

RANK

55 / 100

2020 CITY CLEAN ENERGY SCORECARD

Detroit

Detroit has continued to take steps to build on progress achieved in the last *City Scorecard*. In 2019, the city released its Sustainable Action Agenda, the first of its kind for the city. It set goals to reduce greenhouse gas (GHG) emissions, ramp up energy savings and renewable energy use, and mitigate urban heat islands. The agenda and its provisions helped to improve the city's score. Detroit has several opportunities for building on its momentum and advancing its rank in future editions of the *Scorecard*. The city can improve across all categories, but particularly in local government operations, community-wide initiatives, and buildings policies.

OVERALL SCORE

25 / 100



LOCAL GOVERNMENT OPERATIONS

1
2.5
10



COMMUNITY-WIDE INITIATIVES

3.5
3
15



BUILDINGS POLICIES

7
7
30



ENERGY AND WATER UTILITIES

5.5
5.5
15

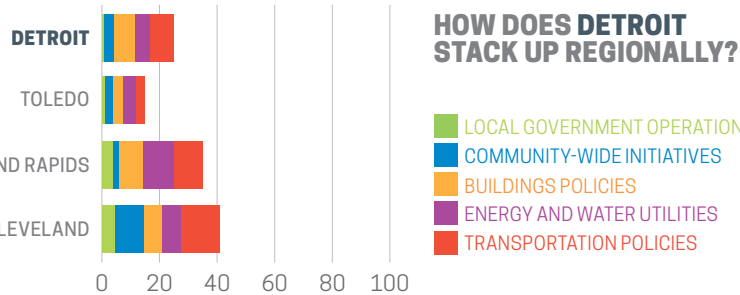


TRANSPORTATION POLICIES

8
8.5
30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (1 OF 10 POINTS)

The city has converted all streetlights to LEDs. Detroit also has adopted a GHG emissions reduction goal for local government operations. ACEEE was unable to project if the city will achieve its near-term, local government operations climate mitigation goal of 25% below 2012 levels by 2025 because insufficient GHG emissions data were available for our analysis. Detroit benchmarks energy use in local government buildings but does not benchmark more than 75% of buildings. The city can integrate clean energy into its procurement and construction strategies by requiring the purchase of high-efficiency vehicles and installing onsite renewable energy systems.

COMMUNITY-WIDE INITIATIVES (3.5 OF 15 POINTS)

Detroit's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. ACEEE was unable to project if the city will achieve its near-term community-wide climate mitigation goal of 30% below 2012 levels by 2025 because insufficient GHG emissions data were available for our analysis. To mitigate the urban heat island effect, Detroit aims to plant 5,000 trees annually through 2024. To inspire future clean energy efforts, Detroit can adopt a formal policy, rule, or agreement that supports the creation of clean, distributed energy systems within the community.

BUILDINGS POLICIES (7 OF 30 POINTS)

Michigan requires local jurisdictions to enforce the 2015 International Energy Conservation Code and ASHRAE 90.1-2013 for residential and commercial buildings, respectively. Detroit does not yet advocate for more stringent state energy codes. Detroit's SmartBuildings program spurs clean energy investment. The city can do more to reduce GHG emissions in its buildings by adopting energy efficiency policies (such as benchmarking requirements) for existing buildings and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (5.5 OF 15 POINTS)

Compared to other utilities, Detroit Edison Company (DTE) shows high savings as a percentage of sales for electric efficiency programs. MichCon Gas, a subsidiary of DTE, shows moderate savings for its natural gas efficiency programs. DTE offers energy efficiency programs for low-income customers and multifamily properties. The city can advocate for better access to utility data and participate in activities to encourage more utility-scale renewable energy generation. Detroit can also increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (8 OF 30 POINTS)

To encourage compact developments, Detroit abolished parking minimums in the central business district and allows for mixed-use development in certain zones. While the Strategic Plan for Transportation includes sustainable transportation provisions, Detroit has not yet adopted quantitative 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, Detroit'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. Detroit can promote sustainable transportation by subsidizing efficient transportation options for low-income residents.