



# COMMUNITY RECOMMENDATIONS SUMMARY

April 2014



VERSION 2.0

# PITTSBURGH CLIMATE ACTION PLAN

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**Report Compiled by**

James Souder, *Climate Fellow*

Pennsylvania Environmental Council / PULSE Fellow

**Pittsburgh Climate Initiative**

[www.pittsburghclimate.org](http://www.pittsburghclimate.org)

info@pittsburghclimate.org

412-481-9400

Pittsburgh, Pennsylvania

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## Background Information

The first [Pittsburgh Climate Action Plan](#), which was adopted by the City of Pittsburgh in 2008, established a goal to reduce greenhouse gas emissions to 20% below 2003 levels by 2023. The plan sets forth recommendations for achieving this reduction for four sectors: Municipal, Community, Business, and Higher Education. As significant progress was made on implementation of the first plan, an updated version, [PCAP Version 2.0](#), was adopted in 2012.

The recommendations included in the Community chapter of both the first and second *PCAP* were generated through a series of open public meetings held in the summer of 2007. Because these recommendations were not as specific as those included in other chapters, and because there is not a specific party responsible for implementation, this chapter has been more difficult to complete and track.

This report assesses implementation progress on the Community recommendations in *PCAP v. 2.0*, summarizing projects and programs that help to carry out the plan. For more information and to access both versions of the *Pittsburgh Climate Action Plan*, visit [www.pittsburghclimate.org](http://www.pittsburghclimate.org) or email [info@pittsburghclimate.org](mailto:info@pittsburghclimate.org).

## Recommendation Status Report

### Completed / Ongoing:

- ✓ Transportation 3
- ✓ Food and Waste 2

### In Progress:

- Home Energy 1
- Home Energy 2
- Home Energy 3
- Home Energy 4
- Home Energy 5
- Home Energy 6
- Home Energy 7
- Home Energy 8
- Transportation 1
- Transportation 2
- Transportation 4
- Transportation 6
- Transportation 8
- Transportation 9
- Food and Waste 1
- Food and Waste 4

### In Progress:

- Food and Waste 8
- Green Space 1
- Partnerships and Funding 1
- Partnerships and Funding 3
- Partnerships and Funding 5

### Not Started:\*

- Transportation 5
- Food and Waste 3
- Food and Waste 5
- Food and Waste 7
- Green Space 2
- Partnerships and Funding 2
- Partnerships and Funding 4

### Tabled Indefinitely:

- Home Energy 9
- Transportation 7
- Transportation 10
- Transportation 11
- Food and Waste 6

\* Pittsburgh Climate Initiative is not aware of any progress on the recommendations listed as “Not Started.” Please contact us if your organization is interested in addressing one of these recommendations.

## **Community: Home Energy**

There is significant potential for reducing greenhouse gas emissions through home energy efficiency improvements. Pittsburgh has about 70,000 owner-occupied single family residential units, and each home uses about 90MMBtus of energy per year, contributing over 375,000 tons of CO<sub>2</sub> emissions annually. If each home reduced their energy use by 20%, annual emissions would be reduced by 75,000 tons of CO<sub>2</sub>, equivalent to the amount of carbon sequestered by 55,000 acres of U.S. forests in one year – an area larger than the City of Pittsburgh.

### **Home Energy 1: Advocate for More Efficient Energy Codes (Local and State) and Sustainable Energy Policy and Tax Incentives (State and Federal)**

- This recommendation has been difficult to implement due to the passage of House Bill 377, passed in 2011, which amended the state building code. While many states automatically adopt updated building codes, Pennsylvania now requires a two-thirds vote from the Review and Advisory Council to adopt new building and energy codes. Because of this change, the 2012 codes were rejected and Pennsylvania currently relies on outdated 2009 codes.
- To address this issue, PennFuture created the “Build it Safe” campaign in September 2013, which aims to inform the public about the importance of updated building codes. Updated building codes, released every three years, outline minimum requirements for residential and commercial structures. In addition to updated safety and design features, these codes improve energy efficiency standards which reduce power consumption and save money on energy costs. Read more at [www.builditsafe.org](http://www.builditsafe.org).

