reduction plan to receive the full 2 pts.



# Chapter Analysis Deep Dive


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## Building Codes and Energy Efficiency Policies

# Building Codes and EE Policies Deep Dive



Rhode Island ranks 18<sup>th</sup> in this chapter with 10/24 pts.

| State   | New construction | Existing buildings | Equity metrics | Total score (24 pts.) |
|---|------------------|--------------------|----------------|-----------------------|
| Maryland  | 10.5             | 6                  | 4.5            | 21                    |
| California  | 12               | 4                  | 5              | 21                    |
| Massachusetts   | 12               | 3                  | 5              | 20                    |
| Colorado  | 8.5              | 7                  | 3.5            | 19                    |
| Washington  | 10.5             | 4                  | 4.5            | 19                    |
| District of Columbia  | 6.5              | 7                  | 5              | 18.5                  |
| Oregon  | 9                | 5                  | 3.5            | 17.5                  |
| Vermont   | 11               | 2                  | 4.5            | 17.5                  |
| New York  | 9                | 3                  | 4.5            | 16.5                  |
| Illinois  | 10               | 2                  | 4              | 16                    |
| New Jersey  | 8                | 3                  | 5              | 16                    |
|   |                  |                    |                |                       |
|  |                  |                    |                |                       |
| Rhode Island  | 5                | 0                  | 5              | 10                    |

# Building Codes and EE Policies Deep Dive



Rhode Island ranks 18<sup>th</sup> in this chapter with 10/24 pts.

| Scoring Metric     | Points Earned | Max Points | State Rank         |
|--------------------|---------------|------------|--------------------|
| New construction   | 5             | 12         | T-26 <sup>th</sup> |
| Existing buildings | 0             | 7          | T-24 <sup>th</sup> |
| Equity Metrics     | 5             | 5          | T-1 <sup>st</sup>  |

# New Construction



## Category is scored based on several sub-categories

- Residential energy code stringency: 4 pts.
  - Adjusted Energy Use Intensity (0-2 pt. scale)
  - Building Code Stringency (0-2pt. scale), maximum for 2021 IECC
- Commercial energy code: 4 pts.
  - Adjusted Energy Use Intensity (0-2 pt. scale)
  - Building Code Stringency (0-2pt. scale), maximum for ASHRAE 90.1-2019
- Energy code compliance study: 2 pts.
  - Vintage of recent completion
  - Follows standardized protocols
- Stretch code adoption: 1 pt.
  - Stretch code supporting local adoption
  - Significant local adoption of codes beyond state requirement
- Zero-energy buildings: 1 pt.
  - ZEB rating based on verified ZEBs and share of construction industry

# New Construction – Building Codes

| State         | Residential code status            | Adj<br>EUI | Score |
|---------------|------------------------------------|------------|-------|
| California    | 2022 Building Efficiency Standards | N/A        | 4.0   |
| Vermont       | IECC_2021 with amendments          | 0.572      | 4.0   |
| Florida       | IECC_2021 with amendments          | 0.658      | 4.0   |
| Connecticut   | IECC_2021 with amendments          | 0.676      | 4.0   |
| Massachusetts | IECC_2021 with amendments          | 0.676      | 4.0   |
| New Jersey    | IECC_2021                          | 0.676      | 4.0   |
| Illinois      | IECC_2021 with amendments          | 0.679      | 4.0   |
| Hawaii        | IECC_2018 with amendments          | 0.687      | 4.0   |
| Washington    | Custom                             | N/A        | 4.0   |



|              |                           |       |     |
|--------------|---------------------------|-------|-----|
| Rhode Island | IECC_2018 with amendments | 0.857 | 1.5 |
|--------------|---------------------------|-------|-----|

## Residential Building Codes

- 1.5 out of 4 pts. for IECC 2018 residential code and adjusted EUI of 0.857

RI did recently adopt updated residential building codes that would have resulted in higher score

# New Construction – Building Codes



| State         | Commercial code status                    | Adj EUJ | Score |
|---------------|---|---------|-------|
| California    | 2022 Building Energy Efficiency Standards | N/A     | 4.0   |
| Maryland      | 2021 IECC and 90.1-2019                   | 0.557   | 4.0   |
| Virginia      | 2021 IECC and 90.1-2019                   | 0.567   | 4.0   |
| Vermont       | 2021 IECC and 90.1-2019                   | 0.577   | 4.0   |
| Illinois      | 2021 IECC and 90.1-2019                   | 0.587   | 4.0   |
| Utah          | 2021-IECC and 90.1-2019                   | 0.587   | 4.0   |
| Washington    | Custom                                    | 0.593   | 4.0   |
| Massachusetts | 2018 IECC and 90.1-2016                   | 0.606   | 4.0   |
| Montana       | 2021 IECC and 90.1-2019                   | 0.606   | 4.0   |



|              |                         |       |     |
|--------------|-------------------------|-------|-----|
| Rhode Island | 2018 IECC and 90.1-2016 | 0.666 | 2.0 |
|--------------|-------------------------|-------|-----|

## Commercial Building Codes

- 2 out of 4 pts. For IECC 2018 and 90.1-2016 commercial energy codes and adjusted EUJ of .666.

