RANK
36 /100

OVERALL SCORE
31 /100

Cincinnati

Cincinnati had its best achievements in the local government operations category, due in part to robust procurement and construction policies for municipal operations, including installing renewable energy on municipal buildings and converting streetlights to LEDs. Recent efforts also helped the city's score in the energy and water utilities category; in partnership with Duke Energy Ohio, the city launched Warm Up Cincy, a low-income multifamily energy efficiency program, in 2019. To advance its rank in the next *Scorecard*, the city can improve across all policy areas, most notably buildings and transportation policies.

LOCAL GOVERNMENT OPERATIONS
4.5
2.5
10

COMMUNITY-WIDE INITIATIVES
5.5
3
15

BUILDINGS POLICIES
6.5
7
30

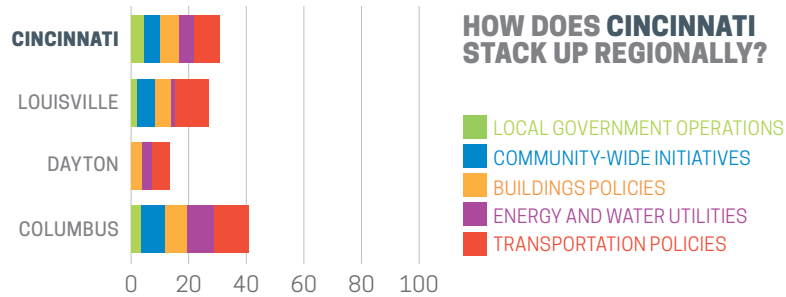**ENERGY AND WATER UTILITIES**
5.5
5.5
15

TRANSPORTATION POLICIES
9
8.5
30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

HOW DOES **CINCINNATI** STACK UP REGIONALLY?

- LOCAL GOVERNMENT OPERATIONS
- COMMUNITY-WIDE INITIATIVES
- BUILDINGS POLICIES
- ENERGY AND WATER UTILITIES
- TRANSPORTATION POLICIES

LOCAL GOVERNMENT OPERATIONS (4.5 OF 10 POINTS)

Cincinnati has adopted energy reduction and renewable energy goals. It benchmarks 50% of municipally owned buildings and has completed retrocommissioning projects through performance contracting. Cincinnati installs renewable energy systems on city facilities and has converted all streetlights to LEDs. To guide its efforts, the city can establish municipal climate change mitigation goals and take more steps to purchase high-efficiency vehicles.

COMMUNITY-WIDE INITIATIVES (5.5 OF 15 POINTS)

To advance equity-driven planning and accountability, Cincinnati conducted expanded outreach to communities of color during the creation of the 2018 Green Cincinnati Plan and adopted a goal to reduce the household energy burden by 10% within five years. The city's greenhouse gas (GHG) emissions reduction, 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 come close to achieving its near-term, community-wide GHG emissions reduction goal of 40% below 2006 levels by 2028. To mitigate the urban heat island effect, Cincinnati provides incentives for green roofs. Cincinnati has not adopted a formal policy, rule, or agreement supporting the creation of district energy, microgrids, or community solar.

BUILDINGS POLICIES (6.5 OF 30 POINTS)

Ohio requires all jurisdictions to enforce the 2018 International Energy Conservation Code (IECC) for residential buildings and the 2012 IECC for commercial buildings. Cincinnati does not yet advocate for more stringent state energy codes. The city's 2030 District and incentives spur clean energy investment. It can do more to reduce GHG emissions in its buildings by adopting energy efficiency policies (such as benchmarking requirements) for existing structures and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (5.5 OF 15 POINTS)

Compared to other utilities, Duke Energy Ohio shows moderate savings as a percentage of sales for electric efficiency programs. The utility did not implement any natural gas efficiency programs in 2018; however, Cincinnati works with Duke to offer bill repayment and energy efficiency programs for low-income residents, and the utility provides an energy efficiency program for multifamily properties. Cincinnati engages with the Public Utilities Commission on energy rate cases related to renewable energy developments. The city can advocate for better access to utility data and continue to increase energy and water efficiency in water services and wastewater treatment plants.

TRANSPORTATION POLICIES (9 OF 30 POINTS)

To encourage compact communities, Cincinnati adopted form-based codes in 2013 and eliminated minimum parking requirements in downtown zones. The city subsidizes bike share costs for low-income residents. While the 2018 Green Cincinnati Plan includes provisions to reduce vehicle miles traveled (VMT), the city has not yet adopted quantitative goals to reduce VMT/GHG emissions from transportation. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other cities, Cincinnati's transit system is underfunded and somewhat accessible; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Cincinnati can promote sustainable transportation by encouraging or requiring the creation of affordable housing units in transit-served areas.

ACEEE
American Council for an Energy-Efficient Economy