### **Home Energy 2: Identify and Advocate for Locally Appropriate Incentives for Solar**

- A variety of activities have occurred in Western Pennsylvania to advance solar energy since adoption of this plan. [Three Rivers Solar Source](#), a program coordinated by PennFuture, works to increase the amount of solar energy produced to 15 megawatts by 2015. Allegheny County alone currently has 177 solar installations totaling 2.5 megawatts. A map of all solar installations in Western PA is available [here](#).
- In 2012, [PennFuture](#) and partners ([CONNECT](#), [Southwestern Pennsylvania Commission](#), [Allegheny County](#), [City of Pittsburgh](#), [SUNWPA](#)) were awarded a SunShot Rooftop Challenge grant from the Department of Energy. The objective of that grant was to create model zoning, permitting, and inspection procedures that met the needs of Pennsylvania municipalities. As a result, a model zoning ordinance and permitting practices (and an accompanying guidebook) were developed. Both of these resources are available at [pennfuture.org/sunshot](http://pennfuture.org/sunshot). In addition, a white paper on [solar financing](#) was written to encourage local solar investment in southwestern PA.

- While the PA SunShine grant program was terminated in December 2013, solar projects can receive a 30% federal tax credit through 2016. Simultaneously, there has been a dramatic reduction in solar costs over the past three years.
- As a whole, Pennsylvania now has more solar energy installed than required by the state's Alternative Energy Portfolio Act. This excess in supply has dramatically lowered the demand for solar renewable energy credits (SRECs) and the associated value of those credits.
- Solar Unified Network of Western Pennsylvania (SUNWPA) was formed in 2010 and is a collaboration of solar installation, development and supply chain businesses; non-profits; solar owners; and solar enthusiasts who are interested in growing solar energy in the Pittsburgh region through awareness, education, and legislative advocacy. While this group was formed before the adoption of *PCAP v. 2.0*, it works to fulfill some of the citizen strategies in this recommendation, and can be used as a resource for future solar power development.
- PennFuture has sponsored the Pittsburgh Solar Tour for three consecutive years, which generates hundreds of visits to regional residential solar installations in the region.

### **Home Energy 3: Work with Municipal Planning Departments to Create Incentives for Green Roofs**

- In April 2013, the Pennsylvania Senate approved [Senate Bill 351](#), which allows municipalities to establish stormwater authorities. With this change in code, many communities in the region have begun researching the feasibility of a stormwater utility fee.
- Pittsburgh Water and Sewer Authority (PWSA) and the City of Pittsburgh are currently exploring creation of a stormwater utility. A stormwater utility incentivizes property owners to utilize green infrastructure, including green roofs, by charging a fee for the amount of impervious surfaces contributing to stormwater runoff. Credits and rebates may be earned through the conversion of impervious surfaces to pervious.

### **Home Energy 4: Disseminate Information about Existing Low-Interest Loans and Identify New Loan Markets for Energy Efficient, ENERGY STAR<sup>®</sup>, and/or LEED<sup>®</sup> Certified Homes**

- While low-interest financing does exist for qualifying homeowners of all income levels, experience has shown that there needs to be more outreach and education on home energy efficiency to build a market for these loans. To meet this need, in late 2012 ReEnergize Pittsburgh launched its Ambassador program, which hires community members to provide outreach and educational opportunities on energy efficiency to their neighbors. In 2013, 15 Ambassadors were active in 14 Allegheny County neighborhoods.

The Ambassador program is effective because residents are more receptive to energy efficiency information if it comes from a person they trust from their own community.

- As part of their outreach efforts, the Ambassadors partner with the Black and Gold City Goes Green campaign to offer Neighborhood Blitzes, where neighbors go door-to-door distributing energy efficiency resources and information. They also organize energy-related events like guest speakers and movie screenings to promote energy efficiency on a neighborhood level.
- ReEnergize Pittsburgh estimates that their Ambassadors have made contact with over 5,000 residents since their program began.

### **Home Energy 5: Promote Building and Building Material Reuse**

- Increasingly, existing and historic buildings in Pittsburgh are given new life as offices, residences, restaurants and retail spaces. However, no specific laws or policies mandating building and material reuse have been created in the City.
- [Construction Junction](#) (CJ) is a successful non-profit in Pittsburgh that promotes conservation through the reuse of building materials. CJ offers three strategies for donating usable items from homeowners and commercial properties.
  - Individuals can drop-off items during CJ open hours, such as used appliances, doors, cabinets, flooring, hardware, furniture, lights, and windows.
  - For larger donations, CJ offers a free pickup service.
  - CJ offers a free [deconstruction service](#) for removing usable items from demolition or renovation projects. The Decon staff will remove salvageable materials that can be reused rather than going to a landfill (such as lumber, trim, fixtures, doors, windows and cabinets). These donation programs reduce disposal costs and are fully tax deductible.
- Reusing building materials not only reduces waste in landfills, but also can reduce GHG emissions. For example, in 2012 and 2013, Construction Junction customers purchased 10,332 doors, averting 511,434 pounds of CO<sub>2</sub> that would have been released had those doors gone to a landfill—an amount equal to driving an SUV over 500,000 miles.