RI did recently adopt updated residential building codes that would have resulted in higher score

# New Construction – Code, Compliance, ZEBs



## Energy Code Compliance

- 2/2 pts. for energy code compliance study with standardized protocols and statistically significant sample

## Stretch Code Adoption

- Negative 0.5 pts. for barriers for local energy code adoption

## Zero Energy Buildings

- 0 pts. for no zero-energy buildings
  - Only considered states that had verified zero energy buildings

# Existing Building Energy Usage



Category is scored based on:

- Residential and/or commercial benchmarking/transparency policies: 1 pt.
  - Mere existence of such a policy
- Existing Building Performance Standards (BPS): 4 pts.
  - Arbitrarily assigned by ACEEE based on review of state-level policies
- Fuel-switching enabling policies: 2 pts.
  - 2pts for EE fuel switching incentivized through utility regulations
  - 1 pt for supportive policies in place
  - 0 pts if no fuel-switching policy or programs exist
  - Negative 1 pt. if fuel switching is prohibited or discouraged

Rhode Island scored 0/7 points for this category, meaning that at the time the scorecard was written, Rhode Island had none of these policies or standards in place

# Equity Metrics



This category is scored based on

- Minimum energy performance standards for state housing-agency funded projects: 2 pts.
- State efforts to remediate health/safety deficiency barriers to weatherization in low-income households: 2 pts.
- Zero-energy buildings and electrification in affordable housing/construction: 1 pt.

**Rhode Island scored 5/5 pts. for this category for having the above policies and standards**



# Chapter Analysis Deep Dive

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## State-Government-Led Initiatives

# State-Government-Led Initiatives



Rhode Island tied for 1<sup>st</sup> in this chapter with 9/9 pts.

| State         | Financial incentives<br>(2 pts.) | Lead by example<br>(2 pts.) | Carbon and climate action<br>(2 pts.) | State government and equity<br>(3 pts.) | Total score<br>(9 pts.) |
|---------------|----------------------------------|-----------------------------|---------------------------------------|---|-------------------------|
| California    | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Connecticut   | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Maine         | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Maryland      | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Massachusetts | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| New Jersey    | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| New York      | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Oregon        | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Rhode Island  | 2                                | 2                           | 2                                     | 3                                       | 9                       |
| Washington    | 2                                | 2                           | 2                                     | 3                                       | 9                       |

# State-Government-Led Initiatives



Rhode Island ranks 18<sup>th</sup> in this chapter with 10/24 pts.

| Scoring Metric                    | Points Earned | Max Points | State Rank        |
|-----------------------------------|---------------|------------|-------------------|
| Financial incentives              | 2             | 2          | T-1 <sup>st</sup> |
| Lead-by-example                   | 2             | 2          | T-1 <sup>st</sup> |
| Carbon pricing and climate action | 2             | 2          | T-1 <sup>st</sup> |
| State government and equity       | 3             | 3          | T-1 <sup>st</sup> |

# Financial Incentives



Category is scored based solely on financial incentives offered by state agencies

Rhode Island earned maximum of 2 pts. for:

- Rhode Island Infrastructure Bank–led programs
- Commercial Property Assessed Clean Energy (PAC) financing
- Five grant programs; five rebate programs

# Lead-by-example



Category is scored based solely on presence of Lead-by-example policies

Rhode Island earned maximum of 2 pts. for:

- New and existing state building energy use requirements
- State vehicle fleet efficiency standards

# Carbon and Climate Action



Category is scored based on two criteria:

- Carbon pricing policy: 1 pt.
- Statewide emissions reduction goal: 1 pt.

Rhode Island earned maximum of 2 pts. for:

- Participating in the RGGI to price carbon
- Establishing the Act on Climate

# State government and equity



Category is scored based on three criteria:

- Dedication of carbon pricing revenues to energy efficiency equity initiatives: 1 pt.
- Statewide energy burden reduction goal: 1 pt.
- Equity task force or dedicated staff for equity concerns: 1 pt

Rhode Island earned maximum of 3 pts. for presence of each of the policies listed above

**RI was one of four states cited as a leading example of State Government and Equity** for the implementation of an energy justice manager at the Office of Energy Resources



# Chapter Analysis Deep Dive

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## Industrial Energy Efficiency Policies

# Industrial Energy Efficiency Policies



Rhode Island tied for 12<sup>th</sup> in this chapter with 4/6 pts.

