Climate Pollution Reduction Grants – Implementation Grants

City of Bridgeport Workplan Outline

# Overall Project Summary and Approach

1. **Description of GHG Reduction Measures**

Bridging Green Mobility in Bridgeport is focused on accelerating the usage and prevalence of biking in Bridgeport. The overall greenhouse gas reduction will be caused by a reduction in VMTs within Bridgeport. Through a rebate and education program, Bridgeport residents will have access to new bikes and e-bikes, as well as all of the necessary equipment and training to operate those bicycles, which will be used to offset local trips previously completed by car.

The proposed project clearly aligns with the region’s Priority Climate Action Plan, which describes the following findings during community outreach session: “For the transportation action area, several municipalities brought up Complete Streets projects as important for enabling safe walking and biking instead of driving…” . The PCAP also outlines the following action plan item:

Transportation 1B: ACTIVE MOBILITY: Develop robust, reliable, and accessible mobility options to encourage and enable a shift from single occupancy vehicles towards zero emission modes such as walking and biking

This program seeks to reduce greenhouse gas emissions from the transportation sector through the distribution of bikes and electric bikes, programming, and increasing local workforce capacities and capabilities. These bikes and the associated programming and marketing will address local short trips in Bridgeport currently completed by personal vehicles. In addition, this program will help prevent emissions by providing low/no carbon mobility and transportation options for those who currently do not have access to a personal vehicle.

This measure was selected for a variety of reasons. Mobility and transportation options were identified in every community engagement sessions conducted locally in Bridgeport. People routinely described the challenges, financial burden of car ownership, and lack of alternative transportation and mobility options. Residents positively indicated their willingness to engage in biking and using a bike to offset local trips when the main barrier to accessing the bike, the cost of purchasing one, was removed.

The proposed program is modeled off of a successful pilot conduct by the State of Connecticut, which launched an e-bike rebate program in 2023. The State’s program generated a massive amount of interest, but unfortunately, the program was launched in the middle of the week during normal business hours and went through all of the available rebates within several days, leaving thousands of high-need Connecticut residents – including a preponderance of Bridgeport residents – without access. The proposed program will build off of this model, but will be deployed with a focus on equity considerations, such as digital barriers and engagement with local non-profit or social service organizations that serve vulnerable and high-need groups in Bridgeport.

Between the consistent identification of a lack of mobility options during our community engagement sessions for the PCAP and the strong desire for participation in the state electric bike rebate program, it became clear that the proposed project would be a worthwhile program to pursue to address existing needs and reduce emissions. This project will have an especially strong community impact by incorporating economic components – the financial impact of receiving the rebate and offsetting the costs associated with personal vehicle transportation – while also resulting in a substantial reduction in both carbon and harmful polluting emissions from on-road vehicular transportation.

Through Bridging Green Mobility in Bridgeport this program seeks to distribute approximately 1,000 bikes and electric bikes in total. Another critical component is being able to safely store your bike at your destination. In many cases, high-priority locations such as a local grocery store, where a bike trip makes sense, lack the infrastructure necessary for people to store their bike safely and securely. This was found to be the case through community conversations that informed this program. The lack of safe, secure infrastructure creates a major barrier to bike adoption and usage for local trips. Funding is included in this proposal to deploy secure bike storage infrastructure at eight high usage and priority locations around the city. In tandem with this deployment of bike shelters, several bike repair stations will be deployed strategically in the city to support the needs of bike users to access repair tools along existing bike paths, parks, and high priority locations. The locations for these shelters and repair stations will be identified through the community survey, consultant, and engagement at events funded through this program. Safe, secure, and supportive infrastructure is paramount to creating additional avenues for emissions reductions.

