RANK

62 /100
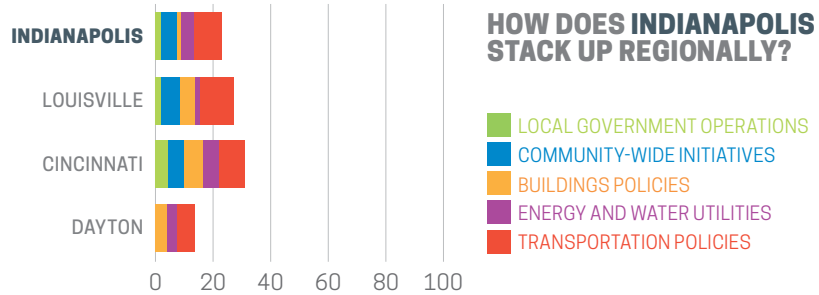
OVERALL SCORE

23 /100

Indianapolis

Indianapolis did not have an exemplary performance in any one category but had its best achievements in the community-wide initiatives category. Its score was due to several factors, including its urban heat island mitigation efforts, support of district energy, and climate and energy goals. The city has room for improvement across all categories, particularly in buildings policies. To increase its score, the city can adopt commercial and residential benchmarking policies and require building owners to perform energy-saving actions.

HOW DOES INDIANAPOLIS STACK UP REGIONALLY?

- LOCAL GOVERNMENT OPERATIONS
- COMMUNITY-WIDE INITIATIVES
- BUILDINGS POLICIES
- ENERGY AND WATER UTILITIES
- TRANSPORTATION POLICIES

LOCAL GOVERNMENT OPERATIONS

2
2.5
10

COMMUNITY-WIDE INITIATIVES

5.5
3
15

BUILDINGS POLICIES

1.5
7
30

ENERGY AND WATER UTILITIES

4.5
5.5
15

TRANSPORTATION POLICIES

9.5
8.5
30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

Indianapolis has greenhouse gas (GHG) emissions reduction and renewable energy goals for local government operations. ACEEE was unable to project if the city will achieve its local government operations carbon neutrality goal by 2050. Indianapolis benchmarks some municipal buildings, requires the purchase of electric or hybrid vehicles, and converts streetlights to LEDs. To further integrate clean energy into its operations, Indianapolis can install onsite renewable energy systems and develop a comprehensive retrofit strategy for its buildings.

COMMUNITY-WIDE INITIATIVES (5.5 OF 15 POINTS)

Indianapolis's GHG emissions reduction and renewable energy goals set the vision for a clean energy future. ACEEE was unable to project if the city will achieve its community-wide GHG emissions reduction goal of carbon neutrality by 2050 because insufficient GHG emissions data were available for our analysis. Indianapolis supports the creation of district energy within the city. To mitigate the urban heat island effect, it aims to plant 30,000 trees by 2025.

BUILDINGS POLICIES (1.5 OF 30 POINTS)

Indiana requires all jurisdictions to enforce the Indiana Energy Conservation Code, which references the 2009 International Energy Conservation Code for residential buildings and ASHRAE 90.1-2007 for commercial buildings. The codes are not stringent when compared to building energy codes in effect in other cities. Indianapolis does not yet advocate for more stringent building energy codes. However, new municipal buildings must achieve LEED standards. Incentives such as the Green Building Incentive Program and EcoHouse Project help to spur clean energy investment in the city. Indianapolis can do more to reduce GHG emissions in its buildings sector by adopting energy efficiency policies, such as benchmarking requirements, for existing buildings.

ENERGY AND WATER UTILITIES (4.5 OF 15 POINTS)

Compared to other utilities, Indianapolis Power and Light (IPL) shows moderate savings as a percentage of sales for electric efficiency programs. Citizens Energy Group does not run any natural gas programs in Indianapolis. The city partners with IPL and Citizens Energy in the promotion and implementation of its income-qualified weatherization program, administered by the statewide third-party administrator. IPL provides an energy efficiency program targeted at multifamily properties, and Indianapolis participates in the utility's Integrate Resource Plan development. The city also partners with other utilities through Thrive Indianapolis. Indianapolis can increase the energy and water efficiency of water services and wastewater treatment plants.

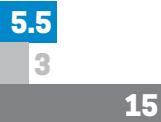## TRANSPORTATION POLICIES (9.5 OF 30 POINTS)

Indianapolis's Subdivision Ordinance encourages compact, mixed-use development. The city also reduced minimum parking requirements in areas close to transit. While Thrive Indianapolis includes sustainable transportation provisions, the city does not have goals to reduce vehicle miles traveled/GHG emissions from transportation or mode shift targets. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other city systems, Indianapolis's transit system is underfunded and can improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Indianapolis can further promote sustainable transportation within the city by subsidizing efficient transportation options for low-income residents.
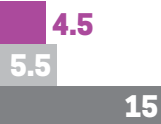
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