

RANK

55/100 ↓

OVERALL SCORE

24.5/100

RECOMMENDATIONS

- Establish and track metrics related to energy equity.
- Adopt solar- and EV-ready requirements in building codes.
- Expand high-quality transit access for low-income residents.
- Adopt and track a goal for reduction in VMT or transportation sector GHG emissions.
- Install renewable energy systems on city facilities.
- Develop a strategic approach to conducting energy retrofits in municipal buildings.

COMMUNITY-WIDE INITIATIVES



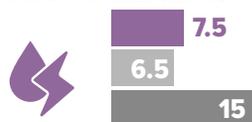
BUILDINGS POLICIES



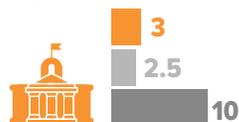
TRANSPORTATION POLICIES



ENERGY AND WATER UTILITIES



LOCAL GOVERNMENT OPERATIONS



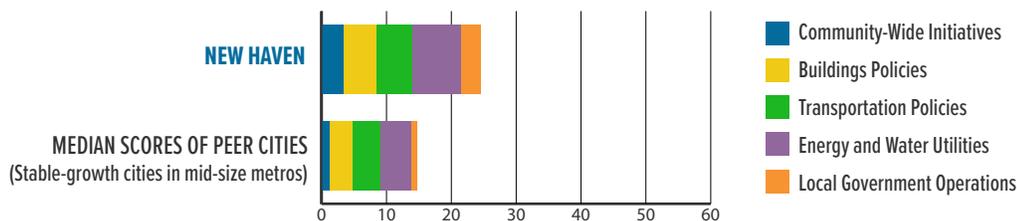
MEDIAN SCORE OF ALL CITIES
MAXIMUM POINTS POSSIBLE

2021 CITY CLEAN ENERGY SCORECARD

NEW HAVEN, CT

New Haven earned 55th place in the *Scorecard*, moving down several spots in the rankings from the previous edition. The city again performed best in the energy and water utilities category. New Haven can make progress toward a clean energy future with bold policy action, particularly in buildings and transportation policies.

HOW DOES NEW HAVEN STACK UP TO PEER CITIES?



COMMUNITY-WIDE INITIATIVES (3.5 OF 15 POINTS)

New Haven's climate change mitigation goal sets the vision for a clean energy future. Based on emissions data from past years, ACEEE projects the city will achieve its near-term, community-wide climate mitigation goal of 55% below 1999 levels by 2030. To mitigate the urban heat island effect, the city adopted an ordinance requiring high-reflective material in public plazas. The city has not taken an equity-driven approach to clean energy planning or adopted a formal policy, rule, or agreement that supports the creation of community solar and the integration of emissions-reducing technology in distributed energy systems within the community.

BUILDINGS POLICIES (5 OF 30 POINTS)

New Haven does not have the authority to adopt building energy codes at the municipal level and thus enforces Connecticut's code. The state requires residential and commercial buildings to comply with the Connecticut State Building Code, which references the 2015 International Energy Conservation Code. We could not find information on whether the city has adopted solar- or EV-ready ordinances. New Haven does not have programs committed to developing a dedicated energy efficiency or renewable energy workforce. To achieve energy efficiency in existing buildings, the city participates in and promotes the State Green Bank's C-PACE program. New Haven's Livable Cities Initiative has an Energy Efficiency Rehabilitation Assistance Program that offers financial assistance for energy efficiency retrofits.

TRANSPORTATION POLICIES (5.5 OF 30 POINTS)

Of low-income households in New Haven, 0% have access to high-quality transit. With 33.8 per 100,000 people, the city has a moderate number of EV charging station ports available for public use. New Haven has neither a sustainable freight transportation plan in place nor any policies that address freight efficiency, nor has it codified VMT or transportation-related GHG reduction targets. We could not determine the amount of local transit funding allocated to transit entities serving New Haven from 2015 to 19.

ENERGY AND WATER UTILITIES (7.5 OF 15 POINTS)

Compared to other utilities, United Illuminating and Southern Connecticut Gas show modest savings as a percentage of sales for electric and natural gas energy efficiency programs, respectively. Both utilities participate in the statewide Home Energy Solutions—Income-Eligible Program, which provides comprehensive and health and safety measures to households; they also participate in Energize Connecticut's Multifamily Initiative. The utilities provide aggregate energy use data annually to the Energize CT website for transparency purposes. New Haven has advocated for Community Choice Aggregation to be enabled in Connecticut. Avangrid, the parent company of United Illuminating, set an ambitious goal to achieve carbon neutrality by 2035.

LOCAL GOVERNMENT OPERATIONS (3 OF 10 POINTS)

New Haven has established a goal to reduce GHG emissions from municipal operations 55% below 1999 levels by 2030. ACEEE was unable to project if the city will achieve its near-term GHG emissions reduction goal because insufficient data were available for our analysis. We were unable to find information on a formal fleet procurement policy or fuel efficiency requirements. The city has a zoning ordinance that addresses excessive light and has converted all its streetlights to LED. While we could not verify if the city has applied the policy to energy projects, all construction and construction-related contracts over \$150,000 are subject to a 25% minority-owned business enterprise goal. New Haven has not developed a comprehensive retrofit strategy.