



Priority Climate Action Plan (PCAP)

Southwest Connecticut Region



Public Meeting
February 7, 2024



Agenda



Developing
the PCAP



Reduction
Measure
Development



Review Final
Measures

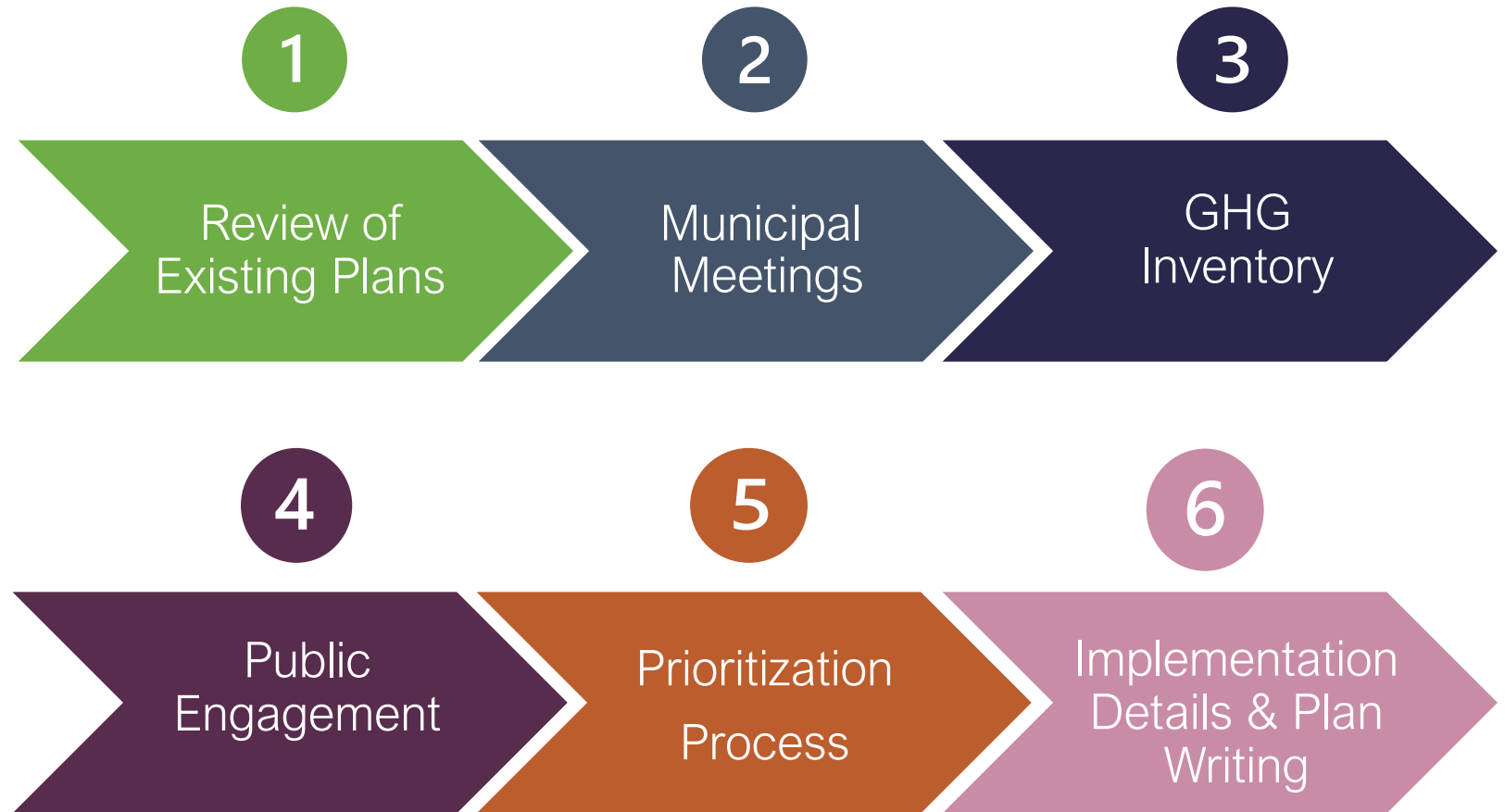