Increasing local capacities and capabilities across all sustainability sectors is important to ensure a just and equitable transition to a green workforce in the 21st century. This program seeks to develop local capacities around bike and electric bike repair. The development of local capacities takes two unique approaches. One of the repair programs will be a series of one-time events for adults to learn the skills necessary to repair their own bike. Separately, funding will be used to support an existing program in the city that works with local public schools and students in a 5–6-week program on bike repair. Both programs increase local knowledge and capabilities. The school program provides opportunity, hands-on tools and training, and expands the opportunities available to high school students. To allow for flexibility and to meet the needs that currently exist and will exist with the adoption of electric bikes, the selected consultant/contractor to perform these workshops will receive electric bikes mechanic training to be able to perform maintenance and teach community members. When people have the tools and knowledge to solve their problems or access a place or event that can help, they are much more likely to engage. In this case, this program will support program participants but also support the needs that exist in Bridgeport related to bike and electric bike repair. Though not a direct emissions reduction, getting bikes repaired and back on the road into users’ hands, will create additional emissions reduction.

Through the development of this program and other bike-related programming and planning, some initial needs have been identified that have informed the program development. There is a clear need, however, to conduct additional community engagement and surveying to ensure this program is intentional and equitable at meeting the needs of the community. To meet this need, the proposed program will include a survey of general biking concerns around the city. Through a focused engagement process we will identify priority areas and communities to work with. This survey will help inform and guide program development and events programming and marketing. This survey will also help identify preliminary/initial priorities for the deployment of bike infrastructure. By ensuring an equitable and intentional program focused on the needs of residents, the program will result in increased participation and awareness, and in turn, greater emissions reduction. The program administrator will conduct an additional survey of program participants at the end of the grant period to determine usage, as well as positive and negative outcomes from the program, and needs that exist but are still unmet. This data will help inform program expansion, continuation, bike infrastructure planning and deployment going forward, as well as emissions reduction.

To be both proactive and address an identified community need, this program will also provide helmets for all participants through a similar rebate program. This will allow participants to select a helmet from variety of different sizes and shapes, as there are unique needs for different people. Though this is not associated with an emissions reduction, ensuring program participants receive the necessary tools to be safe is paramount to the success and sustainability of the program and biking in Bridgeport.

In the development of this program, it became clear that there were several programming-related needs that would support and incentivize greater adoption and use of biking. One of the critical needs identified was that people may have never had the opportunity to learn to ride a bike. There was also a lack of collaborative spaces and programming around the biking community in Bridgeport. Funding is going to be utilized to create collaborative spaces for members of the Bridgeport bike community to discuss their needs and address needs around safety and how to ride. Specific focus will be given to different biking communities such as women, people of color, etc. Thes programming component around how to ride, bike safety, and events will result in increased incentivization, participation, and in turn, reductions in emissions. Funding will also be utilized to provide programming to create fun, community-centric and educational events. Fun events for all residents and those participating in the program provide opportunity for the community to strengthen their connections and change the perception of biking in the city. Similar events have been run in the past and have proved to be a huge success such as the “Moon Cruise” rides organized in the summer of 2023. This programming will help incentivize greater participation in biking.

Social media and marketing will be a critical tool of this project to help create positive perceptions around biking by creating content that exemplifies Bridgeport residents, provide driver and bike safety information, and targeted engagement for different groups in the city that could utilize bikes such as seniors, adults, and small businesses. Currently people do not understand the many ways in which biking can be done as a function of everyday life, instead of using a car. Positive marketing focused on the needs of residents, as it relates to mobility and transportation, will help shift perceptions and accelerate adoption and usage of bikes in the city. In addition, intentional programming aimed at engaging specific sectors of the Bridgeport community who would benefit from using bikes such as seniors and small businesses will help accelerate adoption within these groups, with a strong likelihood that adoption here will result in greater adoption and usage of bikes by other groups. Marketing and positive programming have a strong potential to result in greenhouse gas emission reductions.

This program complements other ongoing work in the City of Bridgeport focused on implementing Vision Zero and Complete Streets to provide equal access and opportunities for all road users to equitably use the road and transportation in the city. The City of Bridgeport is actively pursuing funding and implementing a 20-miles public access waterfront pathway along the coastline of Bridgeport. This initiative focuses on community connections, access, and equitable mobility around the waterfront in Bridgeport. The proposed program would be a critical compliment to mobility infrastructure deployment in the city of Bridgeport and accelerating the use of bikes.

Overall, this program may seem simple in its approach, but it is responsive to the needs that currently exist around biking, while being cognizant of the needs of the future. This program offers a clearly defined path to accelerate the transitions towards, and usage of, bikes and electric bikes in the City of Bridgeport. This program is not only replicable to other municipalities and cities around the country but can be reasonably and responsibly scaled across the country.