### **Home Energy 6: Promote the Installation of Water-Conserving Fixtures in Homes**

- Dye packets for toilet leak detection have been included in the materials distributed through the Black and Gold City Goes Green's Neighborhood Blitzes, which had traditionally focused more on energy efficiency.
- There is significant potential for greater home water-conservation activities in Pittsburgh, which in turn result in energy savings from reduced water treatment and transportation. However, lack of resources and capacity within the PCI collaborative are a limiting factor.

### **Home Energy 7: Partner with the City and with Homeowners to More Widely Provide Energy Improvement Resources**

- The ReEnergize Coalition is investigating multiple options for achieving the goals of this recommendation, including working with the realtor community to provide information; exploring inclusion of energy efficiency features in the real estate multi-listing; supporting state and federal policy related to building energy efficiency; and investigating City-level incentives or mandates for home energy efficiency.
- Energy efficiency retrofits not only reduce residential carbon emissions, but also improve home health safety. Allegheny County residents can apply for the Healthy Homes Incentive Program (HHIP), a partnership between GTECH and the Allegheny Health Department. In the pilot phase, the first 100 qualified applicants who invest at least \$5,000 in whole-home energy upgrades can receive up to \$2,500 for additional home energy improvements. See the [HHIP website](#) for more information.
- While the Urban Redevelopment Authority's PHRP PLUS loan/grant program existed at the time the plan was adopted, significant efforts have been made to promote it. This loan/grant combination program offers zero interest financing and up to \$2,500 for home improvements, including an energy audit and qualified energy improvements. See this [fact sheet for more information](#).

### **Home Energy 8: Create Incentives or Model Leases for Building Owners and Tenants Sharing in Energy Conservation**

- Pennsylvania Environmental Council, Green Building Alliance, and the Urban Redevelopment Authority are investigating green leases as a tool for overcoming the challenge of "split incentives," in which the entity paying for energy improvements is not the same as the entity who will see the savings on the utility bill, both for residential and commercial spaces.
- In the fall of 2013, the project team engaged the Duquesne University Urban Development Law Clinic to research examples of green leases, identify best practices, and develop sample green lease provisions. PEC, GBA, and URA are in discussions with several realtor and broker organizations to integrate this information into training and educational events in the spring and summer 2014. A medium-term goal is to identify several landlords and tenants who would be willing to volunteer as pilot projects.

### **Home Energy 9: Explore an Electricity Peak Pricing Pilot Project**

- This recommendation was originally included because of a complimentary project at Carnegie Mellon University. However, PCI is not positioned to address peak pricing. In the current legislative and political environment, advocating to the Public Utilities Commission is not likely to have much impact on this recommendation.

## **Community: Transportation**

Transportation emissions account for 25% of greenhouse gas emissions in Pittsburgh. In an effort to establish a strategy for addressing these emissions, PCI and the City convened a meeting with representatives from 21 different organizations that work with alternative and sustainable transportation within the City of Pittsburgh in February 2014.

There was a strong desire to foster more collaboration among these groups, to see greater leadership from the City on sustainable transportation initiatives, to recognize that there are different solutions to transportation issues for each neighborhood, and to ensure that all modes of transportation (vehicles, bikes, pedestrians, transit, etc.) are considered when developing transportation projects.

