

RANK

68 / 100

2020 CITY CLEAN ENERGY SCORECARD

# Bridgeport

Bridgeport did not have an exemplary performance in any one category, but earned its best achievements in the local government operations category. The city's conversion of most of its streetlights to LEDs and its efforts to upgrade municipal buildings helped its local government operations score. Bridgeport can improve across multiple policy areas, particularly buildings policies, to advance its rank in the next edition. To improve in the buildings policies category, the city can bolster its energy code compliance efforts and ramp up efforts to reduce energy use in existing buildings.

OVERALL SCORE

21 / 100



## LOCAL GOVERNMENT OPERATIONS

3.5

2.5

10



## COMMUNITY-WIDE INITIATIVES

2.5

3

15



## BUILDINGS POLICIES

4

7

30



## ENERGY AND WATER UTILITIES

4

5.5

15



## TRANSPORTATION POLICIES

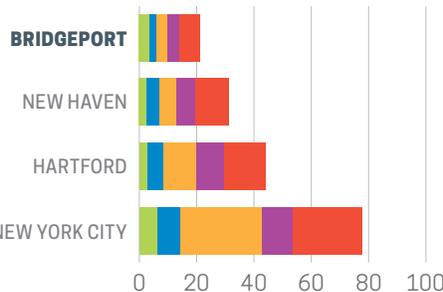
7

8.5

30

MEDIAN SCORE

MAXIMUM POINTS POSSIBLE



## HOW DOES BRIDGEPORT STACK UP REGIONALLY?



### LOCAL GOVERNMENT OPERATIONS (3.5 OF 10 POINTS)

Bridgeport has adopted a greenhouse gas (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. Bridgeport benchmarks all municipal building energy use and uses the data to identify and prioritize retrofits. Through a United Illuminating program, the city has converted 83% of streetlights to LEDs. To further ramp up its efforts, the city can procure efficient vehicles for the municipal fleet and install onsite renewable energy systems.

### COMMUNITY-WIDE INITIATIVES (2.5 OF 15 POINTS)

Bridgeport's GHG emissions reduction goal sets the vision for a clean energy future. ACEEE was unable to project if the city will achieve its goal of reducing community-wide GHG emissions 20% below 2007 levels by 2020 because insufficient GHG emissions data were available for our analysis. Bridgeport's Energy Improvement District supports the creation of microgrids that integrate emissions-reducing technology. To inspire future clean energy efforts, the city 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. The city offers incentives such as density bonuses to spur investment in clean energy. Bridgeport can do more to reduce GHG emissions in its buildings by adopting energy efficiency policies for existing buildings (such as building performance standards) and developing an equitable clean energy workforce.

### ENERGY AND WATER UTILITIES (4 OF 15 POINTS)

Compared to other utilities, United Illuminating and Southern Connecticut Gas show low savings as a percentage of sales. Both utilities participate in an income-eligible weatherization program and Energize Connecticut's Multifamily Initiative. Bridgeport can ramp up its efforts by advocating for better access to utility data and developing a formal partnership to advance clean energy priorities. The city also can work to increase energy and water efficiency in water services and wastewater treatment plants.

### TRANSPORTATION POLICIES (7 OF 30 POINTS)

Bridgeport aims to shift 10,000 vehicle miles of work-related travel per year from roadway to train and shift 1,888,000 vehicle miles of work-related travel per year from roadway to bus. The city has removed minimum parking requirements for several zones, such as Downtown Village District and Office-Retail zones. While the Energy Efficiency and Conservation Plan includes sustainable transportation provisions, Bridgeport has not yet adopted quantitative goals to reduce vehicle miles traveled/GHG emissions from transportation. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action. Relative to other city systems, Bridgeport's transit system is underfunded and can improve in accessibility; ensuring continued financial support for service and operations will be crucial in a post-COVID world. Bridgeport can further promote sustainable transportation within the city by offering incentives for the purchase of electric vehicles and the installation of electric vehicle charging infrastructure.