This program seeks to provide all the necessary tools to incentivize greater biking adoption in the City of Bridgeport. By providing all the tools necessary to begin biking (Bike, helmet), educational programming to ride safely, community events to create connections and places for people to share, and creating opportunities for bike repair and workforce development, this program will result in primary, secondary, and tertiary reductions in greenhouse gas emissions and a holistic foundation to accelerate and incentivize bike adoption in Bridgeport.

1. **Demonstration of Funding Need**

Bridging Green Mobility in Bridgeport provides a strong foundation for incentivizing biking within Bridgeport. By taking a holistic approach to addressing biking in Bridgeport, we are able to meet the needs of our residents where they are at, and create a path forward for biking that is responsive to their needs. Other federal sources of funding have been considered, however in many cases programmatic components were ineligible for the funding available. Many of the programs relate to infrastructure specific improvements, as opposed to offering rebates/cost of bikes and e-bikes. The statewide program focused on incentivizing the adoption of e-bikes was significantly over-subscribed and not promoted or programmed adequately for vulnerable and in need groups in environmental justice communities to participate. Competitiveness of the application is also an important component, in some cases the costs associated with this program were eligible but may not have been competitive.

However, while the proposed program was not eligible for funding through other federal and non-federal funding sources, the City of Bridgeport has been rigorous in its fund-raising efforts to implement Complete Streets projects to bolster the network of bike routes across Bridgeport. The proposed project is a complement to this robust effort, as it will allow hundreds of low-income residents, who may not otherwise have access to a high-quality bicycle or e-bike, to utilize this rapidly expanding alternative transportation resource.

The City has applied to the following grant programs to fund bicycle and Complete Streets-related projects which are complimentary to the proposed project:

Non-federal

CT DOT Local Transportation Capital Improvement Plan (LOTCIP)

CT DOT Statewide Transportation Improvement Program (STIP)

CT Transit Oriented Development (TOD)

CT DOT Community Connectivity Grant Program

CT DOT Transportation Alternatives (TA) Program

CT DECD Community Investment Fund

Federal

US DOT Safe Streets and Roads for All (SS4A)

US DOT RAISE

US DOT Reconnecting Communities and Neighborhoods

EPA Environmental Justice Government-to-Government

1. **Transformative Impact**

A program of this nature takes a comprehensive and holistic approach to addressing the current and future needs of Bridgeport residents as it relates to bike and e-bike deployment and adoption in the City of Bridgeport. With a minimum of 1,000 new riders expected through this program, as well as another 200 through the retrofit program, many Bridgeport residents will now have access to the physical means to engage in biking in Bridgeport and offset their use of a personal vehicle or offset the total number of vehicles on the road by reducing the need to get a car.

The social media promotion and marketing will change perceptions of biking in the city and create safer driving behavior. It will also be responsive to the look of Bridgeport, uplifting the history and culture of this city to provide marketing that looks like Bridgeport and who we are as a post-industrial city in New England.

The programming focus of this program provides an important and much needed foundation to user behavior and adoption of biking. This will be one of the first times the City of Bridgeport has conducted a “how to ride” class for its residents. This is especially important because of the desire of residents and the way the biking community has historically been dominated. It is also important to create community connections and build social resilience and relationships in a community. This has a direct impact on participation and interest of people, again helping accelerate the adoption and number of bikers in the city.

The workforce development aspect of this project provides critically important capacity and market development opportunities for a bike repair shop and for innovative technology, developed here in Bridgeport. Ensuring that Bridgeport is at the forefront of green workforce development, reinforces sustainable and long-term community development. This is also important for our students; providing exposure and hands-on skills training for our students is of critical importance to their future.

With more bikes on the road, others who are not a part of this program will be incentivized to take part. This program doesn’t just serve those getting a bike or e-bike, in many cases this program provides a space and opportunities to reinvigorate the biking community and create community connections. This will result in more bikes on the road, which will in turn incentivize more riders, creating a greater sense of comfort, safety, and community around biking, as well as additional reductions in emissions. Biking is a community activity, with more people on the road, there is a greater demand for safe infrastructure, and a greater desire to participate in biking. Time and again residents said during our community input sessions that they would bike if they had the tools to succeed.