Next Steps

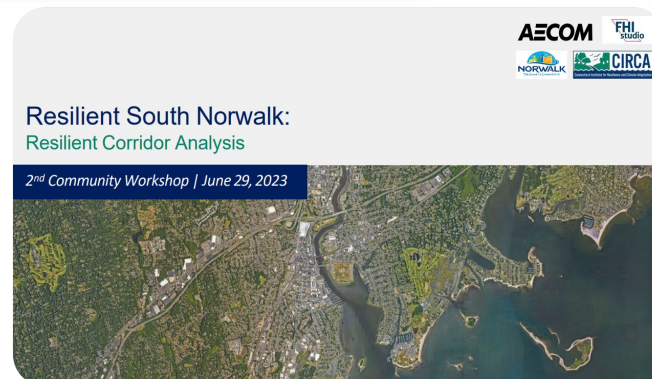
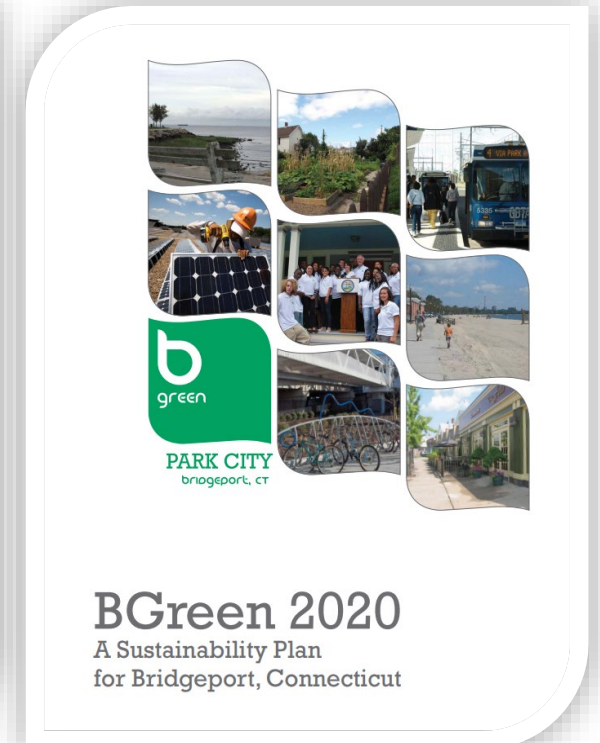
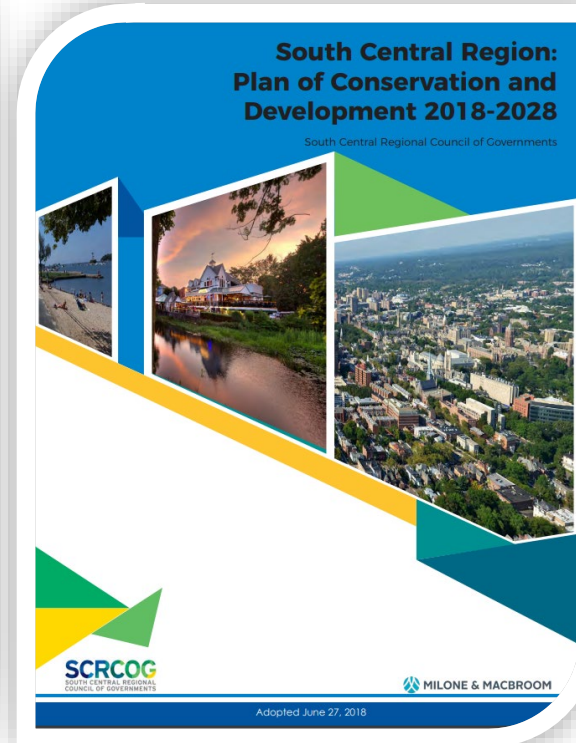
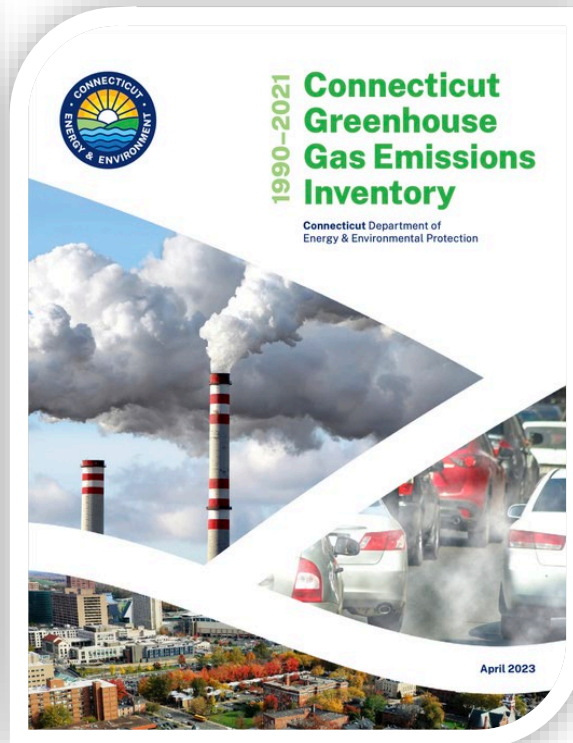
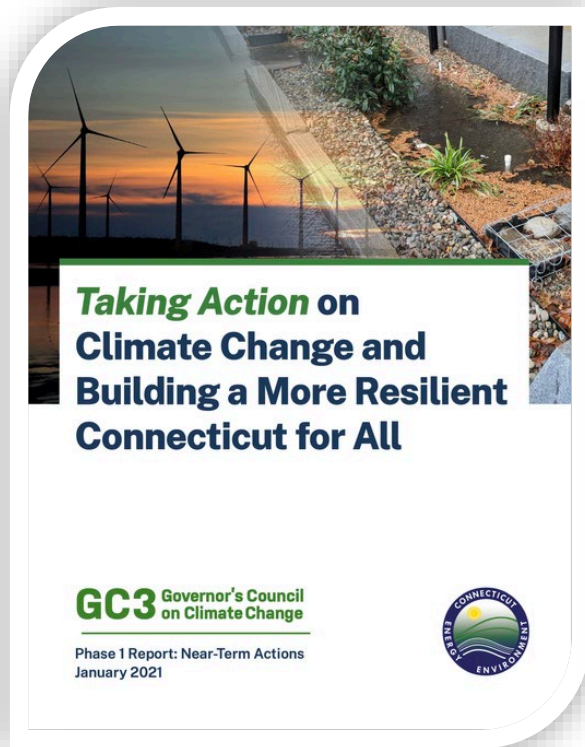