### **Transportation 1: Encourage Non-Motorized Transportation**

- With 59 miles of on-street bicycle infrastructure, 20 miles of riverfront trails, and 7,000 bicycle parking spaces, Pittsburgh is ranked the 35<sup>th</sup> most bicycle-friendly city in America according to *Bicycling Magazine*, and has achieved a “Bronze” bike-friendly community status from the League of American Bicyclists. Pittsburgh has expanded its bicycle infrastructure by 22 miles since January 2012, with plans to improve and create new bicycle lanes soon. In March 2014, Pittsburgh was selected as one of six cities to create five miles of protected bike lanes (separated from vehicle traffic) over the next two years through the Green Lane Project.
- A variety of creative infrastructure changes continue to make biking in Pittsburgh more appealing. Pittsburgh’s first bike runnel, a grooved track that runs beside a staircase, has been installed in Oakland on Louisa Street to make it easier to transport bicycles up and down the stairs. Pittsburgh’s first “green bike lane,” which is coated with a bright green anti-skid coating, was created in Bloomfield along Liberty Avenue to draw attention to bikers at a dangerous intersection. Pocusset Street in Schenley Park has undergone a “road shift,” where the entire road is repurposed as a pedestrian- and bicycle-only roadway. The City passed a bicycle parking ordinance, which requires bike racks to be installed in new and change of use construction. Bicycle parking has become more accessible thanks to four new on-street bike corrals, as well as the Third Avenue Bike Station inside a Parking Authority Garage downtown.
- The Port Authority of Allegheny County encourages multi-modal transportation by equipping all buses with a front-mounted bike rack and allowing bicycles in designated wheelchair spaces on the light rail and incline.
- Bike Pittsburgh has designed a [Better Bikeways Vision](#) which would create six key bikeway corridors in the City. Implementing these bike corridors would provide safe, intuitive and accessible bike infrastructure, therefore increasing the number of bicyclists in Pittsburgh. Supporting and advocating for the Better Bikeways Vision would help to satisfy this recommendation.

- Read [BikePGH's 2013 Year in Review](#) for recent bicycle infrastructure accomplishments by the numbers. In addition, [this spreadsheet](#) shows a year-by-year breakdown of on-street bicycle infrastructure development since 1980.
- Walking is also an important form of non-motorized transportation in Pittsburgh. Out of the largest 60 cities, Pittsburgh has the third highest rate of walking commuters in the country. The current administration has publicly called for a Complete Streets Policy, which would design safe streets for everyone—including pedestrians and bicyclists.

### **Transportation 2: Encourage Ridesharing and Telecommuting**

- The Southwestern Pennsylvania Commission's [CommuteInfo](#) Program provides resources and information to assist commuters and helps regional employers learn more about [commuting options](#). Individuals can register with CommuteInfo to request a commuting options report which includes contact information for the regional fixed route transit operators, nearby park-n-ride facilities and a list of other individuals making a similar commute who are interested in vanpooling, carpooling, and/or bikepooling.
- CommuteInfo also offers an [Emergency Ride Home](#) service which provides reimbursement for commuters participating in a registered ridesharing service to get home in an unexpected event.
- According to the CommuteInfo [2012 Program Overview](#) report, over 1,200 commuters use CommuteInfo carpools and vanpools daily. Similarly, in 2013 the program had 1,288 participants. CommuteInfo reports that, if assuming an average of a 30-mile round trip commute, the program saves 7,807,800 vehicle miles traveled annually. On average, each participant saved \$800 in gas costs, with combined fuel savings of \$1,030,629.
- The Black and Gold City Goes Green organized a (Car)Pool Party, where over 40 Highmark employees signed up to carpool downtown. In addition, Green Workplace Challenge participants can earn points for employees who sign up with CommuteInfo (see page 57 of the [GWC Competition Manual](#) for all transportation actions).

### **Transportation 3: Develop a Pittsburgh Alternative Fuel Map in Partnership with the City**

- A free Alternative Fuel Station Locator App was developed by the U.S. Department of Energy through the Energy Efficiency & Renewable Energy Department. In Pittsburgh, the app shows stations for a variety of fuels, including biodiesel, compressed natural gas, ethanol (E85), and propane, as well as electric charging stations. Learn more [here](#).

#### **Transportation 4: Encourage Retail Stations to Supply B5 and Diesel Vehicle Owners to Purchase B5**

- The economics for biodiesel production and sale has changed drastically since adoption of the first *Pittsburgh Climate Action Plan*, due to the influx of natural gas through development of the Marcellus Shale.
- While several retailers in the Pittsburgh area now provide B5, including Giant Eagle GetGo fueling stations, efforts to advance alternative fuels have focused more on fleets than retail fueling stations.
- Optimus Technologies is an example of a local company that has worked with large fleets to convert heavy-duty diesel vehicles to run on 100% biofuels, ranging from straight vegetable oil to biodiesel (B100). Optimus' carbon-neutral solution reduces harmful tailpipe emissions up to 80% versus diesel. This business has deployed roughly 30 pilot systems in the Pittsburgh area.

#### **Transportation 5: Support Bioenergy Projects as Strategy for Carbon Sequestration and Vacant Land Remediation**

- No progress.