| State         | Strategic energy management (2 pts.) | Industrial decarbonization target or clean heat standard (2 pts.) | State-supported IEE job training (1 pt.) | Industrial electrification programs (1 pt.) | Opt-out provisions for large customers (-1 pt.) | Total score (6 pts.) |
|---------------|--------------------------------------|---|--|---|---|----------------------|
| California    | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Connecticut   | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Maine         | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Massachusetts | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Michigan      | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Minnesota     | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| New York      | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Tennessee     | 2                                    | 2   | 1  | 1   | 0   | 6                    |
| Washington    | 2                                    | 2   | 1  | 1   | 0   | 6                    |



|              |   |   |   |   |   |   |
|--------------|---|---|---|---|---|---|
| Rhode Island | 2 | 0 | 1 | 1 | 0 | 4 |
|--------------|---|---|---|---|---|---|

# Industrial Energy Efficiency Policies



Rhode Island ranks 18<sup>th</sup> in this chapter with 10/24 pts.

| Scoring Metric   | Points Earned | Max Points           | State Rank         |
|--|---------------|----------------------|--------------------|
| Strategic energy management                              | 2             | 2                    | T-1 <sup>st</sup>  |
| Industrial decarbonization target or clean heat standard | 0             | 2                    | T-22 <sup>nd</sup> |
| State-supported IEE job training                         | 1             | 1                    | T-1 <sup>st</sup>  |
| Industrial electrification programs                      | 1             | 1                    | T-1 <sup>st</sup>  |
| Opt-out provisions for large customers                   | 0             | 0<br>(-1 pt penalty) | T-1 <sup>st</sup>  |

# Strategic Energy Management



This category is scored based solely on a statewide strategic energy management (I-SEM) program or technical support for energy management and/or audits within industrial facilities

Rhode Island scored maximum 2 pts. in this category

**RI received an award in 2024 by ACEEE** as a “Leader of the Pack” in Large Commercial for its Strategic Energy Management Partnership (SEMP) Initiative

# Industrial Decarbonization Target or Clean Heat Standard



This category is scored based solely on an industrial decarbonization target or clean heat standard, either through state legislation or a State Priority Climate Action Plan, which can result in energy use and emissions reductions beyond those in the industrial sector

Rhode Island received not points in this category

- The State’s 2025 Climate Action Strategy Plan may fulfill the requirements for the above metric once completed

# State-supported IEE job training



This category is scored based solely on State-supported job training for industrial energy efficiency

Rhode Island earned the maximum 1 pt. for this category for:

- Supporting “job training and just transition plans for energy efficiency capabilities in industry”
- Promoting a diverse, engaged, and knowledgeable workforce to overcome the barriers expected in decarbonizing industry

# Industrial Electrification Programs



This category is scored based solely on utility or state energy programs that support electrification of the industrial sector through technical assistance, plant surveys, or incentives

Rhode Island earned the maximum 1 pt. for this category for having programs to support the industrial sectors electrification



# Chapter Analysis Deep Dive

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Appliance and Equipment Efficiency Standards and Clean Lighting

# Appliance and Equipment Efficiency Standards



Rhode Island tied for 7<sup>th</sup> in this chapter with 4/6 pts.

| State                | Energy savings from state standards and clean lighting through 2035 (MMBtu/capita) | The year most recent state standards or clean lighting were adopted | Score (pts.) |
|----------------------|--|---|--------------|
| California           | 33.6   | 2022  | 6            |
| Colorado             | 31.9   | 2023  | 6            |
| Vermont              | 27.9   | 2022  | 5            |
| Oregon               | 27.5   | 2023  | 5            |
| Hawaii               | 24.9   | 2023  | 5            |
| Washington           | 22.7   | 2024  | 4            |
| Maine                | 21.4   | 2023  | 4            |
| Rhode Island         | 20.7   | 2023  | 4            |
| New York             | 16.0   | 2022  | 3            |
| Massachusetts        | 14.1   | 2021  | 3            |
| District of Columbia | 13.6   | 2020  | 3            |

# Appliance and Equipment Efficiency Standards



Rhode Island tied for 7<sup>th</sup> in this chapter with 4/6 pts.

| Scoring Metric   | Points Earned | Max Points | State Rank        |
|--|---------------|------------|-------------------|
| Energy savings from state standards and clean lighting through 2035 (MMBtu/capita) | 4             | 6          | T-7 <sup>th</sup> |

# Appliance and Equipment Standards



This entire chapter is scored based on Energy savings from state standards and clean lighting through 2035 (MMBtu/capita)

Rhode Island's 20.7 MMBtu/capita earned 4 points

To earn additional points, Rhode Island would need to significantly increase its savings per capita

| Energy savings from state standards and clean lighting through 2035 (MMBtu/capita) | Score |
|--|-------|
| >30  | 6     |
| 24–29.99   | 5     |
| 18–23.99   | 4     |
| 12–17.99   | 3     |
| 6–11.99  | 2     |
| 0.1–5.99   | 1     |