

RANK

58 / 100

OVERALL SCORE

24 / 100

2020 CITY CLEAN ENERGY SCORECARD

Reno

Reno had its best achievements in the buildings policies category due to policy advances over the past several years. Reno's adoption of the 2018 International Energy Conservation Code (IECC) for residential and commercial buildings and the development of the Energy and Water Efficiency Program (a benchmarking and transparency program that calls for energy performance improvements) both helped the city's score in this category. The city's recent Sustainability and Climate Action Plan set community-wide climate and energy goals. Despite Reno's success in buildings policies, it has substantial room to improve in the other policy areas of the *Scorecard*, particularly energy and water utilities and transportation policies.



LOCAL GOVERNMENT OPERATIONS

2

2.5

10



COMMUNITY-WIDE INITIATIVES

2.5

3

15



BUILDINGS POLICIES

12.5

7

30



ENERGY AND WATER UTILITIES

1.5

5.5

15



TRANSPORTATION POLICIES

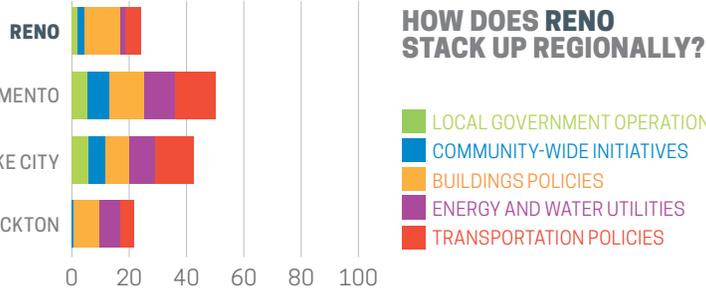
5.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

Reno has an energy reduction goal for local government operations. The city's recently approved Energy Benchmarking, Reporting, and Transparency Ordinance requires benchmarking of municipal buildings over 10,000 square feet. Reno has few other initiatives to reduce greenhouse gas (GHG) emissions or energy use from local government operations. The city can integrate clean energy into its procurement and construction strategies by setting fleet efficiency requirements and seeking to convert streetlights to LED, and can develop a comprehensive retrofit strategy.

COMMUNITY-WIDE INITIATIVES (2.5 OF 15 POINTS)

Reno's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. The city adopted a long-term GHG emissions reduction goal of 80% below 2008 levels by 2050. ACEEE was unable to project if the city will achieve its near-term, community-wide climate mitigation goal of 28% below 2008 levels by 2025 because insufficient GHG emissions data were available for our analysis. To inspire future clean energy efforts, the city can 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 (12.5 OF 30 POINTS)

Reno requires residential and commercial buildings to comply with the 2018 IECC. The code is highly stringent when compared to those in effect in other cities. Reno has not yet adopted solar- and electric vehicle-readiness requirements. To achieve energy reductions in existing buildings, Reno requires benchmarking through the Energy and Water Efficiency Program. The program also requires buildings to achieve a performance standard or complete other approved measures, such as an energy audit. Reno also runs the ReEnergize Reno challenge to encourage benchmarking in buildings not covered by the Energy and Water Efficiency Program.

ENERGY AND WATER UTILITIES (1.5 OF 15 POINTS)

Compared to other utilities, Sierra Pacific Power Company (SPPC), a subsidiary of NV Energy, shows low savings as a percentage of sales for both electric and natural gas efficiency programs. NV Energy does not offer low-income or multifamily energy efficiency programs. Reno can advocate for better access to utility data and encourage utility-scale or distributed renewable energy generation from its electric utility. The city can also increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (5.5 OF 30 POINTS)

Reno has supported the development of an extensive electric vehicle charging network, and its Mixed-Use District encourages location-efficient development. While the 2017 Sustainability Report includes sustainable transportation provisions, Reno does not have 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, Reno's transit 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. Reno can further promote sustainable transportation within the city by adopting mode shift targets.