#### **Transportation 6: Provide Community Support to Projects that Encourage Smart Growth**

- Smart, sustainable growth focuses on developing an urban core and investing in efficiency and reliability improvements for existing communities that have infrastructure in place. A future vision for smart growth in Pittsburgh involves investment in existing structures and infrastructure, particularly focused on the urban core. In addition, a shift from single-family to multi-family housing connected to public transit would fit with the vision for smart growth in urban areas.
- An example of a smart growth project is the East Liberty Transit Center redevelopment spearheaded by the Urban Redevelopment Authority (URA) of Pittsburgh. By investing in the antiquated East Liberty Busway Station, this project will improve access to public transportation while building on existing infrastructure.
- Sustainable Pittsburgh promotes smart growth through advocacy and education. They have hosted an annual Smart Growth Conference for the past 12 years, reaching approximately 400 area businesses and leaders each year.
- A [Public Policy Roadmap](#) released by Green Building Alliance and the Design Center recommends integrating “LEED-Neighborhood Development (ND)” standards in existing Main Street programs to foster holistic community development funding. Just as LEED certification for buildings is based off of the building’s impact on the environment, LEED-ND standards ensure a neighborhood development has a decreased impact on the

environment and supports smart growth. While more applicable to brand-new ground-up neighborhoods, six significant neighborhood redevelopment projects in the Pittsburgh region are in the early stages of pursuing LEED-ND certification, including Edgewater and Rivers Edge, both in Oakmont, and the Larimer Neighborhood, Eastside III, Pittsburgh RiverParc Development, and Lower Hill Redevelopment, in Pittsburgh.

### **Transportation 7: Propose City Incentives for Hybrids and Alternative Fuel Vehicles**

- Creating incentives for alternative fuel vehicles, such as an HOV lane exemption and preferential parking, are not practical at this time. While some public and private parking garages already offer designated parking spots for hybrid or efficient vehicles, there is not a reliable way to enforce and monitor compliance.
- While these types of incentives send a positive message of the City's support for sustainable transportation options, they are not likely to significantly influence people's purchasing decisions. In an effort to focus limited resources on areas of highest impact, this recommendation is tabled indefinitely.

### **Transportation 8: Increase Citizen Reporting to Enforce Anti-Idling Laws**

- Enforcing anti-idling laws is a key campaign of the Air Collaborative, a consortium of regional environmental organizations working to support the mission of the [Breathe Project](#) by endeavoring to bring Pittsburgh's air quality into compliance with federal health standards. The Air Collaborative advocates for anti-idling signs to be posted in all facilities where diesel trucks load or unload, in accordance with the law. The collaborative is also leading an effort to ensure school buses comply with the anti-idling regulations. Community members can report an idling signage requirement violation via PennFuture [here](#).
- Citizens can also report air pollution violations on their smartphones, which helps [GASP](#) find sources of pollution in the region. Simply download the Sensr app and choose the HotSpotter project to start reporting.
- To improve the enforcement of anti-idling laws, state elected officials need to clarify the authority of local law enforcement to report idling.

### **Transportation 9: Advocate to Improve Funding and Efficiency of Public Transportation**

- Several organizations advocate for improved public transportation and sustainable, vibrant transit infrastructure in the Pittsburgh region (e.g. PCRG's [GoBurgh](#) Initiative).
- Pennsylvania adopted a new Transportation Funding Law (Act 89 of 2013), which will provide up to \$497 million additional funds per year by 2018 to support public transit.

While this funding will cover a significant portion of operating costs, additional long-term funding sources for capital expenses should continue to be pursued.

- Representatives from a variety of public transit organizations, including the Port Authority of Allegheny County, attended the February 2014 transportation meeting co-hosted by PCI and the City. Next steps may include creating an alternative transportation working group to assist the City in making transportation investment decisions.

### **Transportation 10: Advocate to Expand Fuel Reward Programs to Include Public Transit Passes**

- This recommendation is not palatable to the enterprises who offer fuel rewards. Fuel reward programs are based on offering an incentive to shoppers to frequent both the retail store and the fuel station. To offer discounted or free transit passes would require additional cost and coordination on the part of the store. This recommendation is tabled indefinitely.

### **Transportation 11: Advocate to Reestablish Trolley Service**

- Reestablishing trolley service is not feasible due to the massive infrastructure changes that would be required. However, other public transit options, such as [Bus Rapid Transit \(BRT\)](#), are under consideration. The proposed BRT system would connect Oakland with Downtown Pittsburgh through an expedited and reliable bus system, with the possibility of expanding to other East End neighborhoods.
- Learn more about BRT, including the proposed route, at the website for [Get There PGH](#), a partnership of over 45 community organizations.