Priority Climate Action Plan (PCAP) Development

- PCAP Funded by the EPA's Climate Pollution Reduction Grant program (CPRG)
- Similar planning efforts are occurring across the CT and the country
- Second phase of work to follow – Comprehensive Climate Action Plan (CCAP)



Review of Existing Plans – State, Regional, Local



PLAN BOLD • PLAN SMART

PLAN

BRIDGEPORT

4/22/19

Sustainable CT

Local Actions. Statewide Impact.®

Community Engagement

Survey: www.surveymonkey.com/r/swctclimate

1. Municipal

December 2023

- **7 meetings** (by geography) + **1 "last call"**
- Met with municipal elected officials & staff, incl. boards of ed., transit agencies, and sustainability /conservation directors

2. Low income & disadvantaged communities (LIDAC)

Jan. 18th-31st 2024

- Bridgeport - **4 in-person Input Sessions:**
 - Downtown (+South End)
 - East End
 - East Side
 - North End

3. COGs

Early Feb. 2024

- **COG-wide virtual meetings** to **present draft measures** & request feedback
 - Post on website for public comment

Website:

www.swctclimate.com

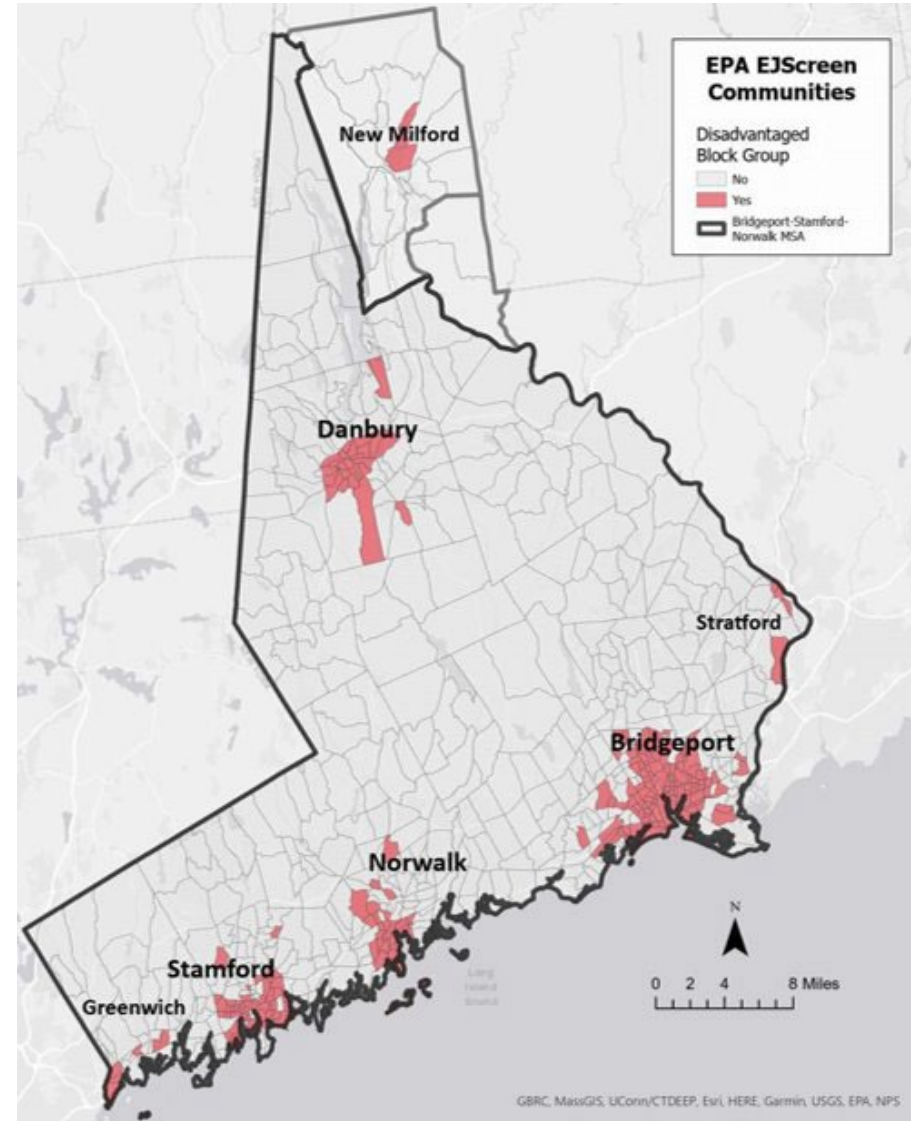
Environmental Justice & Equity

CPRG program and PCAP have emphasize low income and disadvantaged communities (LIDAC)

LIDAC Benefits Analysis identifies

- Communities through the EJScreen and Climate and Economic Justice Screening Tool
- Benefits (direct and indirect)
Examples: reduced air pollution, lower utility costs, traffic reduction, public health improvements
- Disbenefits
Examples: poorly located infrastructure, increased costs

Workforce needs and development also addressed



Review of GHG Inventory – Key Sectors

UMass Amherst completed GHG Inventories for **all 3** Regional Climate Action Plans.