Overall, this program may seem rather simple in its approach, but it is responsive to the needs that currently exist around biking, while being cognizant of the needs of the future. This program offers a clearly defined path to accelerate the transitions and usage of bikes and electric bikes in the City of Bridgeport. This program is not only replicable to other municipalities and cities around the country but can be reasonably and responsibly scaled across the country. By focusing on equitable and intentional promotion and participation, this program provides a program and framework that can incentivize biking around the country.

# Impact of GHG Reduction Measures

1. **Magnitude of GHG Reductions from 2025 through 2030**

331 MTCO2e

1. **Magnitude of GHG Reductions from 2025 through 2050**

2,603 MTCO2e

1. **Cost Effectiveness of GHG Reductions**

331/2,649,500= .000124 MTCO2e/$1 or 124gCO2e/$1

The programmatic requirements are not reflected in the immediate and visible reduction that can be identified through similar e-bike rebate/distribution programs. These programming and marketing aspects are directly related to and will result in increased participation and adoption, and subsequent emissions reduction that cannot be reasonably or responsibly quantified

1. **Documentation of GHG Reduction Assumptions**

Please see attached.

# Environmental Results – Outputs, Outcomes, and Performance Measures

1. **Expected Outputs and Outcomes**

Outputs:

* Distribute 400 electric bikes
* Distribute 600 bikes
* Distribute 200 electric bike retrofit kits
* Deployment of 6 bike shelters in high use priority locations
* Deployment of 8 bike repair stations in high use priority locations
* 15 Bridgeport residents certified on electric bike maintenance
* 600 people learn how to ride a bike
* 1000 people participate in bike safety workshop
* 500 students participate in bike repair program
* Increase awareness and positive perceptions of biking in the City

Outcomes:

* 250 people trained on bike repair
* Reduced amount of vehicle related air pollution
* Increased access and mobility/transportation (Number of people with e-bike/bike)
* Increased awareness around bike and driver safety for bicyclists and bike infrastructure (Social media hits)
* Increased participation and desire to bike in Bridgeport (Participation in programming events)
* Increased knowledge of bike repair skills for students and adults (Participants)
* Increased access to bike repair and storage infrastructure (Usage)
* Increase participation in bike related programming and events (Number of attendees)
* Reduction of GHG emissions 331 MTCO2e
* Support the development of local capacities to engage in bike related workforce development

1. **Performance Measures and Plan**

Approximately, 200 bikes will be distributed annually. The first year a smaller number of bikes may be distributed as the program is built out and deployed. The second year will supplement the first year and look to equalize out distribution to align with annual distribution goal of 200.

Emissions reductions associated with this program will be informed by the final survey for program participations that received an e-bike or bike. The survey will solicit feedback on number of trips completed within the city or elsewhere using the bike and what types of trips it may have offset such as work, grocery store, park visit. The survey will also and engagement will also attempt to quantify additional interest and emissions reduction from participants in events programming and repair programs.

1. **Authorities, Implementation Timeline, and Milestones**

The City of Bridgeport has the authority to implement a bike and e-bike rebate program within its municipal boundaries for its residents. This program will be led by the City of Bridgeport Sustainability Office.

It will be the responsibility of the City of Bridgeport to contract individuals to perform the following tasks and provide the following deliverables. The vast majority of the tasks detailed below will be conducted by a contractor/consultant as it relates to the development and deployment of the program, development and administration of programming related events, and social media and marketing.