## **Community: Food and Waste**

### **Food and Waste 1: Provide Community Support for Enforcement of Mandatory Citywide Recycling**

- Although the City has progressive recycling laws for residents and businesses, lack of resources and staff capacity make enforcement a consistent challenge. However, because emissions from solid waste only represent 5% of Pittsburgh's greenhouse gas emissions, according to the 2008 greenhouse gas inventory, this recommendation is not a high priority for PCI.
- Each year the Black and Gold City Goes Green does outreach on this subject. It is recommended that a volunteer organization, such as the Sierra Club local chapter, the Citizen Climate Corps, or a student group at one of the colleges or universities launch an outreach campaign on recycling rules and how to report violations. Development of such

a project should occur in consultation with the City's Recycling Supervisor and the Office of Sustainability.

### **Food and Waste 2: Advocate to the City to Expand Recycling Center Drop-off Hours**

- This recommendation has been completed by the City. While many recycling center drop-off hours are limited to the hours of operation of the Public Works facility where they are located, several have expanded hours, which may include weekends and evenings. The Knoxville and Strip District facilities are now both open 24-hours a day. Additionally, the Point Breeze drop-off located at Construction Junction is open any time the facility is open, which includes Saturdays and Sundays.

### **Food and Waste 3: Advocate for Meatless Mondays**

- While the Black and Gold City Goes Green has done outreach on the reduced environmental impact of a vegetarian diet in the past, no organization is currently taking on this recommendation.

### **Food and Waste 4: Encourage Restaurants to Recycle Waste Cooking Oil through Biofuel Programs**

- This recommendation is ongoing through [ReFuel Pittsburgh](#), a project of GTECH Strategies that collects used cooking oil for recycling into biofuel. Since 2010, ReFuel PGH has collected 18,000 gallons of used cooking oil in partnership with 67 restaurants, schools, churches and festivals, offsetting the release of 184 tons of CO<sub>2</sub>.

### **Food and Waste 5: Advocate for a Citywide Composting Program and Facilities**

- PCI discussed this idea with Shawn Wigle, Recycling Supervisor for the City of Pittsburgh, at the July 2013 meeting. This recommendation is under consideration by the City's Office of Sustainability.
- A strong potential partner is Grow Pittsburgh.

### **Food and Waste 6: Advocate for Pay-As-You-Throw Policies**

- Pay-As-You-Throw policies are not feasible in the City where trash pickup is included in taxes, rather than as a separate fee.

### Food and Waste 7: Lobby for a Bottle Bill

- Implementing a bottle bill would require a state level policy and no organization is currently working on this recommendation. No action has taken place since 2009, when a bottle bill was proposed through SB 588 which would have put a \$0.05 deposit on glass, metal or plastic bottles.

### Food and Waste 8: Increase Urban Farming

- [Grow Pittsburgh](#), the main urban farming organization in the city, provides support for a variety of urban farming initiatives, including the four key programs described below.
  - The Edible Schoolyard Pittsburgh program provides a garden educator to participating schools, who teaches gardening and nutrition classes to youth through hands-on activities. There are currently six participating schools, with a dozen schools interested in starting a gardening program at their facility.
  - The Urban Farmers in Training program employs 6-8 youth over the summer to work at Braddock Farms and learn the importance of growing and eating healthy food. Grow Pittsburgh is interested in starting a roundtable discussion with other environmental nonprofits to see how the youth program can grow through collaboration.
  - The Urban Farm Apprenticeship program is designed for young adults who are interested in farming as a career. While Grow Pittsburgh only has four apprenticeships available each year, they receive about 60 applications. This surge of applicants shows that young people are interested in farming despite an overall decrease in small family farms and an increase in the average age of farmers. The apprentices work at two locations: Shiloh Farm and Braddock Farms. Grow Pittsburgh hopes to continue their partnership with PA Association for Sustainable Agriculture (PASA) to improve the apprenticeship program and provide work opportunities for graduated apprentices.
  - Through the Community Gardening Program, Grow Pittsburgh has helped neighborhoods start 16 new community gardens since 2010, and they start four new gardens each year. Each garden site goes through a 3-year cycle, with the end goal being a self-sustained gardening program.
    - In Year 1, Grow Pittsburgh is heavily involved, providing funding and hosting community meetings to engage the neighborhood.
    - In Year 2, Grow Pittsburgh reduces their support by 50% to allow local leadership to emerge and to free up staff to focus on new gardens.
    - In Year 3, the community garden should be self-sustaining and the community should only contact Grow Pittsburgh if they have problems.

