

RANK

22 / 75

2019 CITY CLEAN ENERGY SCORECARD

Atlanta

OVERALL SCORE

45 / 100

Atlanta was a top-15 city in community-wide initiatives and transportation policies. Its adoption of the Clean Energy Resolution in 2018, which established renewable energy goals for the city, helped Atlanta's score in community-wide initiatives as well as local government operations. The 2018 Transportation Plan, which set mode shift targets to increase transit, biking, and walking trips, helped the city's score in the transportation policies category. Atlanta has several options for improving its score in the next edition, most notably in the buildings policies and energy and water utilities categories.



LOCAL GOVERNMENT OPERATIONS

5

3.5

9



COMMUNITY-WIDE INITIATIVES

8.5

4.5

16



BUILDINGS POLICIES

11

9

30



ENERGY AND WATER UTILITIES

5

5.5

15



TRANSPORTATION POLICIES

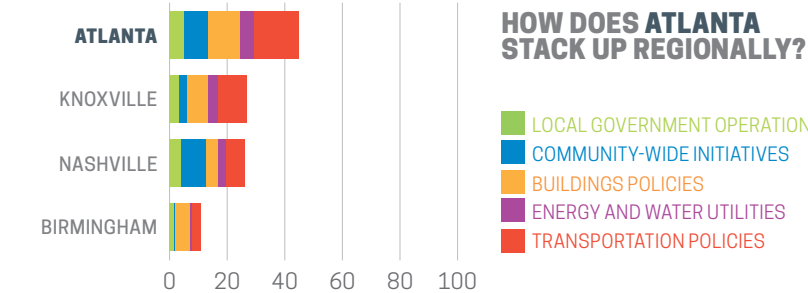
15.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (5 OF 9 POINTS)

Atlanta has set energy-reduction, renewable electricity, and greenhouse gas (GHG) emissions reduction goals for local government operations. ACEEE does not currently project that the city will reach its goal to reduce local government GHG emissions 20% from 2009 levels by 2020. Atlanta requires city-owned building projects to achieve LEED certification, benchmarks 90% of government buildings, and retrofits buildings through its energy savings performance contract. The city incorporates fuel-efficient vehicles into its fleet and is converting street lights to LEDs.

COMMUNITY-WIDE INITIATIVES (8.5 OF 16 POINTS)

Atlanta's GHG emissions reduction, energy-savings, and renewable energy goals 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 20% by 2020. The city supports the development of on-site solar by allowing solar-by-right accessory use in all land zones. To mitigate the urban heat island effect, Atlanta has adopted goals to increase park land to 7% and as well as give 40% of the population half-mile proximity to parks by 2020.

BUILDINGS POLICIES (11 OF 30 POINTS)

Atlanta enforces the 2011 Georgia State Minimum Standard Energy Code for commercial buildings and the 2011 Georgia State Residential Green Building Standard. The city has a property assessed clean energy (PACE) financing program for commercial and residential property owners to encourage energy efficiency improvements and renewable energy projects for existing buildings. The city requires large commercial and multifamily buildings to benchmark their annual energy use and conduct energy and water audits once every 10 years if they don't meet efficiency requirements. Atlanta could further support clean energy investments by implementing workforce development programs.

ENERGY AND WATER UTILITIES (5 OF 15 POINTS)

Compared to other utilities, Georgia Power and Atlanta Gas Light show low savings for both electric and natural gas efficiency programs. Georgia Power offers comprehensive programs for low-income and multifamily households. Through an informal partnership, the city works with Georgia Power on city-level energy needs such as energy-savings and renewable energy goals. Georgia Power does not offer incentives for the construction of new distributed solar or wind systems. Multiple efforts aim to increase energy efficiency in water services and wastewater treatment plants.

TRANSPORTATION POLICIES (15.5 OF 30 POINTS)

Atlanta's Climate Action Plan adopts a goal to reduce transportation-related GHG emissions 20% by 2020. We could not confirm if the city measures any quantitative progress toward this goal. Atlanta also has a mode shift target to increase walking, biking, and transit trips to 35% by 2035. To support the fulfillment of this goal, the city can increase the number of bikes offered in Relay Bikeshare. Relative to other city systems, Atlanta's transit system is moderately funded and accessible. The city can take steps to both improve the accessibility of and direct investment towards transit services. Atlanta is a leader for its effort to support clean, efficient transportation for low-income communities. Its inclusionary development policy includes incentives for affordable housing near mass transit, and Relay Bikeshare also offers discounted rates to income-eligible residents. A significant percentage of low-income households live near high-quality, all-day transit.