RANK

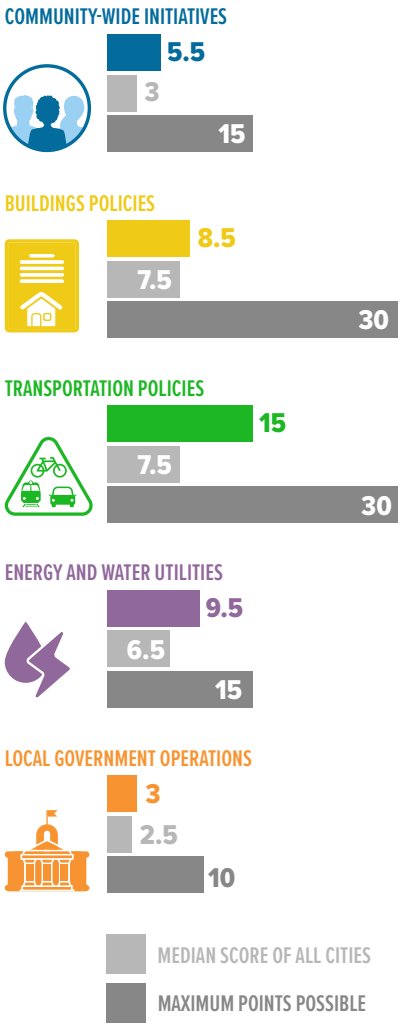
# 24/100 ↑

OVERALL SCORE

# 41.5/100

## RECOMMENDATIONS

- Take additional steps to ensure builders comply with energy codes.
- Adopt energy benchmarking and rental energy disclosure policies.
- Adopt solar- and EV-ready requirements in building codes.
- Expand high-quality transit access for low-income residents.
- Adopt and track a goal for reduction in VMT or transportation sector GHG emissions.



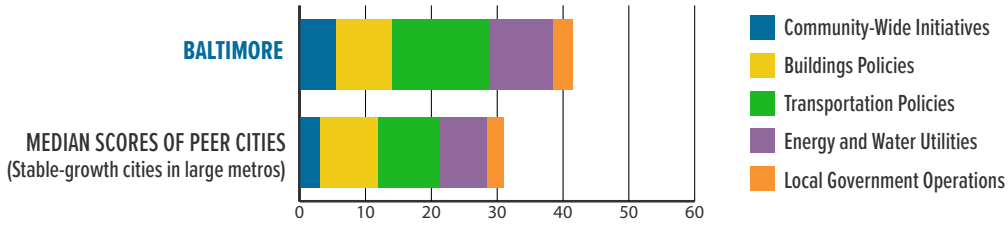

ACEEE
American Council for an Energy-Efficient Economy

2021 CITY CLEAN ENERGY SCORECARD

# BALTIMORE, MD

Baltimore performed best in the transportation policies and energy and water utilities categories. The city moved up several spots in the rankings from the previous *Scorecard*, but it has several options for improving its rank in the next edition.

## HOW DOES BALTIMORE STACK UP TO PEER CITIES?




## COMMUNITY-WIDE INITIATIVES (5.5 OF 15 POINTS)

Baltimore's climate change mitigation goal sets the vision for a clean energy future. Based on emissions data from past years, ACEEE projects the city will achieve its near-term, community-wide climate mitigation goal of 30% below 2007 levels by 2025. Baltimore requires new policies and programs to undergo a structural equity assessment. To mitigate the urban heat island effect, Baltimore aims to double the urban tree canopy by 2037. The city has not adopted 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.

## BUILDINGS POLICIES (8.5 OF 30 POINTS)

Baltimore requires commercial and residential buildings to comply with the 2015 International Green Construction Code with local amendments. 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. The Community Resilience Hub in the city's Office of Sustainability supports the Civic Works nonprofit to develop a local renewable energy workforce. To achieve energy reductions in existing buildings, Baltimore offers several incentives for clean energy including PACE financing and tax credits and has a voluntary energy challenge program. The city takes an equitable approach to targeting clean energy in existing buildings by assisting low-income households with energy efficient improvements and providing home upgrades through the Energy Conservation Services and Retrofit Baltimore initiatives.

## TRANSPORTATION POLICIES (15 OF 30 POINTS)

Of low-income households in Baltimore, 59% have access to high-quality transit. With 92.7 per 100,000 people, the city has a high number of EV charging station ports available for public use. Baltimore's Commercial Vehicle Management Plan includes strategies for managing freight movement through the city. It has not yet codified VMT or transportation-related GHG reduction targets. Transportation entities that serve Baltimore have received roughly $196.84 per capita on average in local transit funding annually between 2015 and 2019, a moderate funding level.

## ENERGY AND WATER UTILITIES (9.5 OF 15 POINTS)

Compared to other utilities, BG&E shows low savings as a percentage of sales for both electric and natural gas efficiency programs. The utility offers comprehensive energy efficiency programs for multifamily properties and a portfolio of energy efficiency programs for low-income customers, including comprehensive programs and health and safety measures. Baltimore provides community-wide energy usage information for planning and evaluation purposes and advocates for better access to utility data. The city encourages efforts to decarbonize the electric grid by supporting Maryland's Renewable Portfolio Standard and legislation enabling community choice energy. Exelon, the parent company of BG&E, announced a moderate goal to reduce GHG emissions from its internal operations 15% by 2022 from a 2015 baseline.

## LOCAL GOVERNMENT OPERATIONS (3 OF 10 POINTS)

Baltimore has adopted a GHG emissions reduction goal for local government operations. Based on analysis of emissions data from past years, ACEEE projects that the city will not meet its near-term GHG emissions reduction goal of 30% below 2007 levels by 2023. The city has not established a policy requiring the procurement of efficient vehicles. Baltimore benchmarks municipal building energy use, identifies energy efficiency opportunities, and conducts energy retrofits. The city has converted 75% of streetlights to LEDs and installed renewable energy systems on city buildings. It establishes minority business enterprise and women business enterprise participation goals on each contract, including a recent energy efficiency project and a solar purchasing agreement.