

RANK

51 / 100

2020 CITY CLEAN ENERGY SCORECARD

Knoxville

OVERALL SCORE

25.5 / 100

Knoxville had its best achievements in local government operations. The city's enrollment of municipal buildings in the Better Buildings Challenge, its Green Fleet Policy, and its outdoor streetlight retrofit program all contributed to the city's score in the category. Knoxville's score for transportation policies improved in this edition due to the Knoxville Utilities Board offering incentives for electric vehicle (EV) charging infrastructure. The city can improve across all policy areas to advance its rank in the next edition of the *Scorecard*, most notably in the community-wide initiatives and buildings policies categories.



LOCAL GOVERNMENT OPERATIONS

5

2.5

10



COMMUNITY-WIDE INITIATIVES

2

3

15



BUILDINGS POLICIES

4.5

7

30



ENERGY AND WATER UTILITIES

3

5.5

15



TRANSPORTATION POLICIES

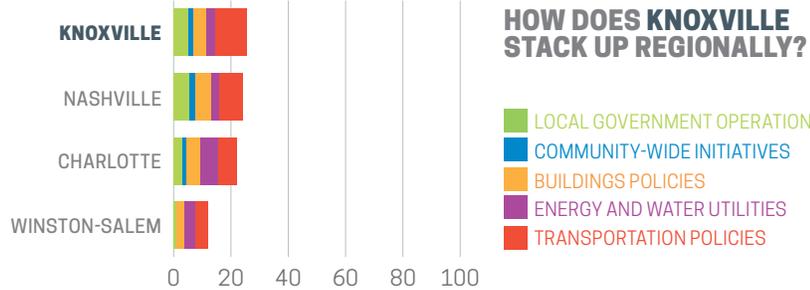
11

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (5 OF 10 POINTS)

Knoxville has greenhouse gas (GHG) emissions reduction and energy reduction goals for local government operations. Based on past years of emissions data, ACEEE projects the city will achieve its near-term climate mitigation goal for local government operations to reduce GHG emissions 20% below 2005 levels by 2020. Knoxville benchmarks energy use in all municipal buildings and conducts retrofits through an energy savings performance contract. The city integrates clean energy into its procurement and construction strategies by setting fleet efficiency requirements, converting all streetlights to LEDs, and working to install onsite renewable energy systems in municipal buildings.

COMMUNITY-WIDE INITIATIVES (2 OF 15 POINTS)

Knoxville's GHG emissions reduction goal sets the vision for a clean energy future. Based on past years of emissions data, ACEEE projects Knoxville will not achieve its community-wide GHG emissions reduction goal of 20% below 2005 levels by 2020. To mitigate the urban heat island effect, Knoxville requires low-impact development in certain zones. To inspire future clean energy efforts, the city can adopt citywide energy efficiency and renewable energy goals, take an equity-driven approach to clean energy planning, and adopt a formal policy, rule, or agreement that supports the creation of clean, distributed energy systems within the community.

BUILDINGS POLICIES (4.5 OF 30 POINTS)

Knoxville requires residential and commercial buildings to comply with the 2018 International Energy Conservation Code. The city has not yet adopted solar- or EV-ready requirements. Knoxville offers incentives to spur clean energy investments. It can do more to reduce GHG emissions in its building sectors by adopting energy efficiency policies (such as benchmarking requirements) for existing buildings. The Knoxville Extreme Energy Makeover program helps grow the energy efficiency workforce.

ENERGY AND WATER UTILITIES (3 OF 15 POINTS)

Compared to other utilities, Knoxville Utilities Board (KUB) and Tennessee Regulatory Authority (TVA) show low savings as a percentage of sales for both electric and natural gas efficiency programs. KUB does not offer any multifamily energy efficiency program, but both utilities implement a weatherization program for low-income customers. In 2018, TVA produced 12% of its total generation from renewable sources. While the city also works to increase the energy and water efficiency of water services and wastewater treatment plants, Knoxville can establish a water savings target and encourage self-generation in the city's water system.

TRANSPORTATION POLICIES (11 OF 30 POINTS)

To encourage compact communities, the city has location-efficient zoning codes in two districts and its central business district does not have parking requirements. Knoxville adopted a comprehensive complete streets policy through Ordinance No. O-204-2014. Relative to other city systems, Knoxville's transportation 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. While the city's Energy and Sustainability Work Plan includes energy efficient transportation provisions, Knoxville 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.