

RANK

80/100



OVERALL SCORE

12.5/100

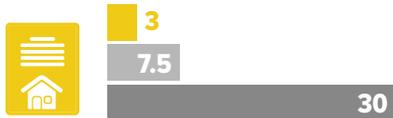
## RECOMMENDATIONS

- Set and track community-wide goals for GHG emissions.
- Establish and track metrics related to energy equity.
- Create or support energy efficiency workforce development programs and ensure these programs benefit historically marginalized communities.
- Adopt building tune-up and audit requirements for improving the energy performance of existing buildings.
- Advocate for more stringent energy codes.
- Target high-quality transit access for low-income residents.
- Increase the deployment of EV charging infrastructure.

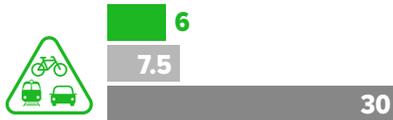
## COMMUNITY-WIDE INITIATIVES



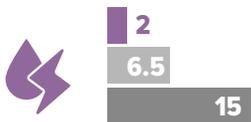
## BUILDINGS POLICIES



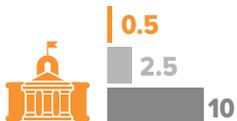
## TRANSPORTATION POLICIES



## ENERGY AND WATER UTILITIES



## LOCAL GOVERNMENT OPERATIONS

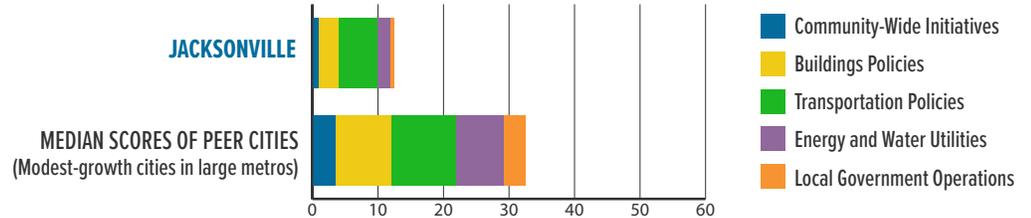


## 2021 CITY CLEAN ENERGY SCORECARD

## JACKSONVILLE, FL

Jacksonville has substantial room to improve across all categories, particularly in local government operations. It moved down in the rankings from the previous *Scorecard*. To advance its rank, the city can take several actions that could serve as stepping-stones to a clean energy future.

## HOW DOES JACKSONVILLE STACK UP TO PEER CITIES?



## COMMUNITY-WIDE INITIATIVES (1 OF 15 POINTS)

Jacksonville Energy Authority supports the creation of community solar within the city but has pursued few other community-wide initiatives. Jacksonville has not adopted citywide climate and energy goals, taken an equity-driven approach to clean energy planning, or adopted a goal to mitigate the urban heat island effect.

## BUILDINGS POLICIES (3 OF 30 POINTS)

Florida requires all jurisdictions to comply with the 7th Edition Florida Building Code, which references the 2018 International Energy Conservation Code with amendments. Jacksonville does not advocate for more stringent state energy codes. We were unable to verify if the city has programs committed to developing a dedicated energy efficiency or renewable energy workforce. Jacksonville offers incentives to spur clean energy investment, including expedited plan review for projects achieving LEED certification and rebates for energy efficiency upgrades.

## TRANSPORTATION POLICIES (6 OF 30 POINTS)

Of low-income households in Jacksonville, 0% have access to high-quality transit. With only 16.5 per 100,000 people, the city has a very low number of EV charging station ports available for public use. Jacksonville has neither a sustainable freight transportation plan in place nor any policies that address freight efficiency. Through the implementation of a mobility plan and multi-modal transportation study, the city aims to reduce its per capita VMT 10% by 2030 from a 2010 baseline. This requires a 0.5% reduction each year. We could not confirm if the city is on track to meet its goal. Transportation entities that serve Jacksonville have received roughly \$79.13 per capita on average in local transit funding annually between 2015 and 2019, a low funding level.

## ENERGY AND WATER UTILITIES (2 OF 15 POINTS)

Compared to other utilities, the municipally owned Jacksonville Electric Authority (JEA) shows very low savings as a percentage of sales for electric efficiency programs, while TECO Peoples Gas shows low savings as a percentage of sales for natural gas efficiency programs. JEA implements a portfolio of low-income energy efficiency programs, including a comprehensive program. TECO offers a program for energy efficiency in new construction for multifamily buildings. JEA provides Jacksonville with energy use information on a monthly basis, but the city does not make this data available to the public for planning and evaluation purposes, and does not advocate for better access to utility data for ratepayers. We were unable to determine the carbon emissions per capita from JEA in 2019. The utility set a goal to reduce carbon emissions 30% by 2030 from a 2007 baseline; however, we were unable to determine the stringency of the goal due to lack of available data.

## LOCAL GOVERNMENT OPERATIONS (0.5 OF 10 POINTS)

Jacksonville has adopted a policy giving priority to efficient vehicles in fleet procurement. Otherwise, it has few initiatives to reduce GHG emissions and energy use in local government operations, and it has not established goals for GHG emissions reductions for municipal operations. We were unable to find information indicating that the city has an outdoor lighting policy or has converted streetlights to LEDs. Jacksonville has not installed renewable energy systems on municipal facilities, established inclusive procurement policies, or developed a comprehensive retrofit strategy.