

RANK

14 / 100

2020 CITY CLEAN ENERGY SCORECARD

# Atlanta

Atlanta was a top-five city in the community-wide initiatives category and a top-15 city in the transportation policies category. The Clean Energy Resolution in 2018, which established renewable energy goals for the city, contributed to 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 Scorecard, most notably in buildings policies.

OVERALL SCORE

54.5 / 100



## LOCAL GOVERNMENT OPERATIONS

6

2.5

10



## COMMUNITY-WIDE INITIATIVES

10

3

15



## BUILDINGS POLICIES

12.5

7

30



## ENERGY AND WATER UTILITIES

8

5.5

15



## TRANSPORTATION POLICIES

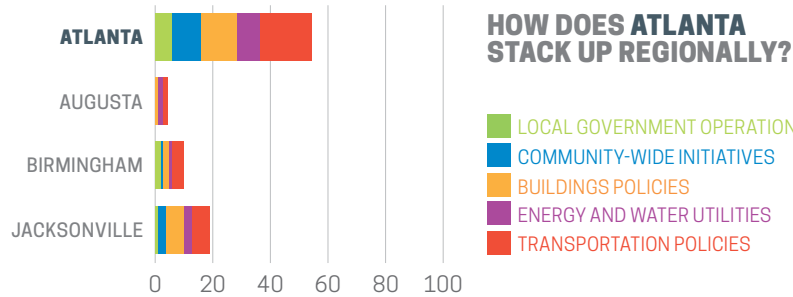
18

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



### LOCAL GOVERNMENT OPERATIONS (6 OF 10 POINTS)

Atlanta has greenhouse gas (GHG) emissions reduction and clean energy goals for local government operations. ACEEE was unable to project if the city will achieve its near-term, local government operations climate mitigation goal of 20% below 2009 levels by 2020 because insufficient GHG emissions data were available for our analysis. Atlanta benchmarks over 90% of government building square footage, conducts energy audits through the city's Guaranteed Energy Savings Performance Contract, and is currently implementing energy savings measures based on the recommendations. The city has committed to converting 20% of its municipal fleet to electric vehicles but does not have any efficiency requirements.

### COMMUNITY-WIDE INITIATIVES (10 OF 15 POINTS)

Atlanta's climate change mitigation, energy reduction, and renewable energy goals set the vision for a clean energy future. Based on past years of emissions data, ACEEE projects the city will achieve its near-term climate, community-wide change mitigation goal of 20% below 2009 levels by 2020. To mitigate the urban heat island effect, the city aims to increase park land to 7% and to increase half-mile proximity to parks to 40% of the population by 2020.

### BUILDINGS POLICIES (12.5 OF 30 POINTS)

Atlanta requires residential and commercial buildings to comply with the 2015 International Energy Conservation Code with state amendments. Commercial and multifamily buildings must adhere to electric vehicle-readiness requirements. To address 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 offers several incentives to spur clean energy investment. Atlanta can do more to reduce GHG emissions from its building sector by adopting more stringent energy codes and building performance standards.

### ENERGY AND WATER UTILITIES (8 OF 15 POINTS)

Compared to other utilities, Georgia Power reports low savings as a percentage of sales for electric efficiency programs. Atlanta Gas Light did not spend, or did not report spending on, natural gas efficiency programs. Georgia Power offers multiple low-income and multifamily energy efficiency programs. Atlanta Gas Light does not provide energy efficiency programs for multifamily properties or low-income customers. The city supports efforts to decarbonize the electric grid; for example, the city sent a letter to the PSC supporting utility-scale solar. Multiple efforts also aim to increase energy and water efficiency in water services.

### TRANSPORTATION POLICIES (18 OF 30 POINTS)

Atlanta's Climate Action Plan adopts a goal to reduce transportation GHG emissions 20% by 2020. We could not determine if the city has made progress towards this goal. Atlanta also has a mode shift target to increase walking, biking, and transit trips to 35% by 2035. Relative to other city systems, Atlanta's transit system is moderately funded and accessible, but 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.