

RANK

79/100



OVERALL SCORE

13/100

RECOMMENDATIONS

- Adopt EV-ready provisions in building codes.
- Form partnerships to encourage utility clean energy goals, programs, and investments.
- Establish and track metrics related to energy equity.
- Contribute to the development of a clean energy workforce.
- Adopt policies and programs targeting energy efficiency in existing buildings, such as retrocommissioning and audit requirements and incentives, particularly targeting low-income housing.
- Expand high-quality transit access for low-income residents.

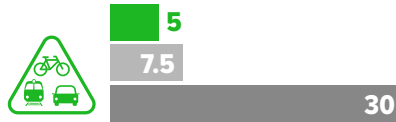
COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



TRANSPORTATION POLICIES



ENERGY AND WATER UTILITIES



LOCAL GOVERNMENT OPERATIONS



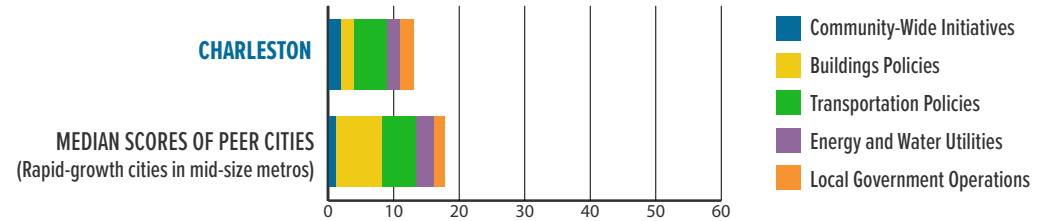
■ MEDIAN SCORE OF ALL CITIES
■ MAXIMUM POINTS POSSIBLE

2021 CITY CLEAN ENERGY SCORECARD

CHARLESTON, SC

Charleston had achievements in transportation policies and improved significantly in the rankings from the previous *Scorecard*; however, the city has fairly few clean energy policies and substantial room to improve across all categories, particularly in buildings policies and energy and water utilities. Several actions could serve as stepping-stones to a clean energy future.

HOW DOES CHARLESTON STACK UP TO PEER CITIES?



COMMUNITY-WIDE INITIATIVES (2 OF 15 POINTS)

Charleston's climate change mitigation goal sets the vision for a clean energy future. ACEEE was unable to project if the city will achieve its community-wide GHG emissions reduction goal of 56% below 2018 levels by 2030 because insufficient GHG emissions data were available for our analysis. It has not adopted citywide climate and energy goals or taken an equity-driven approach to clean energy planning. Charleston has not supported the creation of community solar or the integration of emissions-reducing technology in distributed energy systems within the community.

BUILDINGS POLICIES (2 OF 30 POINTS)

Charleston has few initiatives to reduce GHG emissions and energy use in the buildings sector. South Carolina requires residential and commercial buildings to comply with the 2009 International Energy Conservation Code. We could not find information on whether the city has adopted solar ordinances or policies requiring buildings to include EV charging infrastructure or be EV ready. Charleston does not have programs committed to developing a dedicated energy efficiency or renewable energy workforce, and does not have policies that incentivize or require energy efficiency in existing buildings.

TRANSPORTATION POLICIES (5 OF 30 POINTS)

Of low-income households in Charleston, 15.8% have access to high-quality transit. With 72 per 100,000 people, the city has a moderate number of EV charging station ports available for public use. Charleston has neither a sustainable freight transportation plan in place nor any policies that address freight efficiency, nor has it codified VMT or transportation-related GHG reduction targets. We could not determine the annual local transit funding per capita received by transportation entities that serve Charleston.

ENERGY AND WATER UTILITIES (2 OF 15 POINTS)

Charleston has few initiatives to reduce GHG emissions and energy use in utility operations. Compared to other utilities, Dominion Energy South Carolina reports very low savings as a percentage of sales for electric efficiency programs and did not report savings on efficiency programs for natural gas. Dominion offers a portfolio of energy efficiency programs, including comprehensive programs for low-income customers and multifamily properties. Charleston does not provide community-wide energy use information for community planning and evaluation purposes or advocate for better access to utility data for ratepayers. We could not confirm whether Charleston participates in activities or strategies to encourage more utility-scale or distributed renewable energy generation from its local electric utility. Dominion Energy set a moderate goal to achieve net-zero carbon emissions by 2050.

LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

Charleston has goals to reduce emissions 56% below 2018 levels by 2030 and to net-zero by 2050. ACEEE was unable to project if the city will achieve its near-term GHG emissions reduction goal for municipal operations because insufficient data were available for our analysis. We were unable to find information indicating that the city has an efficient fleet procurement or outdoor lighting policy or has converted streetlights to LEDs. Charleston has not established inclusive procurement policies or developed a comprehensive retrofit strategy. The city has installed 714 kW of solar capacity on municipal facilities.