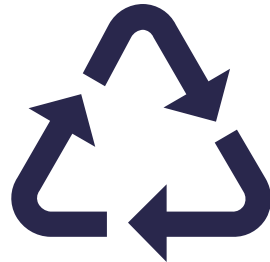
Mobile Emissions

Vehicle Miles Travelled
Vehicle Type
Distribution
Vehicle Fuel Efficiency



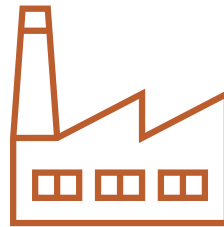
Electric Power

Electricity
Consumption



Solid Waste

Landfill Methane
Fuel Combustion



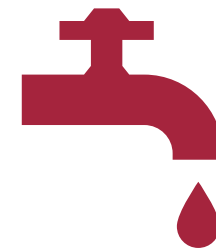
Stationary Combustion

Household heat fuel
Commercial/
Industrial emissions



Agriculture

Fertilizer
Agricultural
emissions



Wastewater

of wastewater
facilities
Wastewater
emissions

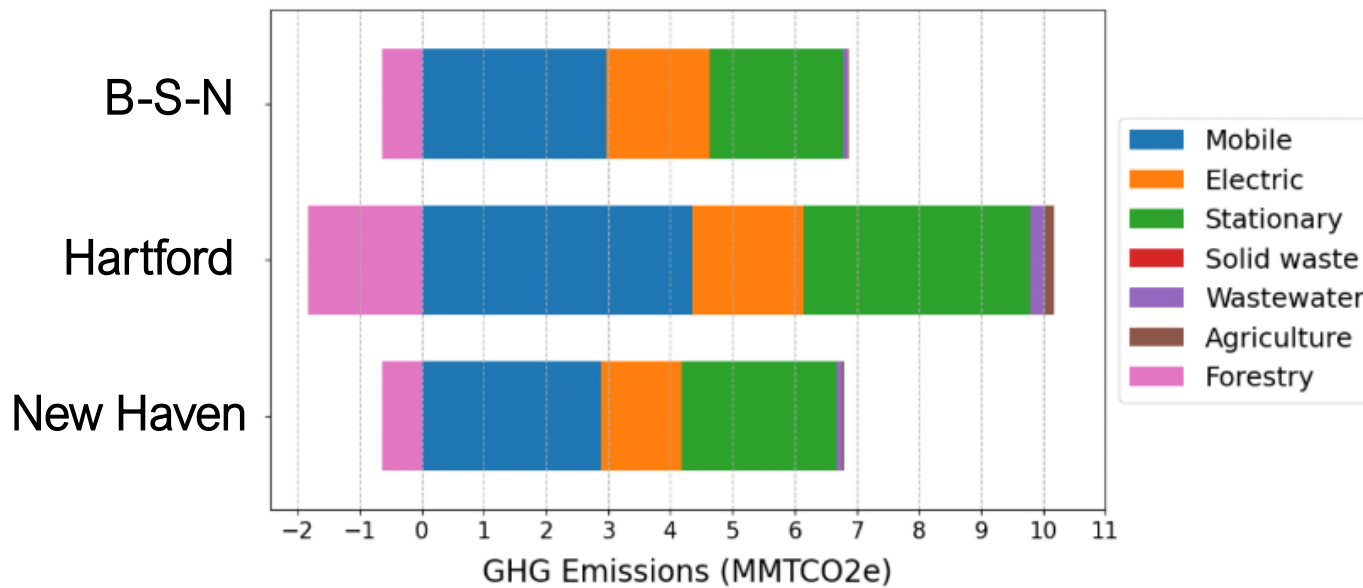


Forestry

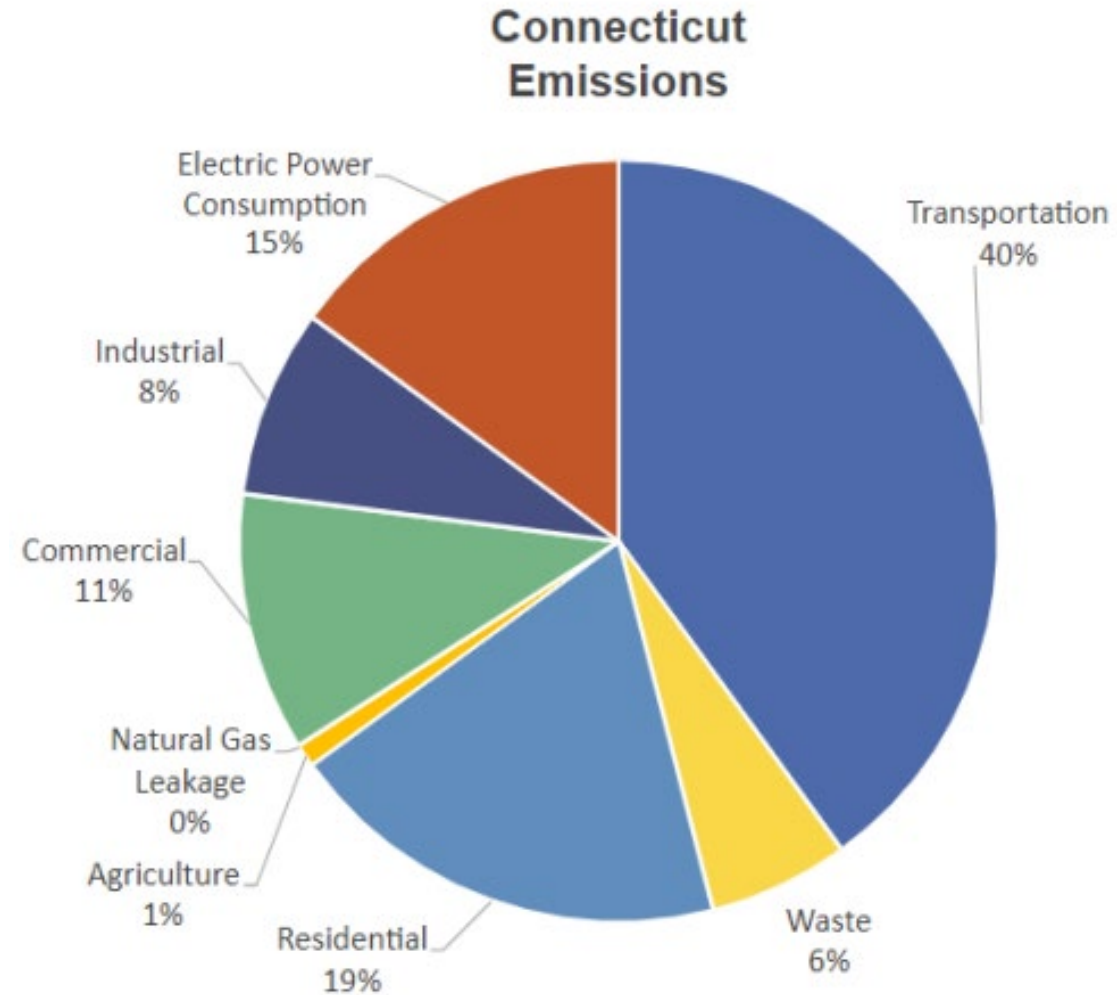
Forestry area
Carbon
sequestration factor

Review of GHG Inventory - Highlights






Mobile Emissions are **48% (Bridgeport-Stamford-Norwalk)**, **52% (Hartford-East Hartford-Middletown)** and **47% (New Haven-Milford)** of total emissions.



Stationary and **Electric** are the next highest emitting sectors across **all 3** regions.



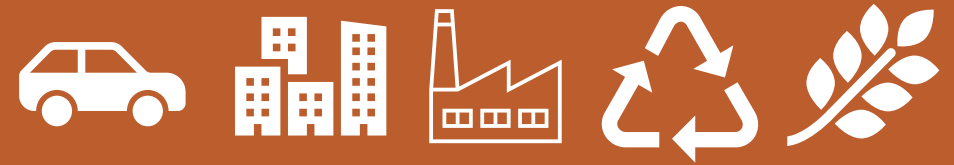
Prioritization Process

