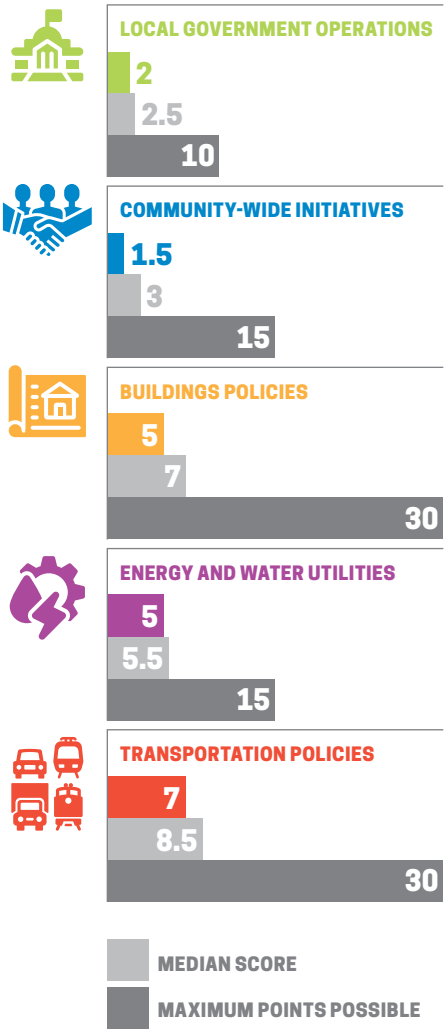
RANK

70 /100

OVERALL SCORE

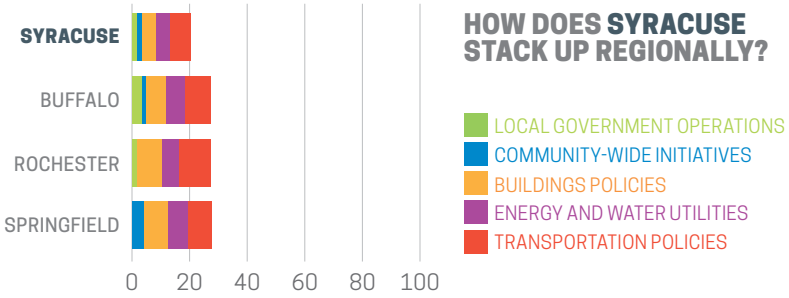
20.5 /100



2020 CITY CLEAN ENERGY SCORECARD

Syracuse

Syracuse had some achievements, including adopting greenhouse gas (GHG) emissions reduction goals and taking steps to mitigate the urban heat island effect; however, the city has substantial room to improve across the report. To jump-start efforts, Syracuse can focus on reducing energy waste from government buildings, it can work to make private buildings more energy efficient, and it can take more steps to reduce vehicle miles traveled (VMT) within the city. These efforts could serve as stepping-stones to a clean energy future.



LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

Syracuse has adopted 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 40% below 2002 levels by 2020 because insufficient GHG emissions data were available for our analysis. Syracuse has few other initiatives to reduce GHG emissions and energy use in local government operations. The city can ramp up its efforts to reduce emissions from its buildings by benchmarking building energy use, developing a comprehensive retrofit strategy, and conducting energy retrofits. Beyond buildings, it can set fleet efficiency requirements and seek to convert streetlights to LED.

COMMUNITY-WIDE INITIATIVES (1.5 OF 15 POINTS)

Syracuse's GHG emissions reduction goal sets the vision for a clean energy future. ACEEE was unable to project if the city will achieve its community-wide GHG emissions reduction goal of 7% below 2002 levels by 2020 because insufficient GHG emissions data were available for our analysis. Syracuse supported the creation of a microgrid within the city. To mitigate the urban heat island effect, Syracuse aims to increase the urban tree canopy to 30% by 2020. To inspire future clean energy efforts, the city can adopt citywide clean energy goals and take an equity-driven approach to clean energy planning.

BUILDINGS POLICIES (5 OF 30 POINTS)

Syracuse requires residential and commercial buildings to comply with the 2015 New York State Energy Conservation Construction Code, which references the 2015 International Energy Conservation Code. Syracuse can do more to reduce GHG emissions in its buildings by adopting energy efficiency policies for existing buildings (such as benchmarking requirements and building performance standards) and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (5 OF 15 POINTS)

Compared to other utilities, National Grid shows low savings as a percentage of sales for electric efficiency programs and moderate savings as a percentage of sales for natural gas efficiency programs. NYSERDA offers energy efficiency programs for low-income customers and multifamily properties. The city can encourage utility-scale or distributed renewable energy generation from its electric utility. Additionally, Syracuse can work to increase energy and water efficiency in water services and wastewater treatment plants.

TRANSPORTATION POLICIES (7 OF 30 POINTS)

Syracuse residents can access incentives for the purchase of electric vehicles and electric vehicle charging infrastructure though the New York State Energy Research and Development Authority and the New York Power Authority. While the city's Sustainability Plan and 2040 Comprehensive Plan include sustainable transportation provisions, Syracuse has not yet adopted quantitative goals to reduce VMT/GHG emissions from transportation or mode shift targets. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other city systems, Syracuse's transit system is moderately funded but can improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Syracuse can further promote sustainable transportation within the city by encouraging or requiring the creation of affordable housing units in transit-served areas and subsidizing efficient transportation options for low-income residents.

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