

RANK

67/100



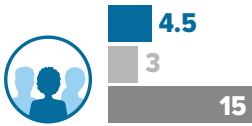
OVERALL SCORE

20.5/100

## RECOMMENDATIONS

- Establish and track metrics related to energy equity.
- Contribute to the development of a clean energy workforce.
- Adopt solar- and EV-ready requirements in building codes.
- Advocate for and publicize community-wide energy usage information.
- Expand high-quality transit access for low-income residents.
- Increase the deployment of EV charging infrastructure.
- Develop a city freight plan that increases freight efficiency.
- Adopt and track a goal for reduction in VMT or transportation sector GHG emissions.

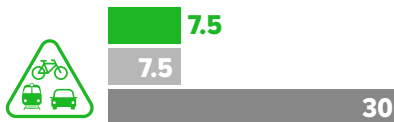
## COMMUNITY-WIDE INITIATIVES



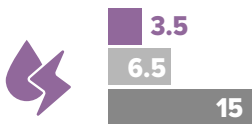
## BUILDINGS POLICIES



## TRANSPORTATION POLICIES



## ENERGY AND WATER UTILITIES



## LOCAL GOVERNMENT OPERATIONS



MEDIAN SCORE OF ALL CITIES

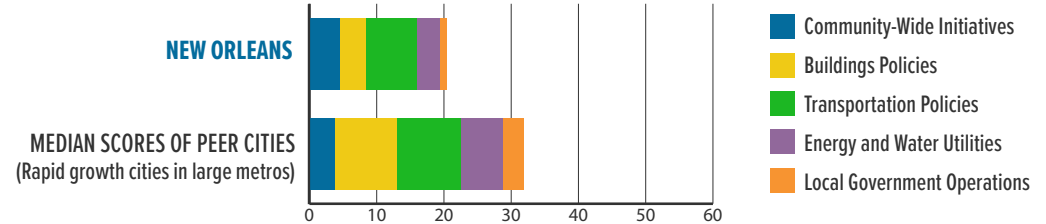
MAXIMUM POINTS POSSIBLE

## 2021 CITY CLEAN ENERGY SCORECARD

## NEW ORLEANS, LA

New Orleans performed best in the community-wide initiatives category but moved down several spots in the rankings from the previous *Scorecard*. The city can improve across all policy areas to advance its rank in the next edition.

## HOW DOES NEW ORLEANS STACK UP TO PEER CITIES?



## COMMUNITY-WIDE INITIATIVES (4.5 OF 15 POINTS)

New Orleans's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. Because insufficient GHG emissions data were available for our analysis, ACEEE was unable to project if the city will achieve its near-term climate mitigation goal of 50% below 2014 levels by 2030. New Orleans adopted a formal rule supporting the development of community solar within the city. To mitigate the urban heat island effect, New Orleans incentivizes green infrastructure projects.

## BUILDINGS POLICIES (4 OF 30 POINTS)

New Orleans requires residential and commercial buildings to comply with the 2009 International Energy Conservation Code and ASHRAE 90.1-2007, respectively. We could not find information on whether the city has adopted solar ordinances or policies requiring buildings to include EV charging infrastructure or be EV ready. New Orleans does not have programs committed to developing a dedicated energy efficiency or renewable energy workforce. To achieve energy reductions in existing buildings, the city offers clean energy incentives, including those that focus on low-income households.

## TRANSPORTATION POLICIES (7.5 OF 30 POINTS)

Of low-income households in New Orleans, 20.8% have access to high-quality transit. With only 4.9 ports per 100,000 people, the city has a very low number of EV charging station ports available for public use. New Orleans has neither a sustainable freight transportation plan in place nor any policies that address freight efficiency, nor has it codified VMT or transportation-related GHG reduction targets. Transportation entities that serve Toledo have received roughly \$266.01 per capita on average in local transit funding annually between 2015 and 2019, a moderate funding level.

## ENERGY AND WATER UTILITIES (3.5 OF 15 POINTS)

Compared to other utilities, Entergy New Orleans shows low savings as a percentage of sales for electric efficiency programs and did not report savings from natural gas programs. It offers a comprehensive energy efficiency program for both low-income and multifamily properties, but does not offer a portfolio of low-income programs. New Orleans does not provide community-wide energy use information at the aggregate level for community planning or evaluation purposes or advocate for better access to utility data. We were unable to confirm whether the city participates in activities or strategies to encourage more utility-scale or distributed renewable energy generation from its local electric utility. Entergy committed to a moderate goal of reducing its carbon intensity 50% by 2030 from 2000 levels.

## LOCAL GOVERNMENT OPERATIONS (1 OF 10 POINTS)

New Orleans has not established goals for GHG emissions reductions from municipal operations. We were unable to find information indicating that the city has an efficient fleet procurement or outdoor lighting policy. It has installed a single 300 kW onsite renewable energy system and has converted 75% of streetlights to LEDs. New Orleans has not established inclusive procurement policies or developed a comprehensive retrofit strategy.