-  Does it Reduce GHG?
-  Is it within the purview of a municipality?
...or COG... or partnerships?
-  Does it have demonstrable LIDAC benefits?
-  Is it supported by municipal leaders & staff?
-  Is it implementation-ready in the short-term?

PCAP is only the start

There are many great ideas that may not be the best fit for the PCAP.

They can be included in the CCAP and further refined.



Implementation Considerations

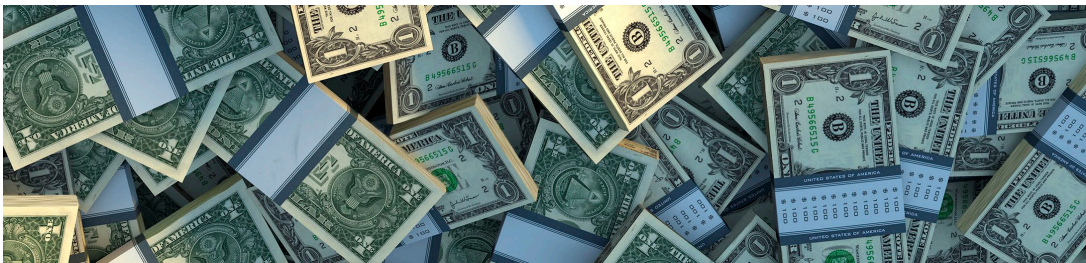
Authority & Partnerships

- As Councils of Government, we are unable to pass laws or act in the same ways as State or Municipal governments can.
- Projects and programs are feasible; mandates are not.
- Including measures that can be implemented or steps for how to encourage entities that have authority
- Coordination and partnership



Funding

- Some measures will be pursued with CPRG funds
- Most measures will need to seek additional funding sources
- These may be local, state, or federal funding sources or programs





