

RANK

55 / 100

2020 CITY CLEAN ENERGY SCORECARD

Raleigh

OVERALL SCORE

25 / 100

Raleigh had its best achievements in the local government operations category. The city's benchmarking of municipal buildings, building upgrades through the Capital Improvement Program, and LED upgrades to outdoor lighting all contributed to Raleigh's showing in this policy area. Raleigh's recent adoption of a community-wide greenhouse gas (GHG) reduction goal improved its score for community-wide initiatives, although the category is still an area for improvement. Raleigh can support the creation of clean distributed energy systems and explore equity-driven approaches for implementing its Climate Action Plan to further improve its score in the category. The city can also improve in other policy areas of the report, particularly buildings policies and transportation policies.



LOCAL GOVERNMENT OPERATIONS



COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



ENERGY AND WATER UTILITIES

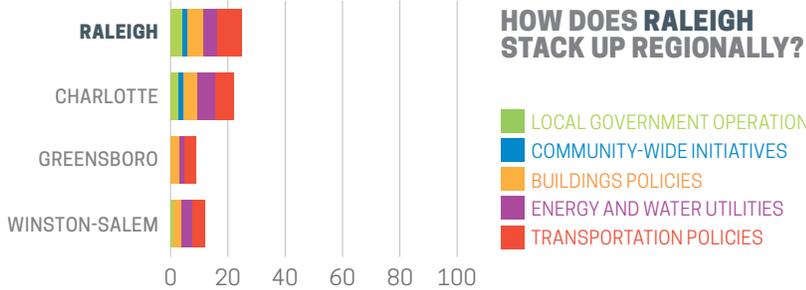


TRANSPORTATION POLICIES



MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (4 OF 10 POINTS)

Raleigh has not yet adopted GHG emissions reduction or clean energy goals for local government operations. Raleigh tracks 95% of municipal energy use and conducts upgrades through the Capital Improvement Program. 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 5% of the municipal fleet is composed of efficient vehicles.

COMMUNITY-WIDE INITIATIVES (2 OF 15 POINTS)

Raleigh's GHG emissions reduction goal sets the vision for a clean energy future. 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 because insufficient GHG emissions data were available for our analysis. To inspire future clean energy efforts, the city can adopt citywide clean energy goals, take an equity-driven approach to clean energy planning, and adopt a formal policy, rule, or agreement that supports the creation of clean, distributed energy systems within the community.

BUILDINGS POLICIES (5.5 OF 30 POINTS)

North Carolina requires local jurisdictions to enforce the 2018 North Carolina Energy Conservation Codes for residential and commercial buildings. 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. Trainings and education offered through Wake Technical Community College and North Carolina State help grow the clean energy workforce. Raleigh can do more to reduce GHG emissions in its buildings, such as offering nonfinancial incentives for clean energy and adopting energy efficiency policies (such as building energy benchmarking requirements) for existing buildings.

ENERGY AND WATER UTILITIES (5 OF 15 POINTS)

Compared to other utilities, Duke Energy Progress shows low savings as a percentage of sales for electric efficiency programs. PSNC Energy does not report spending or savings on natural gas efficiency programs. Duke Energy Progress offers energy efficiency programs for low-income customers and multifamily properties; PSNC Energy does not. The city provides home rehabilitation programs, which offer weatherization and efficiency components. Raleigh can advocate for better access to utility data and seek to create a partnership with its utilities to develop a jointly-administered clean energy strategy. Multiple efforts aim to increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (8.5 OF 30 POINTS)

The city's Unified Development Ordinance includes a Transit Overlay District that encourages compact and mixed-use development. The BikeRaleigh Plan includes a goal to increase mode share to 1.2% of trips. To accelerate progress towards this goal, the city can adopt a more comprehensive complete streets policy and increase the number of bikes offered through Citrix Cycle. Raleigh has not adopted a sustainable transportation plan or goals to reduce vehicle miles traveled/GHG emissions from transportation. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Raleigh can also improve the accessibility of and direct investment towards its transit system.