

RANK

24 / 75

2019 CITY CLEAN ENERGY SCORECARD

Hartford

OVERALL SCORE

43.5 / 100

Hartford was one of three “Cities to Watch” in the 2019 City Scorecard. Along with Cincinnati and Providence, it stood out for having adopted several major clean energy policies and programs since early 2017. Hartford improved its performance across several areas, most notably transportation policies. In 2017 Hartford worked to improve location efficiency by eliminating all minimum parking requirements across every zoning use. In 2016 the city adopted a complete streets policy and passed updated zoning regulations for the first time in 50 years. The updated regulations promote the installation of on-site solar and wind, establish requirements and incentives to mitigate the urban heat island effect, and mandate EV charging stations for some development types. In 2017 the city formally created an energy improvement district, which now allows it to enter into agreements to create distributed energy resources. While the city has room to improve across the board, it is poised to move up the rankings in future scorecards should it continue its pursuit of clean energy.



LOCAL GOVERNMENT OPERATIONS



COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



ENERGY AND WATER UTILITIES

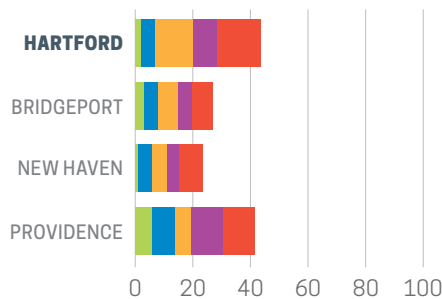


TRANSPORTATION POLICIES



MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



HOW DOES HARTFORD STACK UP REGIONALLY?



LOCAL GOVERNMENT OPERATIONS (2 OF 9 POINTS)

Hartford's Zoning Regulations include considerations from the International Dark-Sky Association's Model Lighting Ordinance. The city has replaced approximately 50% of streetlights with LED fixtures. Hartford benchmarks the energy use of approximately 85% of public facilities and retrofits buildings based on energy performance data. Hartford has several options for improving its performance in the policy area, including establishing energy-reduction, renewable electricity, or climate change mitigation goals.

COMMUNITY-WIDE INITIATIVES (5 OF 16 POINTS)

Hartford is a leader in supporting the development of district energy, combined heat and power (CHP), and on-site solar facilities through its Energy Improvement District. To better mitigate the urban heat island effect, the city has adopted a goal to plant 2,500 trees per year until the urban tree canopy covers 40% of the city. To inspire future clean energy efforts, Hartford can adopt community-wide greenhouse gas (GHG) emissions reduction, energy-savings, or renewable energy goals.

BUILDINGS POLICIES (13 OF 30 POINTS)

Connecticut requires local jurisdictions to adopt the Connecticut State Building Code, which references the 2015 International Energy Conservation Code (IECC) for both residential and commercial buildings. The city implements a number of incentive and financing programs to encourage clean energy investments in existing buildings. For example, the city grants commercial property owners access to property assessed clean energy (PACE) financing for efficiency and renewable projects. The city could further boost clean energy investments in existing buildings by implementing policies that encourage or require energy saving actions, and helping to grow the energy efficiency and renewable energy workforces.

ENERGY AND WATER UTILITIES (8.5 OF 15 POINTS)

Compared to other utilities, Eversource and Connecticut Natural Gas show moderate savings for both electric and natural gas efficiency programs. Both utilities offer comprehensive programs for low-income and multifamily households. Through the Energy Opportunities program, the city meets regularly with its utilities to work to promote energy efficiency. Hartford is also taking steps to encourage the decarbonization of the utility electric grid; this includes submitting comments to the Public Utility Commission. Multiple efforts also aim to increase energy efficiency in water services and wastewater treatment plants.

TRANSPORTATION POLICIES (15 OF 30 POINTS)

Hartford's exemplary zoning code includes compact, mixed-use, and form-based provisions, and abolished minimum parking requirements citywide. The zoning code also offers several incentives for developments in downtown and transit-oriented districts. The Climate Action Plan sets an efficient transportation vision for the city. Hartford has not adopted quantitative vehicle miles traveled (VMT) or transportation-related GHG emissions reduction goals, nor has the city adopted mode shift targets. Coupling VMT or GHG reduction goals with mode shift targets can help guide the city into a sustainable transportation future. Relative to other city systems, Hartford's transit system is moderately funded and accessible.