Measure Development

Town	Idea/Note	Town Notes
Stratford	Incentivize the development of green/healthy buildings and the greening of existing infrastructure to reduce embodied carbon and indoor air pollutants	1. This should be highly considered for housing developments, childcare facilities/schools, etc. 2. In addition to energy efficiency and solar, this should include the use of sustainable materials (which reduce supply chain emissions and indoor air emissions) and banning use of products on the building materials "red list" which pose the greatest risk to human health (building occupants) and the greater ecosystem (PVC, formaldehyde, halogenated flame retardants, etc.). Could also incentivize developments with lower percentages of impervious surface area to meet MS4 goals and reduce urban heat island effect – asphalt alternatives, pervious surfaces, green infrastructure, green space
Stratford	Education/training on climate and health impacts/strategies to mitigate impacts for staff, commission/council members, the public, and other built environment decision-makers	1. Conduct Health Impact Assessments or Health Equity Impact Assessments for projects (transportation, developments, housing, etc.) within EJ areas or projects in any sector that has the potential to impact the health of the community - Conducting HIAs is a goal in our PCOD update 2. This could fall within any EPA project sector 3. Often health and climate cobenefits come out of the findings of these assessments
Bridgeport	Building electrification campaigns, deployment of heat pumps and other energy efficiency technology	
Bridgeport	Renewable energy deployment, solarize and battery storage campaigns	
Bridgeport	Build up statewide incentives and programs to deploy technology at a faster rate	
Bridgeport	Renewable energy deployment across municipal facilities and community buildings/centers in each town	

Review of State, Regional, and Local Plans

Sector	Measure/Action	Source (document, engagement event, town, etc.)	Involved towns/entities	COG
Transportation	Working with the Greater Bridgeport Transit Authority to promote the conversion of GBTA buses to alternative fuel technology	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Transportation	Converting municipally-owned vehicles to hybrids and biodiesel vehicles	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Transportation	Reducing school bus emissions and installing particulate filters on both school and city buses	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Buildings	Requiring the use of green construction practices and materials for all new public facilities and schools	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Electricity Generators	Creating tax incentives to encourage homeowners and businesses to utilize clean and renewable sources of energy production	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Agriculture/ Natural & Working Lands	Acquire strategically located and undeveloped brownfield sites for open space and consider alternatives for passive and/or active recreation use or ability to provide stormwater/flood control measures	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Multiple Sectors	Encourage use of clean and renewable energy sources to support new park facilities (structures, lighting, etc.) including the rebirth of Pleasure Beach as a self-sustaining facility with both solar and wind power generation facilities. Revenue generated from the sale of this power back to the local service provider should be directed specifically to the Parks Commission's operating and capital programs	Bridgeport 2020, PCOD	Bridgeport	MetroCOG
Agriculture/ Natural & Working Lands	Work with local farmers and others to identify other mechanisms to support farmers and farming and preserve agricultural lands, including allowing other activities to enable farmers to supplement their income.	Easton PCOD	Easton	MetroCOG
Agriculture/ Natural & Working Lands	Continue to use the Public Act 490 "land tax valuation" program to encourage the retention of farm and forest lands.	Easton PCOD	Easton	MetroCOG
Agriculture/ Natural & Working Lands	Continue working with public and private conservation organizations to acquire easements or development rights to one or more existing farms in Easton for leaseback to owners or qualified farm managers.	Easton Plan of Conservation and Development	Easton	MetroCOG
Buildings	Encourage the use of "green building" strategies (such as re-newable energy and/or energy efficient design) in community facilities.	Easton PCOD	Easton	MetroCOG
Waste & Materials Management	Promote recycling and reduction of the waste stream. / Provide for disposal of solid waste and bulky waste with minimal environmental impacts.	Easton PCOD	Easton	MetroCOG

Name, Position, and Municipality	Project Description	Priority Level	Project Sector
William Holsworth Director, Economic & Community Development Town of Monroe	Provide a brief description of the proposed project	Rank projects according to their priority to the region (1=highest priority to 5 = lowest priority)	Which EPA sector does this project fall within? (Choose from the drop down list below)
GHG Reduction Measures			
EV Charging	Provide Electric Vehicle Charging stations at Town-owned buildings and Parks		3 Transportation
HVAC Evaluation	State mandated HVAC evaluation for Schools, would prefer system wide evaluation for all town buildings to define energy savings and reductions in building emissions		2 Buildings
Roof mounted solar for Town Buildings	Evaluation of roof mounted solar and the impact to carbon footprint offset by reductions in building emissions.		2 Electric Power
	Connections between Wolfe Park and Monroe Turnpike (RT 111), and between Wolfe Park and Main Street (RT 25) via extensions of the Housatonic Valley Rail Trail or possibly through a Complete Street program		
Pedestrian / Bicycle connections			3 Transportation

Municipal Engagement Feedback & Measure Development Worksheet

Priority Level	Project Sector	Cost Estimate	Link to any Relevant Projects
Rank projects according to their priority to the region (1=highest priority to 5 = lowest priority)	Which EPA sector does this project fall within? (Choose from the drop down list below)	Choose from the drop down list based on EPA funding tiers or enter a more specific number	Have any similar projects, studies, or policies/ordinances been implemented?
	1 Transportation	Less than \$2 Million	Fairfield has engaged in a number of planning and construction initiatives to improve multi modal options
	2 Transportation	Less than \$2 Million	Key linkage between growing housing and retail development in downtown and Fairfield Metro TOD - limit in town auto use

