RANK
34 /100

OVERALL SCORE
34.5 /100

LOCAL GOVERNMENT OPERATIONS
2.5
2.5
10

COMMUNITY-WIDE INITIATIVES
4
3
15

BUILDINGS POLICIES
11.5
7
30

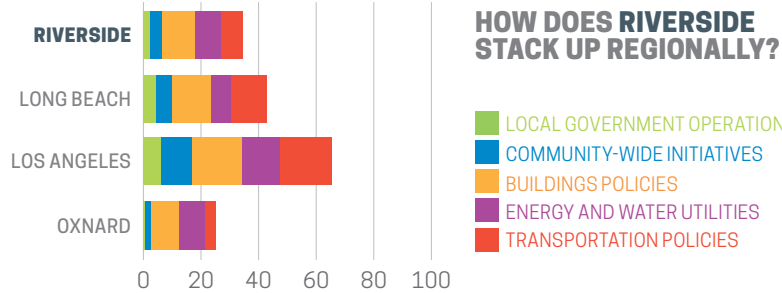**ENERGY AND WATER UTILITIES**
9
5.5
15

TRANSPORTATION POLICIES
7.5
8.5
30

MEDIAN SCORE
MAXIMUM POINTS POSSIBLE

Riverside

Riverside had its best achievements in the energy and water utilities category due to Southern California Gas's (SoCalGas) savings for natural gas efficiency programs, the low-income and multifamily program offered by the city's utilities, and the city's efforts to improve energy efficiency in water services. Riverside had its next best performances in the buildings policies category, due to the stringency of California's building energy code and statewide benchmarking requirements, as well as incentive programs like Green Riverside and the Energy Savings Assistance program. Riverside can improve its rank and performance across all policy areas, but particularly in local government operations and transportation policies.

HOW DOES RIVERSIDE STACK UP REGIONALLY?

- LOCAL GOVERNMENT OPERATIONS
- COMMUNITY-WIDE INITIATIVES
- BUILDINGS POLICIES
- ENERGY AND WATER UTILITIES
- TRANSPORTATION POLICIES

LOCAL GOVERNMENT OPERATIONS (2.5 OF 10 POINTS)

Riverside pursues energy efficiency upgrades in large municipal buildings and purchases high-efficiency vehicles for its fleet. Currently, 10% of the municipal fleet is composed of efficient vehicles. The city also has an ordinance requiring efficient lighting for outdoor lighting and offers flexible schedules for public employees. Riverside has adopted GHG emissions reduction and renewable energy goals for local government operations. ACEEE was unable to project if the city will achieve its near-term climate mitigation goal for local government operations of 49% below 2007 levels by 2035 because insufficient GHG emissions data were available for our analysis. The city can adopt energy reduction and renewable energy goals for local government operations.

COMMUNITY-WIDE INITIATIVES (4 OF 15 POINTS)

Riverside's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. The city adopted GHG emissions reduction goals, including a long-term GHG emissions reduction goal of 49% below 2007 levels by 2035. ACEEE was unable to project if the city will achieve its near-term, community-wide climate mitigation goal of 26.4% below 2007 levels by 2020 because insufficient GHG emissions data were available for our analysis. To mitigate the urban heat island effect, the city aims to plant 1,000 trees annually. Riverside has not adopted a formal policy, rule, or agreement supporting the creation of district energy, microgrids, or community solar.

BUILDINGS POLICIES (11.5 OF 30 POINTS)

Building owners in Riverside must comply with the 2019 California Building Standards Code, and solar- and electric vehicle-readiness requirements. California's Assembly Bill 802 requires large commercial and multifamily buildings to benchmark their energy use annually. The city also offers several incentives to spur clean energy investment. Riverside can do more to reduce GHG emissions from its buildings sector by adopting energy efficiency policies such as retrocommissioning requirements.

ENERGY AND WATER UTILITIES (9 OF 15 POINTS)

Compared to other utilities, Riverside Public Utilities (RPU) shows low savings as a percentage of sales for electric efficiency programs. SoCalGas reports moderate savings as a percentage of sales for natural gas efficiency programs. Riverside partners with SoCalGas to jointly deliver energy and water efficiency programs, and both utilities offer energy efficiency programs for low-income customers and multifamily properties. In 2018, RPU produced 31% of its total generation from renewable sources. Multiple efforts aim to increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (7.5 OF 30 POINTS)

Riverside's zoning code promotes mixed-use development in the downtown area. While the city's Green Action Plan sets an efficient, multimodal transportation vision for the community, Riverside 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. Relative to other city systems, Riverside's transit system is underfunded and can improve in accessibility. The city can take steps to both improve the accessibility of, and direct investment toward, transit services.