RANK

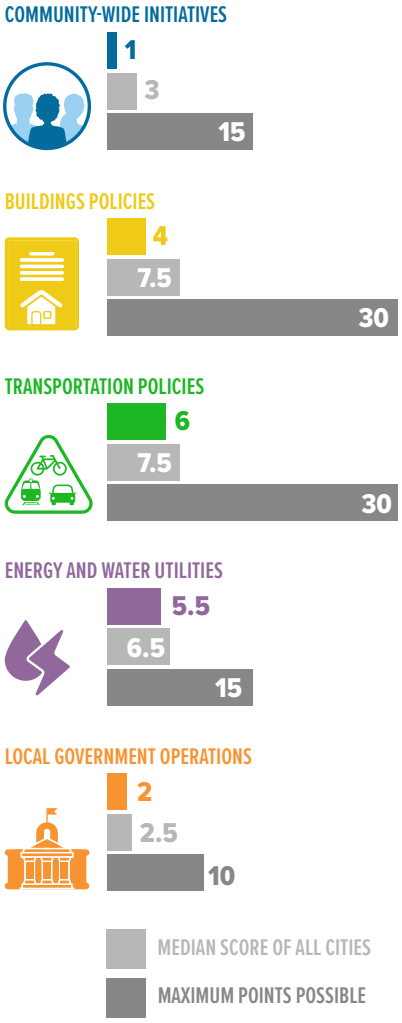
69/100

OVERALL SCORE

18.5/100

RECOMMENDATIONS

- Improve the energy performance of municipal operations and assets.
- Engage with more utilities to promote clean energy.
- Adopt policies and programs to mitigate the urban heat island effect.
- Contribute to the development of a clean energy workforce.
- 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.



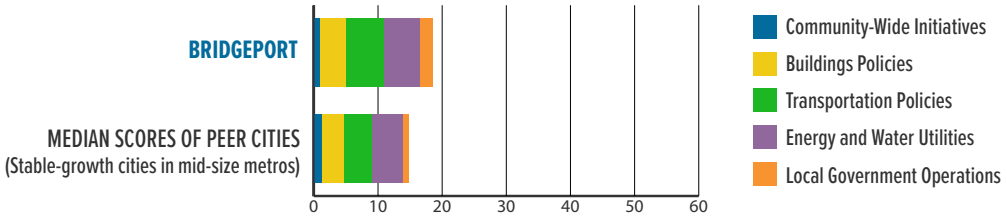
ACEEE
American Council for an Energy-Efficient Economy

2021 CITY CLEAN ENERGY SCORECARD

BRIDGEPORT, CT

Bridgeport performed best in energy and water utilities. However, the city has room to improve across all categories, particularly in community-wide actions and buildings policies.

HOW DOES BRIDGEPORT STACK UP TO PEER CITIES?



COMMUNITY-WIDE INITIATIVES (1 OF 15 POINTS)

Bridgeport's climate change mitigation goal sets the vision for a clean energy future. ACEEE was unable to project if the city will achieve its community-wide GHG emissions reduction goal of 30% below 2007 levels by 2030 because insufficient GHG emissions data were available for our analysis. Bridgeport's Energy Improvement District supports the integration of emissions-reducing technology in microgrids. To mitigate the urban heat island effect, the city aims to plant 3,000 trees by 2029. To inspire future clean energy efforts, Bridgeport can adopt citywide clean energy goals and take an equity-driven approach to clean energy planning.

BUILDINGS POLICIES (4 OF 30 POINTS)

Connecticut requires all jurisdictions to enforce the Connecticut State Building Code, which references the 2015 International Energy Conservation Code. Bridgeport does not yet advocate for more stringent state energy codes. We could not find information on whether the city has adopted solar ordinances or policies requiring buildings to include EV charging infrastructure or be EV ready. Bridgeport does not have programs committed to developing a dedicated energy efficiency or renewable energy workforce. To support efficiency in existing buildings, the city offers a tax exemption incentive for new solar installations and offers a density bonus to new construction designed to meet LEED standards.

TRANSPORTATION POLICIES (6 OF 30 POINTS)

Of low-income households in Bridgeport, 0% have access to high-quality transit. With only 9.7 per 100,000 people, the city has a very low number of EV charging station ports available for public use. Bridgeport 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. Transportation entities that serve Bridgeport have received roughly $17.34 per capita on average in local transit funding annually between 2015 and 2019, a very low funding level.

ENERGY AND WATER UTILITIES (5.5 OF 15 POINTS)

Compared to other utilities, United Illuminating and Southern Connecticut Gas show low savings as a percentage of sales for electric and natural gas efficiency programs, respectively. While the utilities do offer a comprehensive low-income program, they do not offer a portfolio of multiple low-income programs. Both utilities participate in Energize Connecticut's Multifamily Initiative. Bridgeport publishes community-wide energy data on an online dashboard to make city wide energy usage data transparent. The city does not have a formal partnership with United Illuminating to promote renewable generation and it has not actively advocated to the public utility commission on renewable energy issues. Avangrid, the parent company of United Illuminating, set an ambitious goal to achieve carbon neutrality by 2035.

LOCAL GOVERNMENT OPERATIONS (2 OF 10 POINTS)

Bridgeport has adopted a GHG emissions reduction goal for local government operations. ACEEE was unable to project if the city will achieve its near-term climate mitigation goal of 30% below 2007 levels by 2030 because insufficient GHG emissions data were available for our analysis. The city has converted 83% of streetlights to LEDs. Bridgeport has not installed renewable energy systems on municipal buildings or developed a comprehensive retrofit strategy. While we were unable to verify that the policy has been applied to energy projects, Bridgeport has a goal to have 15% of each formal city contract value go to minority-owned business enterprises and 15% to women-owned business enterprises.