Attached, please find a Gant Chart summarizing the below:

During the first 6 months after funding is awarded

* Contracting will occur for rebate program development and administration
* Marketing company will be contracted for social media promotion and marketing
* Consultant will be selected for conducting how to ride, bike repair, bike safety course
* Development of needs survey
* Begin campaign branding

After the first 6 months of funding it is expected that will be in place and be ongoing

* How to ride and rebate program will be launched
* First wave of bikes goes out as feasible with a goal of 200
  + Youth bike 70
  + Adult bike 30
  + Senior bike 20
  + Adult e-bike 40
  + Cargo e-bike 20
  + Senior e-bike 20
* Conduct 10 bike safety course, as feasible
* Development of social media campaign and marketing for safety (bike and driver), targeted marketing for small businesses, seniors, etc
* Deploy battery safe bags and helmets with bikes and e-bikes
* Deployment and analysis of bike needs survey

Milestones Year 1:

* Creation and launch of rebate program
* Deployment and analysis of survey results
* Begin programming events, including, repair classes, school program, and fun programming events

During the second year of funding that

* Provide 200 bikes through rebate program, supplement what couldn’t be distributed during first year
  + Youth bike 70
  + Adult bike 30
  + Senior bike 20
  + Adult e-bike 40
  + Cargo e-bike 20
  + Senior e-bike 20
* Conduct 10 bike safety courses, supplement with events as need to align with # of bikes distributed
* Provide 40 retrofit kits and installations
* Conduct 5 bike repair shop events
* Conduct 5 bike repair school programs
* Conduct 5 fun programming events
* Ongoing social media promotion of program, bike and driver safety campaign, targeted advertisements to seniors, small businesses, etc
* Being engagement and analysis of high priority locations for deployment of secure bike shelters and bike repair stations
* Selected consultant for bike repair programming will go through EV mechanics certification

Milestones Year 2:

* 400 bikes distributed
* Distributed 80 retrofit kits
* Conduct 10 bike repair shops
* Conduct 10 bike repair school programs
* Conduct 10 programming events
* Social media consultant is promoting program
* Completion of EV mechanics certification
* Conducted 14 how to ride 101 sessions

During the third year of funding it is expected that

* Provide 200 bikes through rebate program
  + Youth bike 70
  + Adult bike 30
  + Senior bike 20
  + Adult e-bike 40
  + Cargo e-bike 20
  + Senior e-bike 20
* Conduct 10 bike safety courses
* Provide 40 retrofit kits and installations
* Conduct 5 bike repair shop events
* Conduct 5 bike repair school programs
* Conduct 5 fun programming events
* Ongoing social media promotion of program, bike and driver safety campaign, targeted advertisements to seniors, small businesses, etc
* Locations identified. Begin permitting and construction for secure bike shelters and bike repair stations

Milestones Year 3:

* 600 bikes distributed
* Distributed 120 retrofit kits
* Conduct 15 bike repair shops
* Conduct 15 bike repair school programs
* Conduct 15 programming events
* Social media consultant is promoting program
* Conducted 21 how to ride 101 sessions

During the fourth year of funding it is expected that

* Provide 200 bikes through rebate program
  + Youth bike 70
  + Adult bike 30
  + Senior bike 20
  + Adult e-bike 40
  + Cargo e-bike 20
  + Senior e-bike 20
* Conduct 10 bike safety courses
* Provide 40 retrofit kits and installations
* Conduct 5 bike repair shop events
* Conduct 5 bike repair school programs
* Conduct 5 fun programming events
* Ongoing social media promotion of program, bike and driver safety campaign, targeted advertisements to seniors, small businesses, etc
* Locations identified. Begin permitting and construction, and installation for secure bike shelters and bike repair stations

Milestones Year 4:

* 800 bikes distributed
* Distributed 160 retrofit kits
* Conduct 20 bike repair shops
* Conduct 20 bike repair school programs
* Conduct 20 programming events
* Deployment of bike shelters and bike repair stations
* Conducted 28 how to ride 101 sessions

During the fifth year of funding it is expected that

* Provide 200 bikes through rebate program
  + Youth bike 70
  + Adult bike 30
  + Senior bike 20
  + Adult e-bike 40
  + Cargo e-bike 20
  + Senior e-bike 20
* Conduct 10 bike safety courses
* Provide 40 retrofit kits and installations
* Conduct 5 bike repair shop events
* Conduct 5 bike repair school programs
* Conduct 5 fun programming events
* Ongoing social media promotion of program, bike and driver safety campaign, targeted advertisements to seniors, small businesses, etc
* Installation completed for 6 secure bike shelters and 8 bike repair stations
* Final grant reporting and close out

Milestones Year 5:

* 1000 bikes distributed
* Distributed 200 retrofit kits
* Conduct 25 bike repair shops
* Conduct 25 bike repair school programs
* Conduct 25 programming events
* Deployment of bike shelters and bike repair stations
* Conducted 35 how to ride 101 sessions

# Low-Income and Disadvantaged Communities

1. **Community Benefits**

The vast majority of the City of Bridgeport is in census tracts identified by CJEST as disadvantaged. The proposed benefits will flow directly to these census tracts and others in the city, with the priority deployment formula being guided by these census tracts and where both poverty, lack of mobility access, and negative determinants of public health are highest.

