

RANK

78 / 100

2020 CITY CLEAN ENERGY SCORECARD

Omaha

Omaha made its best achievements in transportation policies, but the city has few clean energy policies and therefore, room for improvement across all categories, particularly in local government operations. To address energy waste in municipal operations, Omaha can benchmark and upgrade municipal buildings and seek to convert streetlights to LEDs. The city can also work to make its private buildings more energy efficient, encourage its utilities to improve energy efficiency offerings, and create a sustainable transportation plan to reduce vehicle miles traveled (VMT) citywide. These could serve as stepping-stones to a clean energy future.

OVERALL SCORE

16 / 100



LOCAL GOVERNMENT OPERATIONS

0
2.5
10



COMMUNITY-WIDE INITIATIVES

2.5
3
15



BUILDINGS POLICIES

1
7
30



ENERGY AND WATER UTILITIES

2.5
5.5
15

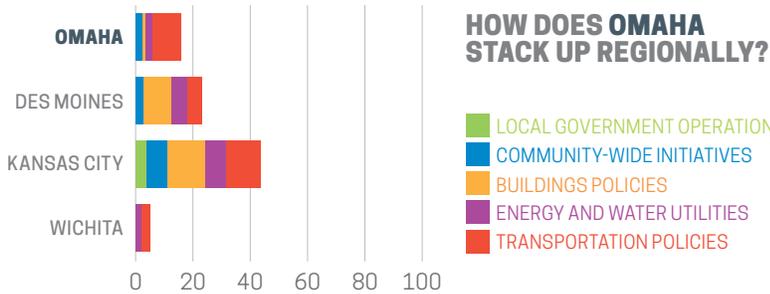


TRANSPORTATION POLICIES

10
8.5
30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (0 OF 10 POINTS)

Omaha has few initiatives to reduce greenhouse gas (GHG) emissions and energy use in local government operations. The city can ramp up its efforts by establishing municipal energy reduction, renewable electricity, and GHG emissions reduction goals. Omaha can reduce emissions from its existing buildings by benchmarking building energy use, developing a comprehensive retrofit strategy, and conducting energy retrofits. Beyond buildings, it can set fleet efficiency requirements, seek to convert streetlights to LED, and install renewable energy systems on municipal buildings.

COMMUNITY-WIDE INITIATIVES (2.5 OF 15 POINTS)

Omaha's energy reduction and renewable energy goals set the vision for a clean energy future, but the city has pursued few other community-wide initiatives. To inspire future clean energy efforts, the city can adopt citywide climate 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 (1 OF 30 POINTS)

Omaha requires residential and commercial buildings to comply with the 2009 International Energy Conservation Code, but the code is not stringent. The city offers commercial and industrial building owners property assessed clean energy (PACE) financing to spur clean energy investment. Omaha can do more to reduce GHG emissions from its buildings sector by adopting energy efficiency policies for existing buildings (such as benchmarking requirements) and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (2.5 OF 15 POINTS)

Compared to other utilities, Omaha Public Power District (OPPD) shows low savings as a percentage of sales for electric efficiency programs. The utility offers energy efficiency programs for low-income customers and multifamily properties. In 2018, OPPD produced 33% of its total generation from renewable sources. Metropolitan Utilities District of Omaha does not report spending or savings on natural gas efficiency programs. The city can work to increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (10 OF 30 POINTS)

Omaha's zoning code includes mixed-use zones, abolished parking minimums in some zones, and incentivizes location-efficient development. The city also adopted a comprehensive complete streets policy. However, while Omaha's Master Plan includes some provisions regarding energy efficiency in the transportation sector, the city has not adopted a sustainable transportation plan, goals to reduce VMT/GHG emissions from transportation, or mode shift targets. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. The city can improve the accessibility of and direct investment towards its transit system; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Omaha can further promote sustainable transportation within the city by encouraging or requiring the creation of affordable housing units in transit-served areas and subsidizing efficient transportation options for low-income residents.