

RANK

17 / 100

2020 CITY CLEAN ENERGY SCORECARD

# Sacramento

Sacramento continues to make steady progress in clean energy policies and programs. Across the report, the city had its best achievements in the local government operations and energy and water utilities categories. Since the last *Scorecard*, Sacramento took an expanded approach to equity-driven climate and energy planning through the Environmental Justice Working Group. Sacramento has the most room for improvement in the buildings policies and transportation policies categories.

OVERALL SCORE

50 / 100



## LOCAL GOVERNMENT OPERATIONS

5.5

2.5

10



## COMMUNITY-WIDE INITIATIVES

7.5

3

15



## BUILDINGS POLICIES

12.5

7

30



## ENERGY AND WATER UTILITIES

10.5

5.5

15



## TRANSPORTATION POLICIES

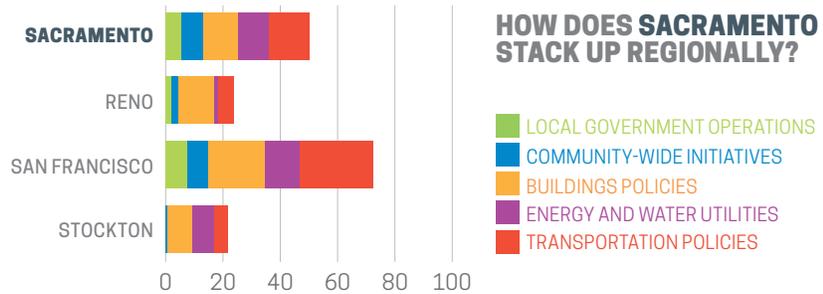
14

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



### LOCAL GOVERNMENT OPERATIONS (5.5 OF 10 POINTS)

Sacramento 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 local government operations climate mitigation goal to reduce GHG emissions 22% below 2005 levels by 2020. Sacramento conducts energy retrofits in municipal buildings through programs like the city's Energy Efficiency Retrofits program and the Energy Reinvestment Program. Sacramento commits to procuring zero-emission vehicles, as well as converts streetlights to LEDs and installs renewable energy systems on municipal buildings.

### COMMUNITY-WIDE INITIATIVES (7.5 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 achieve its near-term, community-wide GHG emissions reduction goal of 15% below 2005 levels by 2020. 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.

### BUILDINGS POLICIES (12.5 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 electric vehicle-readiness requirements. California's Assembly Bill 802 requires large commercial and multifamily buildings to benchmark their energy use annually. Sacramento also offers incentives to spur clean energy investment in buildings. The Solar SunFlower program helps grow the renewable energy workforce. Sacramento can do more to reduce GHG emissions from its buildings sector by requiring energy saving actions such as audits, retrofits, or building performance standards.

### ENERGY AND WATER UTILITIES (10.5 OF 15 POINTS)

Compared to other utilities, Sacramento Municipal Utility District (SMUD) and Pacific Gas & Electric (PG&E) show moderate savings as a percentage of sales for both electric and natural gas efficiency programs. PG&E offers energy efficiency programs for low-income customers and multifamily properties. SMUD provides the Energy Assistance Program for low-income residents. In 2018, SMUD produced 31% of its total generation from renewable sources. Multiple efforts also aim to increase the energy and water efficiency of water services and wastewater treatment plants.

### TRANSPORTATION POLICIES (14 OF 30 POINTS)

Sacramento's Transportation Systems Management Program seeks to achieve an efficient and multimodal transportation system. The city 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. Sacramento aims to increase bicycling mode share to 7% by 2020. Relative to other city systems, Sacramento's transportation system is moderately accessible but underfunded; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Sacramento has adopted location-efficient zoning codes and abolished minimum parking requirements in certain zones. The city can bolster these policies by adopting citywide location-efficient zoning codes, abolishing minimum parking requirements citywide, and offering greater incentives for transit-oriented development.