Combined existing actions with feedback from municipalities and communities to develop a list of actions that **best encompass future regionwide GHG reduction efforts.**

Final Measures By Sector



Transportation



Electric
Power



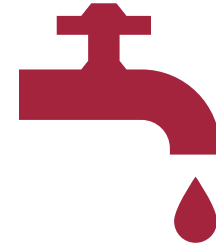
Waste



Buildings



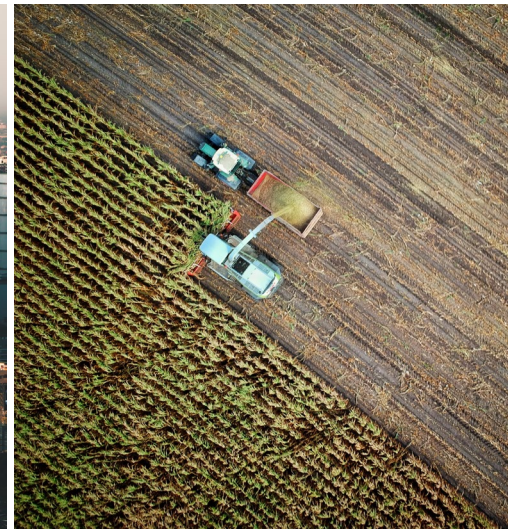
Agriculture



Wastewater



Forestry



Feedback on Barriers for Implementing Measures

We want to hear from you!

Please use **slido** to provide feedback

Scan the QR code



If unfamiliar with QR codes:

1. Type in slido.com in a web browser on phone or computer
2. Enter code: **#CPRG1**



Joining as a participant?

Enter code here



Active Mobility and Public Transit



Expand Complete Streets and Bike + Pedestrian Network Projects



Support Transit Decarbonization



Encourage Micro Mobility Opportunities



Identify Opportunities to Support Transit Hubs



Promote and Expand Transportation Demand Management

Electric Vehicles



Municipal Fleet Decarbonization



Maximize Funding for School Bus Electrification



Promote Residential and Commercial Electric Vehicles



Freight Vehicle Decarbonization



Install Municipally Owned Charging Stations



Encourage Public EV Charging Stations

What might make it difficult to implement transportation sector measures?

007

- elected leaders don't ride transit
- Rural areas of the region less focused on transit
- underfunded transit agencies
- Perception of bus
- EVs are \$\$\$
- parking requirements in zoning codes
- People love their cars!
- limited capacity in municipal governments
- Municipal leaders resistant
- Do ebikes fall under this? Portions of Bridgeport have 30%+ of people without cars
- Lack of understanding of emissions
- bureaucracy / slowdowns from ConnDOT in redesigning streets
- lack of local funding for Complete-Streets-esque improvements
- Municipalities aren't on board
- Cost of infrastructure
- Zoning codes and other land use regulations that reinforce car-dependent behavior and lifestyles
- Supply of electricity

Residential and Commercial Building Upgrades



Develop Education and Installation Programs for Energy Efficient Technologies



Identify Opportunities for and Encourage Adaptive Reuse



Maximize Available and Advocate for New Energy Efficiency Rebate and Incentive Programs

Municipal Building Upgrades



Retrofit Municipal Buildings for Energy Efficiency, Conservation, and Storage



Install HVAC Systems and Encourage Higher Standards for Building Envelopes

What might make it difficult to implement building sector measures?

0 0 4

- Payment schedules on programs. A lot are matching or you pay tens of thousands upfront and slowly get paid back over year+
- people opposed to change weaponize historical preservation laws
- just updated my home
- Lead, Mold, etc.
- High cost with uncertain return
- Effects on rent, implementing these might cause rent to push people out
- There is no one place to get information
- strict zoning codes keep old buildings from being rebuilt / renovated
- so many renters in bpt
- I rent my home
- Confusing
- Old housing stock

Waste and Wastewater Management



Expand Organics and Composting Programs



Improve Solid Waste Management Practices



Reduce Municipal Wastewater Treatment Facility Energy Usage and Emissions

Waste and Wastewater Management



Encourage Manufacturing Waste Reduction



Advocate for Low-Embodied Carbon Specifications for State Transportation Projects



Encourage Circular Economy Materials Management for New Construction and Major Renovation Projects

What might make it difficult to implement waste sector measures?

005

- +1, many people don't believe recycling actually does anything
- Wastefulness has no direct financial impact on users - pay as you use
- People believe items in single stream bins don't actually get recycled
- low awareness of impact
- Infrastructure. As it stands around 800 tons of waste goes to philly, ohio, ECT.
- Waste incinerators are located in low income communities
- composting programs
- have barriers to entry, e.g. needing to buy a special bin
- No municipal composting facility; residents reluctant to pay for their own compost removal
- Recycling rules are confusing
- Residents don't pay for their waste. Should be pay as you throw
- Not sure how to reduce when companies create so much packaging

Renewable Energy Generation, Use, and Storage



Install Municipal Solar



Install Microgrids and Fuel Cells in Key Locations Throughout the Region



Identify sites for Energy Generation/Storage Throughout the Region, Prioritizing Opportunities for Co-Benefits

What might make it difficult to implement energy sector measures?

