RANK

48 /100

OVERALL SCORE

27 /100

LOCAL GOVERNMENT OPERATIONS
2
2.5
10

COMMUNITY-WIDE INITIATIVES
6.5
3
15

BUILDINGS POLICIES
5.5
7
30

ENERGY AND WATER UTILITIES
1.5
5.5
15

TRANSPORTATION POLICIES
11.5
8.5
30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE

ACEEE
American Council for an Energy-Efficient Economy

Louisville

Louisville had its best achievements in the community-wide initiatives category. The city's recent adoption of the Clean Energy Resolution in 2020 codified a community-wide energy goal, and helped its score. Louisville can improve across all policy areas to advance its rank in the next edition of the *Scorecard*, most notably in the local government operations and energy and water utilities categories.

HOW DOES LOUISVILLE STACK UP REGIONALLY?

LOCAL GOVERNMENT OPERATIONS
COMMUNITY-WIDE INITIATIVES
BUILDINGS POLICIES
ENERGY AND WATER UTILITIES
TRANSPORTATION POLICIES

LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)
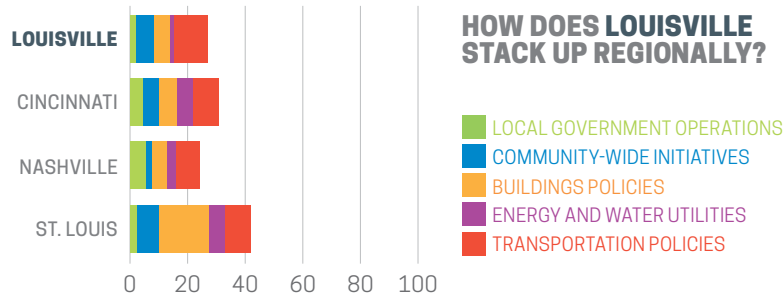Louisville benchmarks energy use in municipal buildings and conducts retrofits through an Energy Savings Performance Contract. Its telework policy for employees reduces emissions related to employee commutes. Louisville has energy reduction and renewable energy goals for local government operations. It can ramp up its efforts by establishing a climate mitigation goal for local government operations, requiring the purchase of high-efficiency vehicles, and installing onsite renewable energy systems.

COMMUNITY-WIDE INITIATIVES (6.5 OF 15 POINTS)
Louisville's greenhouse gas (GHG) emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. ACEEE was unable to project if the city will achieve its near-term, community-wide climate mitigation goal of 80% below 2016 levels by 2050 because insufficient GHG emissions data were available for our analysis. To mitigate the urban heat island effect, Louisville adopted a goal of no net tree loss by 2020. To inspire future clean energy efforts, the city can take an equity-driven approach to clean energy planning and adopt a formal policy, rule, or agreement that supports the creation of clean, distributed energy systems within the community.

BUILDINGS POLICIES (5.5 OF 30 POINTS)
Kentucky requires all jurisdictions to enforce the 2018 Kentucky Building Code, which references the 2012 International Energy Conservation Code (IECC) for commercial buildings and the 2009 IECC for residential buildings. The codes are not stringent when compared to building energy codes in effect in other cities. Louisville advocates for more stringent state energy codes. To achieve energy reductions in existing buildings, Louisville runs the Kilowatt Crackdown energy challenge and offers incentives for clean energy. The city can do more to reduce GHG emissions in its buildings sector by adopting energy efficiency policies (such as benchmarking requirements) for existing buildings and developing an equitable clean energy workforce.

ENERGY AND WATER UTILITIES (1.5 OF 15 POINTS)
Compared to other utilities, Louisville Gas and Electric (LG&E) shows low savings as a percentage of sales for both electric and natural gas programs. While the utility does not offer energy efficiency programs for multifamily properties, it does provide a low-income weatherization program. The city can take more steps to encourage utility-scale or distributed renewable energy generation from its electric utility. Louisville can seek to create a formal partnership with LG&E to develop an energy savings strategy and can increase the efficiency of water services by establishing water efficiency goals or programs.

TRANSPORTATION POLICIES (11.5 OF 30 POINTS)
The Move Louisville plan sets the vision for a sustainable transportation future and includes goals to reduce daily transportation vehicle miles traveled to 500,000 by 2040. The city set another goal to increase bicycle ridership by 100% and increase public transit ridership by 25%. To accelerate progress towards these goals, the city can adopt a more comprehensive complete streets policy and increase the number of bikes in the LouVelo bike share program. Relative to other city systems, Louisville's transit system is underfunded and can improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Louisville can further promote sustainable transportation by offering incentives for the purchase of electric vehicles and the installation of electric vehicle charging infrastructure.