

RANK

42 / 75

2019 CITY CLEAN ENERGY SCORECARD

Bridgeport

Bridgeport did not have an exemplary performance in any one category; it performed best in local government operations and energy and water utilities. The city's conversion of most of its streetlights to LEDs and its benchmarking of municipal buildings helped its local government operations score. Bridgeport's score for energy and water utilities was bolstered by recent energy efficiency upgrades at the wastewater treatment plant serving the city. The city has also taken some steps to help its score in transportation policies, including removing minimum parking requirements for certain districts. Bridgeport can improve across multiple policy areas to advance its rank in the next edition, most notably by further expanding on transportation policies and focusing on buildings policies.

OVERALL SCORE

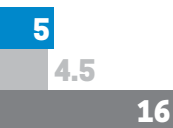
27 / 100



LOCAL GOVERNMENT OPERATIONS



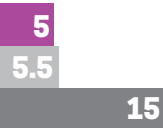
COMMUNITY-WIDE INITIATIVES



BUILDINGS POLICIES



ENERGY AND WATER UTILITIES

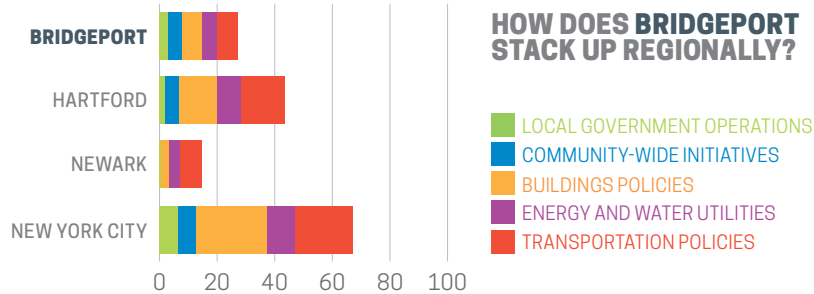


TRANSPORTATION POLICIES



MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



LOCAL GOVERNMENT OPERATIONS (3 OF 9 POINTS)

Bridgeport established a greenhouse gas (GHG) emissions reduction goal for local government operations. ACEEE does not currently project that the city will reach its goal of reducing GHG emissions 30% from 2007 levels by 2030. The city benchmarks all city buildings and retrofits buildings based on energy performance data. Bridgeport has converted approximately 80% of streetlights to LEDs. The city has several options for increasing clean energy investment in local government operations, including establishing energy efficiency and renewable energy goals for local government operations.

COMMUNITY-WIDE INITIATIVES (5 OF 16 POINTS)

Bridgeport's GHG emissions reduction goal and Energy Improvement District set the vision for a sustainable city. ACEEE does not project that the city will achieve its goal of reducing community-wide GHG emissions 20% by 2020. To inspire future clean energy efforts, Bridgeport can adopt community-wide renewable energy and energy-savings goals, as well as adopt policies and programs aimed at mitigating the urban heat island effect.

BUILDINGS POLICIES (7 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 promotes clean energy investments in existing buildings by offering tax exemptions for new solar energy systems. The city could further encourage energy efficiency in existing buildings by implementing a benchmarking and transparency ordinance, enacting energy action requirements, and building an equitable clean energy workforce through training programs and inclusive procurement policies.

ENERGY AND WATER UTILITIES (5 OF 15 POINTS)

Compared to other utilities, United Illuminating shows high savings for electric efficiency programs while Southern Connecticut Gas shows low savings for natural gas efficiency programs. Both utilities offer comprehensive programs for multifamily households. Based on available data, we did not find that Bridgeport encouraged United Illuminating to increase its utility-scale or distributed electricity generation from renewable sources; United Illuminating does not offer incentives for the construction of new distributed solar or wind systems. Bridgeport could also improve the energy efficiency of water services.

TRANSPORTATION POLICIES (7 OF 30 POINTS)

Bridgeport's Energy Efficiency and Conservation Plan includes a GHG emissions reduction goal equal to 715 million vehicle miles traveled (VMT) a year. Bridgeport includes mode shift targets to shift 10,000 vehicle miles of work-related roadway to train and 1,888,000 vehicle miles of work-related trips to bus. The city has abolished minimum parking requirements in some areas of the municipality and has a location-efficient zoning code that applies to parts of the city. The city can bolster its location-efficient policies by abolishing minimum parking requirements citywide and offering a greater number of incentives for compact and mixed-use development. Relative to other city systems, Bridgeport's transit system is underfunded and can improve in accessibility.