RANK

2 /100

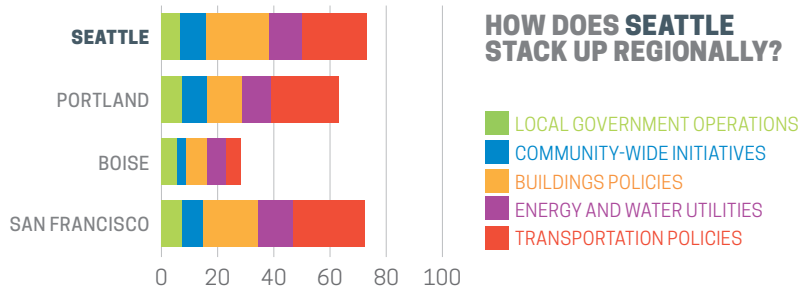
2020 CITY CLEAN ENERGY SCORECARD

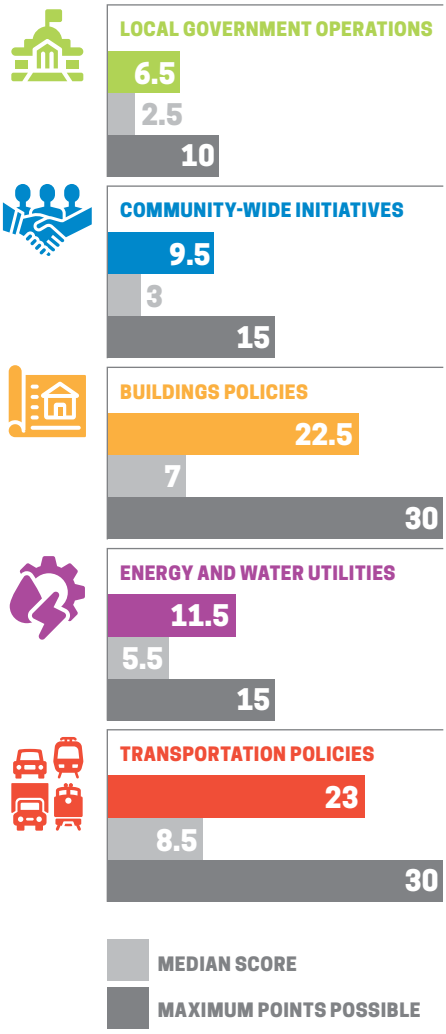
Seattle

OVERALL SCORE

73 /100

Seattle moved up and tied with Boston for the number two spot in the rankings, showing its persistent leadership on clean energy policy. The city once again earned high marks across the report for equity in planning and program delivery; its strong performance was due in part to its Environmental Justice Committee and its Equity and Environment Agenda, which seeks to advance racial equity in environmental planning. Otherwise, the city scored particularly high in buildings and transportation policies, scoring in the top three for these policy areas. Seattle's strong policies should continue to keep it near the top, but the city still has room to improve its score.





LOCAL GOVERNMENT OPERATIONS (6.5 OF 10 POINTS)

Seattle has greenhouse gas (GHG) emissions reduction and clean energy goals for local government operations. ACEEE was unable to project if the city will achieve its near-term, local government operations climate mitigation goal of 40% below 2008 levels by 2025 because insufficient GHG emissions data were available for our analysis. Seattle benchmarks energy use in 90% of municipal buildings and conducts retrofits in accordance with its Resource Conservation Management Plan. The city also integrates clean energy into its procurement and construction strategies by prioritizing the purchase of electric vehicles and converting streetlights to LEDs.

COMMUNITY-WIDE INITIATIVES (9.5 OF 15 POINTS)

Seattle's climate mitigation goals and equity-driven planning efforts set the vision for a clean energy future. The city has adopted a long-term climate mitigation goal of carbon neutrality by 2050. Based on past years of emissions data, ACEEE projects Seattle will not achieve its near-term, community-wide climate change mitigation goal of 58% below 2008 levels by 2030. To advance equity-driven planning and implementation, Seattle created the Environmental Justice Committee to influence the Equity and Environment Agenda and oversee the Environmental Justice Fund. Seattle City Light has supported the creation of several distributed energy systems. The utility has integrated emissions-reducing technologies into those systems. To mitigate the urban heat island effect, Seattle seeks to increase the urban tree canopy to 30% by 2037.

BUILDINGS POLICIES (22.5 OF 30 POINTS)

The State of Washington requires all jurisdiction to enforce the Washington State Energy Code for residential buildings but also allows jurisdictions to adopt more stringent commercial energy codes. Seattle has adopted the Seattle Energy Code for commercial buildings. New residential and commercial construction must adhere to solar- and electric vehicle-readiness requirements. To achieve energy reductions in existing buildings, the city requires benchmarking in commercial and multifamily buildings in accordance with Municipal Code 22.920. Additionally, Seattle's Building Tune-Ups Ordinance requires commercial buildings to perform energy audits and tune-ups every five years. Seattle actively advocated for HB1257, which sets building performance standards for commercial buildings of 50,000 square feet and larger.

ENERGY AND WATER UTILITIES (11.5 OF 15 POINTS)

Compared to other utilities, Seattle City Light shows moderate savings as a percentage of sales for electric efficiency programs. Puget Sound Energy (PSE) shows low savings as a percentage of sales for natural gas efficiency programs. Both utilities offer energy efficiency programs for low-income customers and multifamily properties, including the Low-Income Weatherization program administered by the city's Office of Housing. In 2018, Seattle City Light produced 94% of its total generation from renewable sources.

TRANSPORTATION POLICIES (23 OF 30 POINTS)

Seattle's Transportation Strategic Plan establishes plans to achieve a more efficient and multimodal transportation system, and the city's Drive Clean Seattle initiative serves as a roadmap to electrify the transportation sector. The Climate Action Plan includes a goal to reduce transportation GHG emissions 82% below 2008 levels by 2030. Seattle also aims to reduce single occupancy vehicle trips 25% below 2012 levels by 2025. Seattle's transit system is well funded and accessible, but there is some room to improve both per capita investment and accessibility. Further, ensuring continued financial support for service and operations will be crucial in a post-COVID world. The Freight Master Plan encourages energy efficient practices in freight movement.

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