

RANK

7 / 100

2020 CITY CLEAN ENERGY SCORECARD

Denver

Over the past three Scorecards, Denver has shown steady improvement in the rankings. With the exception of transportation policies, Denver was among the top-10 cities in each of the categories assessed in the Scorecard. Denver ranked highest in community-wide initiatives where it tied for the second-highest score, in part due to city efforts to increase distributed energy resources, progress toward its near-term climate goal, and work to mitigate the urban heat island effect. Denver can continue its improvement and movement up the rankings by making more progress on transportation policies.

OVERALL SCORE

66 / 100



LOCAL GOVERNMENT OPERATIONS

7

2.5

10



COMMUNITY-WIDE INITIATIVES

11

3

15



BUILDINGS POLICIES

18.5

7

30



ENERGY AND WATER UTILITIES

12

5.5

15



TRANSPORTATION POLICIES

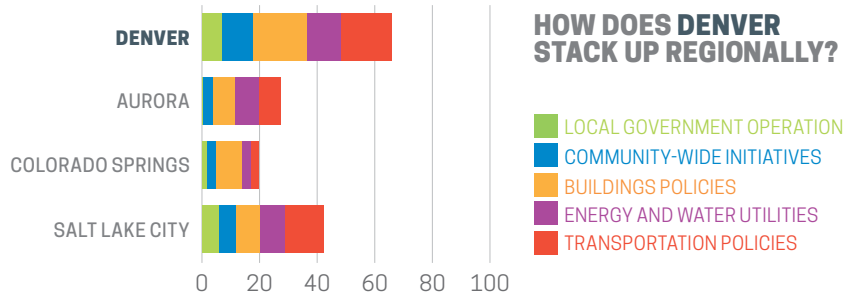
17.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (7 OF 10 POINTS)

Denver has greenhouse gas (GHG) emissions reduction and clean energy goals for local government operations. Based on emissions data from past years, ACEEE projects the city will achieve its near-term local government operations climate mitigation goal to reduce GHG emissions to less than 354,000 mtCO₂e by 2020. Denver benchmarks all public building energy use, assesses facilities to identify energy efficiency opportunities, and conducts retrofits through an energy performance contract. Denver also integrates clean energy into its procurement and construction strategies; the city requires the purchase of hybrids and high-efficiency vehicles and converts streetlights to LEDs. It allows telecommuting and flexible scheduling to reduce emissions related to employee commutes.

COMMUNITY-WIDE INITIATIVES (11 OF 15 POINTS)

Denver's climate change mitigation, energy reduction, and renewable energy goals set the vision for a clean energy future. The city adopted multiple climate goals, including a long-term climate mitigation goal of reducing emissions 80% below 2005 levels by 2050. Based on past years of emissions data, ACEEE projects the city will achieve its near-term, community-wide climate mitigation goal of 15% below 2005 levels by 2020. The Energy Future Collaborative with Xcel Energy supports the creation of distributed energy systems in Denver. To mitigate the urban heat island effect, Denver aims to increase urban tree canopy to 18% by 2025.

BUILDINGS POLICIES (18.5 OF 30 POINTS)

Denver adopted the 2018 International Energy Conservation Code with local amendments. Single- and two-family homes must adhere to electric vehicle-readiness requirements. To achieve energy reductions in existing buildings, the city requires commercial and multifamily buildings to benchmark energy use annually through the Energize Denver program. The Green Building Ordinance requires building owners to install a cool roof and choose one additional compliance pathway, such as onsite solar or increased levels of energy efficiency.

ENERGY AND WATER UTILITIES (12 OF 15 POINTS)

Compared to other utilities, Xcel Energy shows moderate savings as a percentage of sales for electric efficiency programs and low savings for natural gas efficiency programs. The utility offers multiple low-income energy efficiency programs, a multifamily weatherization program, and incentives for residential and commercial solar installations. Denver actively participates in regulatory proceedings to advocate for rapid and equitable decarbonization of the electric grid. Multiple efforts also aim to increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (17.5 OF 30 POINTS)

The Sustainability Community Mobility Goal and Mobility Action Plan both seek to reduce the number of single occupancy vehicle trips. Denver established mode share targets to limit single occupancy vehicle trips to 50%, increasing bicycle and pedestrian trips to 15%, and increasing the number of transit commuters to 15%. Based on the years for which data was available, Denver has made progress towards its mode share goals. Relative to other city systems, Denver's transit system is decently funded and accessible, but there is some room to improve both per capita investment and accessibility.