

RANK

51 / 100

2020 CITY CLEAN ENERGY SCORECARD

# St. Petersburg

St. Petersburg did not have an exemplary performance in any one category but had its best achievements in the community-wide initiatives category. The city's Integrated Sustainability Action Plan, adopted in 2019, contributed to the city's performance in the policy area as it adopted community-wide climate and energy goals. St. Petersburg can improve across all policy areas to advance its rank in the next edition of the *Scorecard*, but most notably in buildings policies and energy and water utilities.

OVERALL SCORE

25.5 / 100



## LOCAL GOVERNMENT OPERATIONS

3.5

2.5

10



## COMMUNITY-WIDE INITIATIVES

5.5

3

15



## BUILDINGS POLICIES

5.5

7

30



## ENERGY AND WATER UTILITIES

2

5.5

15



## TRANSPORTATION POLICIES

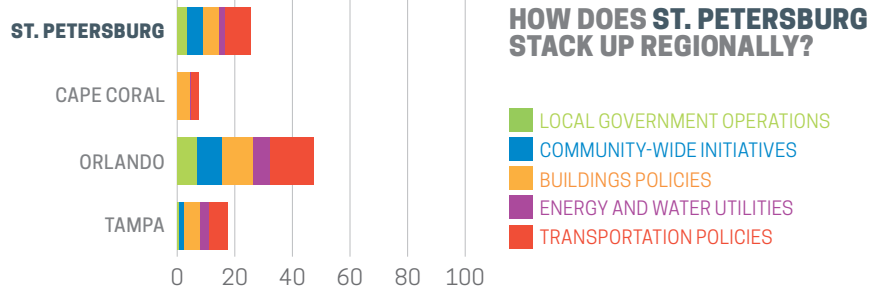
9

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



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

St. Petersburg has adopted greenhouse gas (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 20% below 2016 levels by 2020 because insufficient GHG emissions data were available for our analysis. St. Petersburg conducts retrofits as part of a partnership with the University of South Florida Clean Energy Research Center. The city also allows telework options for all employees. St. Petersburg can further integrate clean energy into its operations by setting fleet efficiency requirements, installing renewable energy systems on municipal facilities, and seeking to convert streetlights to LEDs.

### COMMUNITY-WIDE INITIATIVES (5.5 OF 15 POINTS)

St. Petersburg's GHG emissions reduction and renewable energy goals set the vision for a clean energy future. The city adopted a long-term GHG emissions reduction goal of 80% below 2016 levels by 2050. ACEEE was unable to project if the city will achieve its near-term, community-wide climate mitigation goal of 20% below 2016 levels by 2020 because insufficient GHG emissions data were available for our analysis. To mitigate the urban heat island effect, the city aims to maintain natural resource acreage at 20 acres per 1,000 residents. To inspire future clean energy efforts, St. Petersburg can 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)

Florida requires all jurisdictions to comply with the 6th Edition Florida Building Code, which references the 2015 International Energy Conservation Code. St. Petersburg does not advocate for more stringent state energy codes. To achieve energy reductions in existing buildings, St. Petersburg offers incentives to spur clean energy investment. St. Petersburg 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 (2 OF 15 POINTS)

Compared to other utilities, Duke Energy Florida and TECO Peoples Gas show low savings as a percentage of sales for both electric and natural gas efficiency programs. Duke Energy Florida offers energy efficiency programs for low-income customers and multifamily properties; TECO Peoples Gas does not. While St. Petersburg's Clean Energy Roadmap emphasizes Duke Energy Florida's role in transitioning toward renewable energy resources; the city can participate in more activities to encourage utility-scale renewable energy generation. St. Petersburg can also increase the energy and water efficiency of water services and wastewater treatment plants.

### TRANSPORTATION POLICIES (9 OF 30 POINTS)

St. Petersburg set mode shift targets to increase walking, biking, and transit trips, and its zoning code encourages compact communities by allowing for mixed-use development citywide. While the Comprehensive Plan includes provisions to reduce transportation-related GHG emissions, St. Petersburg has not yet adopted quantitative goals to reduce vehicle miles traveled/GHG emissions from transportation. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other city systems, St. Petersburg's transit system is both underfunded and could improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. St. Petersburg can promote sustainable transportation by subsidizing efficient transportation options for low-income residents.