

RANK

4 / 100

2020 CITY CLEAN ENERGY SCORECARD

San Francisco

San Francisco tied Minneapolis for the fourth spot in the rankings by continuing to prioritize clean energy in its local policy decision making. For the second year in a row, the city earned the highest score for transportation policies. The city's sustainable transportation planning, policies to encourage modes of transport other than personal vehicles, and efforts to encourage compact communities all drove San Francisco's strong performance in the category. The city also has taken steps to advance its commitment to equity-driven planning through recent actions such as establishing the Office of Racial Equity and convening the Anchor Partner Network. San Francisco's strong policies should continue to keep it at the top, but the city could boost its score by adopting additional requirements to boost efficiency in existing buildings.

OVERALL SCORE

72.5 / 100



LOCAL GOVERNMENT OPERATIONS

7.5

2.5

10



COMMUNITY-WIDE INITIATIVES

7.5

3

15



BUILDINGS POLICIES

19.5

7

30



ENERGY AND WATER UTILITIES

12.5

5.5

15



TRANSPORTATION POLICIES

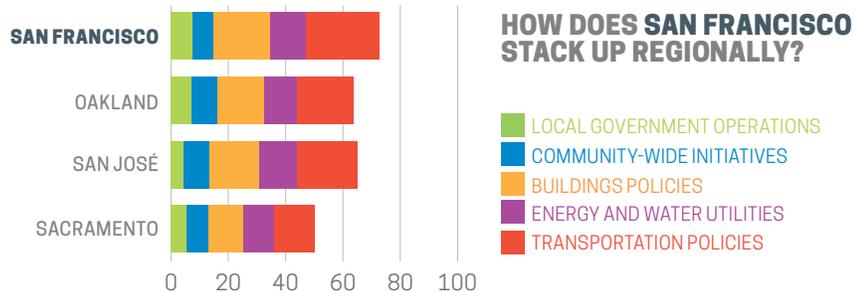
25.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (7.5 OF 10 POINTS)

San Francisco has greenhouse gas (GHG) emissions 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 to reduce GHG emissions 40% below 1990 levels by 2025. San Francisco benchmarks the energy use of all municipal buildings. The city prioritizes retrofit opportunities based on this data. San Francisco integrates clean energy into its procurement and construction strategies; it requires the purchase of high-efficiency and low-emission vehicles, converts streetlights to LEDs, and installs renewable energy systems on municipal facilities.

COMMUNITY-WIDE INITIATIVES (7.5 OF 15 POINTS)

San Francisco's climate change mitigation energy reduction and renewable energy goals set the vision for a clean energy future. The city adopted a long-term climate mitigation goal of carbon neutrality by 2050. Based on past years of emissions data, ACEEE projects the city will achieve its near-term climate mitigation goal of 40% below 1990 levels by 2025. To advance equity-driven implementation and accountability, the city created the Office of Racial Equity. To mitigate the urban heat island effect, San Francisco aims to increase the urban tree forest to 25% of city land area and requires new buildings to install green roofs or solar panels in accordance with the Better Roofs Ordinance.

BUILDINGS POLICIES (19.5 OF 30 POINTS)

San Francisco adopted the San Francisco Green Building Code for residential and commercial buildings. New residential and commercial buildings must adhere to solar- and electric vehicle-readiness requirements. To achieve energy reductions in existing buildings, San Francisco requires benchmarking in commercial buildings 10,000 square feet and larger and multifamily buildings 50,000 square feet and larger in accordance with the Existing Buildings Ordinance. This ordinance also requires audits or retrocommissioning every five years. The Residential Energy Conservation Ordinance requires home sellers to retrofit buildings at the time of sale.

ENERGY AND WATER UTILITIES (12.5 OF 15 POINTS)

Compared to other utilities, Pacific Gas & Electric (PG&E) shows moderate savings as a percentage of sales for both electric and natural gas efficiency programs. PG&E offers energy efficiency programs for multifamily properties and low-income customers. San Francisco partners with PG&E to implement energy efficiency, technical service, and incentive programs through the San Francisco Energy Watch. CleanPowerSF, the city's Community Choice Aggregation, delivers renewable energy to customers.

TRANSPORTATION POLICIES (25.5 OF 30 POINTS)

San Francisco's Transportation Climate Action Strategy sets a sustainable, multimodal transportation vision. The strategy includes a goal to reduce GHG emissions from transportation 40% below 1990 levels by 2025. Based on the years for which data was available, the city has made measurable progress towards this goal. San Francisco aims to increase non-automobile trips to 80% by 2030. The city's transit system is well funded and accessible, but there is some room to improve per capita investment. Further, ensuring continued financial support for service and operations will be crucial in a post-COVID world. San Francisco's zoning code includes several location-efficient provisions, such as the General Plan Housing Element and Home SF, which offers density bonuses to developments that offer affordable housing in transit corridors.