* Direct access to bike or e-bike

This program will provide direct access for Bridgeport residents to have an e-bike or bike, in many cases where they could not access it before. At minimum, 1000 people will directly benefit from having access to a bike or e-bike. There are many additional benefits with providing this access. Families that might have limited transportation options, who struggle to balance the costs associated with the transportation needs of their families, will have alternative options. Those that also currently ride a normal bike will have access to a retrofitting option. While some community members lack access to a personal vehicle, this program will provide mobility options for car-dependent residents and help reduce the reliance on personal vehicle usage in the city. This program will also support comfortability with electrified transportation, helping offset the continued adoption of combustion engine vehicles and incentivize comfortability and knowledge around electrified transportation.

* Lower impact of bikes and e-bikes than cars

Bikes and e-bikes have a much lower carbon footprint than personal vehicles and buses and the material breakdown is significantly less overall. From an emissions perspective there will be less carbon being emitted, this will also result in less air pollution in communities already overburdened with transportation and highway infrastructure. Material breakdown from the roads to the tires creates additional environmental pollution whereas bikes have a much lower impact.

* Accelerate infrastructure transition

Through the greater adoption of bikes and e-bikes in the city, there will a greater demand and need for the creation of safe and separated biking infrastructure. This is critically important from an access point-of-view, as there are many people in the city that would bike more frequently if they felt biking was safer. With approximately 1,000 new riders at minimum through this program, there is a pressing need to accelerate the development of robust infrastructure and safer routes around the city.

* Lack of access to personal vehicle

This program will support the deployment of bikes and e-bikes to residents without access to a car. By providing access through an e-bike there is much greater opportunity and mobility for residents in Bridgeport. This might also offset usage of the bus, which has its own carbon footprint.

* Providing new access and awareness of how to bike and drive safely.

The programming components of this grant will result in meaningful and tangible community benefits. The initial training program on how to ride will immediately give residents who might be unfamiliar or uncomfortable with bike the ability to learn the skills and the education necessary to feel comfortable. To ensure all participants are safe on the road, this bike safety course for all program participants will help ensure consistent and comprehensive safety education to prepare residents to bike in the city. As a complement to the bike safety program for all program participants, there is a critical need for educational programming for drivers as well. Because this program is not catering or primarily serving drivers, the best way to reach them is through targeted social media engagement and promotion.

Often times biking historically has been framed as a leisure activity in high income, white communities. Black and Hispanic communities have a long history of using alternative transportation like bikes, but the way that biking is marketed rarely reflects their communities or the place they live. This program seeks to create positive perceptions and visual representations of the thriving bike community in places like Bridgeport. It will also help communicate the health benefits of using bikes and e-bikes.

* Opportunities to access education about bike repair

The focus on workforce development of this program is critical to building local capacities in Bridgeport. This program is also supporting innovative entrepreneurs by supporting low-cost retrofitting programs like Bridgevolt. It also provides Bridgeport residents with low/no cost opportunities to repair their bikes and learn the skills to repair their bike in the future, a direct benefit*.*

* Overall

This program overall will help reduce the impacts of climate change. While this program helps reduce the air pollution from vehicular traffic, the use of e-bikes is positively associated with positive health outcomes, making people more active. Bikes don’t produce anywhere near as much noise as vehicles and truck traffic, noise pollution is associate with a host of negative health outcomes, so the greater prevalence and use will result in a reduction in noise pollution and a healthier neighborhood. E-bikes result in clear and positive public health benefits. Financially, this program is removing a major barrier to entry for many in Bridgeport interested in biking. It can also offset the significant costs associated with personal vehicular transportation, while providing options and greater accessibility than residents had before.

