

RANK

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2019 CITY CLEAN ENERGY SCORECARD

# Rochester

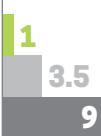
Rochester performed best in buildings and transportation policies. The city's recently established Sustainable Homes Rochester program contributed to Rochester's showing in buildings policies. Likewise, the city's launch of a bike-share program in 2017 helped the city's score in transportation policies. However the city still has substantial room for improvement across all policy areas, with the most room for improvement in local government operations and community-wide initiatives.

OVERALL SCORE

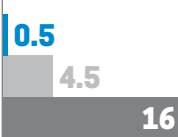
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## LOCAL GOVERNMENT OPERATIONS



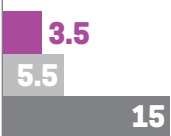
## COMMUNITY-WIDE INITIATIVES



## BUILDINGS POLICIES



## ENERGY AND WATER UTILITIES



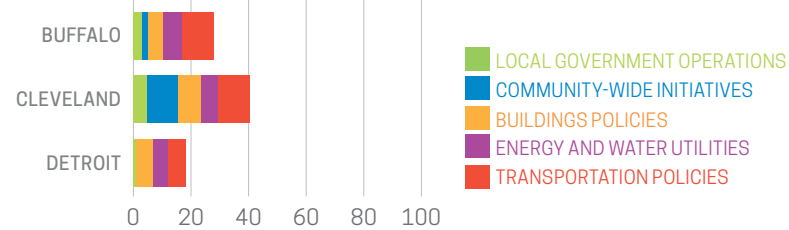
## TRANSPORTATION POLICIES



MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

## HOW DOES ROCHESTER STACK UP REGIONALLY?



### LOCAL GOVERNMENT OPERATIONS (1 OF 9 POINTS)

Rochester has energy-savings and greenhouse gas (GHG) emissions reduction goals for local government operations. ACEEE does not currently project that the city will achieve its goal of reducing GHG emissions 20% from 2008 levels by 2020. The city benchmarks some municipal buildings and has converted some streetlights to LEDs. Otherwise, Rochester has few initiatives to reduce local government GHG emissions. To ramp up its efforts, Rochester can establish a renewable electricity goal, incorporate more fuel-efficient vehicles into its fleet, and set green building requirements.

### COMMUNITY-WIDE INITIATIVES (0.5 OF 16 POINTS)

Rochester has a community-wide GHG emissions reduction goal; however ACEEE does not project that the city will achieve its goal of reducing community-wide GHG emissions 20% by 2020. To inspire future clean energy efforts, the city can set energy-savings and renewable energy goals. It can take steps to achieve them by involving marginalized communities in planning and implementing initiatives; supporting clean, efficient distributed energy systems; and working to mitigate the urban heat island effect.

### BUILDINGS POLICIES (8 OF 30 POINTS)

New York allows jurisdictions to adopt codes more stringent than those mandated by the state. Rochester requires residential and commercial buildings to comply with the 2015 International Energy Conservation Code (IECC). The city promotes clean energy investments in existing buildings through the Sustainable Homes Rochester incentive program, which promotes clean heating and cooling technologies. The Rochester Environmental Jobs Training Program helps grow an equitable energy efficiency workforce by helping underemployed and unemployed citizens get environmental construction jobs. The city could further encourage energy efficiency in existing buildings by implementing a benchmarking and transparency ordinance and enacting energy action requirements.

### ENERGY AND WATER UTILITIES (3.5 OF 15 POINTS)

Compared to other utilities, Rochester Gas & Electric (RG&E) shows low savings for both electric and natural gas efficiency programs. RG&E offers comprehensive programs for low-income and multifamily households. The city works closely with its utility to promote energy efficiency. Based on available data, we did not find that Rochester encouraged RG&E to increase its utility-scale or distributed electricity generation from renewable sources; RG&E does not offer incentives for the construction of new distributed solar or wind systems. Rochester could also improve the energy efficiency of water services.

### TRANSPORTATION POLICIES (9 OF 30 POINTS)

Location-efficient codes apply to certain areas of the city, and parking minimums do not exist in two areas of the city. Reimage RTS provides the vision for a transportation system that better suits the needs of the county, including downtown Rochester. The city has not adopted vehicle miles traveled (VMT) or GHG emissions reduction goals for the transportation sector. Rochester has not adopted 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, Rochester's transit system is underfunded and can improve in accessibility. Likewise, the city can work to increase the number of low-income households near high-quality transit, offer incentives to low-income residents for efficient transportation options, and encourage or require the creation of affordable housing units in transit-rich areas.