

RANK

64/100



OVERALL SCORE

21.5/100

### RECOMMENDATIONS

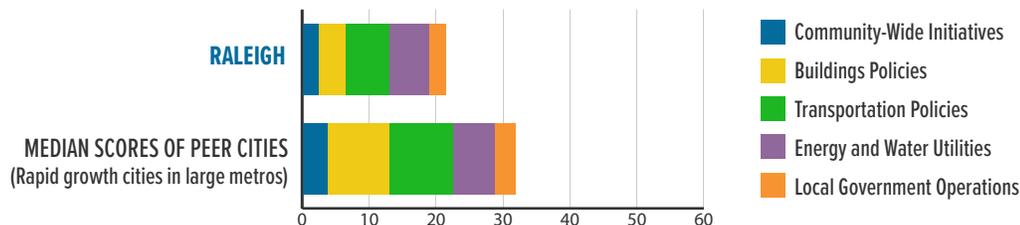
- Publicize community-wide energy data.
- Establish and track metrics related to energy equity.
- Adopt policies and programs that take an equitable approach to achieving energy efficiency in existing buildings.
- Expand high-quality transit access for low-income residents.
- Increase the deployment of EV charging infrastructure.
- Adopt and track a goal for reduction in VMT or transportation sector GHG emissions.

## 2021 CITY CLEAN ENERGY SCORECARD

# RALEIGH, NC

Raleigh performed best in the energy and water utilities category but moved down several spots in the rankings from the previous *Scorecard*. The city can improve across all policy areas to advance its rank in the next edition, but most notably in buildings policies, community-wide initiatives, and transportation policies.

### HOW DOES RALEIGH STACK UP TO PEER CITIES?



### COMMUNITY-WIDE INITIATIVES (2.5 OF 15 POINTS)

Raleigh's GHG emissions reduction goal sets the vision for a clean energy future. Because insufficient emissions data were available for our analysis, ACEEE was unable to project if the city will achieve its near-term, community-wide climate mitigation goal of 80% below 2007 levels by 2050. Raleigh has not adopted either citywide clean energy goals or a formal policy, rule, or agreement that supports the creation of community solar and the integration of emissions-reducing technology in distributed energy systems within the community. The city's Equity Impact Tool supports accountability to its equity-driven approach to energy planning.

### BUILDINGS POLICIES (4 OF 30 POINTS)

North Carolina requires local jurisdictions to enforce the 2018 North Carolina Energy Conservation Codes for residential and commercial buildings. Although the codes are not stringent when compared to building energy codes in effect in other cities, Raleigh has not yet advocated for more stringent state energy codes. The city requires new municipal buildings over 10,000 square feet to achieve LEED Silver certification. Trainings and education offered through Wake Technical Community College and NC State help grow the clean energy workforce. Raleigh offers a single grant incentive for energy efficiency projects through the Building Upfits Grant program.

### TRANSPORTATION (6.5 OF 30 POINTS)

Of low-income households in Raleigh, 5.1% have access to high-quality transit. With 39 per 100,000 people, the city has a low number of EV charging station ports available for public use. Raleigh has neither a sustainable freight transportation plan in place nor any policies that address freight efficiency, nor has it codified specific VMT or transportation-related GHG reduction targets. Transportation entities that serve Raleigh have received roughly \$30.50 per capita on average in local transit funding annually between 2015 and 2019, a very low funding level.

### ENERGY AND WATER UTILITIES (6 OF 15 POINTS)

Compared to other utilities, Duke Energy Progress shows moderate savings as a percentage of sales for electric efficiency programs. PSNC Energy did not report spending or savings on natural gas efficiency programs. Duke Energy offers a portfolio of energy efficiency programs for low-income customers that includes comprehensive programs and health and safety measures. Neither utility offers comprehensive programs for multifamily properties. The city worked with Duke Energy to acquire aggregated data for its GHG inventory. To support decarbonization efforts, Raleigh partnered with the utility in the Duke Energy Clean Cities Collaboration, and Duke Energy was a stakeholder on the city's Community Climate Action Plan. The city also sent a letter to the public utility commission in response to the Duke Integrated Resource Plan. Duke Energy set a moderate goal to achieve net-zero emissions by 2050.

### LOCAL GOVERNMENT OPERATIONS (2.5 OF 10 POINTS)

Raleigh has adopted a goal to reduce GHG emissions from local government operations 80% from a 2007 baseline by 2050. ACEEE was unable to project if the city will achieve its goal due to lack of data. To our knowledge, Raleigh has not installed onsite renewable energy systems. The city integrates clean energy into its procurement and construction strategies by requiring the purchase of high-efficiency vehicles and converting streetlights to LEDs. Currently, 85% of streetlights have been converted and more than 6% of the municipal fleet is composed of efficient vehicles. Raleigh tracks energy use for 95% of municipal facilities and strategically conducts upgrades through its Capital Improvement Program.

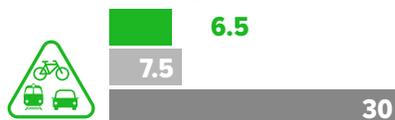
#### COMMUNITY-WIDE INITIATIVES



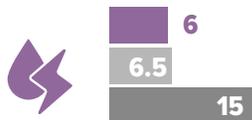
#### BUILDINGS POLICIES



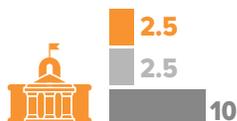
#### TRANSPORTATION POLICIES



#### ENERGY AND WATER UTILITIES



#### LOCAL GOVERNMENT OPERATIONS



■ MEDIAN SCORE OF ALL CITIES  
 ■ MAXIMUM POINTS POSSIBLE