- Other Grow Pittsburgh projects include a successful farm stand, selling thousands of seedlings to the public, and providing beginner gardening classes every winter.
- As a way to show support for other existing garden programs, Grow Pittsburgh has created a Community Garden Sustainability Fund. This mini-grant program expands Grow Pittsburgh's reach as a resource, providing funds for community groups to buy materials for their gardens. Grow Pittsburgh is also interested in starting a Resource Depot, which would be a one-stop stop for compost, soil, wood chips, and other gardening materials.
- To see a map of all active community gardens in Allegheny County, visit [www.batchgeo.com/map/pghcommunityfoodgardens](http://www.batchgeo.com/map/pghcommunityfoodgardens).

## **Community: Green Space**

### **Green Space 1: Plant Trees**

- Since 2008, [TreeVitalize Pittsburgh](#) has planted over 20,000 trees in the Pittsburgh area. This statewide program is implemented locally by Allegheny County, the City of Pittsburgh, PA Department of Conservation and Natural Resources, Tree Pittsburgh and the Western Pennsylvania Conservancy. TreeVitalize Pittsburgh celebrated its 20,000<sup>th</sup> tree planting in November 2013, and over 7,100 volunteers have helped plant trees as part of this program. Pittsburgh's street trees provide \$2.4 million every year through economic and environmental benefits, including storm water management, air pollution reduction, and increased property values.
- Ongoing tree plantings and trainings occur through [Tree Pittsburgh](#), a non-profit organization formed in 2006 to engage community members in urban tree maintenance and education. Tree Pittsburgh's Tree Tender program has trained 1,300 Pittsburghers to become urban tree caretakers and advocates.

### **Green Space 2: Advocate for City Policy Incentives for Value-Added Vacant Land Management Strategies Following Building Demolition**

- Land bank legislation proposed by Councilwoman Deb Gross in early 2014 might help achieve some of the goals for this recommendation. Under the state Land Banking Law, adopted in January 2013, municipalities can create a land bank that is separate from city government and governed by an appointed board, to manage the transition of tax-delinquent properties from city ownership to individuals, community groups, or developers.
- The City of Pittsburgh currently owns 7,000-8,000 parcels; Councilwoman Gross estimated it would take 60 years to clear these properties for redevelopment under the

current burdensome process. A land bank would expedite this process and can more deliberately market the property for redevelopment.

- The City is currently collecting feedback from community members on the proposed land bank program.

## **Community: Partnerships and Funding**

### **Partnerships and Funding 1: Expand the involvement of Labor Unions in Climate Protection Activities**

- While opponents to climate protection often attempt to position labor and environmental interests in opposition to one another, in Pittsburgh there are several examples of labor unions embracing the type of clean energy and energy efficiency initiatives that will be crucial to combatting climate change.
- Perhaps most significantly, several major unions in Pittsburgh have implemented sustainability concepts into the training activities offered to members. Both the International Brotherhood of Electrical Workers (IBEW) and the International Union of Operating Engineers (IUOE) have offered solar panel installation and maintenance training courses. The IUOE has also offered trainings related to energy efficiency in building operations and management.
- Other unions, most notably the United Steel Workers (USW), which is headquartered in Pittsburgh, have been more vocal on the need for energy and climate policies. In August 2013, the USW hosted the Pittsburgh stop of the “I Will Act” national bus tour on the need for climate action.
- Finally, the Blue Green Alliance, a national partnership of labor unions and environmental organizations, has a Pennsylvania office based in Pittsburgh.

### **Partnerships and Funding 2: Engage the Pittsburgh Public Schools in Community Projects to Address Climate Change**

- Green Building Alliance engages Pittsburgh schools in environmental projects through several programs, including the [Green Schools Academy](#) and the Green Apple Day of Service. While these programs do not directly address climate change, they could be used as a stepping stone for integrating community projects into Pittsburgh Public Schools.
- Schools with a built-in environmental focus, such as the Environmental Charter School at Frick Park, may be more receptive to engaging in the climate change discussion and implementing projects than traditional schools.

