

RANK

52 / 75

2019 CITY CLEAN ENERGY SCORECARD

# New Orleans

Though the city still has room to improve in both categories, New Orleans performed best in local government operations and community-wide initiatives. The city's 2017 Climate Action Plan adopted municipal and community-wide climate and energy goals; as such, the plan had scoring implications for both categories. The city has substantial room for improvement across all policy areas, most notably in the buildings policies and energy and water utilities categories.

OVERALL SCORE

23 / 100



## LOCAL GOVERNMENT OPERATIONS

3.5

3.5

9



## COMMUNITY-WIDE INITIATIVES

4.5

4.5

16



## BUILDINGS POLICIES

5.5

9

30



## ENERGY AND WATER UTILITIES

2

5.5

15



## TRANSPORTATION POLICIES

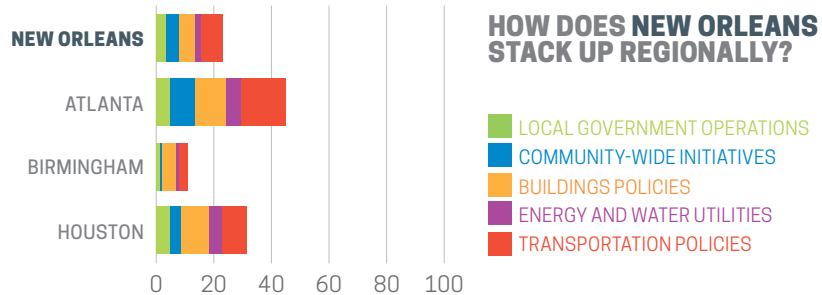
7.5

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



### LOCAL GOVERNMENT OPERATIONS (3.5 OF 9 POINTS)

New Orleans set an energy-reduction goal for local government operations. The city benchmarks all public buildings and retrofits buildings based on audit results. New Orleans has upgraded approximately 75% of streetlights. The city can increase its performance for local government operations by establishing greenhouse gas (GHG) emissions reduction and renewable electricity goals and by setting green building requirements for municipal buildings.

### COMMUNITY-WIDE INITIATIVES (4.5 OF 16 POINTS)

New Orleans's GHG emissions reduction, energy-savings, and renewable energy goals provide the vision for the city's clean energy efforts. ACEEE does not project that the city will achieve its goal of reducing community-wide GHG emissions 50% by 2030. To inspire future clean energy efforts, the city can involve marginalized communities in climate planning and implementing initiatives, and it can support clean, efficient distributed energy systems.

### BUILDINGS POLICIES (5.5 OF 30 POINTS)

Louisiana allows jurisdictions to adopt codes more stringent than those mandated by the state. As New Orleans has not adopted building energy codes at the city level, commercial and residential buildings comply with state codes, which reference to ASHRAE 90.1-2007 and the 2009 International Energy Conservation Code (IECC), respectively. The New Orleans Redevelopment Authority promotes energy efficiency investments in existing buildings through incentive and financing programs for low-income households. The city's green professional building skills (GPRO) training and disadvantaged business contracting goals help grow an equitable energy efficiency workforce. The city could further encourage energy efficiency in existing buildings by implementing a benchmarking and transparency ordinance and enacting energy-action requirements.

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

Compared to other utilities, Entergy New Orleans shows low savings for both electric and natural gas efficiency programs. The utility offers comprehensive programs for low-income and multifamily households. It does not offer incentives for the construction of new distributed solar or wind systems. New Orleans could also improve the energy efficiency of water services.

### TRANSPORTATION POLICIES (7.5 OF 30 POINTS)

The Metropolitan Transportation Plan provides the vision for a multimodal transportation system, though New Orleans has not adopted vehicle miles traveled (VMT) or GHG emissions reduction goals for the transportation sector. New Orleans has not adopted mode shift targets. Coupling VMT or GHG reduction goals with mode shift targets can help guide the city into a sustainable transportation future. The city's zoning code promotes location-efficient development in some areas of the city and reduces minimum parking requirements for multifamily units. Relative to other city systems, New Orleans's transit system is moderately funded and accessible. Likewise, the city can work to increase the number of low-income households near high-quality transit, offer incentives to low-income residents for efficient transportation options, and encourage or require the creation of affordable housing units in transit-rich areas.