This program will seek to quantify these often difficult to quantify benefits through participation data and feedback from events to demonstrate impact of participation and how needs and benefits have been received.

CJEST Census tracts: 09001070200, 09001071000, 09001072100, 09001071100, 09001071200, 09001070300, 09001070400, 09001070500, 09001070900, 09001070500, 09001070600, 09001072100, 09001072200, 09001072300, 09001071900, 09001257200, 09001072900, 09001072400, 09001072800, 09001072900, 09001257200, 09001073400, 09001073100, 09001073200, 09001073300, 09001073500, 09001073600, 09001073800, 09001073900, 09001074000, 09001073200, 09001073300, 09001073700, 09001074300, 09001074400

1. **Community Engagement**

This project has solicited feedback from a variety of organizations to ensure it is responsible and responsive to the needs of stakeholders. This is inclusive of community, neighborhood stakeholders, institutional partners, and the biking community in Bridgeport.

Most of the components of this grant program came directly from community conversations around the formulation of this proposal, the rollout of the State’s e-bike rebate program, and through the PCAP community engagement conversations. Access to bikes and bike education was identified as a major need, and the reduction of financial barriers to accessing bikes was clearly identified as a priority.

For the deployment of the program, one of the first steps is to conduct a more formalized survey of need to understand perceptions and needs around biking in the city. This will focus on gathering comprehensive feedback on safety and access, infrastructure needs, while also surveying biking ability and interest in receiving a free bike or e-bike. This survey will help inform initial program participants.

This program has a specific focus and will, in its procurement process, focus on hiring local Bridgeport groups already engaged in similar or adjacent work to take on and administer components of this grant to support building local capacities.

The social media campaign is focused on small businesses, seniors, and providing safe driver and user behavior. Intentional and direct equitable engagement focused on specific groups will help accelerate adoption, while allowing the program to be responsive to individual needs and perception for priority deployment groups. This engagement and marketing will be responsive to the needs of Bridgeport residents and uplift Bridgeport community members already engaged in this work.

The “How to Bike” program came directly from conversations with community groups about how many didn’t have the opportunity to learn how to bike. This will give people of all ages the opportunity to learn to bike and provide them with all of the necessary tools including the bike, helmet, and how to be safe, making new riders feel comfortable and secure.

The deployment of secure infrastructure for bicycle storage came directly from community conversations. Their location will be determined by the community needs survey and by community engagement to identify priority locations for deployment. There is a general lack of bicycle facility infrastructure that from the community’s perspective has been a disincentive for the community to bike.

This program has been fielded to a wide variety of organizations in the City of Bridgeport and there is widespread support for this initiative. Specifically, this program has been greatly appreciated as it is a comprehensive program that provides the necessary tools for all participants.

Through equitable and intentional engagement with community members from diverse populations we are able to support our residents and their needs. The selected consultant will work with local organizations to support deployment of bikes through programs, and be responsible for equitable distribution of survey and rebate application (translation, paper copies for seniors)

The program will advertise and coordinate with local non-profit and social service organizations that work with low-income families, ALICE families, to communicate and share information about the program. This intentional and equitable engagement is critical to the success of the program. By meeting people where they are currently served, we reduce the barriers to entry and participation and can ensure we are reaching residents who will significantly benefit from this program.

*Organizations asked for their feedback on program:*

*PT Partners (Community group focused on needs in public housing at 3 HUD properties)*

*East End NRZ Market and Café (Neighborhood revitalization zone)*

*East Side NRZ*

*West End NRZ*

*City Councilors*

*Groundwork Bridgeport (Non-profit engaged in sustainability, urban canopy, waterfront pathway)*

*Trust for Public Land (Non-profit supporting implementation of the waterfront pathway in Bridgeport)*

*Fridgeport (Community group supporting biking and access to food in the city)*

# Job Quality

Repair jobs focused on bike and e-bikes are projected to increase in demand significantly over the next several decades. Positioning Bridgeport residents and small businesses to have access to and the skills need to compete in this sector is important.

