

RANK

32 / 75

2019 CITY CLEAN ENERGY SCORECARD

San Antonio

San Antonio performed best in local government operations. In 2018, San Antonio adopted an outdoor lighting ordinance that complies with the Model Lighting Ordinance, and in accordance with the city's Ozone Action Day Plan, offered telework provisions for city employees. Both helped the city's score in this policy area. San Antonio has several options to achieve a higher score in the next edition and can improve across all policy areas, but particularly in the energy and water utilities and transportation policies categories.

OVERALL SCORE

34 / 100



LOCAL GOVERNMENT OPERATIONS

4.5

3.5

9



COMMUNITY-WIDE INITIATIVES

5.5

4.5

16



BUILDINGS POLICIES

11

9

30



ENERGY AND WATER UTILITIES

4

5.5

15



TRANSPORTATION POLICIES

9

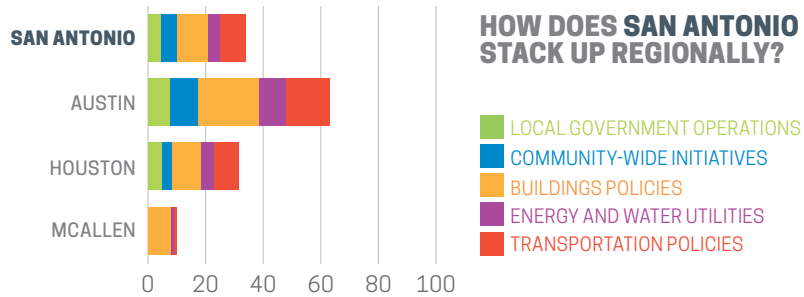
8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

HOW DOES SAN ANTONIO STACK UP REGIONALLY?



LOCAL GOVERNMENT OPERATIONS (4.5 OF 9 POINTS)

San Antonio sets green building standards for municipal buildings, benchmarks select buildings, and retrofits buildings based on energy use analysis. The city works to incorporate fuel-efficient vehicles into its fleet to comply with its environmental fleet policy. San Antonio converts streetlights to LEDs through an outdoor lighting replacement contract. The city has yet to establish energy-reduction, renewable electricity, or climate change mitigation goals for local government operations.

COMMUNITY-WIDE INITIATIVES (5.5 OF 16 POINTS)

San Antonio's GHG emissions reduction, energy-savings, and renewable energy goals, as well as its equity-driven planning efforts, provide the vision for its clean energy efforts. ACEEE does not currently project that the city will achieve its goal of reducing community-wide GHG emissions 26% by 2025. The city has not been involved in the development of clean and efficient distributed energy systems; it can take active steps to do so, such as entering into a power purchase agreement or updating its zoning regulations to promote the installation of these systems. To better mitigate the urban heat island effect, the city has adopted a goal to increase urban tree canopy coverage to 40% by 2040.

BUILDINGS POLICIES (11 OF 30 POINTS)

San Antonio requires commercial buildings to meet the 2015 International Energy Conservation Code (IECC), and residential buildings to meet the 2018 IECC. The city provides incentive and financial programs to encourage clean energy investments in existing buildings. For example, the San Antonio Green & Healthy Home program helps low- to moderate-income households make safety and efficiency repairs to their homes, and provides deferred forgivable loans to cover the costs. The city could do more to encourage energy efficiency and onsite renewable energy generation in its building stock by implementing policies that require energy saving actions, and establishing programs committed to developing a clean energy workforce.

ENERGY AND WATER UTILITIES (4 OF 15 POINTS)

Compared to other utilities, CPS Energy shows low savings for both electric and natural gas efficiency programs. It offers comprehensive programs for low-income and multifamily households. In 2017, CPS generated 14% of power from renewable resources. San Antonio also works to increase energy efficiency in water services and wastewater treatment plants, but more could be done.

TRANSPORTATION POLICIES (9 OF 30 POINTS)

The SA Tomorrow plan includes sustainable transportation provisions and adopts a goal to reduce daily vehicle miles traveled (VMT) per capita to 16.5 miles by 2040 compared to a baseline of 22.4 miles in 2013. The city has not yet made progress towards its VMT reduction goal. San Antonio has not established mode shift targets. Relative to other city systems, San Antonio's transit system is moderately funded and somewhat accessible. The city can work to increase low-income household access to high quality transit, as well as incentivize efficient transportation options for low-income residents and encourage or require the creation of affordable housing units in transit-rich areas.