

RANK

11 / 100

2020 CITY CLEAN ENERGY SCORECARD

Portland

Portland earned top-five scores in the local government operations and transportation policies categories. Its high marks for local government operations were partly due to its greenhouse gas (GHG) emissions reduction goal, progress toward that goal, and its continued use of renewable energy to power government operations. The city remained a leader for transportation policies due to its exemplary policies to increase location efficiency and encourage compact communities. Portland could boost its score in the future by continuing to make progress on buildings policies.

OVERALL SCORE

63 / 100



LOCAL GOVERNMENT OPERATIONS

7.5

2.5

10



COMMUNITY-WIDE INITIATIVES

9

3

15



BUILDINGS POLICIES

12.5

7

30



ENERGY AND WATER UTILITIES

10

5.5

15



TRANSPORTATION POLICIES

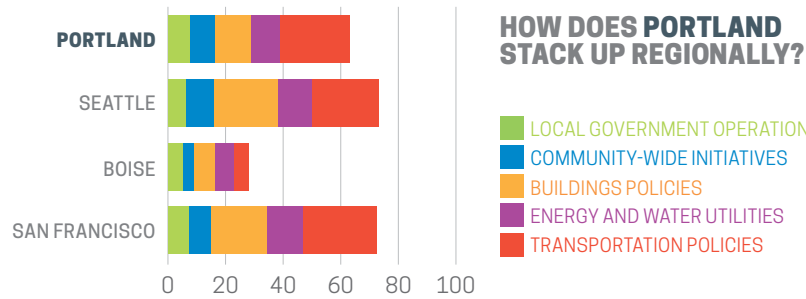
24

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (7.5 OF 10 POINTS)

Portland has GHG emissions reduction and clean energy goals for local government operations. Based on data from past years, ACEEE projects the city will achieve its near-term local government operations climate mitigation goal to reduce GHG emissions 53% below 2007 levels by 2030. Portland benchmarks approximately 15% of municipal building square footage and prioritizes projects that improve energy efficiency. The city also requires the purchase of high-efficiency vehicles, converts streetlights to LEDs, and installs renewable energy systems on municipal facilities, including a solar and battery storage project.

COMMUNITY-WIDE INITIATIVES (9 OF 15 POINTS)

Portland's climate change mitigation, energy reduction, and renewable energy goals set the vision for a clean energy future. Based on past years of emissions data, ACEEE projects the city will come close to achieving its near-term, community-wide climate mitigation goal of 40% below 1990 levels by 2030. The city has sought to prioritize equity in planning in program implementation in several ways; for example, the Equity Working Group was involved in the development of the city's Climate Action Plan. To mitigate the urban heat island effect, the city aims to increase urban tree canopy coverage to at least one-third of the city by 2030.

BUILDINGS POLICIES (12.5 OF 30 POINTS)

Oregon requires local jurisdictions to enforce the 2014 Oregon Energy Efficiency Specialty Code. Portland advocates for more stringent state energy codes. Oregon will require residential buildings to be solar- and electric vehicle-ready in 2020 and commercial buildings in 2022. To address energy use in existing buildings, the Commercial Building Energy Performance Reporting Ordinance requires commercial buildings greater than 20,000 square feet to benchmark their annual energy use. The Portland Home Energy Score policy requires single-family home sellers to get an energy audit and share the results when putting their home on the market.

ENERGY AND WATER UTILITIES (10 OF 15 POINTS)

Compared to other utilities, Portland General Electric (PGE) shows moderate savings as percentage of sales for electric efficiency programs. Northwest Natural Gas (NW Natural) reports low savings as percentage of sales for natural gas efficiency programs. Both utilities offer energy efficiency programs for low-income customers and multifamily properties. Portland regularly participates in legislative proceedings in favor of renewable energy development and clean tariffs for larger commercial customers. Multiple efforts also aim to increase the energy and water efficiency of water services and wastewater treatment plants.

TRANSPORTATION POLICIES (24 OF 30 POINTS)

By directing growth towards transit-served areas, removing minimum parking requirements for sites within 500 feet of transit service and affordable housing citywide, and amending its zoning code so housing is produced within mixed-use zones, Portland became the only city to earn full points for location-efficient policies. The Transportation Plan and the city's Climate Action Plan adopt goals to reduce vehicle miles traveled 30% below 2008 levels by 2030 and reduce transportation GHG emissions 50% below 1990 levels by 2035. The Climate Action Plan also set mode shift targets to increase commuter bike share mode to 25% and walking mode to 10%. Relative to other city systems, Portland's transit system is well funded and accessible, but can improve both investment and accessibility of transit services.