

RANK

18/100



OVERALL SCORE

46/100

RECOMMENDATIONS

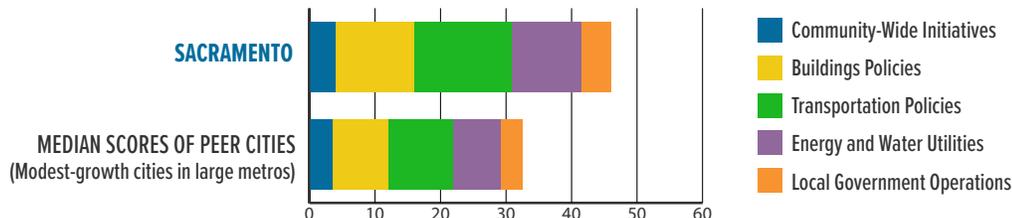
- Incorporate participatory budgeting procedures in decision-making bodies.
- Establish and track metrics related to energy equity.
- Expand high-quality transit access for low-income residents.
- Adopt and track a goal for reduction in VMT or transportation sector GHG emissions.

2021 CITY CLEAN ENERGY SCORECARD

SACRAMENTO, CA

Sacramento had its best achievements in the energy and water utilities category. The city has areas for improvement in all areas of the *Scorecard*, particularly in the community-wide initiatives and buildings categories.

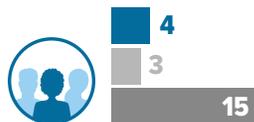
HOW DOES SACRAMENTO STACK UP TO PEER CITIES?



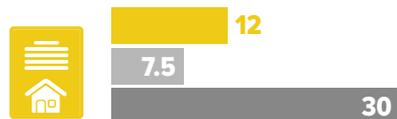
COMMUNITY-WIDE INITIATIVES (4 OF 15 POINTS)

Sacramento’s climate change mitigation and energy reduction goals set the vision for a clean energy future. The city adopted multiple climate goals, including a long-term GHG emissions reduction goal of 83% below 2005 levels by 2050. Based on past years of emissions data, ACEEE projects the city will come close to achieving its near-term, community-wide climate mitigation goal of 49% below 2005 levels by 2035. To advance equity-driven planning and implementation, the city conducted outreach in communities most impacted by pollution to inform the General Plan updating process. To mitigate the urban heat island effect, Sacramento aims to plant 1,000 trees annually until the city reaches 35% tree canopy coverage.

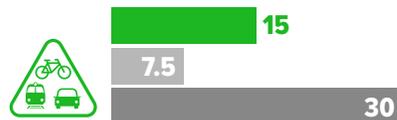
COMMUNITY-WIDE INITIATIVES



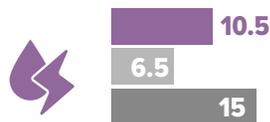
BUILDINGS POLICIES



TRANSPORTATION POLICIES



ENERGY AND WATER UTILITIES



LOCAL GOVERNMENT OPERATIONS



■ MEDIAN SCORE OF ALL CITIES  
 ■ MAXIMUM POINTS POSSIBLE

BUILDINGS POLICIES (12 OF 30 POINTS)

Sacramento enforces the California Building Energy Efficiency Standards and the California Green Building code. New residential and commercial buildings must adhere to solar- and EV-readiness requirements. The city invested CARES stimulus funding into its workforce, including weatherization, efficiency, and clean mobility workforce training. California requires large commercial and multifamily buildings to benchmark their energy use annually. Sacramento also offers incentives to spur clean energy investment in buildings, such as PACE financing, height bonuses for green buildings, rebates for home energy efficiency improvements, and EV charging incentives.

TRANSPORTATION POLICIES (15 OF 30 POINTS)

Of low-income households in Sacramento, 0% have access to high-quality transit. With 120.5 per 100,000 people, the city has a high number of EV charging station ports available for public use. The city’s 2035 General Plan established mobility goals for Safe Movement of Goods including efficient goods movement, minimizing freight train operation during peak hours, and the creation of designated truck traffic routes. Sacramento has not yet codified VMT or transportation-related GHG reduction targets. Transportation entities that serve Sacramento have received roughly \$120.56 per capita on average in local transit funding annually between 2015 and 2019, a moderate funding level.

ENERGY AND WATER UTILITIES (10.5 OF 15 POINTS)

Compared to other utilities, the municipally owned Sacramento Municipal Utility District (SMUD) shows low savings as a percentage of sales for electric efficiency programs and Pacific Gas & Electric (PG&E) shows high savings as a percentage of sales for natural gas efficiency programs. Both utilities offer a portfolio of low-income programs that includes a comprehensive program and health and safety measures. PG&E offers comprehensive programs for multifamily properties. The city of Sacramento provides community-wide energy use information for planning and evaluation purposes. In 2019, SMUD emitted 3.15 metric tons of CO2e per capita. The SMUD Board of Directors adopted a climate emergency declaration that commits to working towards a stringent goal of delivering carbon-neutral electricity by 2030.

LOCAL GOVERNMENT OPERATIONS (4.5 OF 10 POINTS)

Sacramento has a GHG emissions reduction goal for local government operations. Based on emissions data from past years, ACEEE projects the city will achieve its near-term local government operations climate mitigation goal to reduce GHG emissions 49% below 2005 levels by 2035. Sacramento commits to procuring zero-emission vehicles and has started to convert streetlights to LEDs. The city has installed 4 MW of renewable energy systems on municipal buildings. Sacramento has not established inclusive contracting and procurement policies. It strategically conducts energy retrofits in municipal buildings.