

RANK

31 / 100

2020 CITY CLEAN ENERGY SCORECARD

San Antonio

San Antonio did not have an exemplary performance in any one category but had its best achievements in local government operations. The city's 2019 adoption of the SA Climate Ready Plan, which set new greenhouse gas (GHG) emissions reduction and clean energy goals for municipal operations, helped its score in this area. These efforts built on 2018 policy improvements, including the adoption of the Model Lighting Ordinance, which had improved the city's score in the previous *Scorecard*. San Antonio can still improve its rank, with the most room for improvement in energy and water utilities and transportation policies.

OVERALL SCORE

37.5 / 100



LOCAL GOVERNMENT OPERATIONS

4.5

2.5

10



COMMUNITY-WIDE INITIATIVES

7.5

3

15



BUILDINGS POLICIES

11

7

30



ENERGY AND WATER UTILITIES

4.5

5.5

15



TRANSPORTATION POLICIES

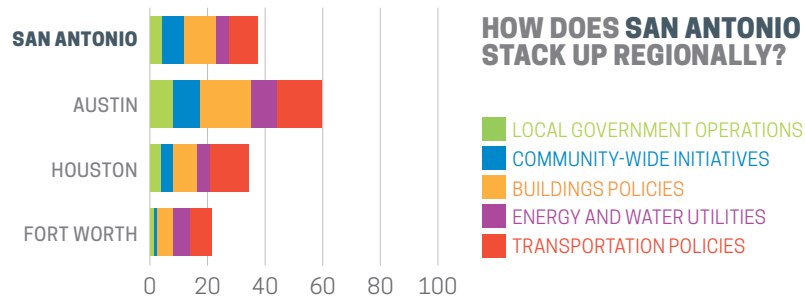
10

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (4.5 OF 10 POINTS)

San Antonio benchmarks energy use in 75% of municipal buildings, uses assessments to identify energy efficiency projects, and conducts retrofits through the Energy Efficiency Fund. The city integrates clean energy into its procurement and construction strategies by purchasing efficient vehicles, converting streetlights to LEDs, and installing renewable energy systems on municipal facilities. The city also offers telework and flexible schedule options for city employees. It has adopted GHG emissions reduction and clean energy goals for local government operations. ACEEE was unable to project if the city will achieve its near-term climate mitigation goal of 41% below 2016 levels by 2030 because insufficient GHG emissions data were available for our analysis.

COMMUNITY-WIDE INITIATIVES (7.5 OF 15 POINTS)

San Antonio's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. The city has multiple climate goals, including a long-term GHG emissions reduction goal of carbon neutrality by 2050. ACEEE was unable to project if the city will achieve its near-term, community-wide climate mitigation goal of 41% below 2016 levels by 2030 because insufficient GHG emissions data were available for our analysis. To advance equity-driven planning and accountability, the city created the Climate Equity Technical Working Group, which aims to increase equity while reducing GHG emissions. To mitigate the urban heat island effect, the city adopted a goal to increase the urban tree canopy to 40% by 2040. San Antonio has not adopted a formal policy, rule, or agreement supporting the creation of district energy, microgrids, or community solar.

BUILDINGS POLICIES (11 OF 30 POINTS)

San Antonio requires residential and commercial buildings to comply with the 2018 International Energy Conservation Code. To achieve energy reductions in existing buildings, San Antonio offers several incentives for clean energy. City support for Build San Antonio Green helps grow the clean energy workforce. San Antonio can do more to reduce GHG emissions in its buildings sector by adopting energy efficiency policies for existing policies such as benchmarking requirements.

ENERGY AND WATER UTILITIES (4.5 OF 15 POINTS)

Compared to other utilities, CPS Energy shows moderate savings as a percentage of sales for electric efficiency programs, but it does not report spending or savings for natural gas efficiency programs. It offers energy efficiency programs for multifamily properties and low-income customers. In 2018, CPS produced 24% of its total generation from renewable sources. Multiple efforts also aim to increase water and energy efficiency of water services.

TRANSPORTATION POLICIES (10 OF 30 POINTS)

San Antonio's zoning code promotes transit-oriented development. Its SA Tomorrow plan includes sustainable transportation provisions and adopts a goal to reduce daily vehicle miles traveled per capita to 16.5 miles by 2040 compared to a baseline of 22.4 miles in 2013. Relative to other cities, San Antonio's transit system is moderately funded, but can improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. San Antonio can promote sustainable transportation by adopting mode share targets and a more comprehensive complete streets policy, as well as encourage or require the creation of affordable housing units in transit-served areas.