006

- Need to make it easiest
- State needs to allow community choice aggregation
- Should consider low income
- Municipal buildings have barriers to solar, like old roofs
- What is the motivation for people/municipalities to switch, other than a moral obligation?
- political influence of fossil fuel industry
- caps
- High cost
- Costs. Things like geothermal are out of reach for most.
- onerous permitting process for new infrastructure
- I rent
- Not straightforward

Carbon Capture



Support Targeted Land Conservation and Restoration and Identify Opportunities for Smart Growth



Plant More Trees and Support Projects that Connect Existing Green Spaces

What might make it difficult to implement carbon capture measures?

006

- poor understanding of urban forestry best practices (e.g. planing the wrong trees)
- Changes in climate
- Lack of funding towards remediation needed to start projects
- In a highly competitive region in terms of economic development, environment is always 2nd priority
- Lack of awareness of benefits of trees on private property
- low political support for eminent domain
- Need to conserve woods
- \$\$ required for land conservation
- Lack of investment towards brownfields
- most land is already in the hands of individual homeowners, even in rural areas
- Lack of maintenance capacity
- Urban environment

Climate Friendly Zoning



Advocate for More Energy Efficient Building Codes



Energy Efficient Zoning



Support Zoning Best Practices

What might make it difficult to implement climate friendly zoning measures?

003

- Decision makers are satisfied with a climate friendly approach...when convenient...needs to be more commitment
- concerns about "neighborhood character"
- Lack of understanding
- Has to be approved
- zoning is still not widely understood & not seen as a climate strategy
- Different for each municipality
- Climate friendly zoning is too often seen as
 - "just another tax" on the development sector
 - people opposed to zoning changes (NIMBYs) have disproportionate political power

Green Jobs and Workforce Development



Promote Existing and Develop Green Workforce Training Programs



Encourage Municipalities to Expand Municipal Staff Roles



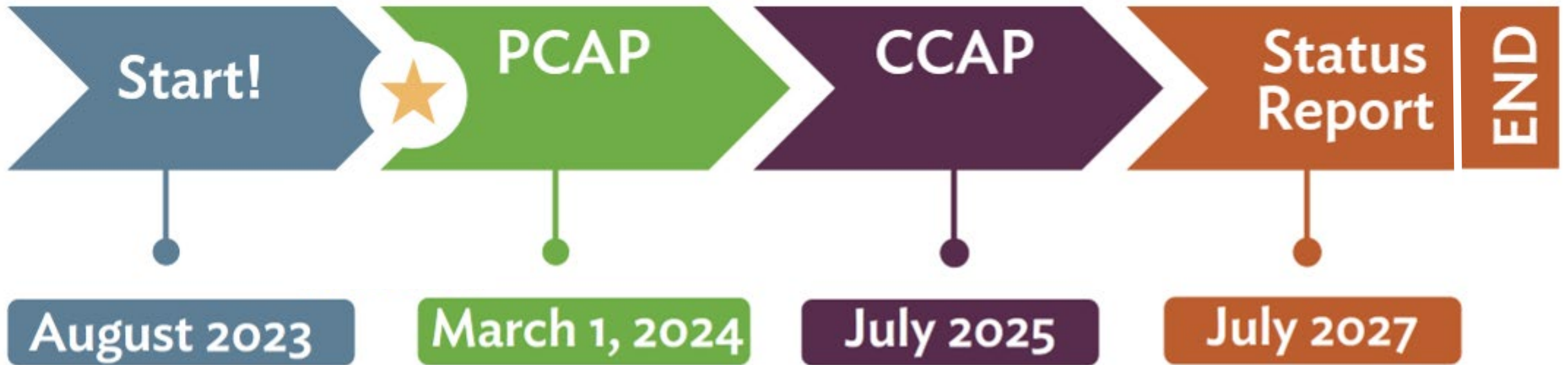
Prioritize Local Suppliers and Vendors for Municipal Decarbonation Efforts

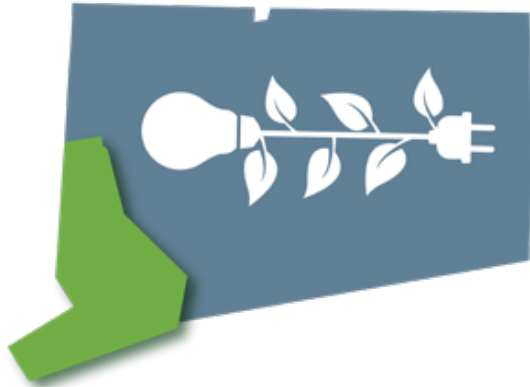
What might make it difficult to implement workforce related measures?

0 0 4

- cities are used to hiring consultants for everything and are not as good at building in-house capacity
- Budget philosophy is more with less, not more with more - decisions makers unwillingly to increase payroll/staff
- How to pair workforce with opportunities
- Long term funding. A lot of ag work naturally moves slow.
- How can we look for training opportunities
- elected leaders don't want to raise taxes
- How do we know where the gap exists?
- Don't know where to start

Next Steps





**Southwest
CT Climate
Action Plan**



**CLIMATE
POLLUTION
REDUCTION
GRANTS**

U.S. Environmental Protection Agency



Priority Climate Action Plan (PCAP)

Southwest Connecticut Region

THANK YOU! – QUESTIONS?