

RANK

19 / 75

2019 CITY CLEAN ENERGY SCORECARD

# Pittsburgh

Pittsburgh performed best in local government operations and transportation policies. The city's adoption of Climate Action Plan 3.0 in 2018 helped the city across the *Scorecard*. Pittsburgh's strong showing in local government operations was due to efforts such as its Green Vehicle Purchasing Policy, benchmarking of all municipal buildings, and adoption of climate and energy goals through the updated climate plan. Climate Action Plan 3.0 also helped the city's transportation policies by adopting vehicle miles traveled (VMT) reduction goals and mode shift targets. The city has several opportunities to improve its score in the next edition of the *Scorecard*, most notably in energy and water utilities.

OVERALL SCORE

46 / 100



## LOCAL GOVERNMENT OPERATIONS

5.5

3.5

9



## COMMUNITY-WIDE INITIATIVES

7

4.5

16



## BUILDINGS POLICIES

12.5

9

30



## ENERGY AND WATER UTILITIES

5

5.5

15



## TRANSPORTATION POLICIES

16

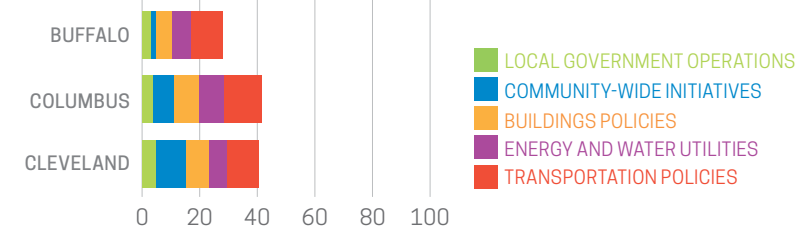
8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

## HOW DOES PITTSBURGH STACK UP REGIONALLY?



### LOCAL GOVERNMENT OPERATIONS (5.5 OF 9 POINTS)

Pittsburgh has set energy-reduction, renewable electricity, and greenhouse gas (GHG) emissions reduction goals for local government operations. ACEEE projects the city will reach its goal of reducing local government GHG emissions 20% from 2003 levels by 2023. Pittsburgh requires city-funded building projects to achieve LEED Silver certification, benchmarks all municipal buildings, and is working to develop a facilities optimization study for its buildings. Pittsburgh works to incorporate fuel-efficient vehicles into its fleet and allows flexible schedules for its employees.

### COMMUNITY-WIDE INITIATIVES (7 OF 16 POINTS)

Pittsburgh'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 90% by 2040. The city has been involved in the development of district energy systems; it recently signed a Memo of Understanding with the Danish Energy and Climate Agency to develop the Pittsburgh District Energy Initiative. To mitigate the urban heat island effect, the city has adopted a goal to increase urban tree canopy coverage to 60% by 2032.

### BUILDINGS POLICIES (12.5 OF 30 POINTS)

Pittsburgh is required to enforce state-mandated codes, which are the 2009 International Energy Conservation Code (IECC) for commercial and residential buildings, with amendments from the 2015 IECC for residential buildings. The city also advocates for more stringent state codes. The city promotes efficiency and renewable energy investments in existing buildings through incentive programs and mandatory policies. For example, the Building Energy Savings Program provides loans of up to \$50,000 to businesses that make energy efficiency upgrades.

### ENERGY AND WATER UTILITIES (5 OF 15 POINTS)

Compared to other utilities, Duquesne Light Co. and Peoples Natural Gas show low savings for both electric and natural gas efficiency programs; however Duquesne does offer comprehensive programs for low-income and multifamily households. Through efforts such as Penn Future and Black and Gold Does Green, the city works closely with its utilities to promote energy efficiency. Duquesne does not offer incentives for the construction of new distributed solar or wind systems. Pittsburgh also works to increase energy efficiency in water services and wastewater treatment plants, but more could be done.

### TRANSPORTATION POLICIES (16 OF 30 POINTS)

The Climate Action Plan 3.0 sets a sustainable transportation vision for the city and adopts a goal to reduce VMT per capita 50% below 2013 levels by 2030. The plan set several mode shift targets, including increasing walking, cycling, transit, and decreasing single-occupancy vehicle trips. Relative to other city systems, Pittsburgh's transit system is accessible, but the city can take steps to direct investment towards transit services. Pittsburgh's inclusionary development policy includes incentives to encourage the development of affordable housing in its Ecolnnovation District. The city's public bike-sharing system offers a discounted membership for qualifying residents including low-income households.