

RANK

58 / 100

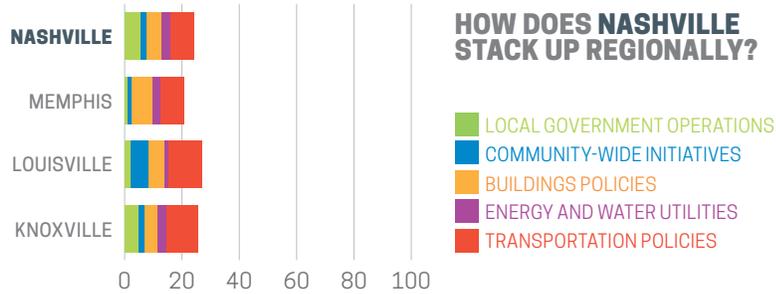
2020 CITY CLEAN ENERGY SCORECARD

# Nashville

OVERALL SCORE

24 / 100

Nashville had its best achievement in local government operations, due in part to the city's recent legislation to electrify the municipal fleet. The city can improve across all policy areas to advance its rank in the next edition of the *Scorecard*, but most notably in buildings policies and community-wide initiatives. Nashville can take foundational steps like adopting community-wide climate and energy goals as well as exploring equity-driven approaches for implementing climate and sustainability initiatives. The city can also update its building energy codes and adopt clean energy requirements for private buildings.



## LOCAL GOVERNMENT OPERATIONS (5.5 OF 10 POINTS)

Nashville has adopted 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 climate mitigation goal for local government operations of 40% below 2014 levels by 2030 because insufficient GHG emissions data were available for our analysis. Nashville benchmarks all facilities in the city's Energy Management system and conducts retrofits through an energy revolving fund. Nashville's new legislation requires all fleet vehicles to be zero-emissions by 2050. The city partners with Nashville Electric Service to pilot LED streetlight conversion and installs renewable energy systems on municipal buildings.

## COMMUNITY-WIDE INITIATIVES (2 OF 15 POINTS)

Nashville supported the creation of community solar within the city but has pursued few other community-wide initiatives. To mitigate the urban heat island effect, the city adopted specific urban tree canopy goals for specific areas. To inspire future clean energy efforts, Nashville can adopt citywide climate and energy goals and take an equity-driven approach to clean energy planning.

## BUILDINGS POLICIES (5.5 OF 30 POINTS)

Nashville requires residential and commercial buildings to comply with the 2012 International Energy Conservation Code. The codes are not stringent when compared to building energy codes in effect in other cities. Nashville offers incentives such as the Home Energy Incentives Program and Home Energy Uplift Program to spur clean energy investment. A jobs training provision in the Home Energy Uplift Program helps grow the clean energy workforce. Nashville can do more to reduce GHG emissions in its building sectors by adopting energy efficiency policies (such as benchmarking requirements) for existing buildings and further developing an equitable clean energy workforce.

## ENERGY AND WATER UTILITIES (3 OF 15 POINTS)

Compared to other utilities, Nashville Electric Service shows low savings as a percentage of sales for electric efficiency programs. Piedmont Natural Gas does not report spending or savings on natural gas efficiency programs. While Piedmont Natural Gas does not offer efficiency programs for low-income customers or multifamily properties, Nashville Electric Service and Tennessee Valley Authority (TVA) offer low-income and multifamily programs. In 2018, TVA produced 12% of its total generation from renewable sources. The city can continue to increase energy and water efficiency in water services and wastewater treatment plants.

## TRANSPORTATION POLICIES (8 OF 30 POINTS)

To encourage compact development, Nashville has mandatory form-based codes and abolished parking minimums in the downtown area. While Access Nashville 2040 includes energy efficient transportation provisions, Nashville does not have goals to reduce vehicle miles traveled/GHG emissions from transportation. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other city systems, Nashville's transit system is underfunded and can improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Nashville can further promote sustainable transportation within the city by encouraging or requiring the creation of affordable housing units in transit-served areas.



### LOCAL GOVERNMENT OPERATIONS

5.5

2.5

10



### COMMUNITY-WIDE INITIATIVES

2

3

15



### BUILDINGS POLICIES

5.5

7

30



### ENERGY AND WATER UTILITIES

3

5.5

15



### TRANSPORTATION POLICIES

8

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE