

RANK

82/100



OVERALL SCORE

11/100

## RECOMMENDATIONS

- Adopt more stringent building energy codes.
- Adopt location-efficient zoning codes that apply to the entire city.
- Employ equitable community engagement practices in planning clean energy initiatives.
- Set and track community-wide goals for GHG emissions.
- Adopt policies and programs to mitigate the urban heat island effect.
- Adopt policies and programs targeting energy efficiency in existing buildings, such as retrocommissioning and audit requirements and incentives, particularly targeting low-income housing.
- Expand high-quality transit access for low-income residents.

## COMMUNITY-WIDE INITIATIVES



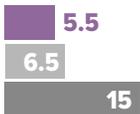
## BUILDINGS POLICIES



## TRANSPORTATION POLICIES



## ENERGY AND WATER UTILITIES



## LOCAL GOVERNMENT OPERATIONS



■ MEDIAN SCORE OF ALL CITIES

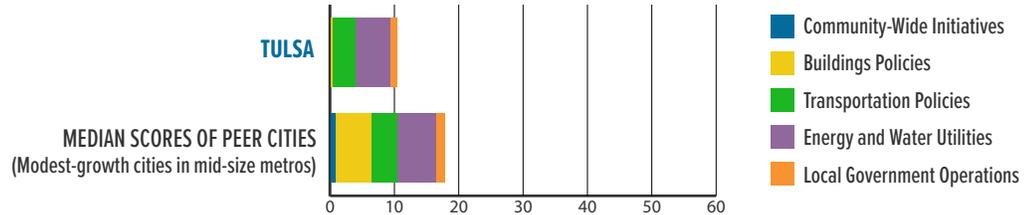
■ MAXIMUM POINTS POSSIBLE

## 2021 CITY CLEAN ENERGY SCORECARD

## TULSA, OK

Tulsa has few clean energy policies and substantial room for improvement across all categories of the *Scorecard*, particularly in buildings policies, local government operations, and community-wide initiatives. The city can pursue foundational clean energy policies that could serve as stepping-stones to a clean energy future.

## HOW DOES TULSA STACK UP TO PEER CITIES?



## COMMUNITY-WIDE INITIATIVES (0.5 OF 15 POINTS)

Tulsa aims to increase urban tree canopy coverage to 30% by 2036, but the city has pursued few other community-wide initiatives. It has not adopted citywide climate and energy goals or taken an equity-driven approach to clean energy planning. Tulsa has not supported the creation of community solar or the integration of emissions-reducing technology in distributed energy systems within the community.

## BUILDINGS POLICIES (0.5 OF 30 POINTS)

Tulsa has few initiatives to reduce GHG emissions and energy use in the buildings sector. Oklahoma requires residential and commercial buildings to comply with the 2015 International Residential Code and 2006 International Energy Conservation Code, respectively, and allows local jurisdictions to adopt building energy codes; however, Tulsa has not done so. We could not find information on whether the city has adopted solar ordinances or policies requiring buildings to include EV charging infrastructure or be EV ready. Tulsa does not have programs committed to developing a dedicated energy efficiency or renewable energy workforce, and it does not have policies that incentivize or require energy efficiency in existing buildings.

## TRANSPORTATION POLICIES (3.5 OF 30 POINTS)

Of low-income households in Tulsa, 0% have access to high-quality transit. With 34.1 per 100,000 people, the city has a moderate number of EV charging station ports available for public use. Tulsa has neither a sustainable freight transportation plan nor any policies that address freight efficiency, nor has it codified VMT or transportation-related GHG reduction targets. Transportation entities that serve Tulsa have received roughly \$27.00 per capita on average in local transit funding annually between 2015 and 2019, a very low funding level.

## ENERGY AND WATER UTILITIES (5.5 OF 15 POINTS)

Compared to other utilities, Public Service Company of Oklahoma (PSO) and Oklahoma Natural Gas show low savings as a percentage of sales for both electric and natural gas efficiency programs. PSO offers a portfolio of energy efficiency programs for low-income customers, including a comprehensive program; it also offers a comprehensive energy efficiency program for multifamily properties. Tulsa does not provide community-wide energy use information at the aggregate level or advocate for better ratepayer access to utility data or establishing data-sharing agreements between the city and its utilities. We were unable to confirm if the city participates in activities or strategies to encourage more utility-scale or distributed renewable energy generation from its local electric utility. American Electric Power, the parent company of PSO, set a modest company-wide goal to achieve net-zero emissions by 2050.

## LOCAL GOVERNMENT OPERATIONS (1 OF 10 POINTS)

Tulsa requires the purchase of high-efficiency vehicles for its fleet but has few other initiatives to reduce GHG emissions and energy use in local government operations, and has not established GHG emissions reductions goals for municipal operations. We were unable to find information indicating that the city has an efficient outdoor lighting policy, installed renewable energy systems on municipal facilities, established inclusive procurement policies, or developed a comprehensive retrofit strategy.