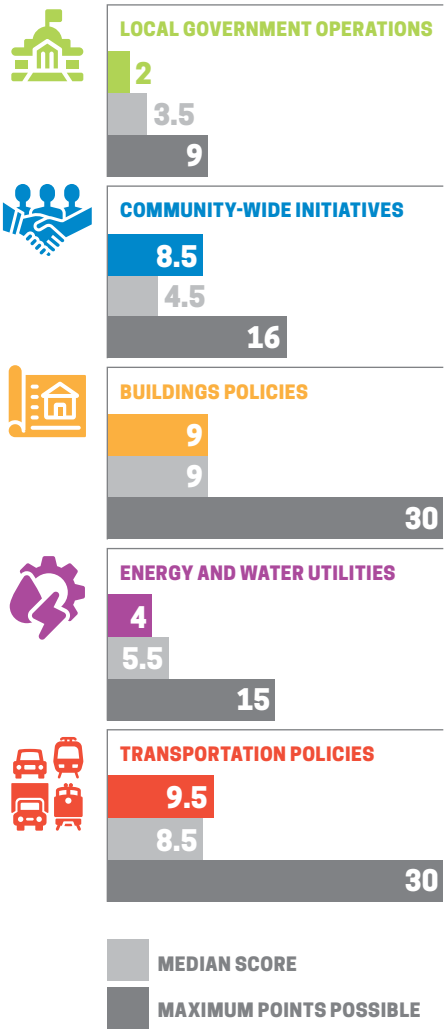
RANK

34 /75

OVERALL SCORE

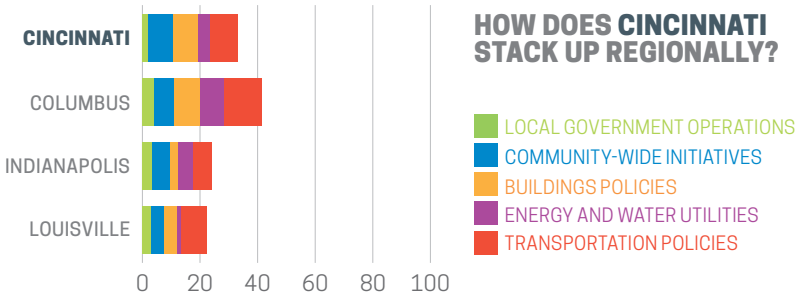
33 /100




2019 CITY CLEAN ENERGY SCORECARD

# Cincinnati

Cincinnati was one of three "Cities to Watch" in the *2019 City Scorecard*. Along with Hartford and Providence, it stood out for having adopted several major clean energy policies and programs since early 2017. Cincinnati adopted the Green Cincinnati Plan in May 2018, committing itself to a suite of clean energy goals including a greenhouse gas (GHG) emissions reduction goal, an energy-savings goal, and a renewable energy goal. Cincinnati also took steps to reduce energy in the transportation sector and enhance location efficiency by removing mandatory parking requirements for housing developments and commercial properties in three neighborhoods in the downtown area. While the city has significant room to improve, it is poised to move up the rankings in future scorecards should it continue its pursuit of clean energy.




## LOCAL GOVERNMENT OPERATIONS (2 OF 9 POINTS)

Cincinnati has a renewable electricity goal for local government operations. The city benchmarks approximately half of its government-owned buildings, retrofits select buildings, and has converted all streetlights to LEDs through energy performance contracts. Cincinnati can improve its performance by establishing energy and GHG emissions reduction goals for local government operations and adopting green building requirements for all municipal buildings.

## COMMUNITY-WIDE INITIATIVES (8.5 OF 16 POINTS)

Cincinnati's GHG emissions reduction, energy-savings, and renewable energy goals, as well as equity-driven planning efforts provide the vision for its clean energy efforts. ACEEE does not currently project that the city will achieve its goal of reducing community-wide GHG emissions 34% by 2023, but we believe it will make substantial progress toward it. The city has overseen the development of on-site solar energy systems on municipal buildings. To better mitigate the urban heat island effect, the city has adopted a goal to increase urban tree canopy coverage to 40%.

## BUILDINGS POLICIES (9 OF 30 POINTS)

Ohio requires all jurisdictions to adopt the state energy code that currently references the 2012 International Energy Conservation Code (IECC) and ASHARE 90.1-2010 with amendments for commercial buildings, and the 2009 IECC for residential buildings. Cincinnati advocates for more stringent energy codes, and also participates in the IECC code development and voting process. The city offers several incentives to encourage clean energy investments in existing buildings. For example, the city partners with the Greater Cincinnati Energy Alliance to provide residents and business incentives and financing for efficiency and renewable energy projects. Any city contracts for renewable energy or energy efficiency projects are subject to a minority and women business enterprise inclusion requirement that helps support a diverse and equitable clean energy workforce.

## ENERGY AND WATER UTILITIES (4 OF 15 POINTS)

Compared to other utilities, Duke Energy Ohio shows moderate savings for electric efficiency programs and low savings for natural gas efficiency programs. Duke Energy Ohio offers comprehensive programs for low-income and multifamily households. Cincinnati is taking steps to encourage the decarbonization of the utility electric grid; this includes submitting comments to the Public Utility Commission. Cincinnati also works to increase energy efficiency in water services and wastewater treatment plants, but more could be done.

## TRANSPORTATION POLICIES (9.5 OF 30 POINTS)

The 2018 Green Cincinnati Plan includes provisions to reduce vehicle miles traveled (VMT), although Cincinnati has not adopted quantitative VMT, transportation-related GHG emissions reduction goals, or mode shift targets. Coupling VMT or GHG reduction goals with mode shift targets can help guide the city into a sustainable transportation future. Relative to other city systems, Cincinnati's transit system is underfunded and somewhat accessible. Cincinnati adopted form-based codes in 2013 and eliminated minimum parking requirements in downtown zones. The city can bolster its location-efficient policies by abolishing minimum parking requirements citywide and offering incentives that encourage compact and mixed-use development.

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