### Partnerships and Funding 3: Expand Neighborhood Blitz Model to Business Districts

- Through the Black and Gold City Goes Green campaign, PennFuture held two pilot Business Blitz programs in Lawrenceville and Dormont. The Lawrenceville Business Blitz occurred in September 2011, and the Dormont Blitz occurred in August 2012. During the Blitz, an event map highlighted the participating businesses and shoppers were encouraged to stop by each location to learn about the business' green practices and receive free energy- and water-saving giveaway items, such as CFL light bulbs, power strips, LED night lights, toilet tumblers, shower timers, and sink aerators. Event goers who visited each business were entered into a grand prize drawing. During the Lawrenceville Business Blitz, over 180 people participated and over 1,000 energy- and water-saving items were given away.
- Executing a Business Blitz is more resource intensive than the Neighborhood Blitzes, and there are currently no plans on expanding the Business Blitz program.

### Partnerships and Funding 4: Develop or Enhance K-12 Climate Change Curriculum

- While K-12 climate change curriculum is not officially adopted by Pittsburgh Public Schools, external programs have provided some resources to engage students in this topic. From 2010 – 2013, five Pittsburgh-based Informational Science Institutions (ISIs)—Carnegie Museum of Natural History, Pittsburgh Zoo & PPG Aquarium, National Aviary, Carnegie Science Center, and Phipps Conservatory—developed a field-trip based climate change curriculum for 8<sup>th</sup> grade science classes, funded by a grant from NASA. The structure of this curriculum was two-fold: an in-class lesson structured on biomes and climate change, followed by a field trip to one of the five partner institutions. The curriculum was developed to satisfy specific state standards.
- In the fall of 2013, all 8<sup>th</sup> grade science teachers were trained to lead the in-class lesson, and 20 schools attended the guided field trip to one of the five partner sites. In a survey administered to approximately 400 students after visiting the Carnegie Museum of Natural History, 68% of respondents knew about climate change beforehand, 87% learned something new about climate change during the field trip, and 66% were interested in learning more about climate change. This data shows that students have an appetite for learning about climate change. While funding is no longer available to pay for field trip costs, all schools received the in-class materials and each of the five ISIs developed a new [field trip experience](#) focused on climate change that incorporates student centered learning strategies. Individual schools and classrooms can choose to take advantage of these excellent resources.
- Pennsylvania has yet to adopt the Next Generation Science Standards, developed by the National Research Council, which includes sections on climate change. If these standards are adopted, teachers will have greater incentives to include climate change lessons in their curriculum. However, there will likely be a lag time between the adoption of new standards and building new curriculum around these standards. Schools with the

flexibility to write their own curriculum may be more receptive to piloting climate change lessons in their curriculum than traditional schools.

### **Partnerships and Funding 5: Create Online Clearinghouse for Residential Financial Incentives**

- ReEnergize Pittsburgh has begun to make this type of information available on its [website](#). The biggest challenge to establishing and maintaining this type of clearinghouse is keeping the information up-to-date, which requires constant staff resources. The ReEnergize Coalition will continue to look for ways to make resources available to the general public.

### **Business Sector**

#### **Business Energy and Emissions 2.9: Engage Commercial and Multi-Family Residential Landlords in Energy Conservation Programming**

- Although included in the “Business” chapter of the *PCAP*, the multi-family aspects of this recommendation overlap both business and community. [The One Stop](#), a project of [ACTION-Housing](#), is an excellent resource for multifamily affordable housing. Started in June 2013, The One Stop consults with property owners and managers to benchmark their building and/or portfolio, perform a retrofit-grade energy audit, produce a report detailing cost saving measures, expected return on investment, and health, safety, and tenant comfort issues, secure project financing, assist with hiring vetted contractors, oversee construction quality control, and monitor utility information post-construction to ensure savings are realized.
- The One Stop has a financing component through a National Housing Trust loan program designed specifically for energy efficient retrofits in affordable multi-family housing.
- To qualify, the housing unit does not need to be subsidized, but the average rent must meet affordability requirements for individuals and families at 80% of area median income (~\$900/month for one bedroom and \$1,000/month for two bedroom units). Currently, The One Stop consults with properties in ten Southwestern PA counties.

### **Conclusion**

Pittsburgh Climate Initiative is pleased to report that 23 of the 35 Community chapter recommendations of the *Pittsburgh Climate Action Plan v. 2.0* have been completed or are in progress. More than thirty organizations are currently involved in implementing the plan. If your organization is completing work towards implementation of one of the seven “Not Started” recommendations, as denoted on page four, or if you have interest in starting work on one of these, please be in touch with PCI at [info@pittsburghclimate.org](mailto:info@pittsburghclimate.org) or 412-481-9400. Learn more about PCI and the partner organizations, and sign up for our e-newsletter, at [www.pittsburghclimate.org](http://www.pittsburghclimate.org).