

RANK

48 / 100

2020 CITY CLEAN ENERGY SCORECARD

Dallas

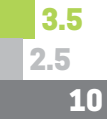
OVERALL SCORE

27 / 100

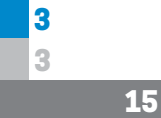
Dallas did not have an exemplary performance in any one category but had its best achievements in local government operations; its performance was due primarily to its benchmarking and retrofits of municipal buildings. Dallas's next best performance was in energy and water utilities. With the adoption of its Green Energy Policy in 2019, Dallas took steps to become more involved in regulatory proceedings and encourage the decarbonization of the electric grid. Dallas can improve across all policy areas to advance its rank in the next Scorecard, most notably in community-wide initiatives and transportation policies.



LOCAL GOVERNMENT OPERATIONS



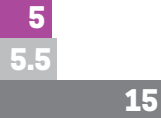
COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



ENERGY AND WATER UTILITIES

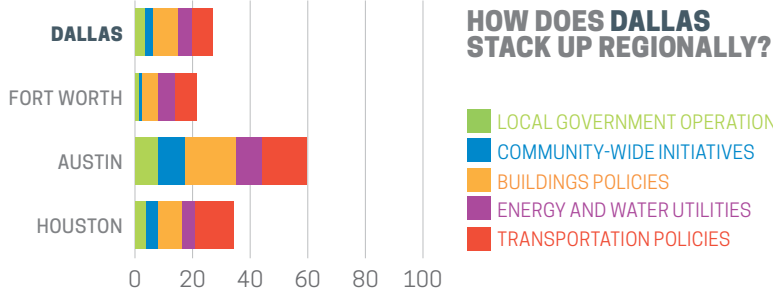


TRANSPORTATION POLICIES



MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (3.5 OF 10 POINTS)

Dallas has greenhouse gas (GHG) emissions reduction and renewable energy goals for local government operations. ACEEE was unable to project if the city will achieve its goal of local government operations carbon neutrality by 2050. Dallas benchmarks buildings annually and retrofits municipal buildings using funds from the Green Dallas Initiative. The city requires the purchase of hybrid vehicles and converts streetlights to LEDs. To ramp up its efforts, Dallas can establish an energy reduction goal and install more onsite renewable energy systems.

COMMUNITY-WIDE INITIATIVES (3 OF 15 POINTS)

Dallas has adopted a GHG emissions reduction goal and an energy reduction goal through its participation in its 2030 District. To mitigate the urban heat island effect, Dallas requires cool roofs and adopted a private tree protection ordinance. To inspire future clean energy efforts, the city can adopt climate and energy goals that apply citywide and adopt a formal policy, rule, or agreement that supports the creation of clean, distributed energy systems within the community.

BUILDINGS POLICIES (8.5 OF 30 POINTS)

Dallas requires residential and commercial buildings to comply with the Dallas Energy Conservation Code, which references the 2015 International Energy Conservation Code. The codes are not as stringent as those in effect in many other cities. However, the Dallas Green Ordinance requires new commercial and residential buildings less than 50,000 square feet to be 15% more efficient than required by the Dallas Energy Code. To achieve energy reductions in existing buildings, Dallas participates in the 2030 District and offers clean energy incentives. The city can do more to reduce GHG emissions in its buildings sector by adopting energy efficiency policies (such as benchmarking requirements) for existing structures and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (5 OF 15 POINTS)

Compared to other utilities, Oncor and Atmos Energy show low savings as a percentage of sales for both electric and natural gas efficiency programs. While neither utility offers energy efficiency programs for multifamily properties, Oncor provides multiple programs for low-income customers. As part of the Green Energy Policy, Dallas encourages efforts to decarbonize the electric grid. The city also can advocate for better access to utility data. Multiple efforts aim to increase energy and water efficiency in water services and wastewater treatment plants.

TRANSPORTATION POLICIES (7 OF 30 POINTS)

The city has adopted a comprehensive complete streets policy through Resolution 16-0173. Dallas's Chapter 51A Article XIII uses mixed-use districts on the neighborhood scale to implement transit-oriented communities and mixed-use development in area plans. The city's upcoming Connect Dallas plan will set the vision for an energy-efficient transportation system. Dallas 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, Dallas'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.