

RANK

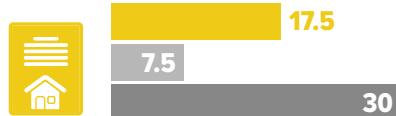
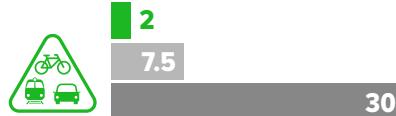
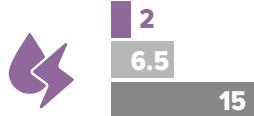
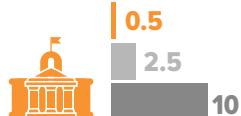
58/100 ↑

OVERALL SCORE

23.5/100

RECOMMENDATIONS

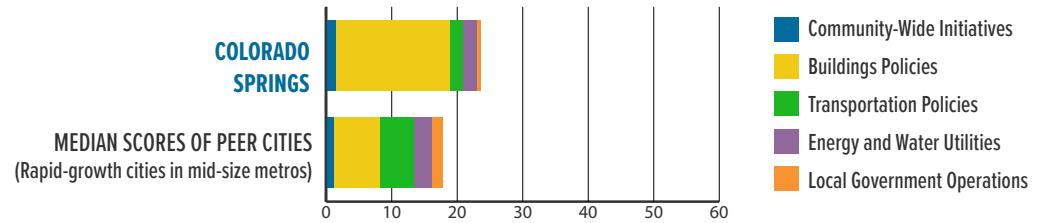
- Adopt EV-ready provisions in building codes.
- Form partnerships to encourage utility clean energy goals, programs, and investments.
- Set and track community-wide climate goals.
- Contribute to the development of a clean energy workforce.
- Expand high-quality transit access for low-income residents.
- Increase the deployment of EV charging infrastructure.
- 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**COLORADO SPRINGS, CO**

Colorado Springs had its best achievements in buildings policies and rose substantially in the rankings from the previous *Scorecard*. However, the city has room to improve across all categories, particularly in transportation policies. It could take many actions that would serve as stepping-stones to a clean energy future.

HOW DOES COLORADO SPRINGS STACK UP TO PEER CITIES?**COMMUNITY-WIDE INITIATIVES (1.5 OF 15 POINTS)**

Colorado Springs Utilities supports the creation of community solar within the city. It has not adopted citywide climate and energy goals, taken an equity-driven approach to clean energy planning, or adopted policies and programs that mitigate the urban heat island effect. However, Colorado Springs aims to plant 18,071 trees by 2021.

BUILDINGS POLICIES (17.5 OF 30 POINTS)

Colorado Springs requires residential and commercial buildings to comply with the 2017 Regional Code, which references the 2015 International Energy Conservation Code. 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. Colorado House Bill 21-1286 requires commercial and multifamily buildings to meet performance standards, benchmark energy use, and disclose energy use at the time of sale or rent. Colorado Springs offers incentives to target existing buildings, such as Colorado Springs Utilities' rebates for energy efficiency and renewable energy offered to residential and commercial customers.

TRANSPORTATION POLICIES (2 OF 30 POINTS)

Colorado Springs has few initiatives to reduce GHG emissions and energy use in the transportation sector. Of low-income households in Colorado Springs, 0% have access to high-quality transit. With only 11.5 per 100,000 people, the city has a very low number of EV charging station ports available for public use. Colorado Springs 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 Colorado Springs have received roughly \$35.24 per capita on average in local transit funding annually between 2015 and 2019, a very low funding level.

ENERGY AND WATER UTILITIES (2 OF 15 POINTS)

Compared to other utilities, the municipally owned Colorado Springs Utilities shows low savings as a percentage of sales for both electric and natural gas efficiency programs. While it does not offer any multifamily energy efficiency programs, it does provide a portfolio of low-income energy efficiency programs that includes comprehensive programs. Colorado Springs neither provides community-wide energy use information at the aggregate level for community planning and evaluation purposes nor advocates for better access to utility data for ratepayers. We were unable to determine the carbon emissions per capita from Colorado Springs Utilities in 2019. In 2020, the utility set carbon reduction goals of 80% by 2030 and 90% by 2050, yet we were unable to measure the stringency of these goals due to lack of data.

LOCAL GOVERNMENT OPERATIONS (0.5 OF 10 POINTS)

Colorado Springs has an Environmentally Preferred Purchasing Policy that includes requirements for alternative fuel vehicle procurement. Otherwise, The city has few initiatives to reduce GHG emissions and energy use in local government operations. It also has not established goals for GHG emissions reductions for municipal operations. We were unable to find information indicating that the city has an efficient outdoor lighting policy or has converted a significant proportion of streetlights to LEDs. The city has not installed renewable energy systems on municipal facilities, developed a comprehensive retrofit strategy, or developed inclusive procurement practices used for energy projects.