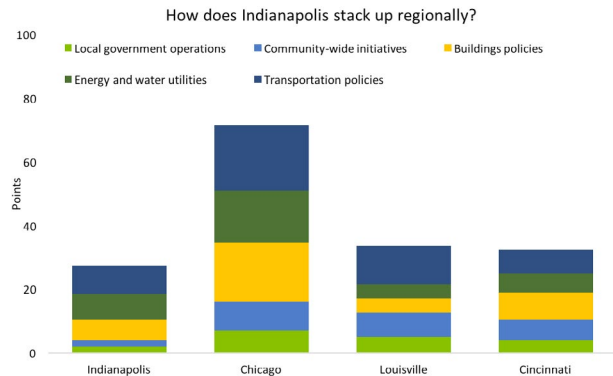
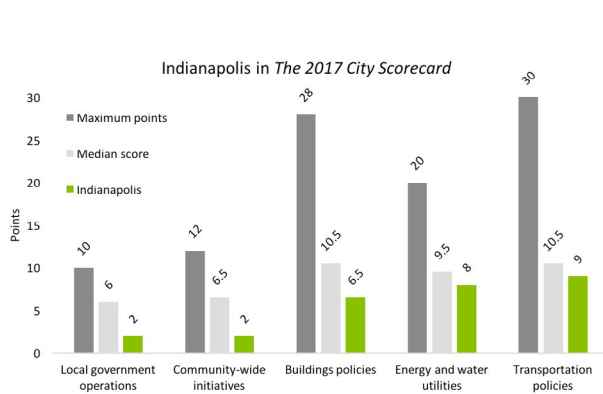


# 42 Indianapolis



Indianapolis ranked 42nd in the *2017 City Energy Efficiency Scorecard*, gaining two positions since 2015. The city earned 27.5 points out of a possible 100, 3 points more than last time.

## LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

Indianapolis has taken steps to increase efficiency in vehicle fleets and equipment procurement, but could do more. To reduce energy consumption and operational costs, the city could enact an energy savings target, develop a comprehensive retrofit strategy for its buildings, and expand energy use benchmarking.

## COMMUNITY-WIDE INITIATIVES (2 OF 12 POINTS)

Indianapolis is tackling the city's urban heat island through adoption of requirements that developers use low-impact development landscaping or install a green roof during construction. The city encourages the use of conservation subdivisions that protect private lands.

## BUILDINGS POLICIES (6.5 OF 28 POINTS)

Indianapolis complies with Indiana's residential and commercial building energy codes, as required by law. Through the Green Building Incentive program, the city offers reduced permitting fees for commercial buildings achieving energy efficiency criteria. Indianapolis has many more opportunities to encourage energy efficiency in private buildings, as the city does not have energy audit, retrofit, or benchmarking requirements.

## ENERGY AND WATER UTILITIES (8 OF 20 POINTS)

The energy utilities serving Indianapolis have moderate investments in energy efficiency programs. Indianapolis Power & Light (IPL) has moderate budgets and savings from electric efficiency programs. Citizens Energy Group earned partial credit for natural gas efficiency spending and savings. Indianapolis partners with IPL and Citizens Energy to promote some of their programs. Both IPL and CEG run low-income programs, but neither runs multifamily programs. Indianapolis scored moderately well for efficiency efforts in water services.

## TRANSPORTATION POLICIES (9 OF 30 POINTS)

Indianapolis does not have modal share targets, but its strong complete streets policy and car- and bike-sharing programs encourage modes of transportation other than single-occupancy vehicles. The newly adopted Consolidated Zoning Ordinance helps reduce the need for vehicular travel by requiring compact and mixed-use development. The city does not have a sustainable transportation plan and does not have any targets to reduce vehicles miles traveled (VMT).

## HIGHLIGHTS AND OPPORTUNITIES

Indianapolis improved its score from the *2015 City Scorecard* and moved up slightly in the rankings. While the city has pursued at least one activity to increase energy efficiency in each policy area, it has room to improve across the board. Pursuing foundational energy efficiency actions, like lead-by-example strategies or community-wide energy savings goals, would help boost the city's score in future rankings.