This program will provide numerous opportunities for Bridgeport residents to participate in and learn the skills necessary to repair and rebuild bikes in the city. Priority will be given to consultants from Bridgeport to support the facilitation and development of local capabilities and capacities to conduct bike repair in the city.

The school program will provide numerous students with the opportunity to learn tangible and transferrable tool skills, while also providing them educational opportunities perform hands on repair. This program will be developed to support STEM related skills including math, reading, and science.

While this program does not explicitly fund the development of a bike and bike repair shop, it appropriately provides workforce development opportunities and training for local capacities and organizations to conduct bike repair, get trained on e-bike repair, and conduct repair programming for city residents and youth, creating a group of residents and youth, familiar and comfortable performing bike maintenance.

# Programmatic Capability and Past Performance

1. **Past Performance**

• Project title: CT DOT Community Connectivity Program

• Assistance agreement number: State Project No. 0170-3513GR

• Federal or non-federal funding agency and assistance listing number: N/A

• Brief description of the agreement: Grant award to build out bicycle infrastructure at numerous key locations around Bridgeport.

• Contact from organization that funded the assistance agreement. Include a discussion of whether and, if so, how the applicant was able to successfully complete and manage the listed agreements: Patrick Zapatka, CT DOT 860-594-2047. This project is ongoing, but the management of the agreement has been completed successfully thus far.

• Project title: CT Department of Agriculture Local Food Purchase Assistance

• Assistance agreement number: 3002 12060 23137

• Federal or non-federal funding agency and assistance listing number: N/A

• Brief description of the agreement: Funds are being used to purchase produce from small CT farmers and producers to distribute to low-income families and individuals in and around Bridgeport's East End.

• Contact from organization that funded the assistance agreement. Include a discussion of whether and, if so, how the applicant was able to successfully complete and manage the listed agreements: Cyrena Thibodeau, 860-895-3094. This funding is currently being used to implement a city-wide flood control study, including public outreach, conceptual design, and cost analysis at four sites that repeatedly flood.

• Project title: Bridgeport Flood Mitigation Project Scoping

• Assistance agreement number: N/A

• Federal or non-federal funding agency and assistance listing number: EMB-2021-BR-002-0013

• Brief description of the agreement: This funding is currently being used to implement a city-wide flood control study, including public outreach, conceptual design, and cost analysis at four sites that repeatedly flood.

• Contact from organization that funded the assistance agreement. Include a discussion of whether and, if so, how the applicant was able to successfully complete and manage the listed agreements: Ian Alexander, CT DEMHS, 860-685-8543. This project is ongoing, but the management of the agreement has been handled successfully thus far.

1. **Reporting Requirements**

The City of Bridgeport has successfully met the reporting requirements under all of its current and past assistance agreements, including the three listed in the section above. The City submits all interim and final reports as applicable and as required and provides adequate and timely reports on its progress toward achieving expected outputs and outcomes under each agreement. The City has a robust Central Grants Department which works as a clearinghouse for grant applications and grant management, and staff from Central Grants work closely with other City Departments, as well as partnering organizations, to write and submit reports as outlined in each assistance agreement.

1. **Staff Expertise**

Chadwick Schroeder, the Sustainability Manager for the City of Bridgeport, will be the project

manager for this project. Chadwick Schroeder has over 6 years of experience in sustainability space. He worked for a number of years with Sustainable CT, a municipal certification program. He helped the CT Chapter of the American Planning Association create their Equity, Diversity, and Inclusion Action Plan and currently serves as the Chair of their Equity, Diversity, and Inclusion Committee. Chadwick has a strong history and foundation around environment and sustainability. He holds a Bachelors Degree in Political Science and Environmental Science from the University of Connecticut. Chadwick has a deep familiarity with community engagement, community needs, biking, and mobility. Chadwick’s Office serves as the point of contact and director for sustainability, decarbonization, and resiliency planning and policy for the City of Bridgeport. He is familiar with programmatic development and administration.

MetroCOG: Metropolitan Council of Governments will help support this initiative with staff expertise where needed and appropriate. MetroCOG serves as the regional government for Bridgeport and several of the surrounding towns. They have a comprehensive planning staff focused on environment, transportation, and mobility, that can help support conceptualization of program