

RANK

28/100

OVERALL SCORE

40/100

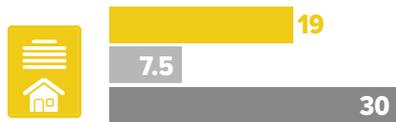
RECOMMENDATIONS

- Take additional steps to ensure builders comply with energy codes.
- Create a formal decision-making role for marginalized residents.
- Establish and track metrics related to energy equity.
- Adopt and track a goal for reduction in VMT or transportation sector GHG emissions.
- 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.

COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



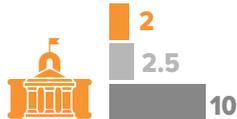
TRANSPORTATION POLICIES



ENERGY AND WATER UTILITIES



LOCAL GOVERNMENT OPERATIONS



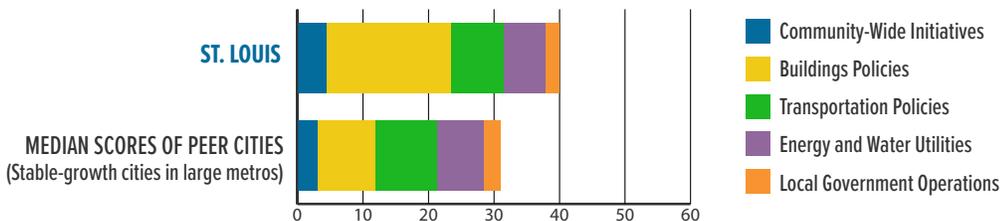
MEDIAN SCORE OF ALL CITIES
MAXIMUM POINTS POSSIBLE

2021 CITY CLEAN ENERGY SCORECARD

ST. LOUIS, MO

St. Louis maintained its position in the rankings from the previous *Scorecard*. To continue to keep its spot in the rankings, the city will need to take further bold policy action. The city has room to improve in all policy areas.

HOW DOES ST. LOUIS STACK UP TO PEER CITIES?



COMMUNITY-WIDE INITIATIVES (4.5 OF 15 POINTS)

St. Louis's climate change mitigation and renewable energy goals set the vision for a clean energy future. Based on emissions data from past years, ACEEE projects the city will come close to achieving its community-wide climate mitigation goal of carbon neutrality by 2050. St. Louis supported the creation of community solar within the city. It has not adopted a quantitative goal to mitigate the urban heat island effect.

BUILDINGS POLICIES (19 OF 30 POINTS)

St. Louis requires commercial and residential buildings to comply with the 2018 International Energy Conservation Code and adhere to solar-readiness and EV infrastructure requirements. The city leads a solar workforce development program which aims to increase equity and diversity in the workforce. St. Louis has taken ambitious action to reduce energy use in existing buildings. Its enacted performance standard requires large existing buildings to meet an energy performance standard by 2025. St. Louis also requires benchmarking in commercial and multifamily buildings and offers PACE financing for energy projects.

TRANSPORTATION POLICIES (8 OF 30 POINTS)

Of low-income households in St. Louis, 21.5% have access to high-quality transit. With only 22 per 100,000 people, the city has a very low number of EV charging station ports available for public use. St. Louis has neither a sustainable freight transportation plan in place nor any policies that address freight efficiency, nor has it codified a VMT or transportation-related GHG reduction target. Transportation entities that serve St. Louis have received roughly \$177.40 per capita on average in local transit funding annually between 2015 and 2019, a moderate funding level.

ENERGY AND WATER UTILITIES (6.5 OF 15 POINTS)

Compared to other utilities, Ameren Missouri shows low savings as a percentage of sales for electric efficiency programs, while Spire Missouri reports very low savings for natural gas efficiency programs. Both offer a portfolio of low-income programs including comprehensive programs for single and multifamily households. St. Louis provides community-wide energy use information for planning and evaluation purposes yet does not advocate for better access to utility data. We cannot confirm if St. Louis participates in activities or strategies to help spur or encourage more utility-scale or distributed renewable energy generation. Ameren committed to a moderate goal of achieving net-zero carbon emissions by 2050.

LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

St. Louis has GHG emissions reduction and clean electricity goals for local government operations. Based on emissions data from past years, ACEEE projects that the city will not achieve its near-term carbon neutrality goal by 2050. The city has a policy requiring the purchase of low emissions vehicles and has converted 45% of streetlights to LEDs. It has not installed renewable systems on municipal facilities. St. Louis has set carve-outs for minority- and women-owned business contracting, including for its PACE program. The city has not established a comprehensive retrofit strategy for government buildings.