

RANK

16 / 100

2020 CITY CLEAN ENERGY SCORECARD

# St. Paul

St. Paul was the most-improved city in the 2020 City Scorecard, thanks to improvements made across the board. By adopting its Climate Action and Resilience Plan, the city set a 2050 carbon neutrality goal with an interim target for 2030. In January 2020, it passed an Energy Benchmarking Ordinance to increase energy efficiency in existing buildings. The city council took steps to reduce transportation-related emissions by approving the St. Paul 2040 Comprehensive Plan in 2019 and codifying a vehicle miles traveled (VMT) goal. The city also became the anchor subscriber of a community solar system and encouraged utility-scale renewable energy. To maintain its spot in the rankings, St. Paul will need to continue taking bold policy action. It has the most room for improvement in local government operations and buildings policies.

OVERALL SCORE

51 / 100



## LOCAL GOVERNMENT OPERATIONS

3.5

2.5

10



## COMMUNITY-WIDE INITIATIVES

6.5

3

15



## BUILDINGS POLICIES

13

7

30



## ENERGY AND WATER UTILITIES

12.5

5.5

15



## TRANSPORTATION POLICIES

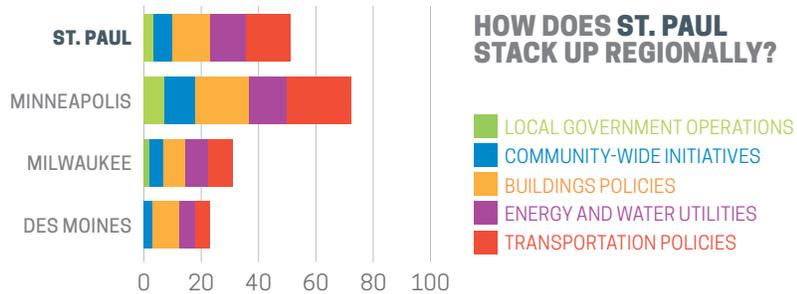
15.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



### LOCAL GOVERNMENT OPERATIONS (3.5 OF 10 POINTS)

St. Paul benchmarks municipal building energy use and identifies retrofit opportunities through audits and data analysis. It integrates clean energy into procurement and construction practices by converting streetlights to LEDs and installing renewable systems on municipal facilities. St. Paul has GHG emissions reduction and renewable energy goals for local government operations. ACEEE was unable to project if the city will achieve its near-term local government operations climate mitigation goal of carbon neutrality by 2030 because insufficient GHG emissions data were available for our analysis.

### COMMUNITY-WIDE INITIATIVES (6.5 OF 15 POINTS)

St. Paul demonstrated an equity-driven community engagement strategy when developing the city's Climate Action and Resilience Plan; it also adopted a goal to reduce energy burdens to less than 4% of household income within 10 years. Its climate mitigation 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 50% below 2015 levels by 2030 because insufficient GHG emissions data were available for our analysis. To mitigate the urban heat island effect, the city adopted goals to increase the urban tree canopy to 40% outside the downtown area and 15% within the downtown area.

### BUILDINGS POLICIES (13 OF 30 POINTS)

Minnesota requires all jurisdictions to adopt the 2015 Minnesota Energy Code, which references in the 2012 International Energy Conservation Code. St. Paul advocates for more stringent state energy codes and amended its zoning code to allow for solar energy use in all zones. To achieve energy reductions in existing buildings, St. Paul requires benchmarking through the Energy Benchmarking Ordinance and offers incentives to encourage clean energy investment. Energize St. Paul, a voluntary initiative, aims to achieve energy reductions in buildings not covered by the ordinance.

### ENERGY AND WATER UTILITIES (12.5 OF 15 POINTS)

Compared to other utilities, Xcel Energy shows moderate savings as a percentage of sales for both electric and natural gas efficiency programs. The utility offers multiple energy efficiency programs for low-income customers and multifamily properties. The city advocates for the decarbonization of the electric grid by encouraging Xcel to accelerate utility-scale renewables and storage. Multiple efforts aim to increase the energy and water efficiency of water services and wastewater treatment plants.

### TRANSPORTATION POLICIES (15.5 OF 30 POINTS)

The St. Paul 2040 Comprehensive Plan includes a goal to reduce VMT 40% by 2040 and to increase walking mode share to 25%, transit mode share to 20%, and bicycling mode share to 8% by 2040. Relative to other city systems, St. Paul's transportation system is accessible but underfunded; ensuring continued financial support for service and operations will be crucial in a post-COVID world. St. Paul's location-efficient codes encourage transit-oriented, mixed-use, and compact development, and the city has established parking maximums citywide and abolished minimum parking requirements in certain zones.