

RANK

40 / 75

2019 CITY CLEAN ENERGY SCORECARD

Richmond

OVERALL SCORE

28 / 100

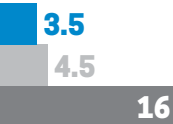
Richmond scored best in transportation policies and local government operations. The city's recent establishment of a transit-oriented development zoning district and launch of RVA Bike Share supported Richmond's performance in the transportation policies category. Richmond's green building, benchmarking, and retrofit requirements for public buildings helped its local government score. Richmond can improve across all policy areas to advance its rank in the next edition, most notably by further expanding its transportation policies and focusing on community-wide initiatives.



LOCAL GOVERNMENT OPERATIONS



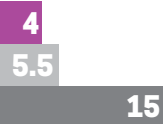
COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



ENERGY AND WATER UTILITIES



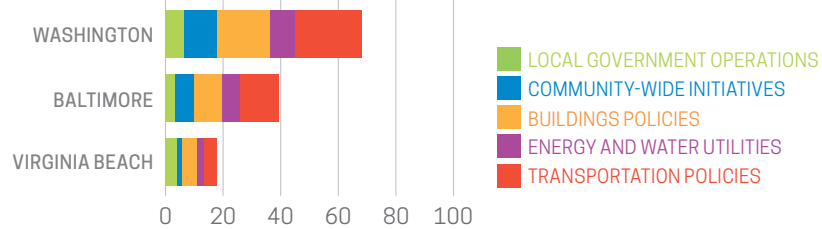
TRANSPORTATION POLICIES



MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

HOW DOES RICHMOND STACK UP REGIONALLY?



LOCAL GOVERNMENT OPERATIONS (3 OF 9 POINTS)

Richmond set an energy-reduction goal for local government operations. The city requires select municipal buildings to achieve LEED Silver certification, benchmarks all municipal facilities, and retrofits buildings based on audit results. Richmond offers telework and flexible scheduling options for its employees. To ramp up its efforts, Richmond can establish greenhouse gas (GHG) emissions reduction and renewable electricity goals for local government operations. The city can also incorporate more fuel-efficient vehicles into its fleet and convert more streetlights to LEDs.

COMMUNITY-WIDE INITIATIVES (3.5 OF 16 POINTS)

Richmond's GHG emissions reduction goal provides the vision for a sustainable city. ACEEE currently projects the city will achieve its goal of reducing community-wide GHG emissions 80% by 2050. To inspire future clean energy efforts, the city can set community-wide energy-savings and renewable energy goals. It can take steps to achieve these goals by involving marginalized communities in planning and implementing initiatives, by supporting clean, efficient distributed energy systems, and by establishing goals aimed at mitigating the urban heat island effect.

BUILDINGS POLICIES (7 OF 30 POINTS)

Virginia requires all jurisdictions to comply with the 2015 Virginia Uniform Statewide Building Code, which references the 2015 International Energy Conservation Code (IECC) for commercial buildings and the 2015 International Residential Code (IRC) for residential buildings. Richmond actively advocates for more stringent building energy codes through its membership in the Virginia Energy Efficiency Council. The state prohibits Richmond from adopting benchmarking and transparency ordinances and energy action requirements, but the city can encourage improved energy efficiency in existing buildings by creating voluntary benchmarking initiatives or energy challenges. The city could also provide training programs and enact inclusive procurement policies to grow an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (4 OF 15 POINTS)

Compared to other utilities, Dominion Virginia Power and Richmond Department of Public Utilities show low savings for both electric and natural gas efficiency programs. Neither utility offers comprehensive programs for low-income or multifamily households. Richmond is taking steps to encourage decarbonization; this includes submitting comments to the Public Utility Commission. Richmond also works to increase energy efficiency in water services and wastewater treatment plants, but more could be done.

TRANSPORTATION POLICIES (10.5 OF 30 POINTS)

The Richmond Strategic Multimodal Transportation Plan sets a multimodal vision for the city's transportation system; however Richmond has not adopted quantitative vehicle miles traveled (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, Richmond's transit system is moderately accessible but underfunded. Although the city created a new zoning district in 2017 for transit-oriented development, Richmond can bolster its location-efficient policies further by abolishing minimum parking requirements citywide and offering a greater number of incentives for compact and mixed-use development.