

RANK

76 / 100

2020 CITY CLEAN ENERGY SCORECARD

Newark

Newark had some achievements in buildings policies and transportation policies, but the city had few clean energy policies. It has room for improvement across all categories, particularly local government operations. To address energy waste in municipal operations, the city can establish climate and energy goals for government operations and seek to make outdoor lighting and its vehicle fleet more efficient. Newark can also work to make private buildings more energy efficient, encourage the decarbonization of the power system, and create a sustainable transportation plan to reduce vehicle miles traveled (VMT) citywide. These could serve as stepping-stones to a clean energy future.

OVERALL SCORE

17 / 100



LOCAL GOVERNMENT OPERATIONS

0.5

2.5

10



COMMUNITY-WIDE INITIATIVES

1

3

15



BUILDINGS POLICIES

7

7

30



ENERGY AND WATER UTILITIES

2

5.5

15



TRANSPORTATION POLICIES

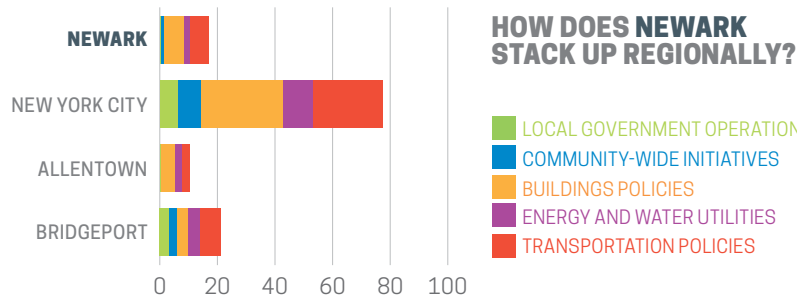
6.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (0.5 OF 10 POINTS)

Newark conducts building energy audits through an energy performance savings contract to identify retrofit opportunities. The city has few other initiatives to reduce greenhouse gas (GHG) emissions or energy use from local government operations. The city can adopt climate mitigation, energy reduction, and renewable energy goals. It also can integrate clean energy into its procurement and construction strategies by setting fleet efficiency requirements and converting streetlights to LEDs.

COMMUNITY-WIDE INITIATIVES (1 OF 15 POINTS)

Newark's GHG emissions reduction goal sets the vision for a clean energy future. ACEEE was unable to project if the city will achieve its community-wide GHG emissions reduction goal of achieving 1990 levels by 2020 because insufficient GHG emissions data were available for our analysis. To inspire future clean energy efforts, the city can adopt citywide clean energy goals, take an equity-driven approach to clean energy planning, and adopt policies and programs to mitigate the urban heat island effect.

BUILDINGS POLICIES (7 OF 30 POINTS)

New Jersey requires all jurisdictions to enforce the 2018 International Energy Conservation Code and ASHRAE 90.1-2016 for residential and commercial buildings, respectively. Newark does not yet advocate for more stringent state energy codes. Commercial buildings in Newark will need to comply with the state's Clean Energy Act of 2018, which requires commercial buildings to benchmark energy use. Newark can do more to reduce GHG emissions in its buildings sector by adopting energy efficiency policies for existing buildings (such as retrocommissioning requirements and building performance standards) and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (2 OF 15 POINTS)

Compared to other utilities, Public Service Enterprises Group shows low savings as a percentage of sales for both electric and natural gas efficiency programs. The utility offers energy efficiency programs for both low-income customers and multifamily properties. The city can encourage utility-scale or distributed renewable energy generation from its electric utility. Newark can create a formal partnership with the utilities to develop a jointly administered energy savings strategy and can work to increase the efficiency of water services by establishing water efficiency goals or programs.

TRANSPORTATION POLICIES (6.5 OF 30 POINTS)

Newark adopted a complete streets policy and a citywide form-based code. The city has not adopted a sustainable transportation plan, goals to reduce VMT/GHG emissions from transportation, or mode shift targets. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other city systems, Newark's transit system is moderately funded and accessible; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Newark can further promote sustainable transportation within the city by subsidizing efficient transportation options for low-income residents.